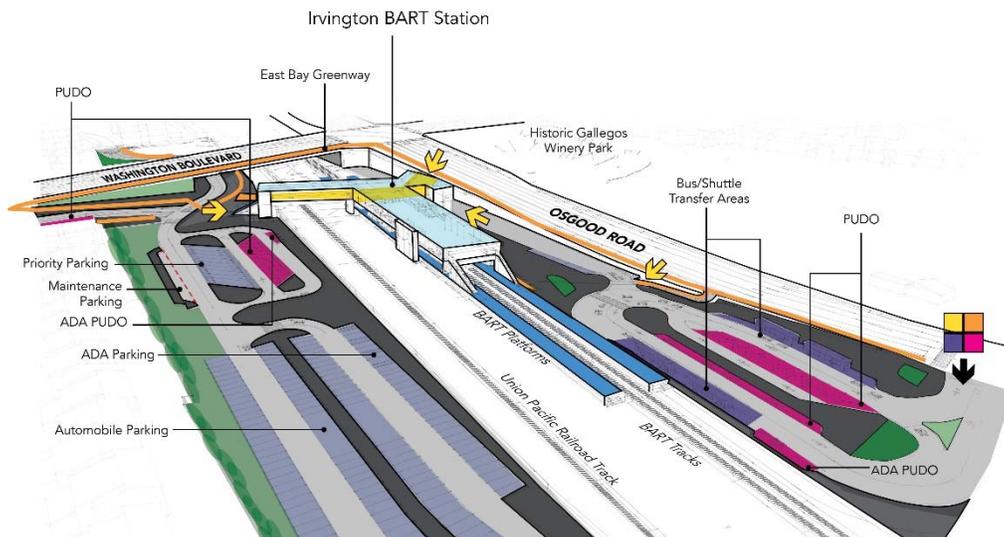


IRVINGTON BART STATION PROJECT: STATION SITE PLAN AND AREA PLAN

Community Meeting #3 Summary November 15, 2018



Station Site Plan and Area Plan: Community Meeting #3 Summary

This memorandum presents the comments received from the public during Community Meeting #3 for the Irvington BART Station Project, which took place on November 15, 2018 from 7:00pm to 8:30pm at the Fremont Main Library. Approximately 60 people attended the community meeting. It was advertised through the Irvington BART Station project website, the City's monthly Community Development Digest email, and the Irvington BART email list. Flyers were also posted at the Fremont BART Station, Warm Springs/South Fremont BART Station, and local businesses in the Irvington area.

The purpose of this community meeting was to review prior community feedback from Community Meeting #2 and the Public Online Survey #2, both of which allowed participants to comment on various Station Site Plan Alternatives presented by the project team. Feedback from Community Meeting #2 and Public Online Survey #2 are available under the "Background/ Project Materials" section of the City of Fremont's Irvington BART Station project website at <https://fremont.gov/2977/Irvington-BART-Station>.

At Community Meeting #3, the project team also provided an overview of the Proposed Updated Station Site Plan, shared concepts from the Draft Station Area Plan, and obtained feedback from meeting participants. Key components of these plans were shown to the community through a PowerPoint presentation as well as five informational boards, which are available for viewing on the project website:

- Board 1: Draft Station Area Plan
- Board 2: Draft Station Area Plan Components and Design Objectives
- Board 3: Access and Mobility
- Board 4: Irvington Station Views
- Board 5: Proposed Updated Station Site Plan

Representatives from the City of Fremont, BART, Urban Planning Partners, Urban Field Studio, Arup, and Fehr & Peers were present at the meeting to answer questions and document community feedback.

Comments Received

Comments were received in both written and verbal format and compiled into Tables 1 through 5 below. Written comments were submitted through a comments box onsite at the community meeting and via email to the City of Fremont. Verbal comments were gathered through the questions and answers (Q&A) portion of the agenda and through conversations held between the consultant team and participants at the feedback stations by each informational board. Concerns and comments recorded during general conversation between the project team and community members were categorized under a separate category, labeled "General Comments".

Following the meeting, the Frequently Asked Questions document was also updated on the project website to provide answers to some of the questions posed at the community meeting:

<https://fremont.gov/2977/Irvington-BART-Station>.

