



Community Dialogues – BART to Livermore Workshop 2 of 3

The Shrine Event Center | 170 Lindbergh Avenue, Livermore
Thursday, December 10, 2009 | 6:30 pm – 9:30 pm

M E E T I N G S U M M A R Y

I. INTRODUCTION

On December 10, 2009, the City of Livermore hosted the second in a three part series of community dialogues to discuss Station Area Planning for BART stations proposed in Livermore. The purpose of the meeting was:

- To educate participants about the BART station area types and related planning concerns and benefits.
- To facilitate discussion and collect input about how different station qualities can help the community achieve the goals it has set for itself in the City's General Plan.
- To discuss and select the pair of stations that best achieves the City's goals.
- To get community input regarding images that best illustrate desired station type characteristics.

Background

Since the 1960's, BART development plans included service along the Union Pacific Railroad with a station in Downtown Livermore. Since then, BART acquired land near Isabel and Greenville in the 1980's, relocated the alignment to I-580 and the City of Livermore identified BART extension and transit-oriented development (TOD) in the General Plan.

Comprehensive planning is essential to ensuring the appropriate and most feasible BART station areas are planned within the City of Livermore. BART is conducting a Program EIR that assesses potential alignments and station sites. Results from this workshop process will help outline a strategy for future Station Area Planning, when actual station sites are known, and inform the City Council and Tri-Valley Regional Rail Policy Working Group's recommendation to the BART Board.

The City of Livermore hosted the first of a three part series of community dialogues on November 12, 2009. At the meeting, participants learned about the components of BART Station Area Planning, discussed priorities related to BART station place types,

and provided input regarding the important qualities and features for proposed BART station types in Livermore.

Meeting Agenda and Format

BART Director John McParland, Alameda County Supervisor Scott Haggerty, and Mayor Marshall Kamena of Livermore, welcomed participants and provided brief opening remarks. Mayor Kamena then introduced Gregory Tung of Freedman Tung & Sasaki of the project consulting team. Mr. Tung described the team's approach to station area planning and introduced the informational presentations that would be shared with the group. Joan Chaplick of MIG, Inc. served as the meeting facilitator. Additional elected officials in attendance included, Council Member John Marchand, Council Member Marj Leider, and Council Member Jeff Williams. Also in attendance from the City of Livermore project team were Linda Barton, Steve Sweeney, Marc Roberts, Cheri Sheets, Susan Frost, Bob Vinn, and Debbie Bell. Other project team members in attendance included Erik Calloway of Freedman Tung & Sasaki, and Malcolm Quint, of BART. An additional 20 city staff members attended to provide facilitation and recording assistance for the small group discussions.

Mr. Tung reviewed the first Community Dialogue meeting presentation and community discussion results. Afterwards, Mr. Tung and Ms. Nelson gave a comprehensive presentation on the project's background, station planning concerns and benefits, and modeling data regarding potential ridership. Steve Sweeney, Police Chief with the City of Livermore, discussed concerns regarding crime in proximity to transit stations and the results of his research. The power point presentation and other meeting materials can be found on the City's website at:

http://www.ci.livermore.ca.us/eng/BART_docs/BARTworkshops.html#2

Mr. Tung then turned the meeting over to Ms. Chaplick who invited meeting participants to ask questions related to the presentation.

II. INDIVIDUAL EXERCISE

Ms. Chaplick provided instructions for the group to conduct the individual exercise that asked their preferences for different images in relation to specific station types. Thirty photographs, grouped by station type, were arrayed around the room. Participants were asked to briefly evaluate the photographs and comment on whether or not the image "fit" or "did not fit" with the character of Livermore. Participants were reminded that they should not evaluate the photograph based on whether or not they liked it, but on whether or not it "fit" with their community relative to that station type. The individual worksheets are referred to at the end of the discussion exercise. The results of the exercise are tabulated below:

Best Station Type Photo – Individual Results

Station Type #1. Infill Station

Picture Ranking – Top 2 Photos



- Picture #6 (18 votes)
- Picture #10 (21 votes)

Comments

- Green and natural
- Open
- Landscaping – including trees and flowers
- Shade
- Housing



Station Type #2. Downtown Station

Picture Ranking – Top 2 Photos



- Picture #14 (23 votes)
- Picture #15 (24 votes)

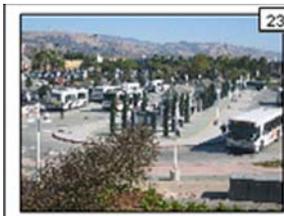
Comments

- Trees, park, benches
- Community feel
- Plaza area serves as a meeting place



Station Type #3. Freeway Intercept Station

Picture Ranking – Top 2 Photos



- Picture #23 (23 votes)
- Picture #27 (24 votes)

