IRVINGTON BART STATION PROJECT: STATION SITE PLAN ALTERNATIVES

Community Meeting #2 and Public Online Survey #2 Results Summary

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Station Site Plan Alternatives: Community Meeting #2 and Public Online Survey #2 Results Summary

This memorandum summarizes the Community Meeting #2 for the Irvington BART Station Project, which took place on May 23, 2018 from 7pm to 9pm at the Fremont Main Library, and the results of the Public Online Survey #2, which was open from May 24 through June 7, 2018, and was available at: www.Fremont.gov/IrvingtonBARTSurvey. A brief overall summary of what we learned from both the community meeting and the survey is provided below, followed by summaries specific to Community Meeting #2 and the results of the Public Online Survey #2.

Executive Summary

Approximately 100 people attended the community meeting and 268 people took the survey. These two methods of community engagement were used to get feedback on the three Station Site Plan Alternatives and their components (e.g., pedestrian overcrossing, location of transit center, pedestrian access).

Community Meeting

At the community meeting, the project team heard mixed opinions during breakout sessions about the amount of parking the station should include as well as how historic resources should be preserved. However, based on the breakout sessions and report back, input was clear on the following themes:

- Alternative A was most frequently voiced as the preferred alternative given its reduced footprint and the least amount of parking and traffic impacts to station area.
- The Washington Blvd pedestrian ramp connection and the Osgood Rd pedestrian overcrossing were both favorable design components.
- The Irvington Station should be locally-focused and cater to the Irvington community.
- The Adams Avenue pedestrian access point is not a favorable design element.
- Pedestrian safety, traffic congestion, noise, and crime in the area as a result of the station are top concerns, but not as universally as expressed at the prior Open House and Survey #1.

Survey

The results of the survey were similar to the feedback heard during the community meeting. The survey asked respondents to rank the station goals and station elements that were most important to them. Key results are listed below.

- Across all respondents, the most important station goal was to minimize neighborhood traffic.
- Looking only at respondents who will use Irvington BART at least twice a week, the most important goal was to maximize safety for all access modes and minimize modal conflicts.

- Of the station site plan and access elements presented, respondents preferred elements for pedestrians and cyclists over elements related to vehicle parking and circulation.
- The most important site plan element for survey takers was to maximize the number of access points for pedestrians and cyclists. The pedestrian bridge at the intersection of Washington Blvd and Osgood Rd connecting directly to the concourse was the second most highly valued element.
- Over half of respondents (56 percent) chose Alternative A as their preferred alternative. Alternative C was the second most popular with 28 percent of votes.

Community Meeting #2 Public Input Overview

The purpose of Community Meeting #2 was to (1) share with the community the three conceptual Station Site Plan Alternatives for the Irvington BART Station; and (2) get feedback from the community. Approximately 100 members of the community (excluding City/BART staff and consultant team) attended the meeting. Staff from BART, the City, and Alameda County Transportation Commission attended as well as representatives from the consultant team including Urban Planning Partners, ARUP, Urban Field Studio, and Fehr & Peers.

The meeting began with a presentation followed by a break-out session and then reconvening to receive a report back from each break-out group. The presentation provided an overview of the Irvington BART Station Project, where we are in the planning process, what the team learned from the community so far (via the earlier Open House, Online Public Survey #1, and Open City Hall), and described the three conceptual Station Site Plan Alternatives. After the presentation, attendees split into six groups based on the color of their nametag. Each group convened at a break-out station that had boards displaying Alternative A, B, and C, two group facilitators, and a note taker (from the consultant team). The groups had approximately 45 minutes to discuss and debate the merits of each alternative and the various components (e.g., pedestrian overcrossing, location of transit center, pedestrian access). The group facilitators led the discussion amongst community members, while another member acted as a notetaker to highlight comments and concerns on the alternatives. After the allotted 45 minutes, attendees reconvened and shared some of the highlights from each group.

Pens and post-it notes were also available for additional comments. In addition to comments and questions from attendees, a number of observations were also noted by staff and the consultant team and are mentioned in this summary. The notes captured by each of the six groups are provided in Attachment B. The PowerPoint Presentation and handouts are available on the project website: www.Fremont.gov/IrvingtonBART.

Hopes and Concerns

The following provides a high-level summary of the notes taken, and observations made, by the consultant team. The feedback is organized by topics, related to elements of the alternatives, but in no particular order. The most commonly-heard comments or themes are bulleted in the Executive Summary on page one. All notes from the break-out groups can be found in Attachment B.

Station Access - Pedestrian/Bicycle/Transit

- Strong interest in making the station accessible and safe for pedestrians, cyclists, and transit users
- Support for bus access being close to the station, as shown in Alternatives A and B
- Include the pedestrian bridge at Washington/Osgood as shown in Alternative A
- Address pedestrian safety concerns in Alternatives B and C where there are longer walking distances from parking areas to the station
- Eliminate walk/bike access point at end of Adams Avenue
    - Concern this will be used as a drop-off point
    - Street is narrow and not well-suited for a lot of cars
    - Concern BART patrons will park near this area
    - Could this be converted into a private entrance for residents in the area?
    - Could Carol Avenue be used as an access point instead of Adams Avenue?
- Support for a pedestrian bridge or tunnel for safer access from parking areas to the station for Alternative B
- Include a waiting area for corporate charter buses
- Consider ADA access in the design for the Irvington Station
- BART should work with AC Transit to encourage better routes and promote ridership
- Support for bike parking and lockers located on both sides of the station
- The amount of bike parking should be doubled
- Make sure elevated pedestrian walkways are wide enough for bicycles and pedestrians
- Concern over signalized intersections, especially new intersection created by Alternative B and C

Aesthetics/Design

- Design the Irvington Station to fit into the Irvington neighborhood/environment
- Consider future alternative modes of transportation (i.e. autonomous vehicles) in design of station
- Excitement for possibility of placemaking at the Roberts Avenue gateway parcel
- Support for signage/wayfinding around the station that is multi-cultural
- Parking garage should be aesthetically-pleasing
- Support for the smaller footprint of Alternative A

Crime/Safety

- Safety concerns at Roberts Avenue gateway; if a plaza is built, should be small and well-lit

- Keep the station small to avoid unwanted activity and loitering
- Irvington Station could bring crime to the area
- Faregates should be taller to prevent fare hoppers
- Faregates should be at escalators outside of plazas to deter homeless
- Washington Blvd underpass/East Bay Greenway safety problems; could be heavily occupied by homeless and deter pedestrians in the area from using this route
- BART and Fremont Police cannot handle any more workload

Historic Resources

- Mixed opinions regarding Ford House preservation:
    - Some would like the property preserved
    - Some did not care about the building's preservation
    - Why does it need to be preserved?
- Reuse ideas for Ford House included a police station, information center, and coffee shop
- Mixed opinions regarding Gallegos Winery preservation, but most liked the idea of preserving the Winery site

Funding

- Money would be better spent improving the core BART system
- Money would be better spent on other BART/rail extensions
- Money should go towards improving I-680
- Where would funding for Irvington Station come from?

Noise

- Noise generated from BART trains (from both tracks and horns) is a concern
- Could windows for nearby homes be provided to help reduce noise pollution from an Irvington Station?
- Is a soundwall along Bruce Drive viable to block sound?

Parking - Resident/Commercial

- Parking overflow from Irvington Station could result in less parking for surrounding residents
- Parking overflow from Irvington Station could flow into Safeway parking lot
- Support for residential parking permit program, but questions about its enforcement, effectiveness, and how it works with visitors

Station Parking

- Mixed opinions on Irvington Station parking for all alternatives
    - Less parking (i.e., Alternative A):
        - Some preferred less parking as it would result in less traffic driving through the area

        - Less parking reduces the project cost
        - Providing more parking would not add much benefit
    - More parking (i.e., Alternative B and C):
        - More parking would reduce impacts to residential parking
        - More parking results in the greatest amount of regional VMT reduction, as this reduces the number of cars commuting
        - More parking could increase the likelihood of crime in the area
        - Build plentiful parking now, because it will likely be expanded in the future
        - Irvington is already auto-oriented, not realistic to force it to be anything else
        - Parking structure is a better use of space and allows the city to build up instead of out
        - Building a parking garage next to the fault line is a concern
        - Parking garage does not make sense for future alternative modes of transportation (i.e. autonomous vehicles)
- Design parking areas for potential future expansions
- Parking areas should have solar panels
- Concern whether drop-off areas can adequately handle capacity

<u>Traffic</u>

- Traffic in the area, especially on Washington Blvd, is already extremely congested
- Irvington Station could increase traffic congestion in the area
- Irvington Station could introduce unnecessary automobile traffic into residential areas, where detours might be made
- Irvington Station will take cars off the road
- Will Irvington Station affect traffic from other cities? Will it encourage people from Tri-Valley to drive into Irvington?
- Station access at Main Street/High Street entrance is too close to residential areas
- Excitement for ability to take BART to Silicon Valley in the future instead of driving
- Access from Bruce Drive onto Washington Blvd is already constrained and measures should be implemented to improve access
- Emergency access to the station and surrounding area is a concern

<u>Other</u>

- Excitement about opportunity to more easily access BART
- Additional BART stations will result in slower BART speeds
- How will the Irvington Station contribute to a better community?
- Mixed opinion over parking vs. housing:
    - Some liked the idea of less parking to make more room for housing
    - Some preferred parking over dense housing

- What will be done to prevent homeless near the area, at Irvington Station, and at the section of the East Bay Greenway under the Washington Overpass?
- Why is there a need for another BART station with Fremont and Warm Springs stations located so closely?
- Could the location for another BART station change? Move further south?

Online Survey #2 Results Overview

The Irvington BART Station Planning Team posted a 9-question survey on the City's website between May 24, 2018 and June 7, 2018. It garnered a total of 268 responses. The survey link was distributed through numerous City of Fremont channels, including email updates, City of Fremont newsletters, a City news brief, social media, at the Community Meeting #2 on May 23, 2018, and flyers posted throughout the Irvington area.

The online survey was split into three sections:

- The respondent's relationship to the Irvington Station, how they heard about the survey, and how they would use an Irvington BART Station (Questions 1-5)
- What should be included at the Irvington Station (Questions 6-7)
- Preference for an Alternative and any additional comments (Questions 8-9)

Attachment C provides the list of survey questions and Attachment D provides a more detailed summary of all survey responses.

Online Survey Results

Below is a brief summary of the results by question:

<u>Demographics</u>

- **Question 1**: Most survey takers (about 40 percent) resided in the Mission San Jose neighborhood, while 26 percent lived in the Irvington neighborhood. About 22 percent resided in other Fremont neighborhoods and 12 percent did not live in Fremont.

<u>Prior Meeting Attendance</u>

- **Question 2**: The majority of survey takers (72 percent) did not attend Community Meeting #1 or #2.
- **Question 3**: Over half of survey respondents did not attend Community Meeting #2 on May 23, but those who did heard about the meeting mainly through social media, word of mouth, and City of Fremont emails.

<u>Ridership</u>

- **Question 4**: Most of the survey takers said they would use the station a few days a year or once a year or less (30 and 26 percent, respectively); however, 19 percent said they would use the

station a few days a month, 13 percent said they would use the station 4 or 5 days a week, 6 percent said they would us the station once a week, and 5 percent said they would use the station 2 to 3 days a week.

- **Question 5**: Almost half of survey takers said they would like to most often walk or ride a bicycle to BART, while 23 percent said they would like to most often drive alone to the station and 12 percent would like to most often be dropped off.

Station Goals

- **Question 6**: Of the goals presented, survey takers found the following to be their top goals (where at least 50 percent of respondents felt the goal was "extremely important" for the Irvington Station):
    - Minimize neighborhood traffic
    - Minimize neighborhood parking impacts

  The station goals are listed below in Table 1 in order of most important to least important based on the average rating. The rating ranged from 5 for "extremely important" to 1 for "not at all important."

Table 1: Average Rating of Station Goals – All Respondents

Station Goal	Avg. Rating
Minimize neighborhood traffic	3.95
Maximize safety for all access modes and minimize modal conflicts	3.91
Minimize neighborhood parking impacts	3.88
Maximize the number of people who access the station by walking and bicycling	3.80
Maximize cost effectiveness	3.76
Provide convenient transit access to the station and increase transit service to the station	3.57
Maximize sustainability performance	3.54
Provide an attractive station for riders and the surrounding neighborhood	3.54
Encourage transit-oriented development	3.46
Maximize BART ridership and reductions in VMT	3.41

- For respondents who reported that they will use Irvington BART at least 2 days per week (defined as "frequent future Irvington BART riders"), the most valued goals were different. The top goals for the 51 people who will frequently use Irvington BART are listed below in Table 2.

Table 2: Average Rating of Station Goals – Frequent Future Irvington BART Riders

Station Goal	Avg. Rating
Maximize safety for all access modes and minimize modal conflicts	4.39
Maximize the number of people who access the station by walking and bicycling	4.22
Provide convenient transit access to the station and increase transit service to the station	4.04
Minimize neighborhood parking impacts	4.04

<u>Design Elements</u>

- **Question 7**: Of the station site plan and access elements presented, respondents preferred elements for pedestrians and cyclists over elements related to vehicle parking and circulation.
- The station elements are listed below in Table 3 in order of most important to least important based on the average rating and also shows the number of respondents for each rating category. Ratings of 5 were "extremely important" and ratings of 1 were "not at all important."

Table 3: Average Rating of Station Design Elements – All Respondents

Station Design Element	Avg. Rating
Maximum number of access points for pedestrian and cyclists	3.74
Pedestrian bridge at the intersection of Washington and Osgood that connects directly to the station concourse	3.65
Shortest possible walking distance between bus/shuttle loading and the station entrance	3.51
Minimum amount of land used for the station	3.41
Pedestrian bridge over Osgood Road connecting to the station concourse	3.36
Most opportunities for transit-oriented development	3.35
Enhanced neighborhood gateway entrance at Roberts Avenue	3.13

Parking Structure	2.85
Maximum number of vehicle access points	2.68
Maximum surface parking for vehicles	2.51

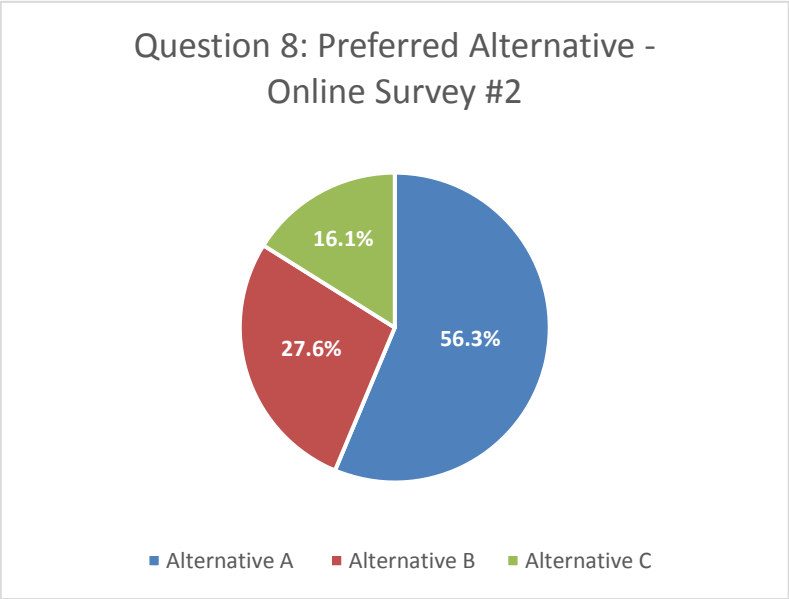
- For respondents who reported that they will use Irvington BART at least 2 days per week, the most valued site plan and access elements were slightly different. The preferred elements of frequent users (51 people) are listed below in Table 4 from most important to least important.

Table 4: Average Rating of Station Design Elements – Frequent Future Irvington BART Riders

Station Design Element	Avg. rating
Maximum number of access points for pedestrian and cyclists	4.20
Pedestrian bridge at the intersection of Washington and Osgood that connects directly to the station concourse	4.20
Most opportunities for transit-oriented development	4.04
Pedestrian bridge over Osgood Road connecting to the station concourse	4.04

Preferred Alternative

- **Question 8**: Of the 3 alternatives presented, 56.3 percent of respondents chose Alternative A as their preferred alternative. Alternative C received 27.6 percent and Alternative B received 16 percent.
- The results were similar for survey respondents who attended Community Meeting #2. Out of these respondents (60 people) 62 percent chose Alternative A as their preferred alternative, while Alternative C received 23 percent and Alternative B received 15 percent.



- **Question 9**: Survey participants wrote numerous comments in response to asking what people would like to see considered in the final station site plan. Please see Attachment D for a list of all comments.

ATTACHMENT A: COMMUNITY MEETING #2 HANDOUT

Station Site Plan Alternatives Summary Table

Features/Performance	Alternative A	Alternative B	Alternative C
Designated Station Typology	Urban with Parking	Balanced Intermodal	Balanced Intermodal
Station Elements			
Concourse	Oriented perpendicular to tracks (generally east-to-west)		Angled with respect to tracks (generally southeast-to-northwest)
Pedestrian connectivity	7 pedestrian access points; includes pedestrian bridge from southwest corner of Washington Boulevard/Osgood Road to concourse	5 pedestrian access points	6 pedestrian access points; includes pedestrian bridge over Osgood Road from parking structure to concourse
Bicycle connectivity	5 bicycle access points Extension of the East Bay Greenway		
Bicycle parking	180 bicycle parking spaces (lockers & Class II racks) 60% located west of the tracks, 40% east of the tracks		
Bus loading bays	4 bus loading bays on east side of station, west of Osgood		4 bus loading bays east of Osgood Rd via pedestrian bridge
Drop-off bays	20 drop-off spaces: 10 located on either side of the tracks		20 drop-off spaces: 10 located on west & 10 located across Osgood Road
Vehicle connectivity	3 vehicle access points: Washington Boulevard, Main Street, and Osgood Road	4 vehicle access points: Washington Boulevard, Main Street, and Osgood Road (2)	
Vehicle parking	300-325 customer spaces All surface parking located on either side of the tracks	775-800 customer spaces All surface parking located on either side of the tracks and to the east of Osgood Road	900-925 customer spaces Mixture of surface and structured parking located to the west of the tracks and to the east of Osgood Road
Gallegos Winery site	Preservation of site and pedestrian connections between the site and station		
Ford House	Site is not part of the BART Station and remains in private ownership	Relocation and rehabilitation of Ford House, possibly to the historic Gallegos Winery site	Site is not part of the BART Station and remains in private ownership
Performance			
New daily systemwide BART riders, 2040 (preliminary estimate)	3,700	4,100	4,200
Total daily estimated BART boardings at Irvington by access mode, 2040	*Boardings* / *Percent of Total*	*Boardings* / *Percent of Total*	*Boardings* / *Percent of Total*
Walking	1,280 / 35%	1,200 / 29%	1,200 / 29%
Biking	320 / 9%	300 / 7%	300 / 7%
Transit	660 / 18%	640 / 16%	630 / 15%
Drop-off	890 / 24%	760 / 19%	720 / 17%
Drive-and-park	550 / 15%	1,100 / 27%	1,250 / 30%
Total	*3,700 / 100%*	*4,000 / 100%*	*4,100 / 100%*
Net change in daily vehicle miles traveled, 2040	-65,700	-68,600	-70,200
Directions with conflict-free pedestrian access*	3 of 6	3 of 7	5 of 7
Directions with conflict-free bicycle access*	4 of 6	3 of 6	3 of 6
Walking distance from bus loading to station entrance	On-site: 250' Closest Washington stop: 880'	On-site: 530' Closest Washington stop: 1,470	On-site: 700' Closest Washington stop: 1,360'
Number of vehicle access points	3	6	4
Number of studied intersections operating at Level of Service (LOS)** E or F in 2040	*2017 No Project: 3* *2040 No Project: 9*		
	9	9	10
Relative total capital cost	SSS	SSSS	SSSS
Land used for station	8.5 acres	14.5 acres	11.9 acres
Private property acquired	3.4 acres	5.4 acres	2.9 acres

Notes: * Access routes without at-grade crossings of roadways / driveways *within the station site* are considered conflict-free routes.
** Level of Service (LOS) is a quantitative system for rating the performance of intersections that measures the average delay experienced by travelers using the intersection; LOS A reflects little or no delay, while LOS F reflects congested conditions with significant delay.