The comments are organized in the following tables:

- Table 1: Written Comments (Comments Box, Emails)
- Table 2: Verbal Comments (Meeting Stations)
- Table 3: Verbal Comments and Questions (Q&A)
- Table 4: General Comments
- Table 5: Overall Questions

TABLE 1: WRITTEN COMMENTS (COMMENTS BOX, EMAIL)	TOPIC	FOCUS AREA
1. A sound wall of some sort should be installed between Adams Avenue and Carol Avenue along the proposed parking, where the railroad tracks are now.	<ul style="list-style-type: none"> Noise 	Station Site
2. A Class 1 bike path should be constructed from Blacow Road to the proposed station as shown in the City of Fremont Bicycle Master Plan.	<ul style="list-style-type: none"> Bike/Ped 	Station Site
3. I approve of the minimal parking, extension of the East Bay greenway, and a safe and accessible Winery park due to lack of parks in the area. Make the creek from residential (Alice Street) to Osgood Road accessible to improve access to the station and future park. The Washington Boulevard and Osgood Road intersection should wider sidewalks and longer crossing times. The East Bay Greenway should be super protected or off-street. Drivers should be encouraged/educated to use the Warm Springs Station instead. I would personally walk to the station.	<ul style="list-style-type: none"> Bike/ped Gallegos Winery Parking 	Station Site and Plan Area
4. The proposed winery park is a bad location for a park, too small to be inviting, and its below-grade position is out of sight from adjacent roads and will likely attract homeless encampments.	<ul style="list-style-type: none"> Gallegos Winery 	Station Site
5. There should be more parking at the station. Traffic safety needs to be considered at the intersection of Roberts Avenue and Washington Boulevard because of the preschool located near the corner. There are safety concerns regarding young children.	<ul style="list-style-type: none"> Parking Traffic 	Station Site
6. There are no people walking or riding bikes in this area. Few people (percentage wise) are dropped off as opposed to drive-and-park BART riders in the other BART stations. It is unrealistic to believe the Irvington Station will generate a multitude of walkers, bikers, and bus riders as opposed to drivers from the Valley. There needs to be more parking even if you build a 6-story parking lot like San Francisco has.	<ul style="list-style-type: none"> Parking Traffic 	Station Site
7. There should be an extension of Blacow Road under/over the UP/BART railroad tracks from Fremont Boulevard to Osgood Road. This would provide a second major east-west access route not only for the station, but also for all the residential developments planned along Osgood.	<ul style="list-style-type: none"> Traffic 	Station Site and Plan Area
8. We have so much traffic already on Washington Boulevard and Bruce Drive is difficult to get out of at commute times. I am also concerned about ambulance and firetruck access in this area during peak hours. Thank you for making this a small BART Station.	<ul style="list-style-type: none"> Traffic 	Station Area

<p>9. The Roberts Avenue/Washington Boulevard entry point should not be set. There is too much heavy traffic around the area. Roberts Avenue is a residential street, with a speed limit of 25 mph and many cars parked roadside. An entry way here would make traffic worse. I do not support the station.</p>	<ul style="list-style-type: none"> • Traffic • Misc. 	<p>Station Site</p>
<p>10. Glad that the site plan will be the smallest footprint with the least parking – this seems to mesh with the city’s desire to be more pedestrian friendly. I still do not support the station.</p>	<ul style="list-style-type: none"> • Misc. 	<p>Station Site</p>
<p>11. I do not support the station.</p>	<ul style="list-style-type: none"> • Misc. 	<p>Station Site</p>
<p>12. No source was provided to justify the numbers and data presented during the meeting. Data came from theoretical models rather than facts obtained for similar existing BART stations.</p>	<ul style="list-style-type: none"> • Misc. 	<p>Station Site</p>

TABLE 2: VERBAL COMMENTS (MEETING STATIONS)	TOPIC	LOCATION
1. Proposed bus stops on Washington Blvd (east of Osgood) – the grade of street is too steep to have a bus stop and there are traffic safety concerns there. Bus stops should be left at current locations.	<ul style="list-style-type: none"> • Transit 	Station Site and Plan Area
2. Request for faregate design to be changed so people cannot jump over them and evade payment.	<ul style="list-style-type: none"> • Station Design 	Station Site
3. Liked the Pick-up/Drop-off (PUDO) idea, but PUDO should be farther south of the west side so that PUDO operations do not block other traffic from Roberts Ave. Suggested double entry off Roberts and exit off High and Main so that circulation would be better. F&P should run more models.	<ul style="list-style-type: none"> • Traffic 	Station Site
4. Gratitude that Adams access point was removed from plans.	<ul style="list-style-type: none"> • Traffic 	Station Site
5. Pedestrian improvements at the Washington Blvd/Osgood Rd intersection should be looked at, including options for wider sidewalks.	<ul style="list-style-type: none"> • Traffic 	Station Site
6. The right-in/right-out driveway on Washington Blvd will be difficult when vehicles want to exit.	<ul style="list-style-type: none"> • Traffic 	Station Site
7. There is a preschool at the corner of Washington and Roberts, and pick-ups/drop-offs will conflict with BART traffic in the peak hour.	<ul style="list-style-type: none"> • Traffic 	Station Site