Comments

- View of the hills
- Smaller



- Transit connection
- Architecture and design
- Trees and greenspace

III. GROUP DISCUSSION

Once participants completed the Individual Worksheet exercise, they were asked to work in small groups and discuss how different station qualities can help the community achieve the goals the City has set for itself in the General Plan. Ten goals were selected from the General Plan that closely coordinated with station planning. These included: land use, circulation, character, economic development, noise, and climate change. Each group identified which goals they thought each station type achieved and recorded the results on a group worksheet. They were asked to do this process three times, one for each station type and explain their choices. Once the group came to agreement on the station pairing that best achieved the City's goals, they were asked to identify their preferred image from the earlier individual exercise for the station pairs.

A staff facilitator and recorder helped keep the discussion on track and record the group results on a worksheet. Members of the consulting team were available to answer questions during the discussion period.

A total of twelve small groups, with 8-10 participants each, completed this exercise. A representative from each group shared the results of the group's discussion. An overall tally of the results was kept as they reported out.

All small groups selected at least one station to serve a freeway capture function, whether that was I-580/Isabel, Vasco or Greenville station, in the pairing exercise. The majority of groups selected a Downtown station as one of the two station pairs. Meeting participants' opinions differed, though, when discussing which freeway station option would be best paired with a Downtown station.

Most of these groups qualified this statement by adding the condition that the Downtown alignment should be underground. Groups appreciated the location and character of these station pairings since they provide accessible transit options and transfers for nonresidents, such as San Joaquin commuters, and for residents. Most participants agreed a Downtown station would enhance the economic viability of the City. Some groups commented that Greenville has limited infill development opportunities, is outside the urban growth boundary, and provides easy access for San Joaquin commuters. No groups supported the Isabel/Stanley – Downtown station pairing.

The following is a summary of groups' comments from this discussion. Individual worksheet results, group discussion results, and written comment cards received at the Community Workshop are attached as an Appendix to this summary.

Station Pairings

Overall Best Station Pair – Group Votes

- Downtown – Vasco (3 unanimous groups, 1 mixed group)
- Downtown – Greenville (3 unanimous groups, 1 mixed group)
- Isabel/580 – Vasco (2 unanimous groups)
- Isabel/580 – Downtown (1 unanimous group, 1 mixed group)
- Isabel/580 – Greenville (1 unanimous group)
- Isabel/Stanley – Downtown (0 groups)

Additional Community Comments:

- Greenville is beyond the urban growth boundary and there is less opportunity for development, therefore, is not preferred.
- Greenville is accessible for San Joaquin commuters and enables traffic to depart the freeway quickly.
- Several groups do not support the Stanley-Vasco station option.
- One group suggested a Downtown-Greenville station pairing, since it will meet parking needs and have less traffic impacts.
- If a station is located Downtown, most groups would like the station and tracks to be underground. Undergrounding, however, is very expensive.
- Groups supported station locations with access to ACE.
- One group supported the Isabel/I580 station as a third BART station location.

Best Station Type Photo – Group Results

Station Type #1 – Infill Station



- Picture #10 (7 unanimous groups, 1 mixed group)
- Picture #6 (4 unanimous groups, 1 mixed group)



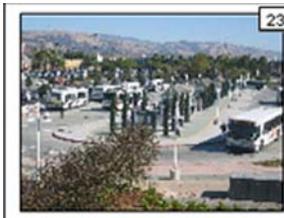
Station Type #2 – Downtown Station



- Picture #14 (6 unanimous groups, 1 mixed group)
- Picture #15 (5 unanimous groups, 1 mixed group)
- Picture #12 (5 unanimous groups, 0 mixed groups)



Station Type #3 – Freeway Station



- Picture #23 (6 unanimous groups, 1 mixed group)
- Picture #27 (4 unanimous groups, 1 mixed group)



Matching Station Types with Community Goals

Circulation

1. Promote alternative transportation modes.

- Infill Station (10 votes)
- Downtown Station (12 votes)
- Freeway Intercept Station (7 votes)

2. Maintain relatively free-flowing traffic.

- Infill Station (3 votes)
- Downtown Station (1 vote)

- Freeway Intercept Station (11 votes)
3. *Develop a Downtown circulation system that is pedestrian oriented and supports Downtown as a destination.*
 - Infill Station (0 votes)
 - Downtown Station (11 votes)
 - Freeway Intercept Station (0 votes)
 4. *Ensure a well-coordinated regional transportation system.*
 - Infill Station (9 votes)
 - Downtown Station (10 votes)
 - Freeway Intercept Station (11 votes)