Irvington BART Station Site Plan

Community Meeting #2
May 23, 2018

What do you think about the Station Site Plan Alternatives?

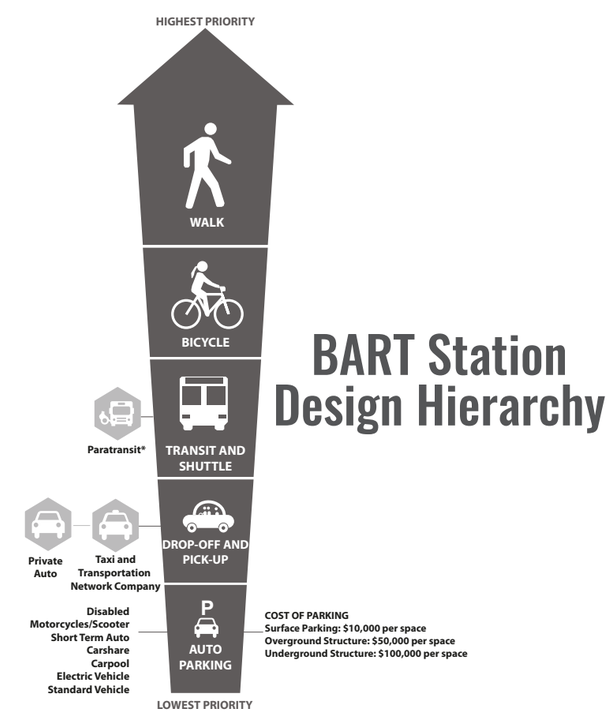
Your input will be used to develop a final Station Site Plan and will combine preferred elements from all three of the alternatives.

To keep current with the project and take the public online survey*, please visit:
www.fremont.gov/IrvingtonBART

**Public online survey will be open from May 23-June 6, 2018*

Station Site Plan Goals

- Maximize BART ridership and reductions in vehicle miles traveled
- Maximize the number of people who access the station by walking and bicycling
- Provide convenient transit access to the station and increase transit service to the station
- Maximize safety for all access modes and minimize modal conflicts
- Minimize neighborhood traffic impacts
- Minimize neighborhood parking impacts
- Maximize cost effectiveness
- Encourage transit-oriented development
- Maximize sustainability performance
- Provide an attractive station for riders and the surrounding neighborhood

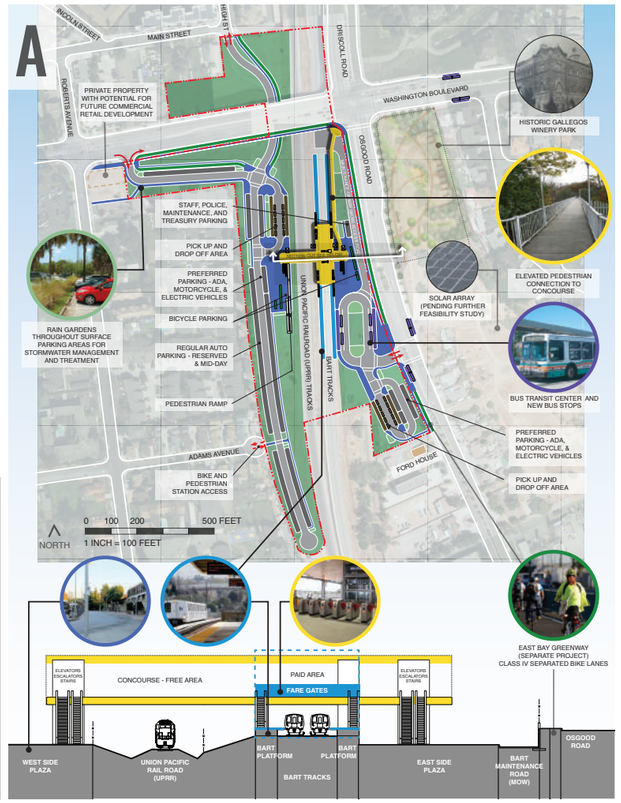


BART Station Design Hierarchy

Alternative A: Key Elements

- Urban with Parking BART station access type
- Provides a pedestrian bridge from the corner of the Washington Boulevard/Osgood Road intersection to the concourse
- Pedestrian ramp on west side of station site
- Provides a single access point on Osgood Road at a new signalized intersection
- Provides the least amount of parking
- Enhanced access neighborhood access via gateway at Roberts

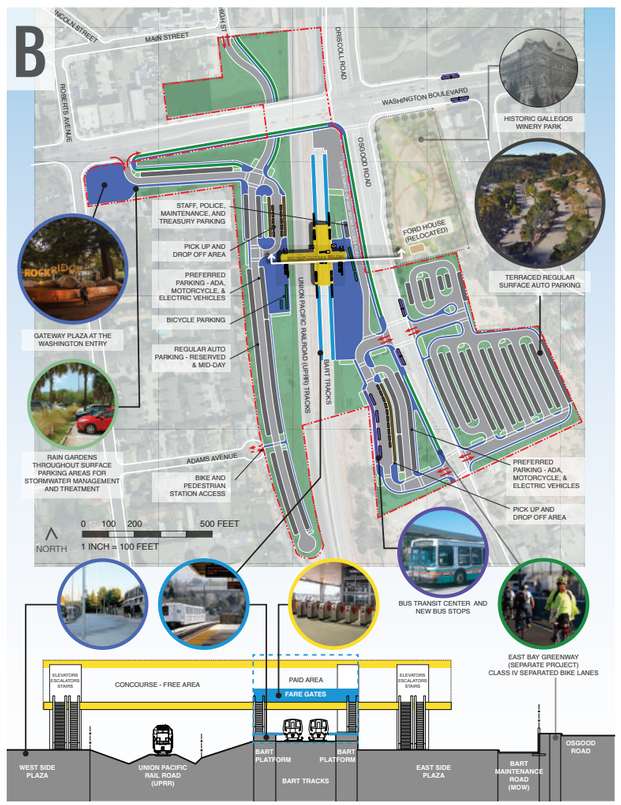
New Daily Systemwide BART Riders (2040)	3,700
Net Change in Daily Vehicle Miles Traveled (2040)	-65,700
Vehicle Parking	300-325 spaces
Land Used for Station	8.5 acres



Alternative B: Key Elements

- Balanced Intermodal BART station access type
- Includes two new signalized intersections on Osgood Road
- No pedestrian bridges
- Relocates the Ford House
- Provides almost 800 parking spaces with parking located on the hill east of Osgood Road using retaining walls

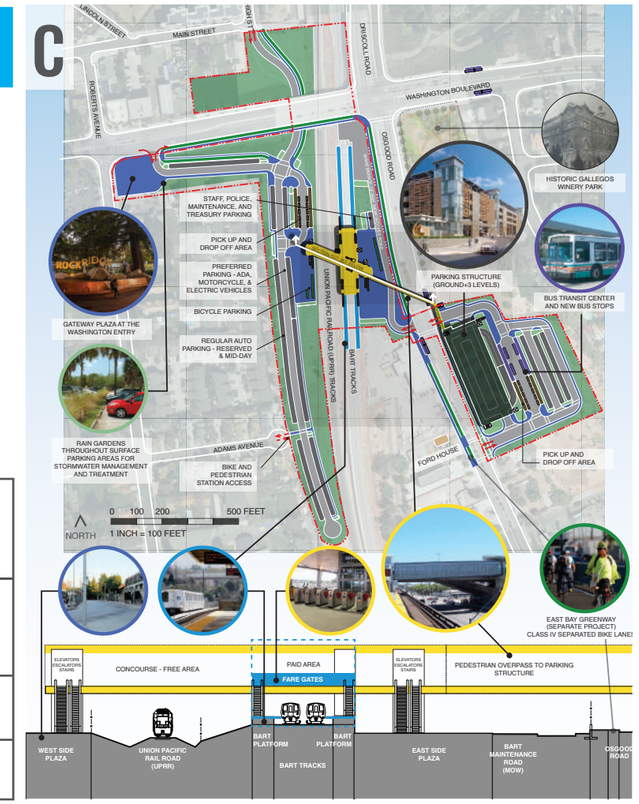
New Daily Systemwide BART Riders (2040)	4,100
Net Change in Daily Vehicle Miles Traveled (2040)	-68,600
Vehicle Parking	775-800 spaces
Land Used for Station	14.5 acres



Alternative C: Key Elements

- Balanced Intermodal BART station access type
- Provides a pedestrian bridge over Osgood Road between the parking structure and the concourse
- Includes two new signalized intersections on Osgood Road
- Provides surface parking and a parking structure for over 900 parking spaces

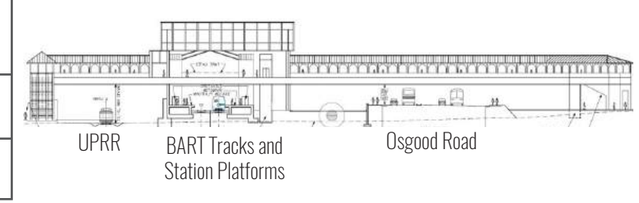
New Daily Systemwide BART Riders (2040)	4,200
Net Change in Daily Vehicle Miles Traveled (2040)	-70,200
Vehicle Parking	900-925 spaces
Land Used for Station	11.9 acres



Concept Site Plan: Key Elements

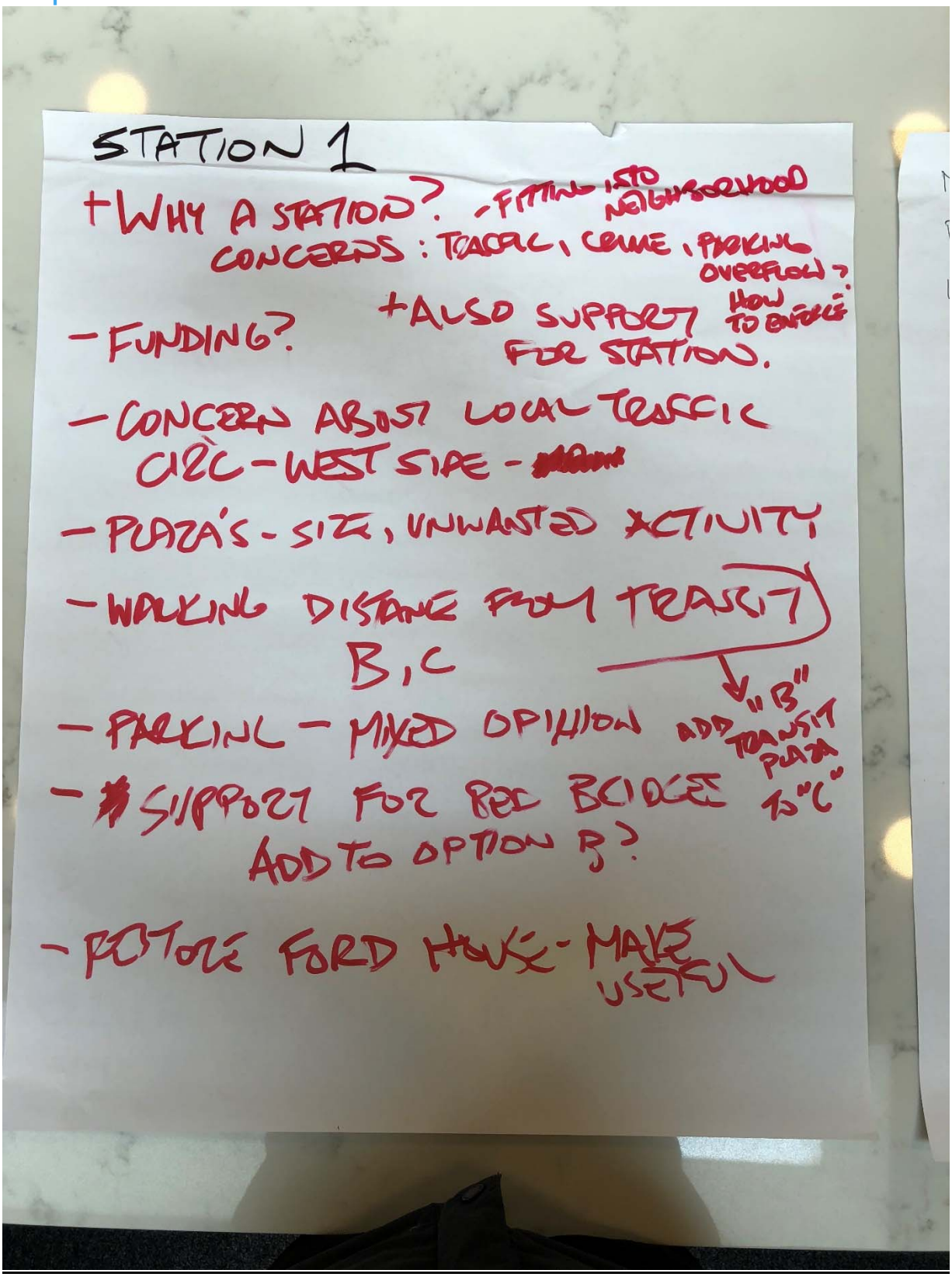
- A previously approved concept plan was developed 10-15 years ago through the Warm Springs Extension process
- Provided a pedestrian bridge over Osgood Road between surface parking and the concourse
- Included one new signalized intersection on Osgood Road
- Provided 925 surface auto parking spaces
- Provided vehicle access to/from Roberts Ave

New Daily Systemwide BART Riders (2025)	800
Net Change in Daily Vehicle Miles Traveled	Not studied
Vehicle Parking	925 spaces
Land Used for Station	18 acres



ATTACHMENT B: COMMUNITY MEETING #2 BREAK-OUT GROUP NOTES

Group 1


STATION 1
+WHY A STATION? - FITTING INTO NEIGHBORHOOD
CONCERNS: TRAFFIC, CRIME, PARKING OVERFLOW?
+ALSO SUPPORT FOR STATION.
HOW TO ENFORCE
- FUNDING?
- CONCERN ABOUT LOCAL TRAFFIC CIRC - WEST SIDE -
- PLAZA'S - SIZE, UNWANTED ACTIVITY
- WALKING DISTANCE FROM TRANSIT B, C
ADD "B" TRANSIT PLAZA TO "C"
- PARKING - MIXED OPINION
- SUPPORT FOR PED BRIDGE ADD TO OPTION B?
- RESTORE FORD HOUSE - MAKE USEFUL

Station 1

Need for a BART station in Fremont

Parking in the neighborhood / overflow parking is of concern

Local traffic is a concern

Crime is a concern

Could location of station change - move further south

Traffic on Roberts is a concern especially Northbound right (NBR)

Where will additional funding come from?

Turing Washington on Driscal is problematic / local traffic is bad → prefers less parking & less cost.

In favor of station - lives 10 mins walk from station → prefers less parking option & ped bridge from Osgood / Washington.
Will station attract traffic from other cities → local traffic congestion

Keep plaza's small - like the idea but not encourage people to hang around.

In favor of Alt C with more parking to stop people parking in residential area

Effectiveness of parking permits

Concerned about traffic on ~~Washington~~ Osgood & Washington. Need better understanding of development in surrounding area

Concerned about access from Main St / High St - too close to residential area

Walking distance too long in Alt C → long ~~walking~~ distances for ADA a concern
→ Alt C not preferred

Drop off spaces do not need to be close to ~~[illegible]~~ entrance

Station 1

Is a parking structure a good investment / idea given the future of transportation (autonomous vehicles)

Fewer traffic lights the better

More parking than Alt A

Ped bridge / tunnel in Alt B

Concern about access to the north Roberts / Main / High

More stations, slower BART speeds

Concern about traffic & safety

Woman killed crossing Washington Blvd east of Osgood → should be signalized

Should fix / use money elsewhere (680

How will BART station contribute to better community?

Support Warm Springs BART because space to build more → like apartment buildings

Concern how the BART station fits into the neighborhood

Concern about plazas being too big and be unsafe

Concern overflow BART parking will use Safeway parking

Ford House could be used as BART police / information center

Station 1

If have Alt C parking east of Osgood then why have Alt B parking west of Osgood / south of station

Alt B surface parking all on east side of Osgood.

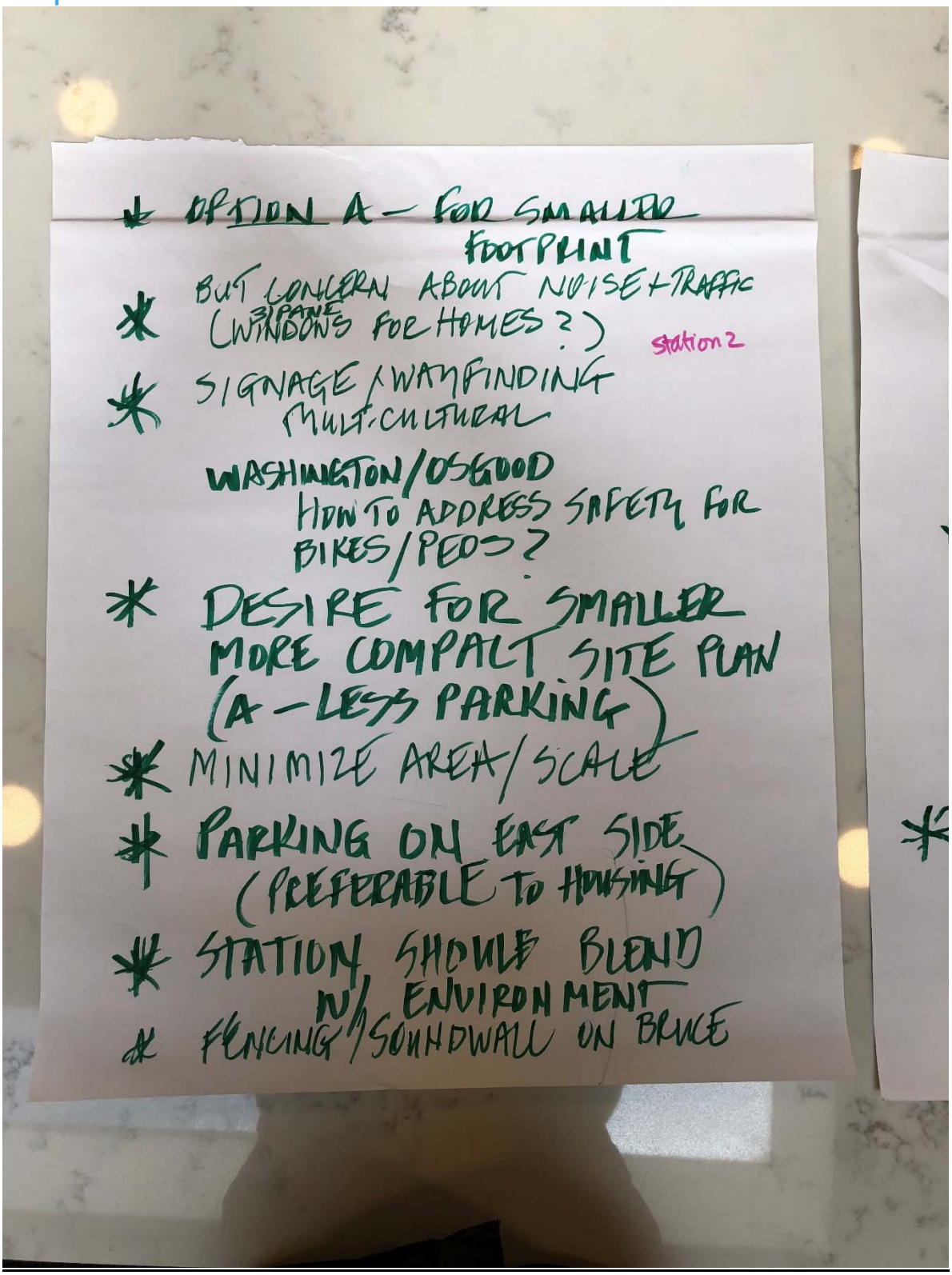
- Bus drop off on C should be ~~combined with~~ same as Alt B →
walking distance to drop off on C a concern.