TABLE 3: VERBAL COMMENTS AND QUESTIONS (Q&A)	TOPIC	LOCATION
1. Mixed opinions about whether people will walk to the station or not.	• Bike/Ped	Station Site and Plan Area
2. Do not want residential parking permit program; it would be uncharacteristic of the neighborhood.	• Parking	Station Area
3. Concerns over sufficient and safe motorcycle parking spaces. Pointed to Warm Springs Station and how the motorcycle parking is sloped and dangerous for riders.	• Parking	Station Site
4. Not enough parking proposed. It will spill over into neighborhood streets and there are not enough spaces to accommodate for cars being pulled off I-680.	• Parking	Station Site
5. How many BART stations with parking have under 300 parking spaces? What was the Station Access Typology for the Warm Springs Station?	• Parking	Station Site
6. There is no backup plan to acquire more land in case additional parking will need to be added in the future.	• Parking	Station Site
7. Suggestion to only have PUDO and transit hub since more parking will entice more vehicles to come.	• Parking	Station Site
8. Corporate shuttles should be allowed to utilize PUDO/bus areas.	• Transit	Station Site
9. There is no apparent timeframe or venue for residents to stop the project from happening.	• Misc.	Station Site

TABLE 4: GENERAL COMMENTS	TOPIC	LOCATION
1. Attendees wanted to know what the East Bay Greenway was and to hear more about it (location, details, improvements). People were generally excited about it.	<ul style="list-style-type: none"> • Bike/ped 	Station Site and Plan Area
2. Excitement about the “free area” bridge to cross the tracks.	<ul style="list-style-type: none"> • Bike/ped 	Station Site
3. Attendees liked the potential Sabercat Trail project and its connection to the Gallegos Winery park.	<ul style="list-style-type: none"> • Bike/ped • Gallegos park 	Station Site and Plan Area
4. Excitement about the Gallegos Winery park being added to the neighborhood.	<ul style="list-style-type: none"> • Gallegos park 	Station Site
5. Station location is a very difficult spot to access for nearby residents. The proposed entry points will add to traffic congestion already in the area.	<ul style="list-style-type: none"> • Traffic 	Station Area
6. Concerns and discussions over traffic and sufficiency of proposed parking.	<ul style="list-style-type: none"> • Parking 	Station Site
7. Concerns about residential parking permit system and how that will impact neighborhood parking.	<ul style="list-style-type: none"> • Parking 	Station Area
8. Little interest in Station Area Plan, most interested in EBGW and Gallegos Winery park.	<ul style="list-style-type: none"> • Misc. 	Station Area
9. Concerns about the homeless population currently living on the station site and how that might impact the future vitality of the Plan Area.	<ul style="list-style-type: none"> • Misc. 	Station Site and Plan Area

TABLE 5: OVERALL QUESTIONS	TOPIC	LOCATION
1. Who owns the land south of the historic Gallegos Winery and what will it be used for?	<ul style="list-style-type: none"> Gallegos park Land use 	Station Area
2. Will the Gallegos Winery park have parking? I don't believe people will walk there.	<ul style="list-style-type: none"> Gallegos park Parking 	Station Site
3. Is there a residential parking permit program at Warm Springs? If not, does the permit idea for Irvington station also encompass Warm Springs?	<ul style="list-style-type: none"> Parking 	Station Site
4. Where will bike share spaces be located?	<ul style="list-style-type: none"> Bike/ped 	Station Site
5. What is the width of the pedestrian crossing?	<ul style="list-style-type: none"> Bike/ped 	Station Site
6. Will there be new crosswalks at the new station entries off Roberts, Washington, and Osgood?	<ul style="list-style-type: none"> Bike/ped 	Station Site
7. What is the plan for shared mobility (scooters, bikes)?	<ul style="list-style-type: none"> Bike/ped Station Design 	Station Site
8. What is being done at the station in terms of earthquake preparedness? Will the station be stabilized to withstand earthquakes?	<ul style="list-style-type: none"> Seismicity 	Station Site
9. How were previous concerns addressed? It was not clear how people's prior concerns from previous meetings were incorporated into the new design or plans.	<ul style="list-style-type: none"> Misc. 	Station Site and Station Area
10. How can the station be stopped? Is it possible and what is the timeframe?	<ul style="list-style-type: none"> Misc. 	Station Site