Land Use

5. *Protect the unique qualities of Livermore.*
 - Infill Station (7 votes)
 - Downtown Station (5 votes)
 - Freeway Intercept Station (8 votes)
6. *Provide areas for high-density mixed-use development near transit.*
 - Infill Station (8 votes)
 - Downtown Station (10 votes)
 - Freeway Intercept Station (5 votes)
7. *Establish a coherent and logical pattern of urban uses that protects and enhances open space and agricultural uses.*
 - Infill Station (7 votes)
 - Downtown Station (8 votes)
 - Freeway Intercept Station (4 votes)

Character

8. *Maintain high standards of urban design in Livermore.*
 - Infill Station (9 votes)
 - Downtown Station (11 votes)
 - Freeway Intercept Station (4 votes)

Economic Development

9. *Maintain and expand a diverse economy to ensure economic vitality.*

- Infill Station (9 votes)
- Downtown Station (11 votes)
- Freeway Intercept Station (4 votes)

Noise

10. *Minimize exposure to excessive noise.*

- Infill Station (5 votes)
- Downtown Station (6 votes)
- Freeway Intercept Station (12 votes)

Climate

11. *Reduce greenhouse gas emissions.*

- Infill Station (12 votes)
- Downtown Station (12 votes)
- Freeway Intercept Station (12 votes)

IV. Report Backs and Next Steps

Upon completion of the group interactive exercise, Ms. Chaplick invited a representative from each group to share their group's key findings and points of discussion.

The results of this meeting will be used to help shape and focus the discussion for the next community meeting which will be held in this same location on January 21 at 6:30pm.

The workshop was adjourned at 9:30 p.m.

BART IS COMING TO LIVERMORE!

COMMUNITY MEETING

Thursday, December 10, 2009

Comment Card Results

- We got stumped a bit by the Urban Growth Boundary. It apparently prevents a station on the freeway (either location) as no federal funding will go to a location without TOD – which won't fit with the UGB in that location. Maybe we worked with too much information for the purpose of this exercise?
- The City should keep in mind the loss of property taxes and jobs from displaced businesses if BART tracks through downtown with maintenance yard within town boundaries. Also the EIR noise impact – PSI – potentially significant impact.
- Why not build the freeway station at El Charro near the outlet stores? One on El Charro and Vasco. The station downtown will benefit Livermore residents only. Pleasanton and Dublin has no housing nearby.
- Vasco station has pluses and minuses. Plus: ACE connect, access to LLNL and Sandia, commercial development. Minus: increased congestion on Vasco.
- On the whole I would like the traffic lights timed for better traffic flow especially if one station is at Vasco.
- Consultant presentations didn't add much for the time they cost us. Make them tighter and more info filled. (Best part was Q&A where we got into details.) This process is not about consultants, it's about citizens. More info-rich Q&A, less slow, dumbed down consultants talking.
- I liked the photos projected of the historical station at Mountain View and the one from Palo Alto.
- Only the Isabel station makes a real alternative for full BART. Single track to a maintenance facility/mini BART might also be possible.
- The downtown and Vasco pairing represents the best option for Livermore. It greatly contributes to economic development in downtown as well as attracting knowledgeable workers to the i-hub being proposed near LLNL/Sandia and for ACE transfer and development opportunities.
- #6 [Downtown/Greenville station pair] will get two goals accomplished: 1) Get commute traffic off the freeway as soon as possible; 2) Drive non-commute hour traffic to the downtown area to support our new theatres.
- The first priority should be to serve the existing population and the plan population. A route through downtown to either Vasco or Greenville is the favorite route. This route also has significant environmental benefits and includes significant TOD benefits.
- I would like BART station(s) to be located on Isabel/580 to Greenville to assure maximum ridership through the Valley in the most direct route. Transit connections need to be direct to take cars off major arteries. Thanks.