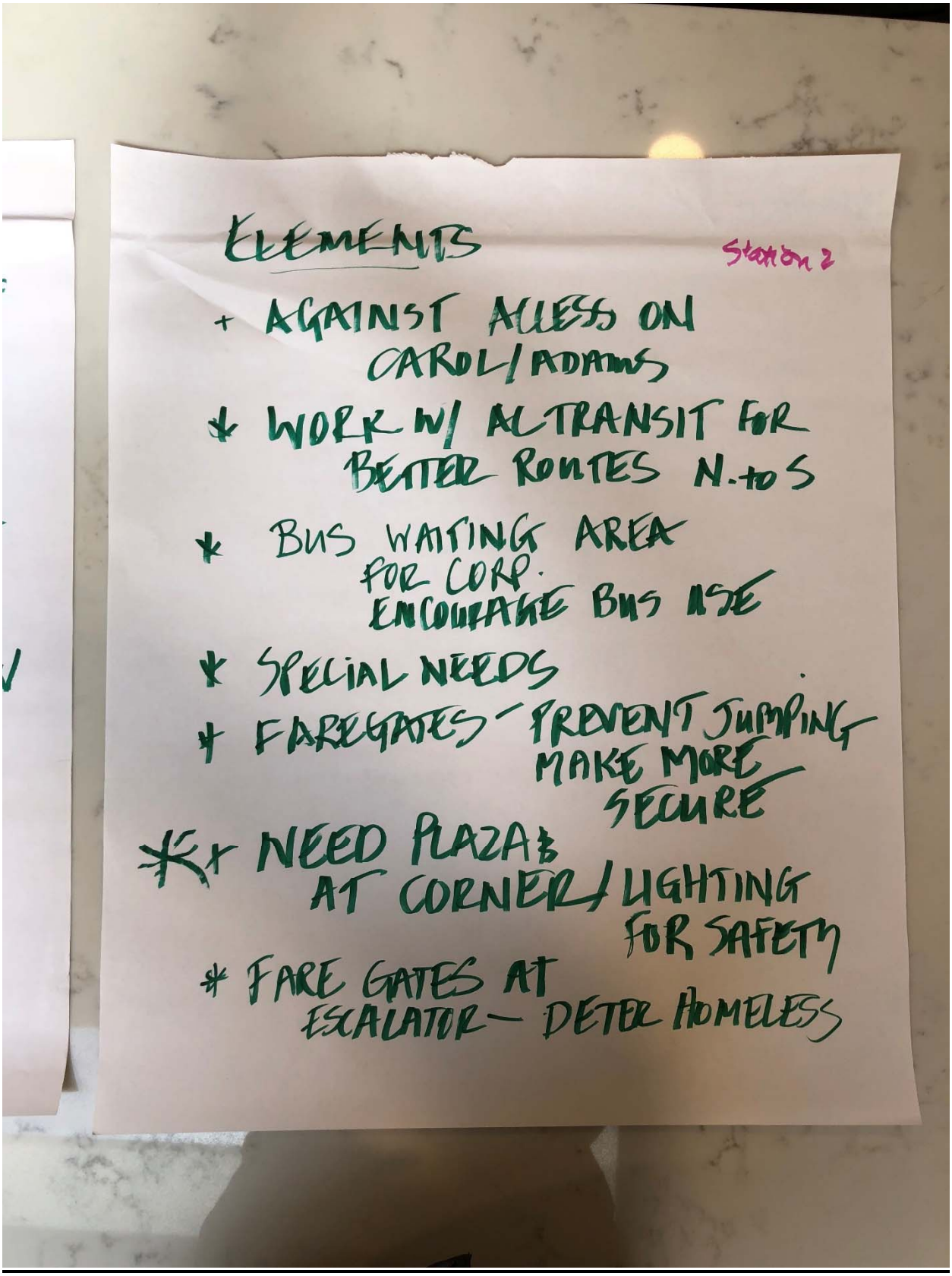
Solar panels above parking

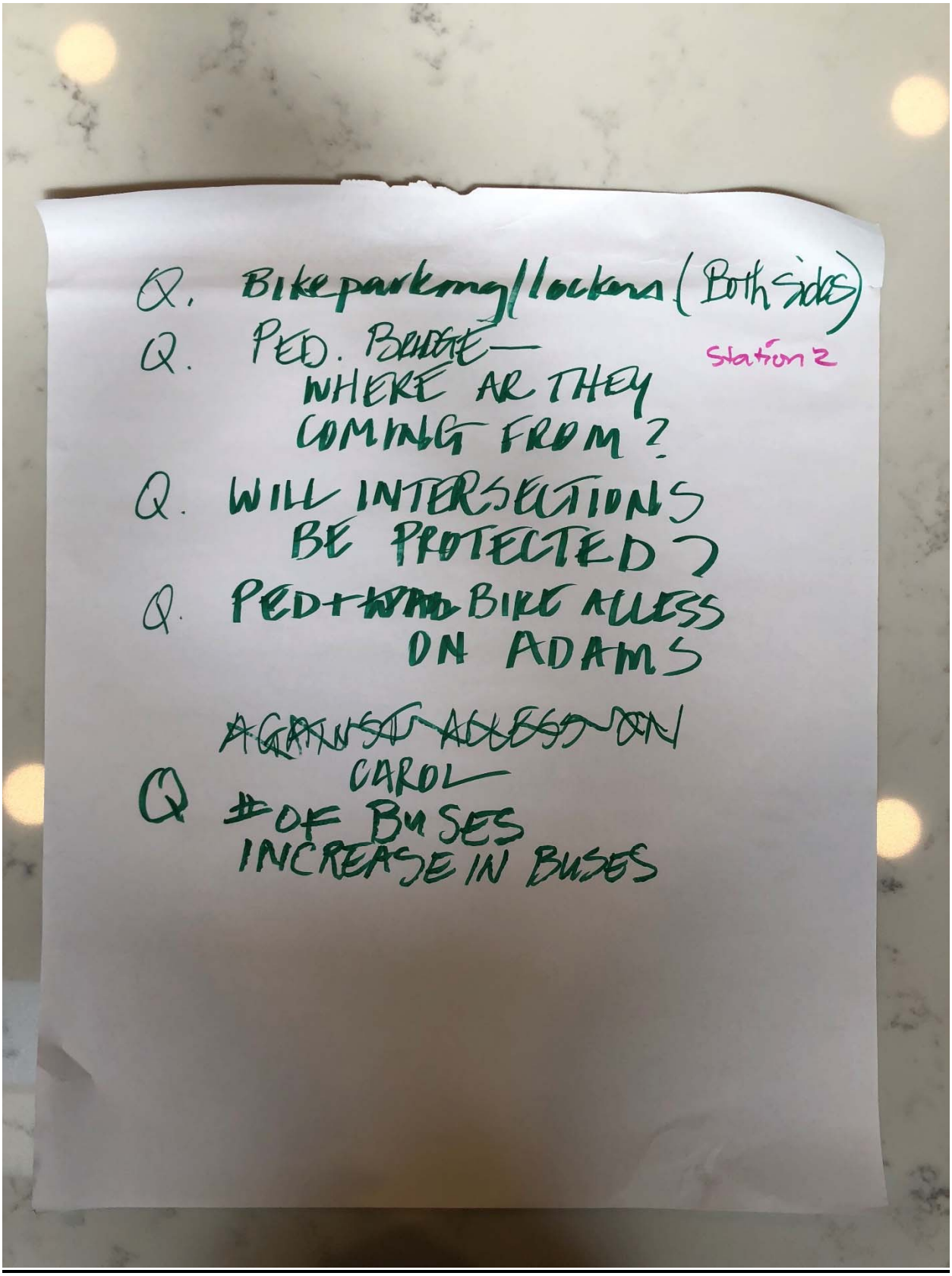
Entrance off Washington / Roberts / Main concern.

SHOW ALQUIST-PRIOLA SEISMIC HAZARD ZONE
- BUILDING A 3 STORY PARKING STRUCTURE DIRECTLY OVER THE HAYWARD FAULT IS NOT PRUDENT ~~PLANNING~~ SITING
SOME IN THE COMMUNITY MAY RECALL THE FORMER FREMONT CITY HALL

Group 2


* OPTION A – FOR SMALLER FOOTPRINT
* BUT CONCERN ABOUT NOISE + TRAFFIC (3 PANE WINDOWS FOR HOMES?)
Station 2
* SIGNAGE / WAYFINDING MULT-CULTURAL
WASHINGTON / OSGOOD HOW TO ADDRESS SAFETY FOR BIKES / PEDS?
* DESIRE FOR SMALLER MORE COMPACT SITE PLAN (A – LESS PARKING)
* MINIMIZE AREA / SCALE
* PARKING ON EAST SIDE (PREFERABLE TO HOUSING)
* STATION SHOULD BLEND W/ ENVIRONMENT
* FENCING / SOUNDWALL ON BRUCE

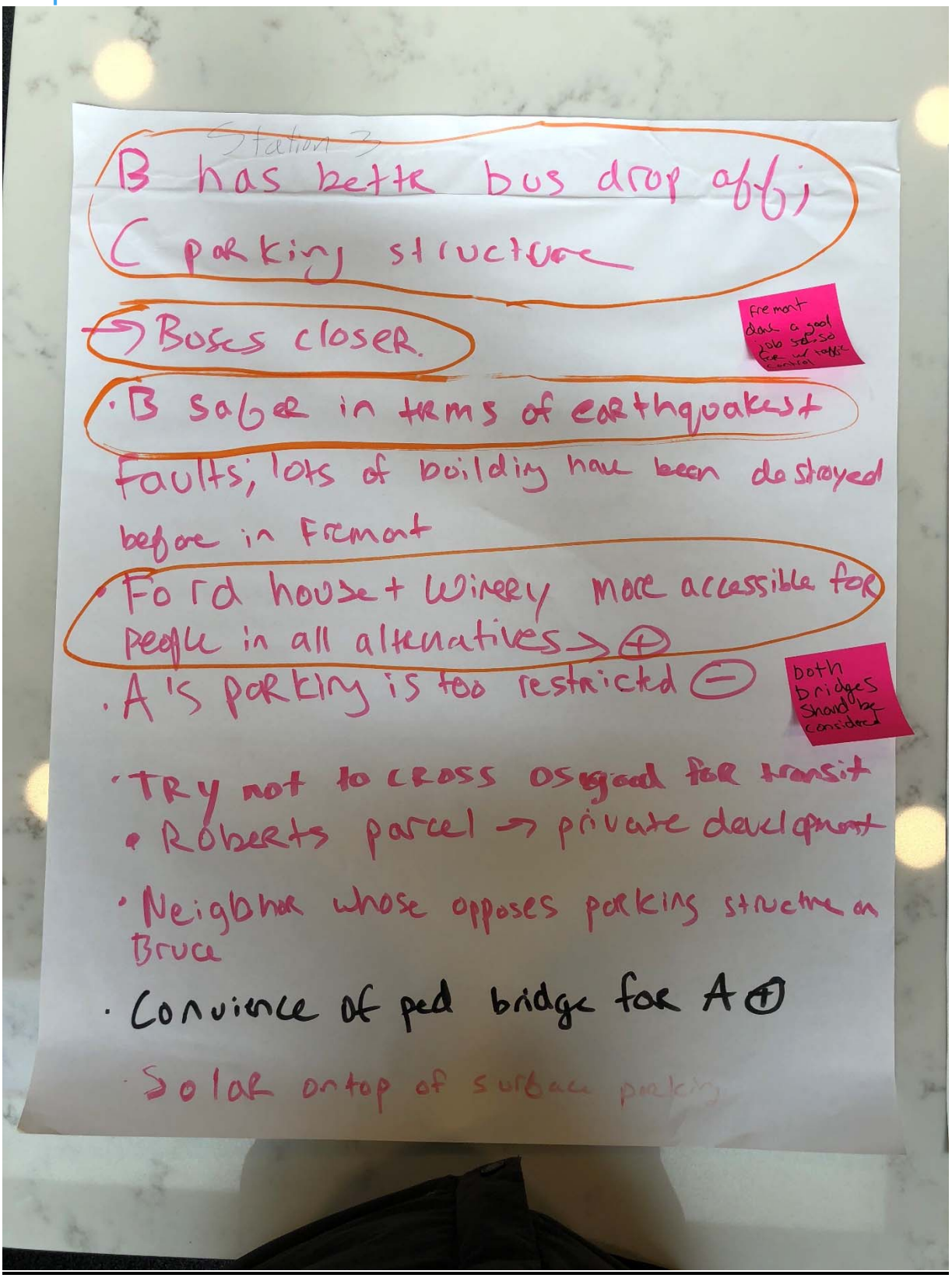

ELEMENTS
Station 2
+ AGAINST ACCESS ON CAROL/ADAMS
* WORK W/ ACTRANSIT FOR BETTER ROUTES N. to S
* BUS WAITING AREA FOR CORP. ENCOURAGE BUS USE
* SPECIAL NEEDS
+ FAREGATES - PREVENT JUMPING MAKE MORE SECURE
*+ NEED PLAZA & AT CORNER/LIGHTING FOR SAFETY
* FARE GATES AT ESCALATOR - DETER HOMELESS


Q. Bikeparking/lockers (Both sides)
Q. PED. BRIDGE—
WHERE AR THEY
COMING FROM?
Station 2
Q. WILL INTERSECTIONS
BE PROTECTED?
Q. PED+ BIKE ACCESS
ON ADAMS
AGAINST ACCESS ON
CAROL
Q # OF BUSES
INCREASE IN BUSES

STATION 2
LINCOLN STREET
MAIN STREET
HIGH ST
DRISCOLL ROAD
ROBERTS AVENUE
PRIVATE PROPERTY WITH POTENTIAL FOR FUTURE COMMERCIAL RETAIL DEVELOPMENT
WASHINGTON BOULEVARD
HISTORIC GALLEGOS WINERY PARK
OSGOOD ROAD
STAFF, POLICE, MAINTENANCE, AND TREASURY PARKING
PICK UP AND DROP OFF AREA
PREFERRED PARKING - ADA, MOTORCYCLE, & ELECTRIC VEHICLES
BICYCLE PARKING
REGULAR AUTO PARKING - RESERVED & MID-DAY
PEDESTRIAN RAMP
RAIN GARDENS THROUGHOUT SURFACE PARKING AREAS FOR STORMWATER MANAGEMENT AND TREATMENT
UNION PACIFIC RAILROAD (UPRR) TRACKS
BART TRACKS
SOLAR ARRAY (PENDING FURTHER FEASIBILITY STUDY)
ELEVATED PEDESTRIAN CONNECTION TO CONCOURSE
BUS TRANSIT CENTER AND NEW BUS STOPS
PREFERRED PARKING - ADA, MOTORCYCLE, & ELECTRIC VEHICLES
PICK UP AND DROP OFF AREA
FORD HOUSE
ADAMS AVENUE
BIKE AND PEDESTRIAN STATION ACCESS
0 100 200 500 FEET
NORTH
1 INCH = 100 FEET
EAST BAY GREENWAY (SEPARATE PROJECT) CLASS IV SEPARATED BIKE LANES
ELEVATORS ESCALATORS STAIRS
CONCOURSE - FREE AREA
PAID AREA
FARE GATES
WEST SIDE PLAZA
UNION PACIFIC RAIL ROAD (UPRR)
BART PLATFORM
BART TRACKS
EAST SIDE PLAZA
BART MAINTENANCE ROAD (MOW)
OSGOOD ROAD
5.21.2018
Irvington BART Station Site Plan Alternatives
TRAFFIC + NOISE
BLOCKING RESIDENTIAL ACCESS
NOISE
A
PLAZA W/ LIGHTING + SECURITY
GATEWAY PLAZA AT THE WASHINGTON ENTRY
RAIN GARDENS THROUGHOUT SURFACE PARKING AREAS FOR STORMWATER MANAGEME AND TREATMENT

LINCOLN STREET
MAIN STREET
HIGH ST
ROBERTS AVENUE
DRISCOLL ROAD
WASHINGTON BOULEVARD
OSGOOD ROAD
PLACE STOP LIGHT?
STATION 2
CYCLIST IMPROVE-MENTS
HISTORIC GALLEGOS WINERY PARK
STAFF, POLICE, MAINTENANCE, AND TREASURY PARKING
PICK UP AND DROP OFF AREA
PREFERRED PARKING - ADA, MOTORCYCLE, & ELECTRIC VEHICLES
BICYCLE PARKING
REGULAR AUTO PARKING - RESERVED & MID-DAY
GATEWAY PLAZA AT THE WASHINGTON ENTRY
PARKING STRUCTURE (GROUND+3 LEVELS)
BUS TRANSIT CENTER AND NEW BUS STOPS
UNION PACIFIC RAILROAD (UPRR) TRACKS
BART TRACKS
RAIN GARDENS THROUGHOUT SURFACE PARKING AREAS FOR STORMWATER MANAGEMENT AND TREATMENT
ADAMS AVENUE
BIKE AND PEDESTRIAN STATION ACCESS
FORD HOUSE
PICK UP AND DROP OFF AREA
AUTO ACCESS?
0 100 200
NORTH
1 INCH = 100 FEET
EAST BAY GREENWAY (SEPARATE PROJECT) CLASS IV SEPARATED BIKE LANES
ELEVATORS ESCALATORS STAIRS
CONCOURSE - FREE AREA
PAID AREA
FARE GATES
PEDESTRIAN OVERPASS TO PARKING STRUCTURE
WEST SIDE PLAZA
UNION PACIFIC RAIL ROAD (UPRR)
BART PLATFORM
BART TRACKS
EAST SIDE PLAZA
BART MAINTENANCE ROAD (MOW)
5.21.2018
Fremont
Irvington BART Station Site Plan Alternatives
C

Group 3


Station 3
B has better bus drop off;
C parking structure
Fremont does a good job set so for w/ traffic control
→ Buses closer.
· B safer in terms of earthquakest
faults; lots of building have been destroyed
before in Fremont
· Ford house + Winery more accessible for
people in all alternatives → ⊕
· A's parking is too restricted ⊖
both bridges should be considered
· Try not to cross OS good for transit
· Roberts parcel → private development
· Neighbor whose opposes parking structure on
Bruce
· Convience of ped bridge for A ⊕
· Solar ontop of surface parking

Station 3

Parking permit program → (+)

Question: what would prevent homeless from being in the station → near winery

· Earthquake is a concern → fault line

· Smaller parking footprint → (+)

· Maintenance of greenway is a concern might need increased maintenance + police.

across Osgood + from Washington

· B should have pedestrian bridge

· Concern of crossing Osgood

· A + B good because close to transit, C is too far

Station 3

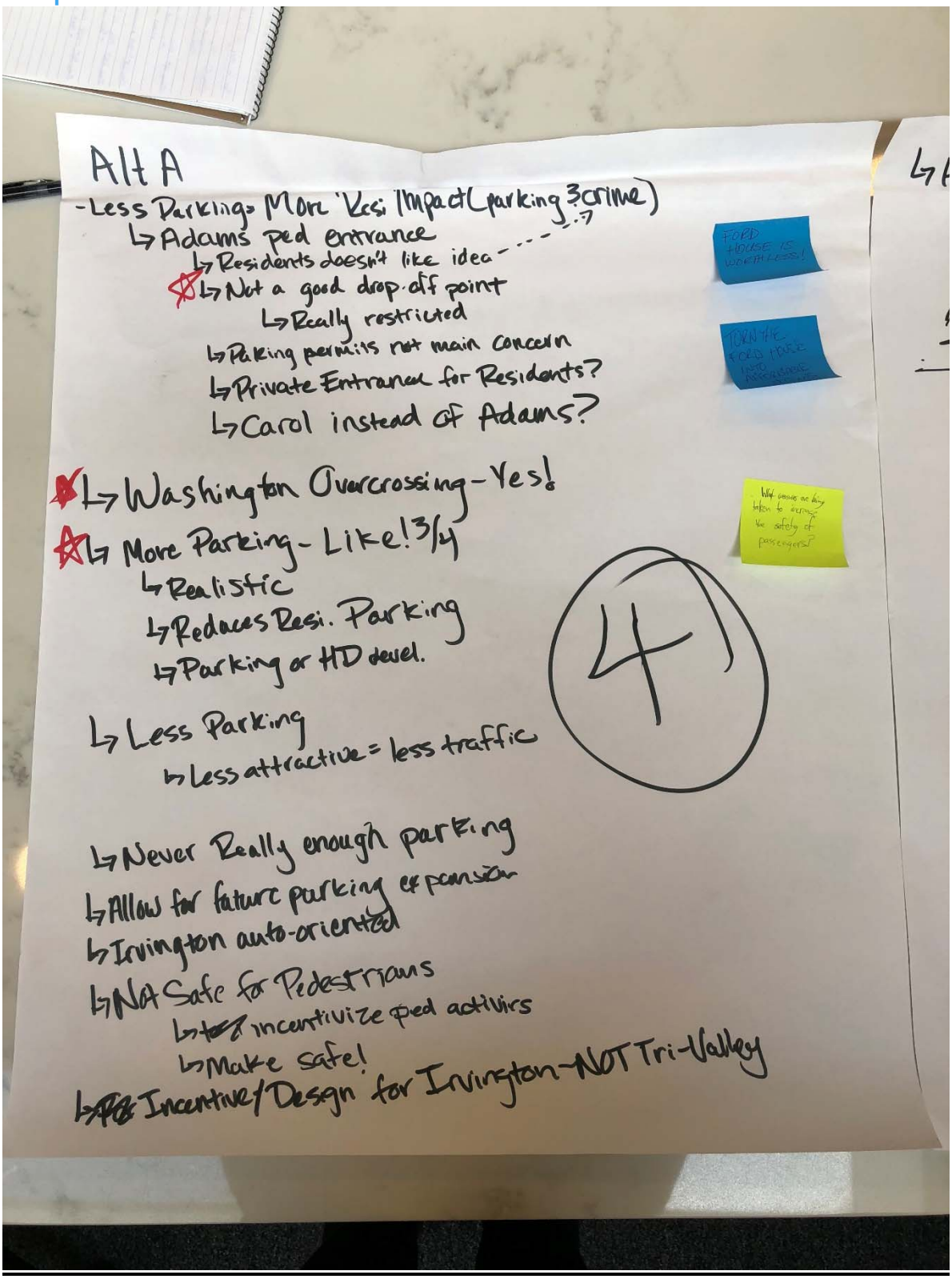
Concerns: traffic on Driscoll Road

Alice Court

- Getting out of Bruce Drive → lots of traffic
- Washington Blvd → afternoon traffic
- Like C → wants more parking
- Preserving winery → (+)
- Option C: less congestion
- Better to have more parking → prefer option B + C

locals using parking after hours

Group 4


Alt A
-Less Parking = More Resi Impact (parking 3 crime)
↳ Adams ped entrance
↳ Residents doesn't like idea
↳ Not a good drop-off point
↳ Really restricted
↳ Paking permits not main concern
↳ Private Entrance for Residents?
↳ Carol instead of Adams?
↳ Washington Overcrossing - Yes!
↳ More Parking - Like! 3/4
↳ Realistic
↳ Reduces Resi. Parking
↳ Parking or HD devel.
↳ Less Parking
↳ Less attractive = less traffic
↳ Never Really enough parking
↳ Allow for future parking expansion
↳ Irvington auto-oriented
↳ Not Safe for Pedestrians
↳ incentivize ped activirs
↳ Make safe!
↳ Incentive/Design for Irvington - NOT Tri-Valley
4

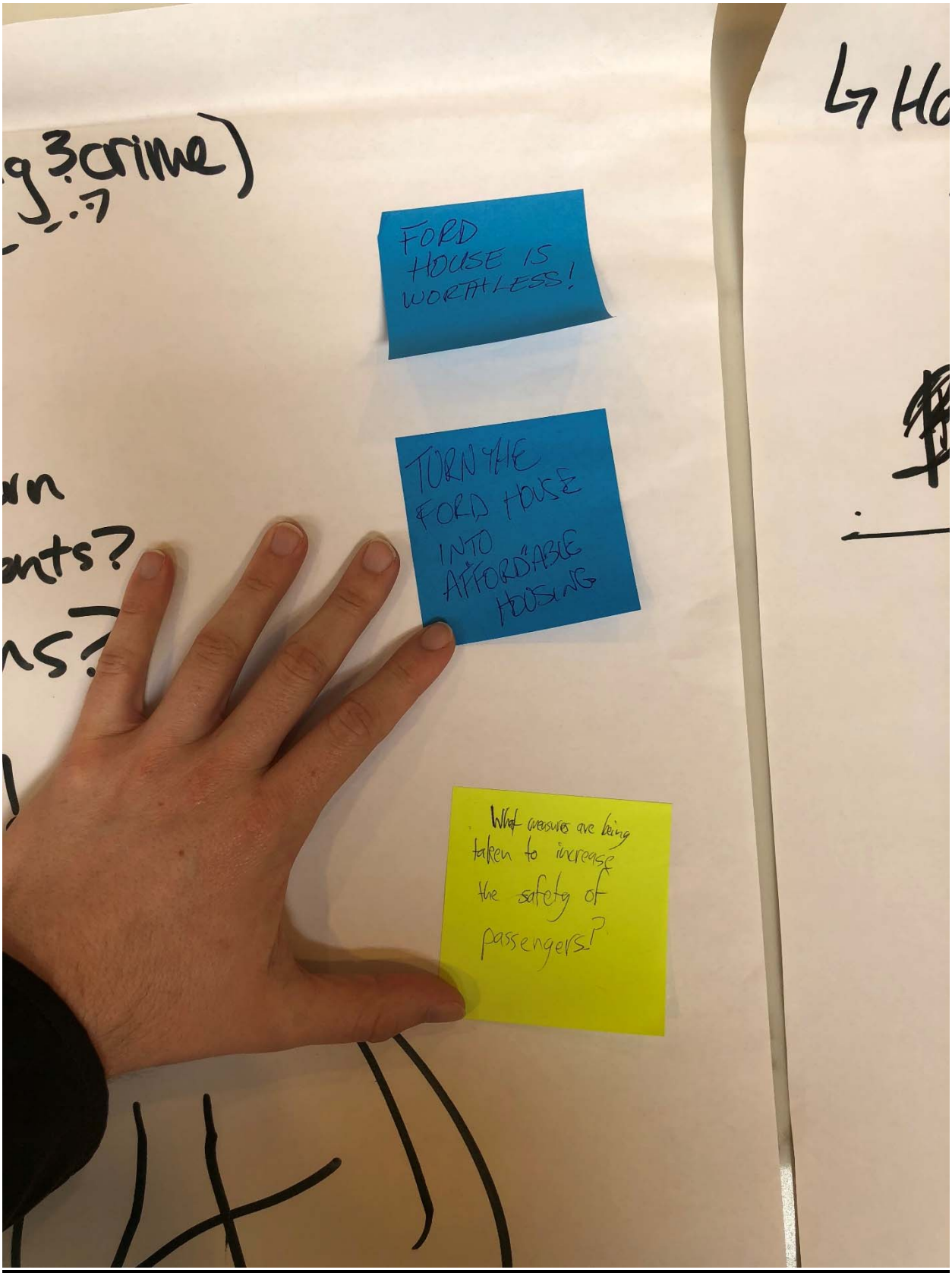
↳ Homeless Problem
↳ Nearby Church feeds homeless
↳ Concern underpass/OS used

Bike Parking:

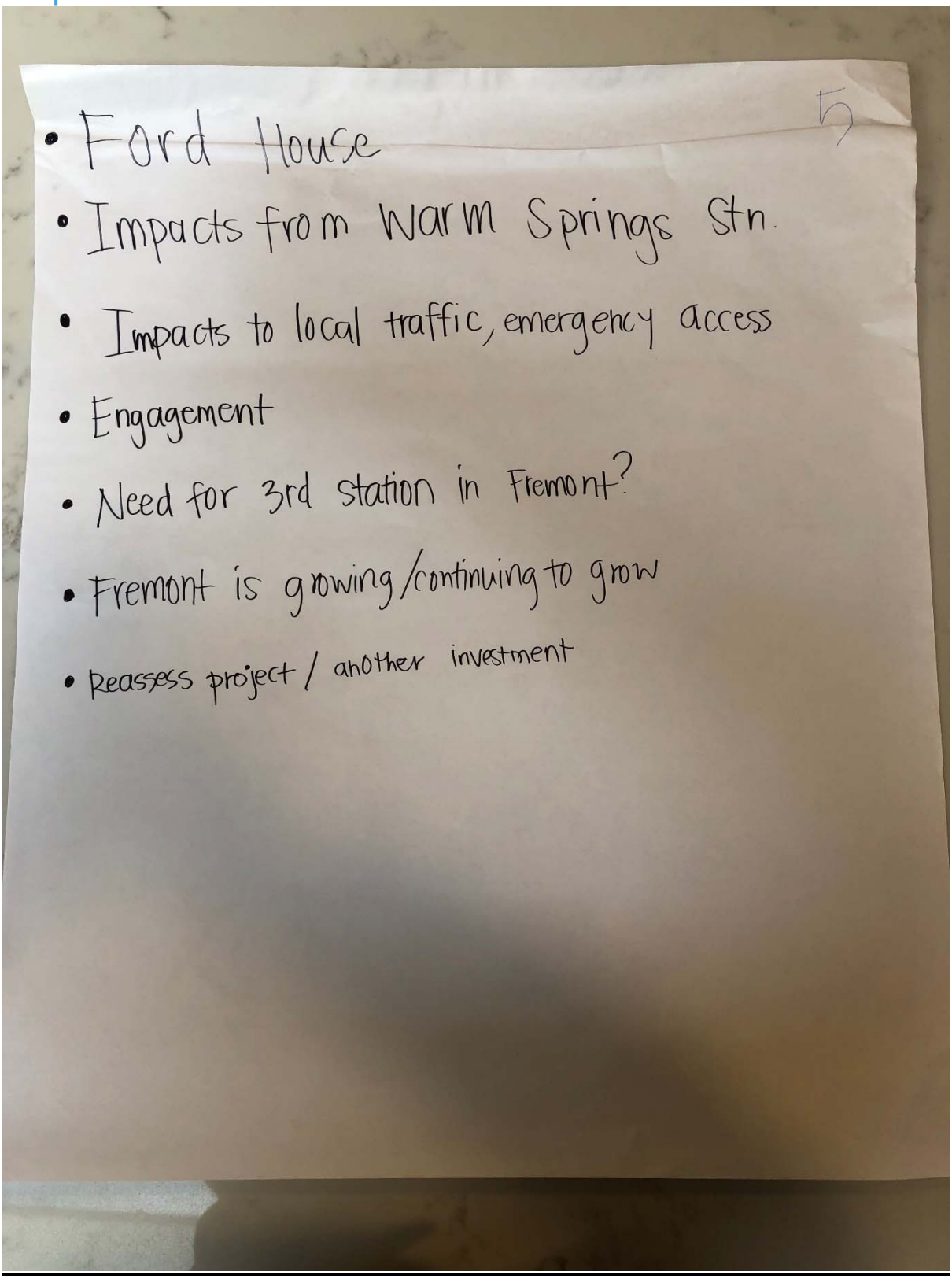
300-400 — Inside / Outside — with surveillance
Closed room (very expensive upfront, very effective, 0 thefts, - no oversight needed)

Bike Theft is a large problem

4


FORD HOUSE IS WORTHLESS!
TURN THE FORD HOUSE INTO AFFORDABLE HOUSING
What measures are being taken to increase the safety of passengers?

Group 5



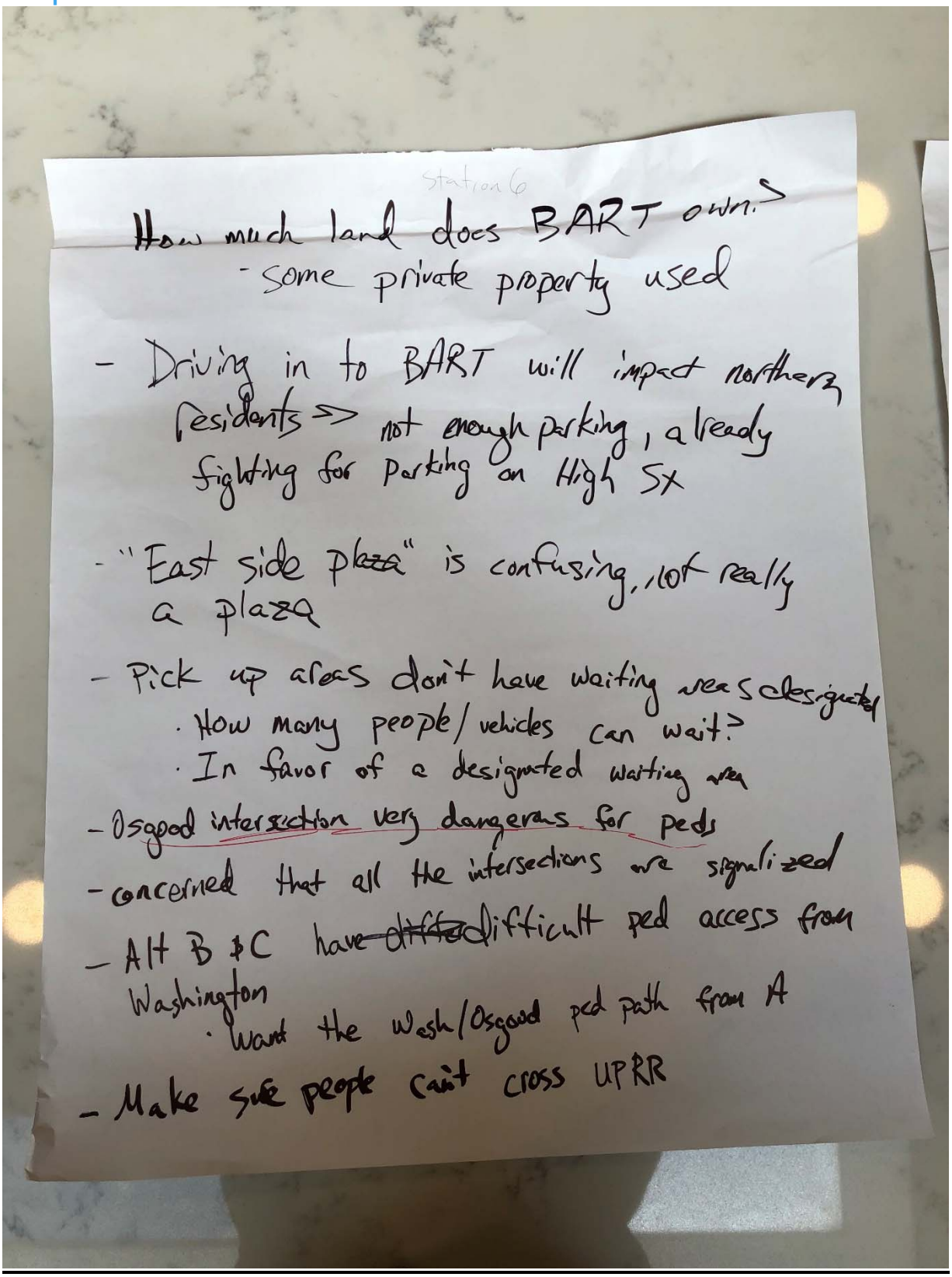
5

- Ford House
- Impacts from Warm Springs Stn.
- Impacts to local traffic, emergency access
- Engagement
- Need for 3rd station in Fremont?
- Fremont is growing/continuing to grow
- Reassess project / another investment

- Better parking, investments
- Fremont will look diff. in future → less cars, more bikes → Alt. A
- crime → BART police cannot handle more presence
- Fremont PD also cannot handle more presence
- Scale down parking esp. near resid. & schools (reduce pollution) 5
- Alt A
- Parking structure – on southern part of Osgood?
- Major School area → incorporate safe Routes to School (currently hard to cross)
- aesthetically pleasing structure
- Alt A → implies less BART riders
- Average distance between stations → 3, 5 miles
- better investments in tracks/cars

- Alt A → is ped bridge necessary?
  → ~~does~~ is there enough demand
- concern about escalating station costs (i.e. Milpitas Stn.)

Group 6



Station 6

How much land does BART own?
- some private property used

- Driving in to BART will impact northern residents => not enough parking, already fighting for parking on High St

- "East side plaza" is confusing, not really a plaza

- Pick up areas don't have waiting area designated
  - How many people/vehicles can wait?
  - In favor of a designated waiting area

- Osgood intersection very dangerous for peds

- concerned that all the intersections are signalized

- Alt B & C have ~~differ~~ difficult ped access from Washington
  - Want the Wash/Osgood ped path from A

- Make sure people can't cross UPRR

Station b

- Washington Blvd has gotten much worse in last 2 years since approval
  - not going to get better with BART
- RPP drawbacks => can't have visitors
- Wash Blvd in afternoon is terrible
  - ½ mi study area not enough
  - What about people coming from Pleasanton?
    - don't want to drive other way to Pleas BART
    - Pleasanton => 680 => Washington => BART
- Not getting much benefit from more parking
  - traffic ~~bar~~ concern most dealt w/ limited parking
- question model sensitivity b/c big dif in parking doesn't change VMT much
- ~~Bay~~ Bay Area likely will grow even more than projected
  - Want a station alternative that has most flexibilty to accomodate even 2x-3x ~~to~~ as many riders as projected

Station 6

- when Milpitas & Berryessa open, create even more demand for BART, need to build quickly
- A & C are options B a non-starter because of all the surface parking → not good use of land
- Have you seen Ford & Gallegos? Not valuable
- Wash/Roberts → should be coffee shop
  - Or plaza → don't just leave blank for who knows what to go on
- All C transit drop off far away, discourages people from using transit
  - all be using Ubers then anyway
- what about private buses other than ACT/VTA accessing station? Currently shuttles use library to access Fremont BART.

Station 6

- Want more bike lockers
  - intersection of a couple major bikeways
  - vote for A
- make sure elevated pedway is wide enough for bicycles so people take bikes on train

ATTACHMENT C: ONLINE SURVEY #2

IRVINGTON BART STATION PROJECT SURVEY #2

We need your help planning Irvington Station!

The City of Fremont and BART would like feedback from our community partners, businesses, and residents regarding the design of the new Irvington BART Station.

A consultant team has created three different station site layouts – Alternatives A, B, and C – that include different design elements. Certain design elements are fixed, such as the station platforms and preservation of the historic Gallegos Winery site, but each alternative has some unique elements as well. The final Station Site Plan will combine preferred elements from all three of these alternatives. The City of Fremont and BART will use your feedback when choosing the elements to include in the final Site Plan.

Before we jump into the alternatives, we would like to know a little more about you.

1. Which neighborhood do you live in?
    a. Irvington
    b. Mission San Jose
    c. Other Fremont neighborhood
    d. I do not live in Fremont

2. Have you attended any of the Irvington BART Station Community Meetings?
    a. Yes, Community Meeting #1 (September 20, 2017 at the Irvington Community Center)
    b. Yes, Community Meeting #2: Station Site Plan Alternatives (Wednesday, May 23, 2018 at the Fremont Main Library)
    c. Yes, I attended both Community Meetings #1 and #2
    d. No, I have not attended either of the Community Meetings

3. How often will you use the Irvington BART Station to ride BART?
    a. 6 to 7 days a week
    b. 4 to 5 days a week
    c. 2 to 3 days a week
    d. Once a week
    e. A few days a month
    f. A few days a year
    g. Once a year or less

4. Which of the following transportation modes would you most often use to get to the Irvington Station? *[select one]*
    a. Walk all the way to BART
    b. Bike
    c. Bus
    d. Drive alone
    e. Carpool
    f. Be dropped off
    g. Uber, Lyft, other ride-hailing services
    h. Take a shuttle
    i. Other: _____

Now we'd like to ask you some questions about the station and what it should include. We recommend having your handout from the community meeting handy to help you.