- No platforms in the middle of the freeway! Engineer quieter coaches, buses, trains! Demand it. Downtown station way better than Wheels 20x.
- #5 [Downtown/Vasco] is the best. Brings people into Livermore and better economy, I'll use BART more. Thank you for holding these great meetings!
- The Downtown station is absolutely essential.
- Why has there been no mention of Las Positas College and the Isabel/580 station serving this area? It seems to be a huge omission.
- Question seemed bias toward downtown. Yes answer. Downtown station underground only. What about Las Positas College access? With increased cost for same alignments are we creating a Hobson's Choice?
- Concern that the Greenville station will impact open space. Vasco would be useful for lab workers. People worried about traffic on Vasco Road. Maybe people movers, etc. would be available in 10-20 years. Thanks for this opportunity.
- Option #3 [Isabel/I-580/Greenville] would be my choice. My first thought is to keep cost down and only have one station on the freeway at Isabel to also accommodate Las Positas College.
- If there has to be a downtown then it should be underground. My choice would be no downtown stop.
- The process was limited for recording dissenting views – however “reporting out” allowed for dissenting views to be shared. The reporting for preferred photos didn't capture the diversity of preferences.
- A critical component of any successful extension of BART into the eastern Livermore Valley will be mutual nodes (intermodal interfaces) for all transportation methods (highway, ACE, BART, high speed rail, and air).
- PowerPoint was very hard to see. Laser pointer very distracting.
- Downtown underground best. Next Vasco = good TOD. Greenville – good for South Industry Development, no ACE connection.
- Any downtown alignment must be underground and leave the freeway median after Isabel/580.
- Keep stations design in line with new feel of downtown, please!
- Excellent meeting, both in concept and execution.
- Downtown station should be underground.
- Liked the small group work. Well done.
- Prefer – Downtown/Vasco sites. Consider – Vasco site and freeway site ease of access better than Greenville. Vasco site will also serve Brentwood traffic. Better Transit Village potential. Note: possible maintenance yard potential in old SPRR between 1st and Trevarno.
- I believe BART belongs downtown. BART will provide quality transportation for Livermore residents to commute to jobs unavailable in Livermore. And equally important, BART will make it easier for visitors to get to downtown Livermore.
- Would prefer Downtown/Vasco combination, but would also prefer a Portola to Downtown link rather than the Isabel/Stanley alignment.

- Table 3 – Downtown Livermore to Vasco Road. #5 [Downtown/Vasco] was favorite choice.
- Question: I am part of the Livermore Downtown Maintenance District. How would a downtown BART station impact LMD participants? The matching station types with community goals exercises did not address all important issues regarding the potential of the stations, such as crime issues downtown, possible drop of home values, congestion of traffic and parking. I strongly would like to see no downtown station. There are too many issues for a downtown station. Will we receive parking permits for residents who live near downtown station as they have in El Cerrito and Berkeley?
- Due to the noise of BART would prefer underground all the way into and out of Downtown. First choice is Downtown/Vasco – second choice would be Isabel/580-Downtown.
- Revitalizing the downtown with a station downtown is important. The Vasco station provides TOD without threatening the Urban Growth Boundary, and picks up commuters from the east.
- Our table started with Downtown because it fulfilled so many of the Community Goals. At both meetings the agenda got behind almost immediately. Good discussion at our table - #5 [Downtown/Vasco] was a strong winner.
- Simply looking at the demographics in the room, there were a limited number of people who commute on BART or even use BART on a regular basis.
- Must have a downtown station to be successful. The best choice for downtown would be underground, but may be cost prohibitive. Isabel would be worthless – very small development potential. Livermore will flourish with a downtown station.
- Because of noise and visual looks, I can't support any alignment that runs down Stanley. Does the route through the quarries include cost of right of way?
- 1) Is it possible to drop Isabel/Stanley due to lack of support? 2) A Freeway Station is vital in order to have regional support for the project. 3) Isabel/580 is the single best station shown – Greenville does not support Livermore – can an ACE spokesperson be present at future meetings to discuss tie-in with BART – ACE riders vs. commuters over Altamont. 4) Can the maps additionally show the areas that would drive to each station in addition to the ¼ mile/½ mile circles?
- I totally believe we need a downtown station after all the work the City has done to create a Downtown Plan.
- Great public process! I feel having an option that includes a downtown station is the highest priority. This would allow for the greatest amount of TOD and also will support the Arts District objectives of the General/Downtown Specific Plans.
- Downtown Station – safety and crowding are our biggest concerns as youth. Greenville and Vasco stations are my preferences because it might clear up congestion over 580. Isabel station would be good for noise-reduction. My main concern is keeping our downtown youth friendly and safe for our citizens. Keeping our downtown clean, safe and consumer friendly is important.
- I prefer a downtown and Vasco Road station. The first because of the impact on us citizens and access to visitors. The second because A) TOD; B) access to citizens

who cannot walk downtown. More than 1 mile closer than Greenville which does not have TOD; C) I believe Vasco can be made available to I-580/Vasco commuters; D) good access to LLNL.

- Protect your riders from freeway noise this time. More/larger restrooms. Get objective speakers who do not personally profit from the more expensive routes. The downtown routes will increase noise and air pollution and crime and decrease home property values.
- Downtown station – yes! But must be underground track. Second station at Greenville.

Group Results

Note: "Unanimous Votes" are those where the entire group came to an agreement regarding the best choice; "Mixed Votes" are those where group opinion was divided.

Overall Best Station Pair (Group Votes)		
Station	# Unanimous Votes	# Mixed Votes
1. Isabel/580-Downtown	1	1
2. Isabel/580-Vasco	2	0
3. Isabel/580-Greenville	1	0
4. Isabel/Stanley-Downtown	0	0
5. Downtown-Vasco	3	1
6. Downtown-Greenville	3	1

Best Station Type Photo (Group Votes)		
	# Unanimous Votes	# Mixed Votes
Infill		
Picture #1	3	0
Picture #2	4	0
Picture #3	2	0
Picture #4	0	0
Picture #5	0	0
Picture #6	4	1
Picture #7	1	1
Picture #8	1	0
Picture #9	0	0
Picture #10	7	1
Downtown		
Picture #11	0	0
Picture #12	5	0
Picture #13	0	0
Picture #14	6	1
Picture #15	5	1
Picture #16	1	0
Picture #17	1	0
Picture #18	2	0
Picture #19	1	1

Best Station Type Photo (Group Votes)		
	# Unanimous Votes	# Mixed Votes
Picture #20	0	0
Picture #21	0	0
Picture #22	0	0
Freeway		
Picture #23	6	1
Picture #24	1	0
Picture #25	1	0
Picture #26	0	2
Picture #27	4	1
Picture #28	3	1
Picture #29	1	0
Picture #30	3	0

COMMENTS

- Vasco and Greenville – as second station have strong support
- Downtown-Greenville pairing – our own pairing
 - Best meets parking
 - Less traffic
- Traffic at Vasco – concern
- Stanley-Vasco – do not like!
- Mixed opinion – does downtown station meet circulation goal for downtown development
- Downtown station – underground
- Greenville
 - Plus: San Joaquin commuters
 - Minus: less opportunity for development
 - Plus: get traffic off freeway ASAP
- Option #2 [Isabel/I-580/Vasco] – access to ACE
 - Two options to pull riders off freeway
 - TOD, Infill
- Option #3 [Isabel/I-580/Greenville] – second choice
- Isabel/Stanley – not much support
- Agree on downtown station – split on second station
- Concerns regarding BART’s ability to develop
- Greenville, Downtown – eventually Isabel!
- Strong opposition to #1 pairing
- Greenville – outside urban growth boundary = inappropriate
- Note interest in underground downtown station – very expensive caveat

Other Issues

1. Crime
2. Differences on Greenville station
3. Is Isabel more of an infill site?
4. Build to end of line
5. Downtown underground!

Group Worksheet Results

MATCHING STATION TYPES WITH COMMUNITY GOALS

Station Type	Community Goals Achieved – Number Voted “Yes”*										
	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8	Goal 9	Goal 10	Goal 11
Infill Station	10	3	0	9	7	8	7	9	9	5	12
Downtown Station	12	1	11	10	5	10	8	11	11	6	12
Freeway Intercept Station	7	11	0	11	8	5	4	6	4	12	12

* Note that a vote of “yes” was counted whenever there was a check mark or “yes” given for a particular goal as achieved by a station type. Wherever qualifications were given in comments, they are shown below.

Please note: in the table of comments below, wherever a comment does not specifically indicate that a goal was considered to be achieved by a particular station type, that means it was not checked off on the worksheet.

Comments on Community Goals per Station Type			
Goals	Infill Station	Downtown Station	Freeway Intercept Station
Goal 1	Table 1: Achieves; Vasco better than Stanley		Table 2: Achieves; moderate Isabel; no Greenville
	Table 2: Achieves; moderate		Table 6: No
	Table 3: Achieves; Isabel does not		Table 7: If Greenville is <u>inter</u> -modal center
	Table 6: Achieves; Vasco better		Table 11: Achieves; with ACE
	Table 8: Achieves; ACE at both		
	Table 9: Not checked; Vasco achieves, Isabel does not		
	Table 14: Achieves; Vasco more than Isabel		
Goal 2	Table 1: May make traffic worse	Table 1: No	
	Table 6: Maybe?	Table 6: Needs work	
	Table 8: Achieves; draw more cars – for Vasco only	Table 8: Doesn’t exist now	
	Table 9: Achieves; Vasco		