5. How important to you is each of the following goals for the future Irvington Station? Please rate each goal on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

• Maximize BART ridership and reductions in vehicle miles traveled	1	2	3	4	5
• Maximize the number of people who access the station by walking and bicycling	1	2	3	4	5
• Provide convenient transit access to the station and increase transit service to the station	1	2	3	4	5
• Maximize safety for all access modes and minimize modal conflicts	1	2	3	4	5
• Minimize neighborhood traffic	1	2	3	4	5
• Minimize neighborhood parking impacts	1	2	3	4	5
• Maximize cost effectiveness	1	2	3	4	5
• Encourage transit-oriented development	1	2	3	4	5
• Maximize sustainability performance	1	2	3	4	5

- Provide an attractive station for riders and the surrounding neighborhood 1 2 3 4 5

6. Depending on which goals you selected above, different site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."
    a. Pedestrian bridge at the intersection of Washington and Osgood that connects directly to the station concourse
    b. Pedestrian bridge over Osgood Road connecting to the station concourse
    c. Enhanced neighborhood gateway entrance at Roberts Avenue
    d. Minimum amount of land used for the station, leaving more opportunities for transit-oriented development
    e. Maximum surface parking for vehicles
    f. Parking structure
    g. Shortest possible walking distance between bus/shuttle loading and the station entrance
    h. Maximum number of access points for pedestrian and cyclists
    i. Maximum number of vehicle access points

7. Of the three alternatives, which do you prefer?
    a. Alternative A
    b. Alternative B
    c. Alternative C

8. Is there anything you didn't see in the alternatives that you would want considered for the final station site plan?

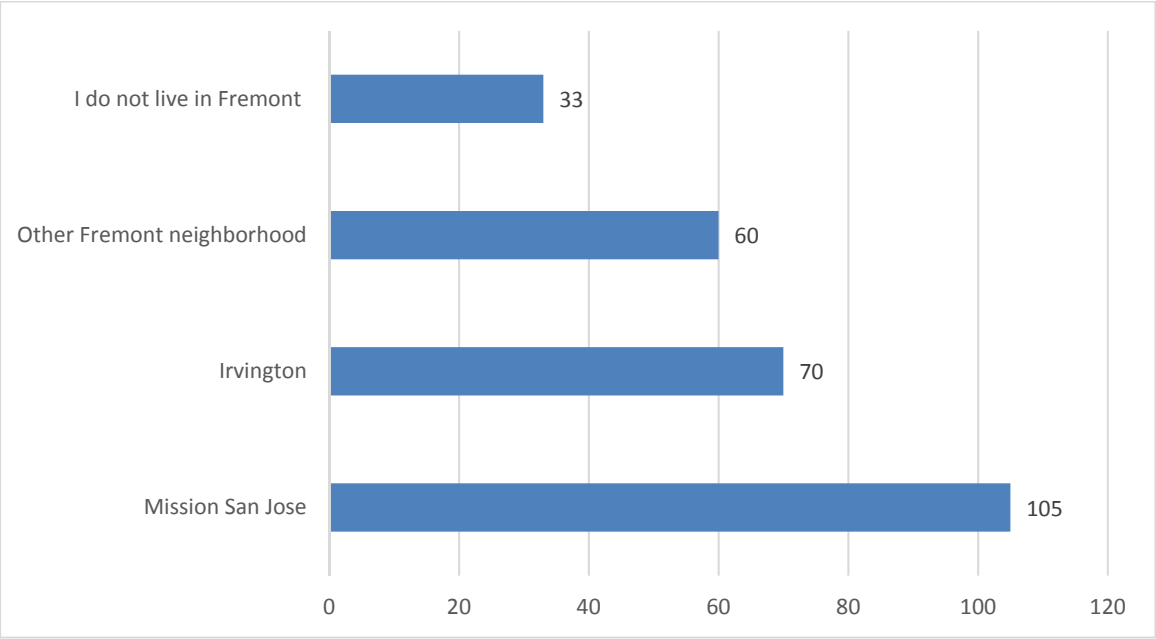
    _____

    _____

Thank you for your participation; your input will help us develop the best possible outcome for the future of the Irvington BART Station. To sign up for notifications about this project, please visit our website at www.fremont.gov/IrvingtonBART.

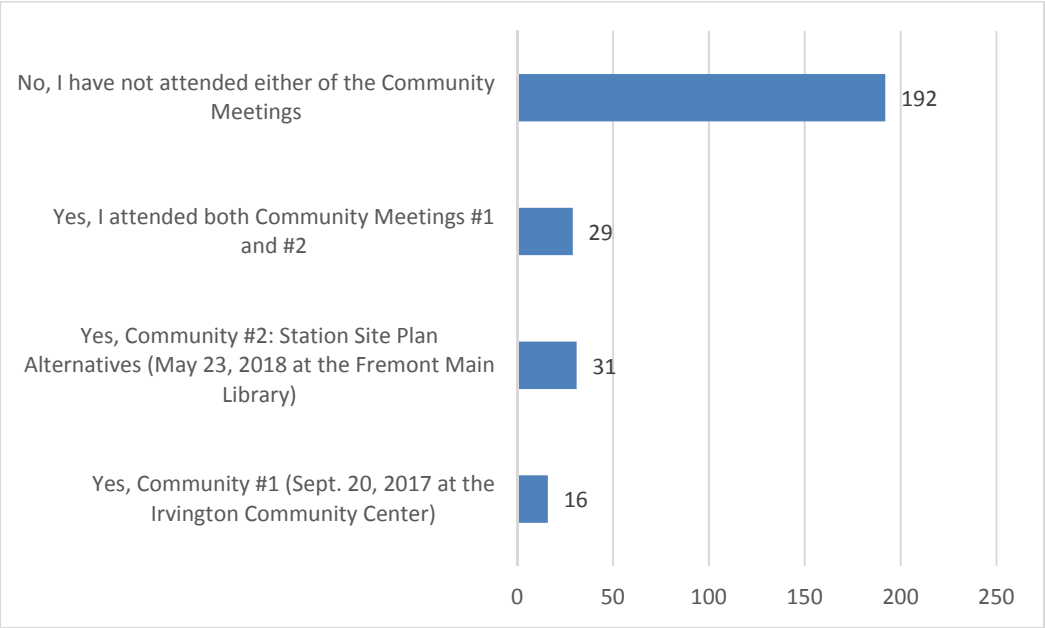
ATTACHMENT D: ONLINE SURVEY #2 RESULTS

1) Which neighborhood do you live in?



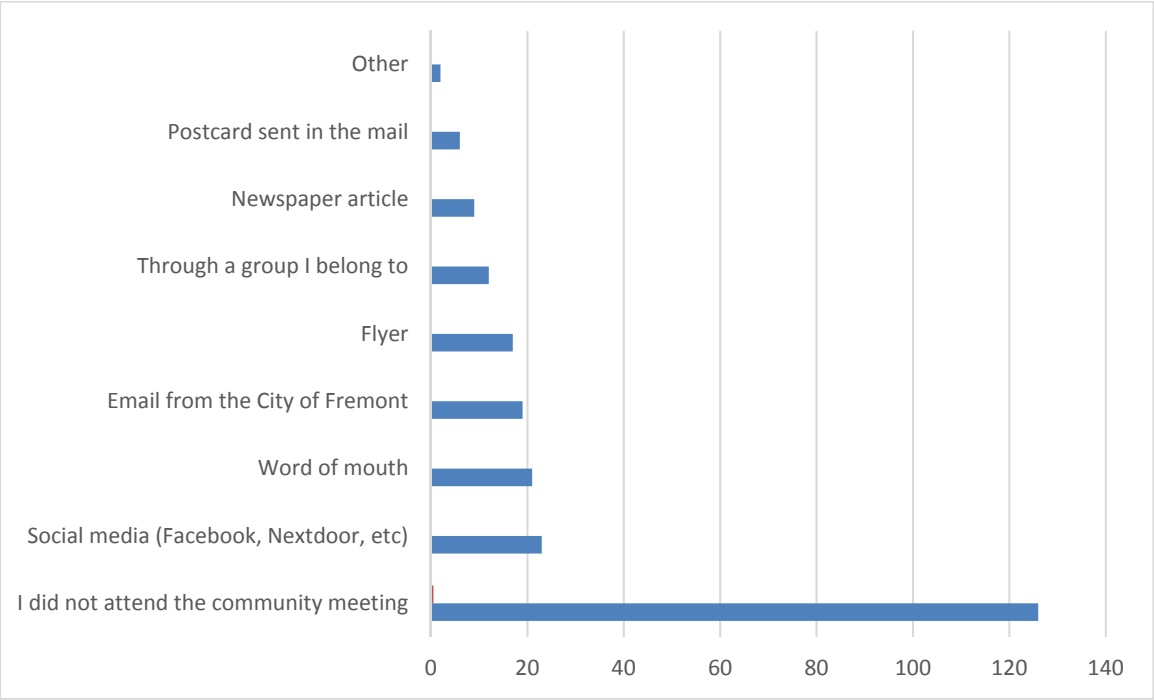
Location	Number of Responses	%
Mission San Jose	105	39.2
Irvington	70	26.1
Other Fremont neighborhood	60	22.4
I do not live in Fremont	33	12.3
Total	268	

2) Have you attended any of the Irvington BART Station Community Meetings?



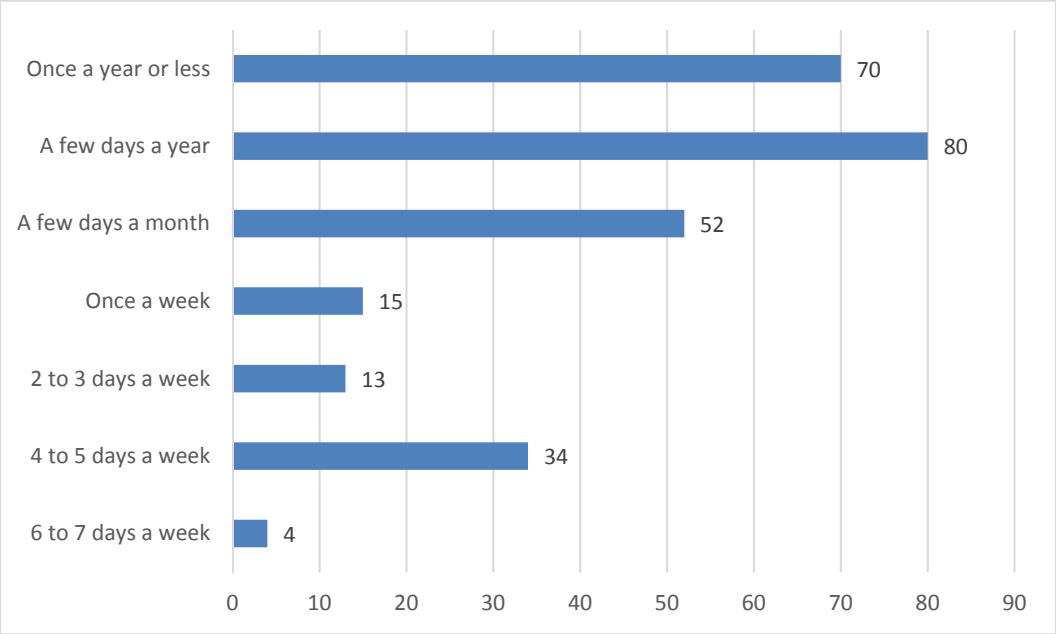
Response	Number of Responses	%
No, I have not attended either of the Community Meetings	192	71.6
Yes, Community #2: Station Site Plan Alternatives (May 23, 2018 at the Fremont Main Library)	31	11.6
Yes, I attended both Community Meetings #1 and #2	29	10.8
Yes, Community #1 (Sept. 20, 2017 at the Irvington Community Center)	16	6
Total	268	

3) If you attended the Community Meeting on May 23, how did you hear about it? Please check all that apply.



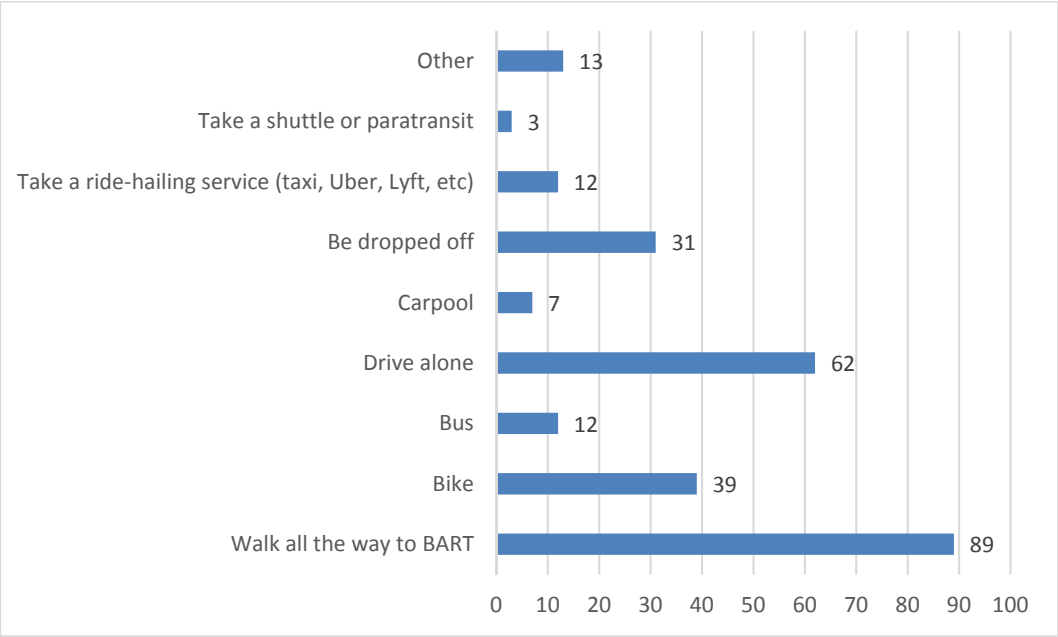
Response	Number of Responses	%
I did not attend the community meeting	126	53.6
Social media (Facebook, Nextdoor, etc)	23	9.8
Word of mouth	21	8.9
Email from the City of Fremont	19	8.1
Flyer	17	7.2
Through a group I belong to	12	5.1
Newspaper article	9	3.8
Postcard sent in the mail	6	2.6
Other	2	0.9
Total	235	

4) How often will you use the Irvington BART Station to ride BART?



Frequency	Number of Responses	%
A few days a year	80	29.9
Once a year or less	70	26.1
A few days a month	52	19.4
4 to 5 days a week	34	12.7
Once a week	15	5.6
2 to 3 days a week	13	4.9
6 to 7 days a week	4	1.5
Total	268	

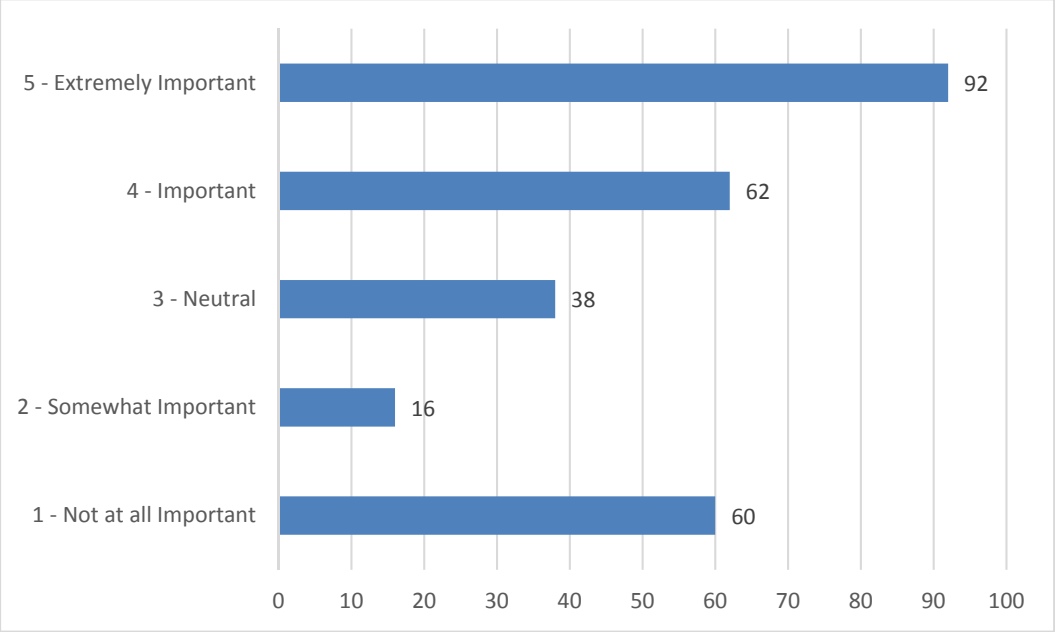
5) Which of the following transportation modes would you like to most often use to get to the Irvington Station?



Transportation Mode	Number of Responses	%
Walk all the way to BART	89	33.2
Drive alone	62	23.1
Bike	39	14.6
Be dropped off	31	11.6
Other	13	4.9
Bus	12	4.5
Take a ride-hailing service (taxi, Uber, Lyft, etc)	12	4.5
Carpool	7	2.6
Take a shuttle or paratransit	3	1.1
Total	268	

6a) How important to you is each of the following goals for the future Irvington Station?

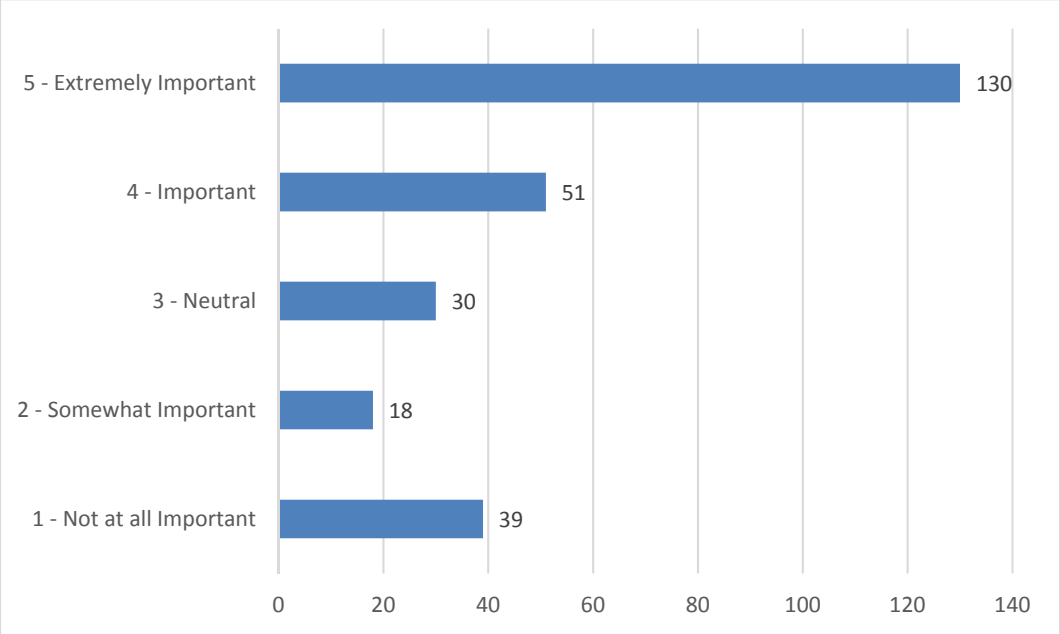
Maximize BART ridership and reductions in vehicle miles traveled



Rating	Number of Responses	%
1 - Not at all Important	60	22.4%
2 - Somewhat Important	16	6.0%
3 - Neutral	38	14.2%
4 - Important	62	23.1%
5 - Extremely Important	92	34.3%
Total	268	

6b) How important to you is each of the following goals for the future Irvington Station?

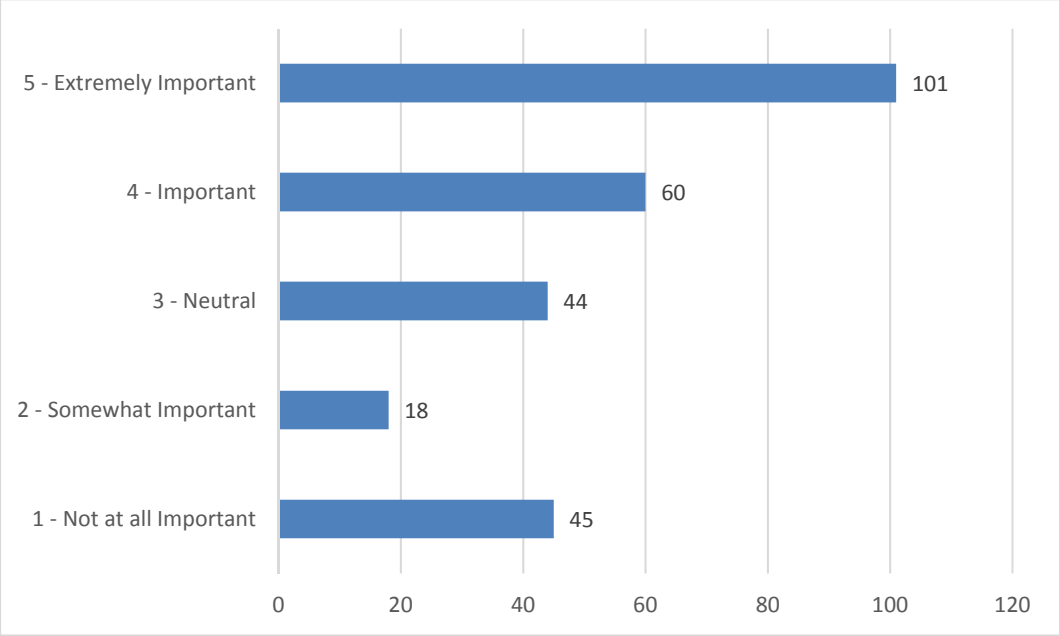
Maximize the number of people who access the station by walking and bicycling



Rating	Number of Responses	%
1 - Not at all Important	39	14.6
2 - Somewhat Important	18	6.7
3 - Neutral	30	11.2
4 - Important	51	19.0
5 - Extremely Important	130	48.5
Total	268	

6c) How important to you is each of the following goals for the future Irvington Station?

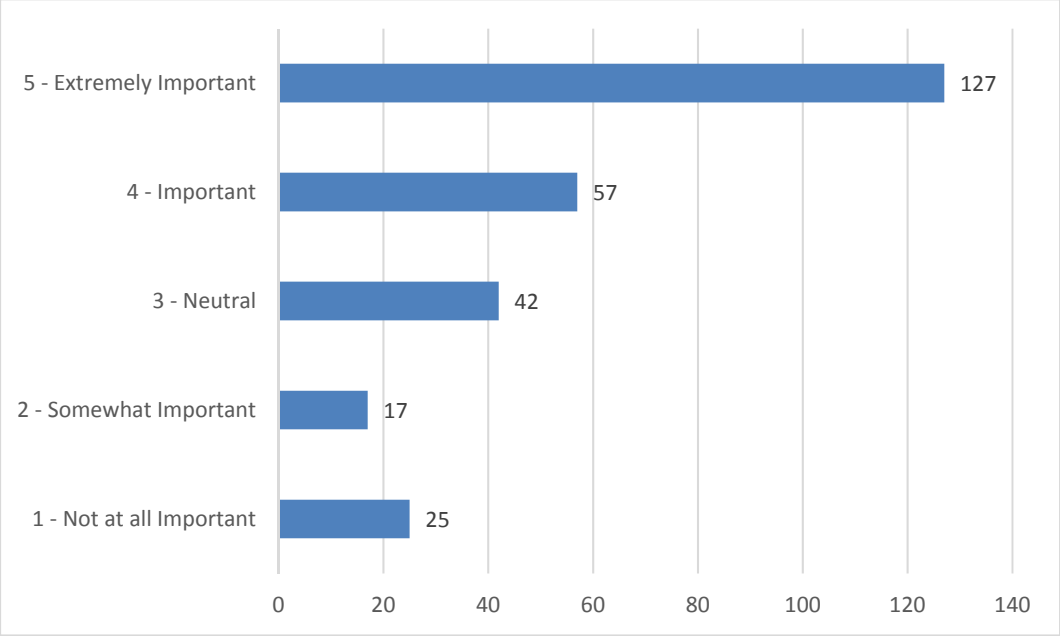
Provide convenient transit access to the station and increase transit service to the station



Rating	Number of Responses	%
1 - Not at all Important	45	16.8
2 - Somewhat Important	18	6.7
3 - Neutral	44	16.4
4 - Important	60	22.4
5 - Extremely Important	101	37.7
Total	268	

6d) How important to you is each of the following goals for the future Irvington Station?

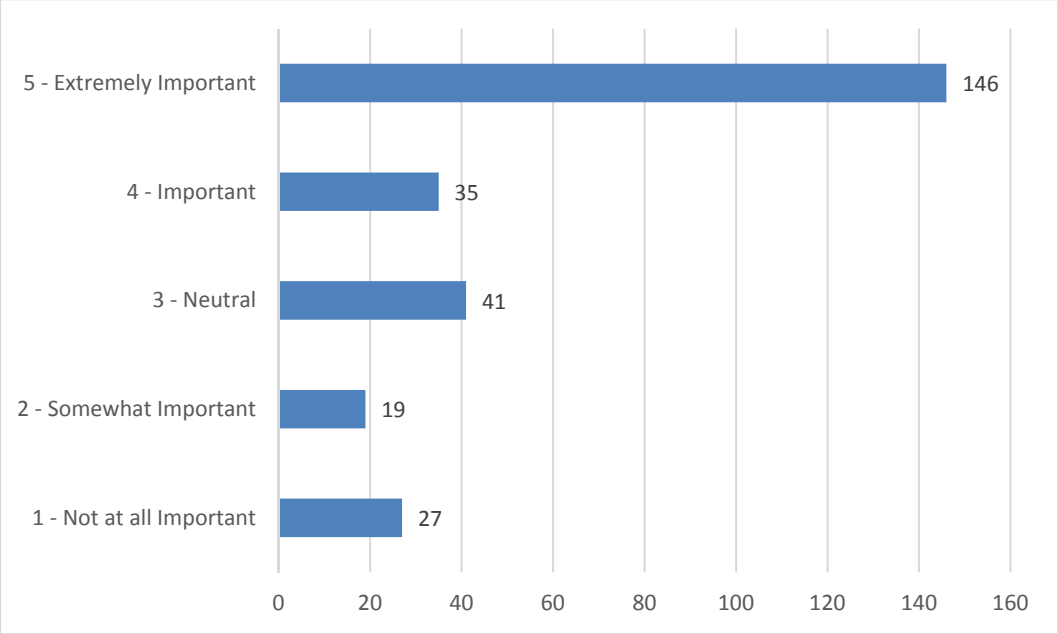
Maximize safety for all access modes and minimize modal conflicts



Rating	Number of Responses	%
1 - Not at all Important	25	9.3
2 - Somewhat Important	17	6.3
3 - Neutral	42	15.7
4 - Important	57	21.3
5 - Extremely Important	127	47.4
Total	268	

6e) How important to you is each of the following goals for the future Irvington Station?

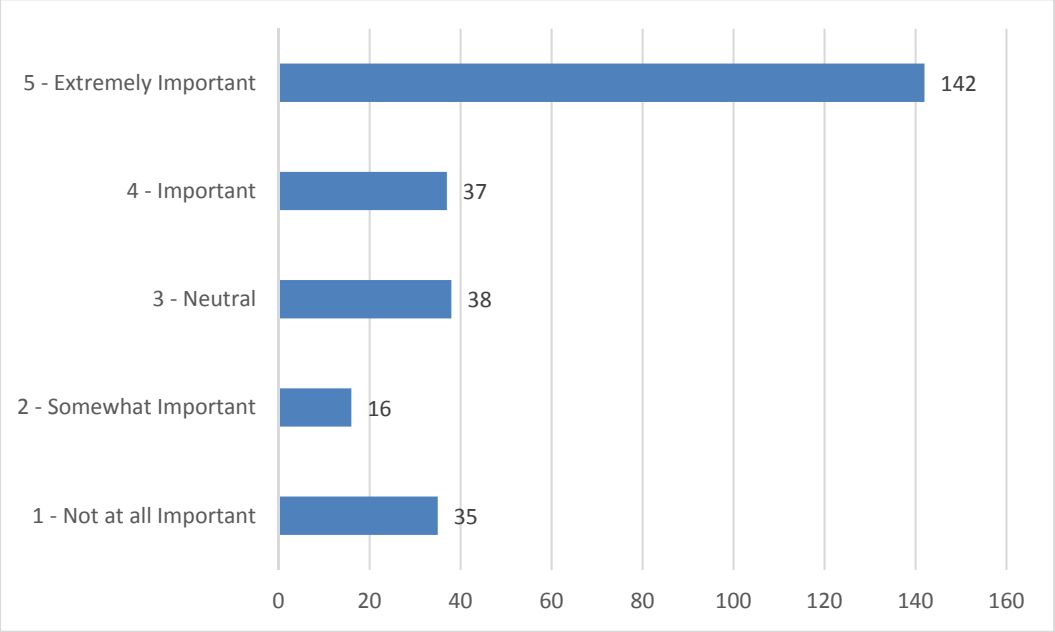
Minimize neighborhood traffic



Rating	Number of Responses	%
1 - Not at all Important	27	10.1
2 - Somewhat Important	19	7.1
3 - Neutral	41	15.3
4 - Important	35	13.1
5 - Extremely Important	146	54.5
Total	268	

6f) How important to you is each of the following goals for the future Irvington Station?

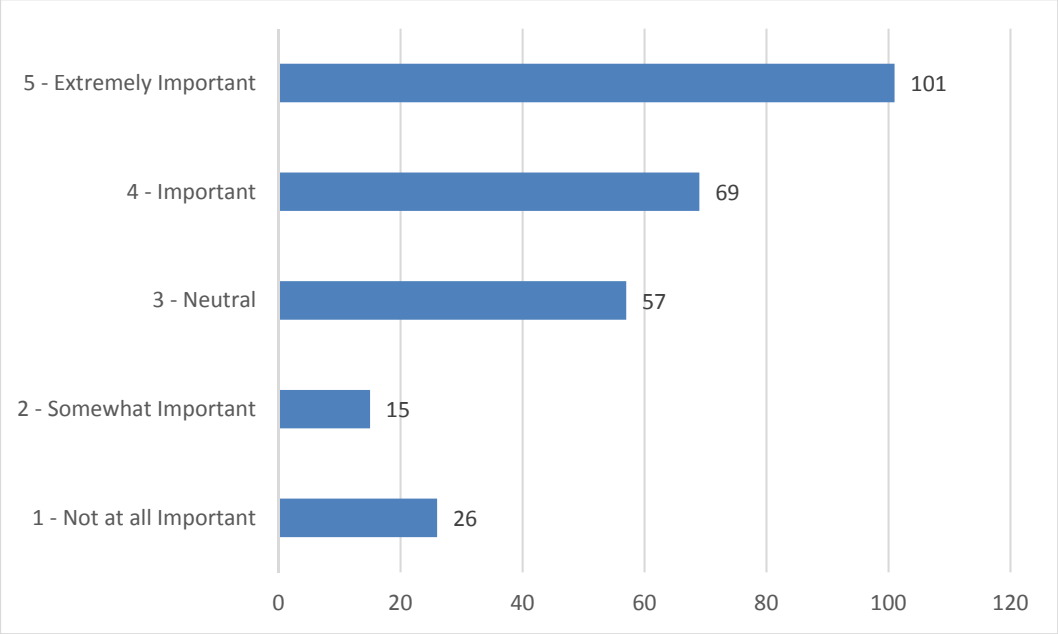
Minimize neighborhood parking impacts



Rating	Number of Responses	%
1 - Not at all Important	35	13.1
2 - Somewhat Important	16	6.0
3 - Neutral	38	14.2
4 - Important	37	13.8
5 - Extremely Important	142	53.0
Total	268	

6g) How important to you is each of the following goals for the future Irvington Station?

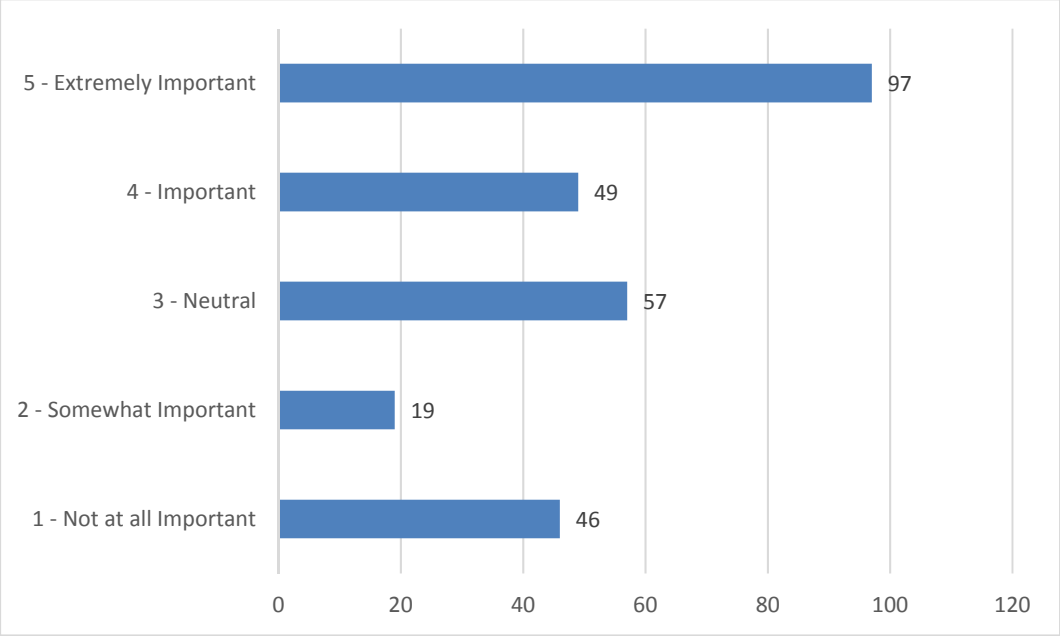
Maximize cost effectiveness



Rating	Number of Responses	%
1 - Not at all Important	26	9.7
2 - Somewhat Important	15	5.6
3 - Neutral	57	21.3
4 - Important	69	25.7
5 - Extremely Important	101	37.7
Total	268	

6h) How important to you is each of the following goals for the future Irvington Station?

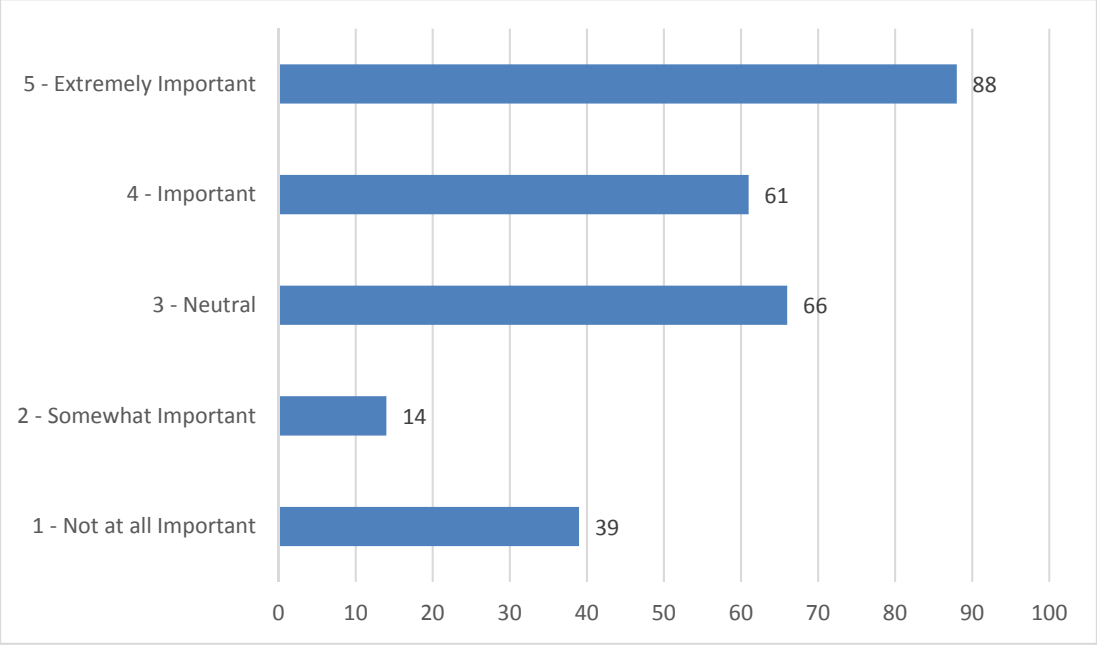
Encourage transit-oriented development



Rating	Number of Responses	%
1 - Not at all Important	46	17.2
2 - Somewhat Important	19	7.1
3 - Neutral	57	21.3
4 - Important	49	18.3
5 - Extremely Important	97	36.2
Total	268	

6i) How important to you is each of the following goals for the future Irvington Station?

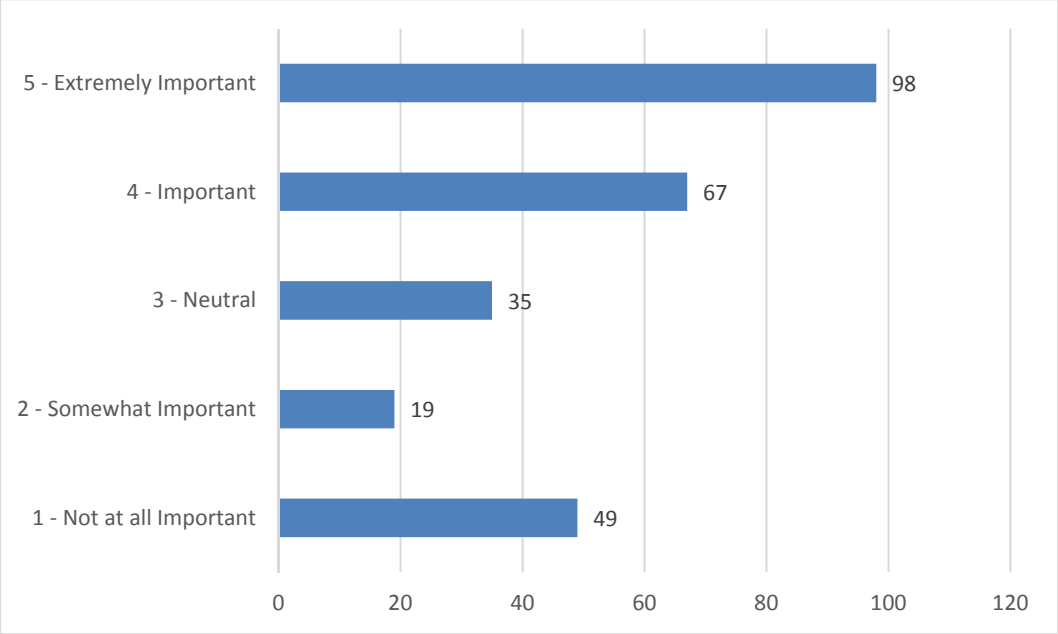
Maximize sustainability performance



Rating	Number of Responses	%
1 - Not at all Important	39	14.6
2 - Somewhat Important	14	5.2
3 - Neutral	66	24.6
4 - Important	61	22.8
5 - Extremely Important	88	32.8
Total	268	

6j) How important to you is each of the following goals for the future Irvington Station?