Comments on Community Goals per Station Type			
Goals	Infill Station	Downtown Station	Freeway Intercept Station
	Table 10: Vasco lights; I-5		
	Table 11: Mixed; Vasco - yes, Stanley - no		
Goal 3	Table 1: Does not apply	Table 8: Achieves; except for Tri-Valley residents	Table 1: N/A
	Table 6: No		Table 6: No
	Table 8: Too far away		Table 8: Nothing to do with it
	Table 9: N/A		
	Table 10: No		
Goal 4	Table 1: Modest benefit at Vasco	Table 6: ACE Wheels, Ped.	Table 2: Yes if ACE
	Table 2: Achieves; concerns of traffic at Vasco	Table 7: Even split	Table 3: Achieves; ACE connection
	Table 3: Achieves; Vasco works better		Table 6: Maybe
	Table 6: Needs to connect with ACE		Table 7: Achieves; if Greenville is <u>inter-</u> modal center
	Table 7: Achieves; ACE connection Vasco		Table 8: With respect to campus, Isabel/580
	Table 8: Achieves; only at Vasco, can create ACE at Isabel		Table 14: Achieves; only Greenville
	Table 9: Not checked; Vasco yes, Isabel no		
	Table 11: Mixed; Vasco - yes, Stanley - no		
	Table 14: Achieves; Vasco (not Isabel)		
Goal 5	Table 1: No	Table 1: Split group. Could promote downtown. Could lead to overdevelopment	Table 6: Development outside limits; mixed opinion, split
	Table 7: Achieves; protects downtown	Table 3: Achieves; depends on design	Table 8: Yes and no (not checked); because of the current urban growth boundaries
	Table 8: Achieves; ?	Table 4: May or may not achieve (counted as "achieve"); dependent on design (underground with attractive access)	Table 10: Half and half (not checked); protects downtown, does not protect urban growth boundary
		Table 6: Depends, if done well	Table 11: Mixed; urban growth boundary
		Table 7: Only if it's underground	
		Table 8: Yes and no; supports <i>while</i> Livermore is becoming, function of design	

Comments on Community Goals per Station Type			
Goals	Infill Station	Downtown Station	Freeway Intercept Station
		Table 10: Achieves; fit character of the downtown/ranch/wine	
		Table 11: No; yes if underground	
Goal 6	Table 1: Achieves; limited at Vasco	Table 7: Limited – even split	Table 1: Potentially Greenville
	Table 6: ? Works for Vasco, not Isabel/Stamley	Table 9: Achieves; not much land for development	Table 2: Achieves; would require urban growth boundary; no Greenville
	Table 8: Achieves; Vasco only		Table 4: May or may not achieve (counted as “achieve”); limited potential
	Table 9: Not checked; Vasco yes, Isabel [all it says]		Table 6: No
	Table 11: Mixed; Vasco - yes, Stanley - no		Table 7: With appropriate zoning
	Table 14: Achieves; Vasco (not Isabel)		Table 9: Limited by urban development
			Table 10: Achieves; Greenville – not in favor of it; Isabel - mixed
			Table 11: No; urban growth boundary
			Table 14: Achieves with rezoning
Goal 7	Table 1: No	Table 1: There was dissent that this would help keep highrise developments from open space.	Table 2: Achieves; some space taken at Greenville
	Table 6: Achieves, maybe	Table 6: Achieves; leaves open space by downtown development	Table 6: No with one disagreement
	Table 11: Mixed; Vasco - yes, Stanley - no	Table 8: Achieves; reason for having downtown	Table 7: Achieves; protect other sensitive areas
			Table 10: Urban growth boundary?/Isabel? – infill; Greenville
			Table 11: No; urban growth boundary
Goal 8	Table 1: Achieves if done correctly	Table 1: Achieves if well designed	Table 4: May or may not achieve (counted as “achieve”); limited potential
	Table 4: May or may not achieve (counted as “achieve”); depends on architecture & design	Table 2: Achieves; “we’ll be watching”	Table 7: Protects historic nature of downtown
	Table 6: Achieves - could	Table 3: Achieves; design	Table 8: N/A
	Table 7: Depends on character of development	Table 6: Achieves; depends	Table 10: ? Depends on design

Comments on Community Goals per Station Type			
Goals	Infill Station	Downtown Station	Freeway Intercept Station
	Table 8: Achieves; only if they do it right	Table 7: Depends on type of design; needs to complement historic nature of the downtown	
		Table 8: Achieves; depends on design	
		Table 10: Achieves; depends on design	
		Table 11: Achieves; underground	
Goal 9	Table 1: Potential commercial benefits	Table 3: Achieves; *important	Table 2: Achieves; Lab
	Table 2: Achieves; College	Table 6: Yes	Table 6: No
	Table 3: Achieves; Isabel less so	Table 7: Achieves; limited area for development	Table 10: Half and half (not checked); Isabel?
	Table 6: Achieves; Vasco only	Table 8: Achieves; only <i>[all it says]</i>	Table 14: Achieves; Isabel/580
	Table 7: Achieves; depends on type of development		
	Table 8: Achieves; Vasco more so. Good development in Vasco area.		
	Table 11: Mixed; Vasco - yes, Stanley - no		
	Table 14: Achieves; Vasco		
Goal 10	Table 4: May or may not achieve (counted as "achieve"); design dependent	Table 2: Achieves; only if underground	Table 14: Achieves; Isabel/580
	Table 8: Achieves; depends on where you live	Table 3: Achieves; underground and design	
	Table 11: Mixed; Vasco - yes, Stanley - no	Table 4: May or may not achieve (counted as "achieve"); design dependent	
		Table 6: Achieves; engineered or underground	
		Table 7: Only if underground – and limited BART parking	
		Table 8: Achieves; only if below ground	
		Table 10: Achieves if underground	
		Table 11: Achieves; underground	
Goal 11	Table 3: Achieves; Vasco has a larger impact	Table 8: Achieves; needs accessible access	
	Table 6: Yes; Vasco more so		
	Table 8: Achieves; if numbers are right		

Note:

Table 3 added a station type under "Infill Station" – Vasco w/Downtown. They checked off the following goals as being achieved by that station type: Goals 1, 4, 5, 6, 8, 9, 11. Comment on Goal 9: "New campus."

BART to Livermore Community Meeting #2

Thursday, December 10, 2009

Individual Picture Review Worksheet Results

Picture #	Fits with Station Character	Does not Fit with Station Character	No Vote	Mixed Opinion	2 Best Photos	Voted both "Does Not Fit" and "Best Photo"
Picture #1	35	42	0	0	9	1
Picture #2	51	27	0	1	17	2
Picture #3	48	27	2	0	14	0
Picture #4	25	51	1	0	2	0
Picture #5	21	56	0	0	3	0
Picture #6	61	16	0	0	18	0
Picture #7	47	28	0	2	14	0
Picture #8	14	60	1	1	4	1
Picture #9	41	36	1	0	4	0
Picture #10	42	16	0	0	21	1
Picture #11	32	43	2	0	4	0
Picture #12	58	18	0	1	13	0
Picture #13	10	67	0	0	3	0
Picture #14	64	13	0	0	23	1
Picture #15	65	11	1	0	24	0
Picture #16	38	39	0	0	11	0
Picture #17	32	44	1	0	3	2
Picture #18	48	28	1	0	13	0
Picture #19	52	25	0	0	11	0
Picture #20	35	41	1	0	10	0
Picture #21	23	54	0	0	3	0
Picture #22	21	46	0	0	0	0
Picture #23	59	19	0	0	23	1
Picture #24	39	38	0	1	13	2
Picture #25	35	37	2	2	7	0
Picture #26	36	41	1	0	6	0
Picture #27	52	24	1	0	24	1

Picture #28	49	27	2	0	15	0
Picture #29	21	55	0	0	8	0
Picture #30	43	34	0	0	18	0

COMMENTS

General Station Comments

Livermore Infill Stations:

- Forget it! (didn't rate any pictures)
- Don't like any of them very much (ratings varied)
- Voted all as "Does Not Fit;" crossed out and wrote "Start over" across all picture choices
- Most of these look like housing (ratings varied)
- Want to keep small intimate city (near the country) feel
- All pretty ugly (ratings varied)

Downtown Livermore Station:

- Forget it! (didn't rate any pictures)
- Must have a downtown station!
- Should be an example using the railroad historic depot theme
- No sprawling parking desires in downtown, should be unobtrusive downtown
- Underground and limited parking, 500-1,000 like Rockridge

Livermore Freeway Intercept Stations:

- Get a new architect!
- Why no trees?! (It's hot out here) Too bad it has to be so impersonal, horrible (ratings varied)
- The modern designs are more appropriate for freeway use than downtown