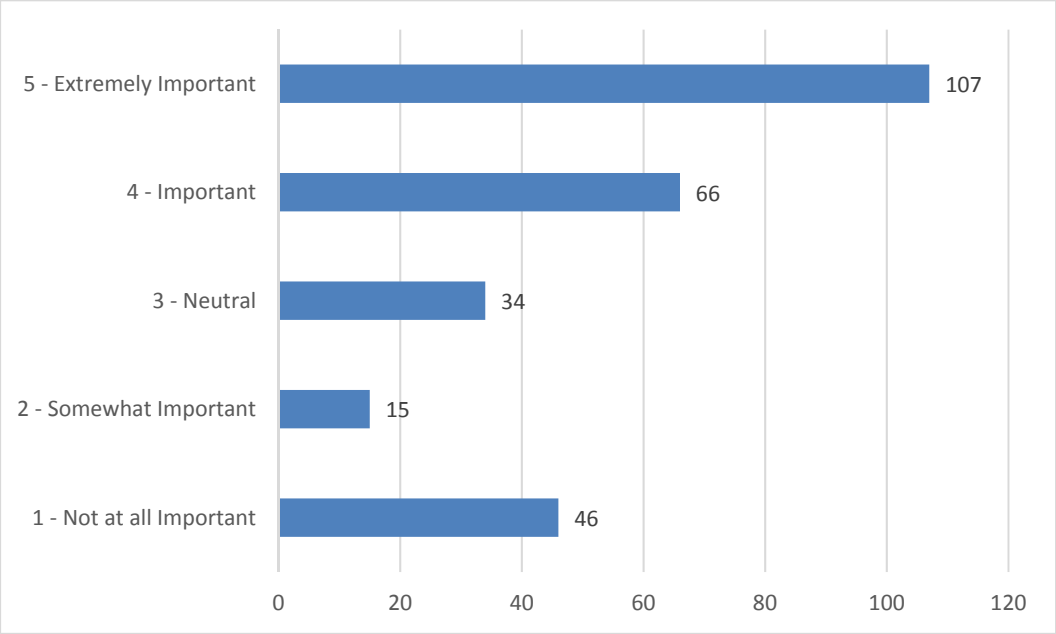
Provide an attractive station for riders and the surrounding neighborhood



Rating	Number of Responses	%
1 - Not at all Important	49	18.3
2 - Somewhat Important	19	7.1
3 - Neutral	35	13.1
4 - Important	67	25.0
5 - Extremely Important	98	36.6
Total	268	

7a) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

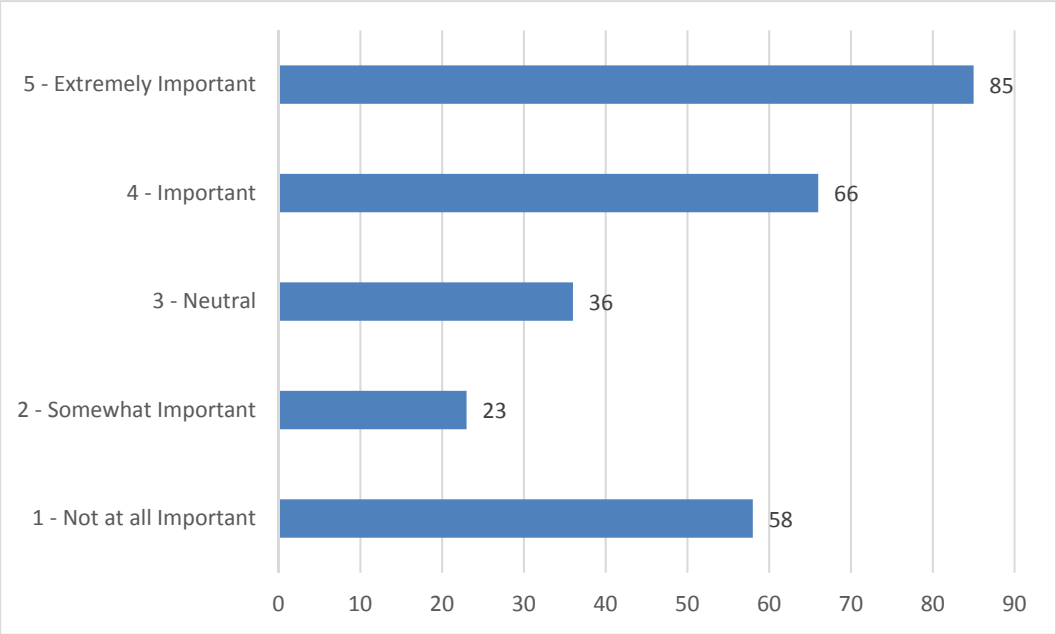
Pedestrian bridge at the intersection of Washington and Osgood that connects directly to the station concourse



Rating	Number of Responses	%
1 - Not at all Important	46	17.2
2 - Somewhat Important	15	5.6
3 - Neutral	34	12.7
4 - Important	66	24.6
5 - Extremely Important	107	39.9
Total	268	

7b) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

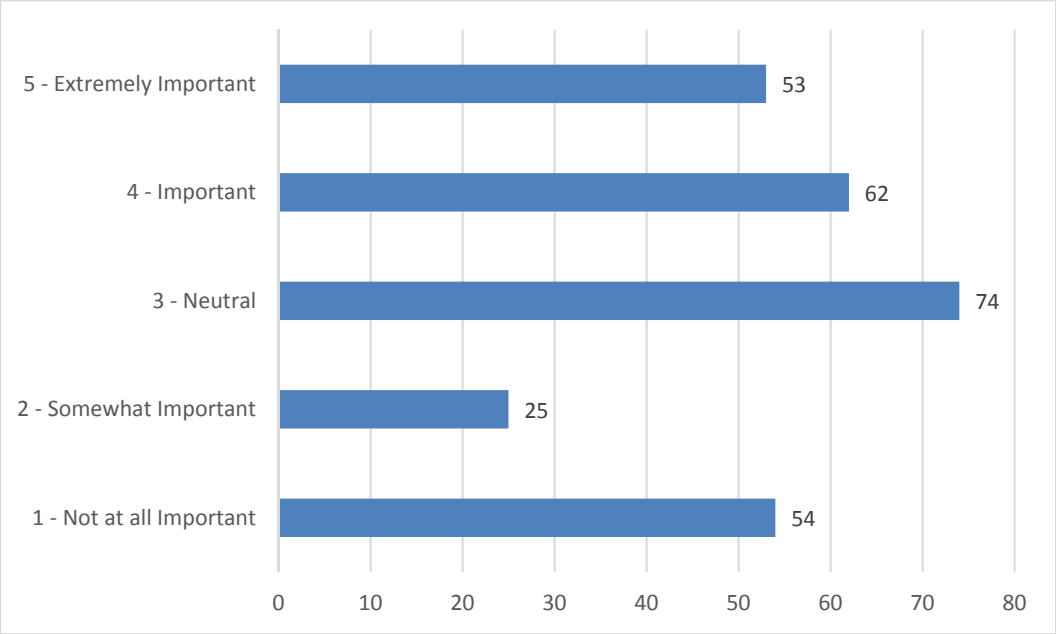
Pedestrian bridge over Osgood Road connecting to the station concourse



Rating	Number of Responses	%
1 - Not at all Important	58	21.6
2 - Somewhat Important	23	8.6
3 - Neutral	36	13.4
4 - Important	66	24.6
5 - Extremely Important	85	31.7
Total	268	

7c) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

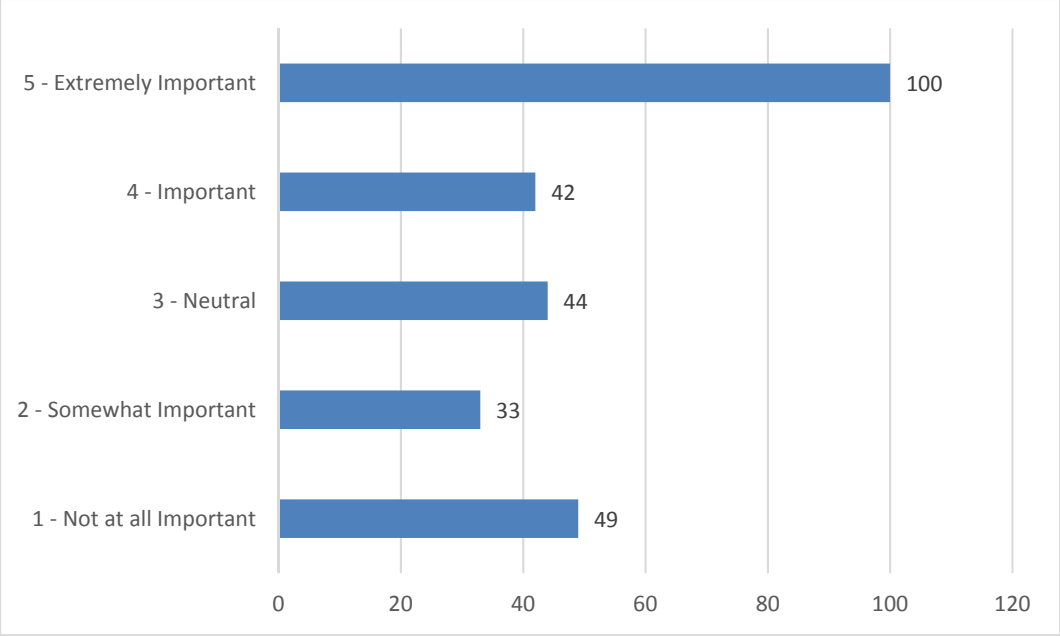
Enhanced neighborhood gateway entrance at Roberts Avenue



Rating	Number of Responses	%
1 - Not at all Important	54	20.1
2 - Somewhat Important	25	9.3
3 - Neutral	74	27.6
4 - Important	62	23.1
5 - Extremely Important	53	19.8
Total	268	

7d) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

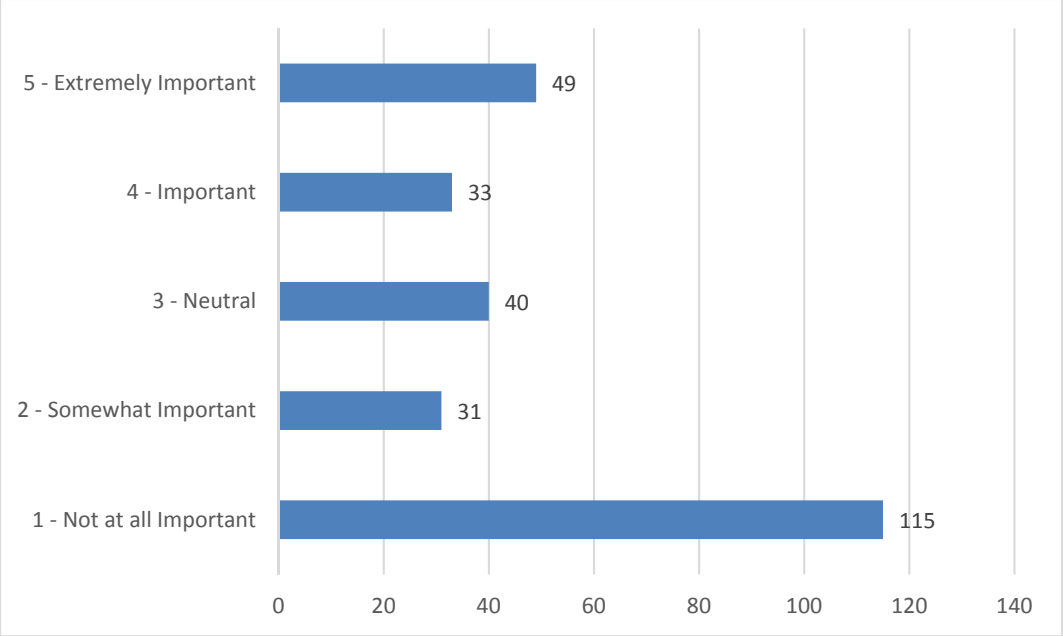
Minimum amount of land used for the station



Rating	Number of Responses	%
1 - Not at all Important	49	18.3
2 - Somewhat Important	33	12.3
3 - Neutral	44	16.4
4 - Important	42	15.7
5 - Extremely Important	100	37.3
Total	268	

7e) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

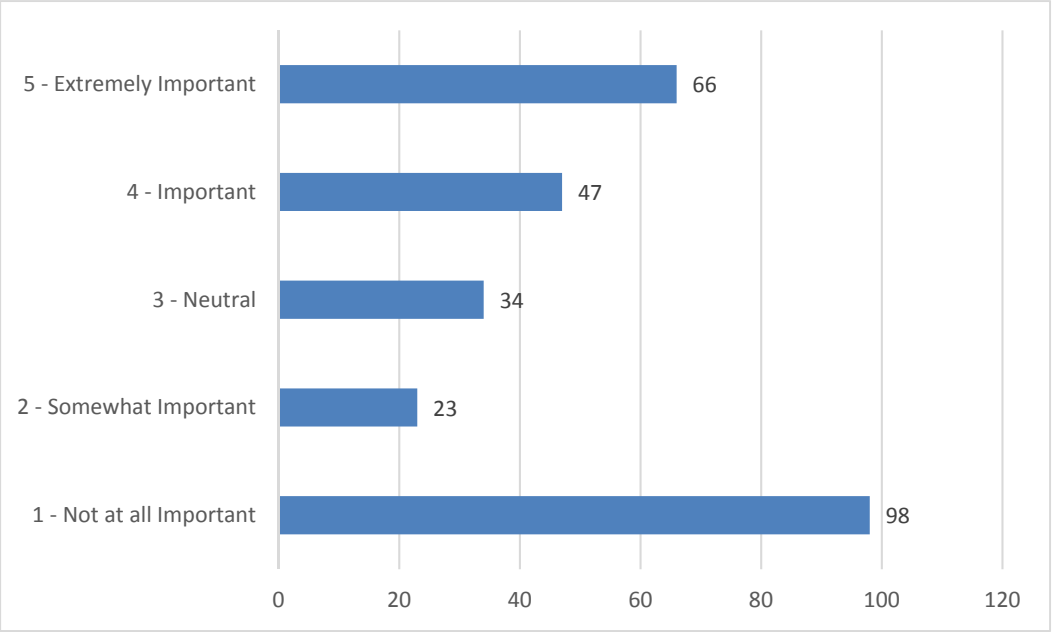
Maximum surface parking for vehicles



Rating	Number of Responses	%
1 - Not at all Important	115	42.9
2 - Somewhat Important	31	11.6
3 - Neutral	40	14.9
4 - Important	33	12.3
5 - Extremely Important	49	18.3
Total	268	

7f) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

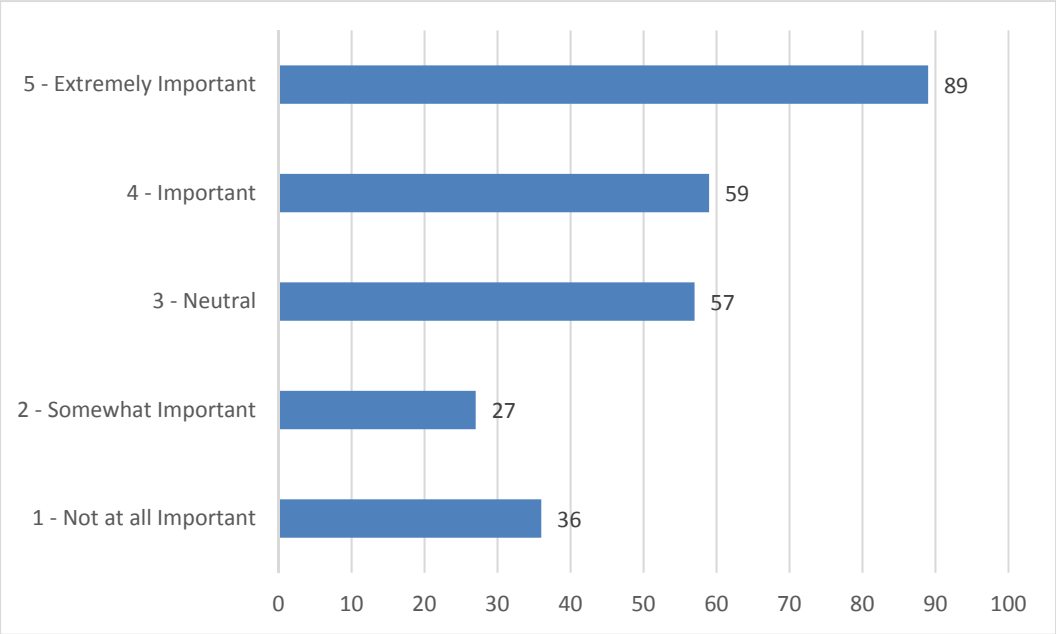
Parking structure



Rating	Number of Responses	%
1 - Not at all Important	98	36.6
2 - Somewhat Important	23	8.6
3 - Neutral	34	12.7
4 - Important	47	17.5
5 - Extremely Important	66	24.6
Total	268	

7g) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

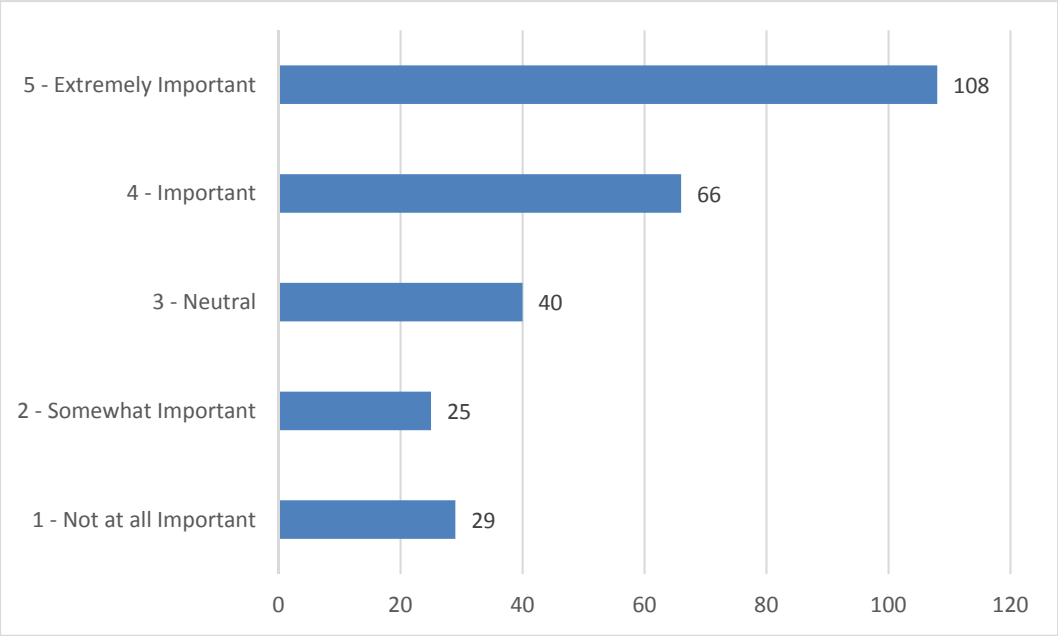
Shortest possible walking distance between bus/shuttle loading and the station entrance



Rating	Number of Responses	%
1 - Not at all Important	36	13.4
2 - Somewhat Important	27	10.1
3 - Neutral	57	21.3
4 - Important	59	22.0
5 - Extremely Important	89	33.2
Total	268	

7h) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

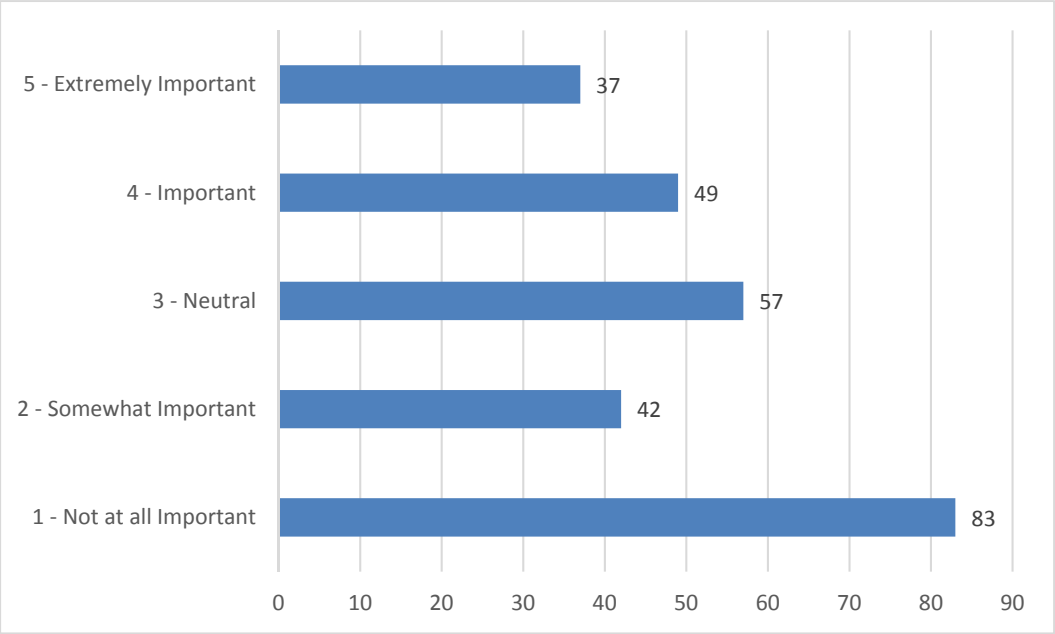
Maximum number of access points for pedestrian and cyclists



Rating	Number of Responses	%
1 - Not at all Important	29	10.8
2 - Somewhat Important	25	9.3
3 - Neutral	40	14.9
4 - Important	66	24.6
5 - Extremely Important	108	40.3
Total	268	

7i) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

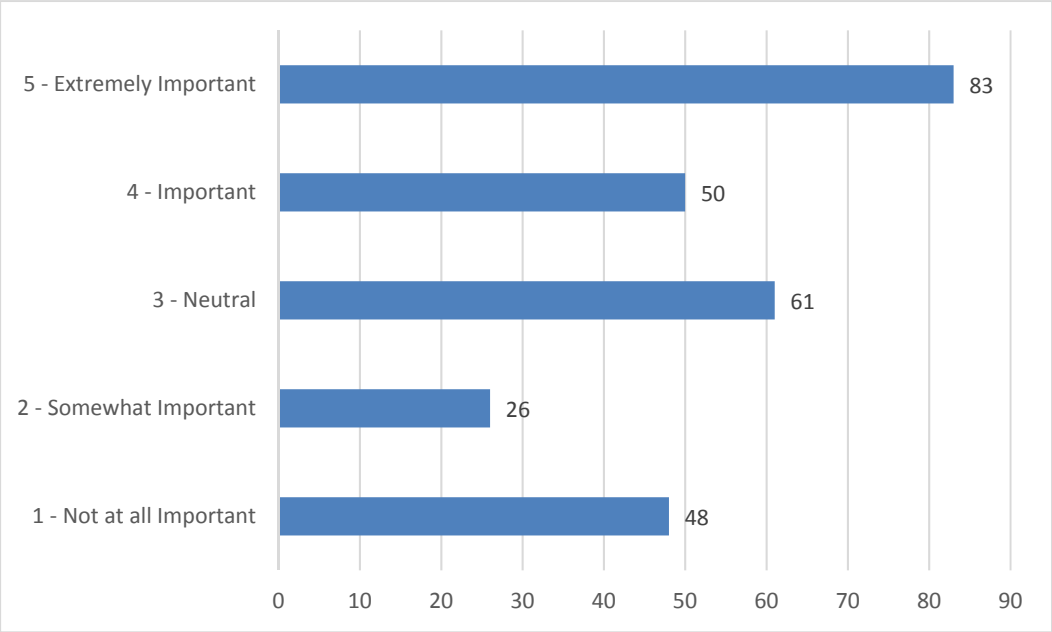
Maximum number of vehicle access points



Rating	Number of Responses	%
1 - Not at all Important	83	31.0
2 - Somewhat Important	42	15.7
3 - Neutral	57	21.3
4 - Important	49	18.3
5 - Extremely Important	37	13.8
Total	268	

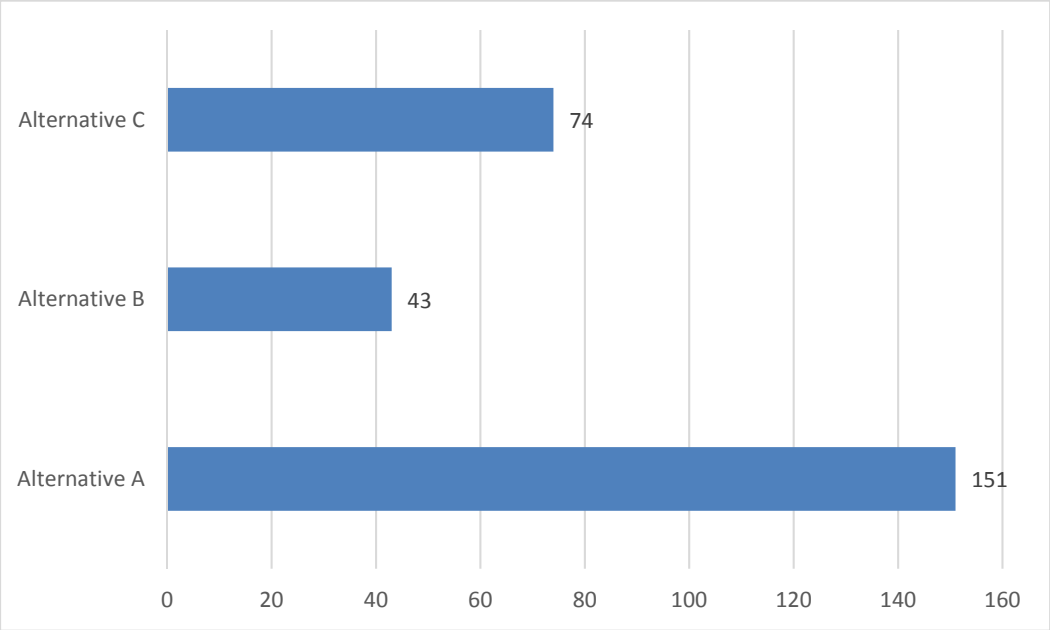
7j) Depending on which goals you selected above, some site plan and access elements may be more important to you than others. How important are the following station site plan elements to you? Please rate each element on a scale of 1 to 5, where 1 is "not at all important" and 5 is "extremely important."

Most opportunities for transit-oriented development



Rating	Number of Responses	%
1 - Not at all Important	48	17.9
2 - Somewhat Important	26	9.7
3 - Neutral	61	22.8
4 - Important	50	18.7
5 - Extremely Important	83	31.0
Total	268	

8) Of the three alternatives, which do you prefer?



Alternative	Number of Responses	%
Alternative A	151	56.3
Alternative B	43	16
Alternative C	74	27.6
Total	268	

8) Is there anything you didn't see in the alternatives that you would want considered for the final station site plan?

Build under/overpass to connect Blacow Road between Fremont Blvd and Osgood Rd. This should relieve congestion at the five corners intersection (Fremont, Washington, Union, Bay).
Alternative B could also use a pedestrian bridge.
Pedestrian bridge is a great element that should be part of any plan
High visibility crossings at Washington and Osgood
Alternative A minus the walkway connection from the corner of Osgood and Washington.
What part of the nieghborhood does not want a BART station does the City of Fremont not understand?
Parking options across osgood
I don't see why Alternatives B and C cannot havae the elevated walkway from Washington and Osgood to the concourse. I would be less opposed to Alternatives B and C, which I suspect will be supported by car-dependent users, if they also had better pedestrian and transit access.
Washington Blvd and/or Roberts Ave should not have been used as an entrance and/or exit to the Preferred Parking area. Washington Blvd, from Roberts to 680, is already way too congested in the evenings and mornings. Bart traffic should not be routed to Washington Blvd/Roberts. All traffic should have been funneled into Bart via Osgood, which is much better equipped to handle the extra traffic.
I think having 3 BART stations in Fremont is excessive and unnecessary.
I DO NOT SEE ANY INDICATIONS WHERE THE THOUSANDS OF NEW HOUSING UNITS WILL BE....THE EXTRA CARS WILL IMPACT ALL OF THESE SITES. PLEASE BE HONEST ABOUT WHAT YOU ARE PLANNING. TELL THE TRUTH
Cannot believe you really want to build a station so close to next one. Wasting money and causing troubles to residents
Alt B should have the two pedestrian bridges (i.e., from Washington Blvd and over Osgood).
Dont even worth to build one at all!!!
I do NOT see the need to have this station at all.
In alternative A, add overcrossing on Osgood directly from concourse to bicycle parking area instead of to parking lot. It's shorter, in favor of pedestrians and people riding bicycles.
The best plan is to use the money to improve Warm Spring station's parking structure. To create Irvington station is not necessary and causes lots of negative local impacts.
None at this time
Consider the current sad state of BART operation(not-clean, crime, aged system), I don't think a new station between Fremont and Warm Sprint is a good use of resource. But if a station really to be built, it should be the beginning of a vision of: discourage use of car and moving towards transit oriented system. Minimum parking or elimination of parking can encourage people use Lyft/Uber/Bus/Bike/walking/drop-off. This already working at Europe and Asia metro areas. This station should be a model small station for small town, neighborhood, between major stations. Have a space allowing car to be parked there all day is a terrible use of land and resource. There's already Fremont and Warm Sprint for people drive to station. Beside, this station is in the middle of an already developed residential neighborhood. Large parking does not blend in the neighborhood. This can be a model for future small or even parking-less stations which moves bay area into car-ownership-less community.

Station should be kept to minimal size, just enough to serve it's purpose of moving people, blend into the environment, natural and surrounding architecture. The best station is a station that does not stand out, do not cry out asking for attention
No
There doesn't need to be an Irvington station.
Roads cannot accommodate traffic now. We do not need another station!!!
maybe plaza with Site Plan A, artwork/design tied to winery, fewest number of parking spaces, lots of bike racks to encourage pedestrian/biking friendly station
TSP at all intersections leading into the station & at major intersections, leading ped signal OR ped scramble
Everything clearly explained
Except for BART users close to the station who would walk, I think the future points to less private vehicle ownership and more use of Uber and Lyft type services to bridge the "last mile" from transit hubs such as the Irvington BART to suburban homes in the 2-3 mile radius of the BART station. Also, I think similar trends will drive more bike-sharing, bike rental, and scooter rental uptake. BART should plan space on the plazas or covered locations near the plazas to accommodate these trends.
no
since the Hayward Fault moved 6 feet in 1868, I think a parking structure should not even be considered and the area near the Gallegos Winery should be left as a park that is maintained; also feel that the plaza's will just increase homeless population in this area.....and the rush hour traffic would be unbearable for us that live on Washington Blvd....
Any way to have both a walk away from Washington and Osgood and Parking structure.
Yes. I believe the station is unnecessary. The money would be better spent on dealing with current BART problems such as crime, filthy trains, over crowding and homeless people in the stations. BART has already failed at these issues and it will only bring these problems into our neighborhood.
Eliminate new dead end street and parking west of station on all options.
I felt many questions were confusing (and couldn't skip) and if my responses contradict my option choice, ignore them. One example is the sustainability question. There are 3 main types of sustainability; economical, environmental and social. Not sure what you meant. Also minimize neighborhood parking impact can be taken 2 ways: add lots of parking to station to keep riders out of neighborhood or have the fewest parking spaces to encourage pedestrian use and cars use other nearby stations?? Site Plan A for me. Smallest footprint, encourage walking and biking (cars can use other stations), fewest parking spots, only one new intersection, no pedestrian bridge across Osgood. I like the idea of a plaza or retail in area of Washington/Roberts also.
I would recommend even more parking than any of the proposals and a pedestrian bridge over Osgood to prevent pedestrians from crossing the street and causing gridlock. It would also be nice to see the Ford House relocated to the Gallegos winery site and re-purposed as a coffee shop or something.
Full development of the Historic Gallegos Winery Site as an attractive park.
Don’t want Bart! We have Bart in Fremont, and in Warm Springs. We have a traffic problem now on Washington. Can’t drive for 2 hours from 3-530.
Potentially moving the parking garage to the other side of Osgood opening that parcel up for more multi-use development. And reconfiguring the entrance off Washington Blvd. to allow for potential development there.
D' NONE of the above. This is a travesty!!! Use the money for better bus service & a CC BART park structure. This will throttle any movement here and force traffic to other roads into Mission making every road a parking lot. Stop it now!

I would prefer NOT to build the station
Not building it. Without re-routing buses, we cannot increase bus ridership to this station. As a limited-mobility bus rider, I still have to ride all the way to the old BART station even though I live much closer to the new Warm Springs station (off Fremont and Auto Mall). But there's no bus! Nor sidewalks! I fear these plans again build a "transit center" with only maybe one bus that goes to it. It also significantly slows down the already arguably slow BART since it has to come to yet another stop. This station will not in any way increase my desire to ride BART. Have you found anyone who would change their choice yet? I really feel this is just another way to get to build more TODs that ignore traffic impacts and further decrease our groundwater by paving even more of our former fields.
For Alt. A: I would like to see a pedestrian plaza at Roberts and Washington. If the Ford House were moved to the Gallegos Vineyard more space could be used for car parking. For Alt. B I think a bridge from the parking across Osgood would enhance pedestrian safety. For Alt. C Why not move the parking structure across Osgood and move the Ford House to the Gallegos Vineyard?
Improved protected intersection at Washington Blvd. & Osgood, plus an extension of the East Bay Green Way (Class I trail) south from BART station. Make the vacant lot on Roberts and Washington Blvd. a well lighted plaza.
3 story Parking garage with another 2-3 stories of housing in top, making a 5-6 story mixed use structure.
Conveyor belt walkways. From parking garage.
I believe the options, plans listed will suffice
Alternatives B and C are awful
The best alternative is to not waste the money to build it. Don't build it.
It's such a sprawly nightmare no matter what you do
Dense, affordable housing and retail
A public access park and playground
Consider A with a parking structure in B's parking lot location
More land for housing
Move concourse to Washington and put pedestrian/bike/bus improvements on the existing streets. Minimize walking distances into the neighborhood. It is remarkable how terrible pedestrian connections are in all of these scheme. Breathtakingly so. Like, really, really bad.
I like "A" it's simple and effective, but add a nice "Plaza" on corner of Roberts Ave that highlights the BART Station.
-Add direct access to fare paid area at end of platform from Washington Blvd sidewalk at north end of site. (Presumably via secure, unattended turnstiles to deter fare evasion or vagrancy. Accessible entry likely to remain at main concourse.) The proposed bridge forces riders coming from the north on foot to walk half the length of the train to access it. Users who observe the train approaching the station as they walk from Washington will also form negative associations about their BART riding experience, as they will be unable to access the platform in time to catch it due to the circuitous foot path. -If alternative C is chosen, delete footbridge and return transit center to proximity to station (between tracks and Osgood Rd). Footbridge will be unsightly and inconvenient for bus users (due to need to descend hill from transit center, ascend steps/escalator/elevator to footbridge, and walk a long distance to station). -Consider roundabout instead of 1 or 2 traffic signals on Osgood Rd. -Consider whether Ford House is actually significant and specifically worthy of preservation. If it is, it should not be owned permanently by BART. -Consider feasibility of adding parking at a future date to alternative A, but only if demand can be demonstrated.

The core of this plan appears to be paving open space for parking. It would be better to covert the cement pad on west side of the tracks into parkland. That said, pedestrian routes across the tracks at Adams and Haven would be useful.
High speed rail connection / Elon Musk tunnel / heliport
There should be a concourse integral with the Washington Boulevard bridge: this would allow direct pedestrian connections to new on-street bus stops for route 210, without routing the bus through an inefficient transit center which adds travel time for bus passengers who are traveling past the BART station. Route 215 stops could be on-street at the Washington/Osgood intersection. This would also move pedestrian access points closer to the transit-oriented neighborhood to the north of Washington.
No
Promote/incentivize/or prepare to build denser housing in the area around the station
Let the buses stop on the street and add signalized crosswalks w/bus signal priority. This saves time and keeps the buses moving
Long distance designated protected bike path lanes
No station at all
Alternatives B and C use the sloped area east of Osgood for a parking lot or structure, which would sit right on top of the Hayward fault. Has anybody considered alternative A + a parking structure at Washington/Roberts? To stretch this a bit, the Safeway parking lot could be redeveloped into a mixed use parking structure. Private land acquisition will be more costly, but construction costs for parking absent the seismic hazards will likely be lower, and people who park won't have to cross Osgood.
i want the least parking spaces to make drivers go to other stations. Maybe only have handicap parking. i like the smallest, least expensive site plan. NO parking garage or walkover over Osgood. A pedestrian/biking station will fit best in the community. Maybe have a historical tie in to the Gallegos winery?
Do Not Build It, it is a boondoggle, It simply is not needed
The bus stop for route 210 would ideally be closer to the station. If the goal is to minimize driving to the station, then public transit access needs to be as convenient as possible.
for the auto parking intersection on the left side of the station, try using a roundabout. It would allow for more free-flowing movement, statistically less accidents, emissions, and would make it easier for the cyclists.
Pedestrians bridge
Many people at the event DID NOT WANT A NEW STATION, WHY DIDN'T YOU MENTION THAT.....
We do not need a BART station in Irvington; there are not enough services, retail or housing to support it and it would increase an already overtaxed traffic issue.
is more parking feasible at/around main & high?
I would rather not see any alternatives. I think it is a bad idea to have Bart there.
none
No
Construction of both the elevated connection from the intersection of Washington and Osgood to station concourse as well as the pedestrian overpass.
No
Shared bikeway and walkway on Main street

I like Plan A because all building is on the station side. I am glad winery site is not being used as parking area. I think it is a waste of money right now and feel sorry for Livermore who has been paying for Bart for many years now and not receiving any transportation.
It's very important to me that ALL BART building is on track side of Osgood. I have a sink hole in my backyard that recently opened up and am very concerned further activity will cause more damage. Also I don't like the fact that BART is to be built on the fault. The neighborhood is seeing many more cracks in houses and driveways. The smaller the amount of land used the better. I want Site Plan A if we have to have a BART.
There needs to be a coffee shop!
Prefer no bart station at Irvington area. Two bart station in Fremont is more than enough. Please count how many people use bart. Better use the money wisely to improve current operation than adding a new station.
No BART Station at all. The area is to crowed now.
No
Need to find a way to avoid local traffic.. Most of our neighbors are not using BART.. This is a negative impact to us.
no
I oppose building Irvington BART
No
Does Fremont need so many stations? We prefer family friendly and laid back Fremont.
I will be strongly against building Bart station within very short interval between Fremont and warm spring station. It wastes money and cause unnecessary traffic jam.
I was unable to attend the 2 meetings but have read about it all on your website, including Fremont's general plan. A caption there says, "More land for people, less for cars". The plan wants to REDUCE the amount of land devoted to parking for new development projects near transit. This idea definitely supports Site Plan A. We need something to discourage those outside our area from driving in and parking here - having less parking would do this...or no parking at all or only handicapped parking. This needs to be a pedestrian and biking based station ONLY. If someone drives in, they will most likely go elsewhere to eat or shop. More parking defeats the purpose of this station all together. Why build it then?
Don't allow BART parking at side streets around the BART station
How about no BART extension in Irvington. Fremont does not need another Bart station within such a short distance of the other two. This is beyond wasteful.
Need more security guards
No Bart Station
Prefer plan Alternative B with parking structure with maximum auto's to park
Not sure how to interpret "not at all important". To me it means "I don't want it". I'm not too keen on another BART station in Fremont. What a waste of time, money and land!! Even if this area continues to grow, the other 2 stations can equally serve new residents. Alternative A is best choice. We don't want to encourage any more cars into this area that is totally impacted already - which will only get worse with new housing. If parking isn't available here, or is very limited, riders will be forced to walk, use a bike, or drive elsewhere. Alternative A!!
I would consider NOT putting in this station as its too redundant and will slow BART down for all the people NOT using the station
actually I think we don't need it. It is too close to the station. But I answered because it will pass and get done anyway.Having cyclist able to get there safley and lock up thier bikes safely is most important to me.

Restaurants and Shops
This station needs to be accessible for people all over the area. If the focus is only on pedestrian, bicycle and transit access, it becomes a neighborhood BART station and is only usable for those who live in the area. I and my neighbors do not live in walking distance, so we need to be able to drive there. When coming home from a ball game or other excursion at night, it is important to be able to get home safely in our cars. BART stations need to be regional, not neighborhood only
Incorporate bicycle access along concourse bridge accross Osgood.
Lots of locking bike racks in secure area
We are not in support of an Irvington BART Station due to concerns of increased traffic in the local area.
Possibly incorporating a parking structure in alt B
landscaping; what does it look like? where is the housing?
No station
Access from the end of Carol Avenue, which directly connects to the middle school and high school.
Additional lanes on the intersection as this bart station is going to further congest the already dense traffic conditions that exist here. It is disappointing that the study did not include any impacts to traffic in evaluating this new development. Please be sure to provide this in iterations of your design scheme.
A secure bike area storage area. If C is popular, a combination of A and C, basically the elevated connection to concourse from plan A into plan C. Irvington station should be a local community stop. Use Fremont and warm springs for those with cars and encourage walking and biking for Irvington station.
I like the idea of a small station that fits in the community and supports biking and walking. I like all of the station being on one side of Osgood. Can the pedestrian bridge connecting Washington with concourse be covered to protect from rain? I'd like to see lots of bike racks. And great security.
no
would like to see artwork. maybe a small sculpture or fountain in plaza area. use of bricks like that used in winery and 5 corners buildings would be nice. relocating Ford house is a waste of money. need to keep station as small and intimate as possible to better blend into area. large parking areas are ugly and create their own issues.
Extra coverage to minimize non residents coming into the area and creating additional problems due to the easier public access from other cities.
A plan for community safety..?
Alternative A provides the most cost-effective solution and least impact to the neighborhood in regards to traffic and safety.
More on site parking spaces.
Commercial space for cafes or coffee shops