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #1	<ul style="list-style-type: none"> • Open look-“2 best photos” • Greenery • Open space-“2 best photos” • Tall but broken up a bit helps • Unobtrusive 	<ul style="list-style-type: none"> • Too modern/boxy • Inadequate parking? • Too institutional • Basing all on Vasco not Isabel • Too bare • Too intense 	
Picture #2	<ul style="list-style-type: none"> • Looks like our transit center-“2 best photos” • Clean line – open • Chosen as #1 photo • Some lawn area • Small presence • Basing all on Vasco not Isabel • Best (chosen for “2 best photos”) – comment repeated by 2 participants • If trees leafed out • Open feel-“2 best photos” • More trees! • Lots of parking-“2 best photos” • Easy to find directions 	<ul style="list-style-type: none"> • Too barren • Bus station 	
Picture #3	<ul style="list-style-type: none"> • Basing all on Vasco not Isabel • Needs more trees • More landscaping would help • TOD is good-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Too much of a big city feel 	
Picture #4	<ul style="list-style-type: none"> • Business near transit 	<ul style="list-style-type: none"> • More for a freeway site • Inadequate parking? • Basing all on Vasco not Isabel • Too big • Too much of a big city feel • Too intense 	

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #5	<ul style="list-style-type: none"> • Retail-“2 best photos” • Basing all on Vasco not Isabel 	<ul style="list-style-type: none"> • Where is everybody? • Sterile • Inadequate parking? • Industrial • Vacant, no green • Too much of a big city feel • Too urban 	
Picture #6	<ul style="list-style-type: none"> • That’s here, right? 	<ul style="list-style-type: none"> • Inadequate parking? • Basing all on Vasco not Isabel-“2 best photos” 	
Picture #7	<ul style="list-style-type: none"> • I like the park-“2 best photos” • Open – spacious • Like greenery • Basing all on Vasco not Isabel • Open with housing-“2 best photos” • OK – needs more trees 	<ul style="list-style-type: none"> • Inadequate parking? • 4 stories too tall for Res 	
Picture #8	<ul style="list-style-type: none"> • Vasco only 	<ul style="list-style-type: none"> • Freeway site – comment repeated by 2 participants • Worst – comment repeated by 2 participants • Loss of green space • Basing all on Vasco not Isabel • This would be better for freeway • Not TOD 	
Picture #9	<ul style="list-style-type: none"> • Still a little too modern • TOD-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Basing all on Vasco not Isabel • Too hip for Livermore 	

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #10	<ul style="list-style-type: none"> • Green – flowers - nature • Open look-“2 best photos” • Like greenery • Landscaping-“2 best photos” • Landscaping, trees • Trees, flowers, housing-“2 best photos” • Nice color-“2 best photos” • Lots of shade-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Basing all on Vasco not Isabel-“2 best photos” • 4 stories too tall for Res 	
Picture #11	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Still a little too cold... • Too many stories • Boxy • Inadequate parking? • Rigid - institutional • Too “blocky” 	
Picture #12	<ul style="list-style-type: none"> • High density housing • Nice town homes 	<ul style="list-style-type: none"> • Colonial • Inadequate parking? • Too much high density housing 	
Picture #13	<ul style="list-style-type: none"> • Modern, clean look similar to Bankhead-“2 best photos” 	<ul style="list-style-type: none"> • Not quite Livermore...Quonset hut? • Ugh – just ugh • Neat architecture • Love it but isn’t Livermore • Luc, I am your father (accompanied by 3 X’s under “does not fit”) • Inadequate parking? • Ugly – dated • Yuck! • Ugly – this comment repeated by 2 participants • Too modern • Too modern for downtown Livermore • Wrong form • Not Livermore 	

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #14	<ul style="list-style-type: none"> • Trees • Chosen as #1 photo • Fits but iffy • Trees, park, benches-“2 best photos” • Open • Love the community feel-“2 best photos” • I like the plaza area – good meeting place in community-“2 best photos” • Comfortable • Public plaza-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? 	
Picture #15	<ul style="list-style-type: none"> • Already in place-“2 best photos” • Try to fool us [sic]-“2 best photos” • Current parking structure • If more trees • Absolutely the best!-“2 best photos” 	<ul style="list-style-type: none"> • Too late! • Too much parking 	<ul style="list-style-type: none"> • What we have; railroad parking (no vote given)
Picture #16	<ul style="list-style-type: none"> • Best choice for downtown-“2 best photos” • I like it, but doubt we’ll have an underground • Really fun – subway (chosen as #1 photo) • Yes, but where would it fit • Small, interesting architecture • Necessary split level – BART under railroad-“2 best photos” • Underground-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Don’t like subway 	
Picture #17	<ul style="list-style-type: none"> • Great architecture – needs color • Architecture-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Too much high density housing 	
Picture #18	<ul style="list-style-type: none"> • Trees (repeated by 3 participants – one chose as “2 best photos”) • Chosen as #2 photo • Landscape-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Looks like the slums, though like the trees • Not dense enough • Too much high density housing 	

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #19	<ul style="list-style-type: none"> • Bicycles – comment repeated by 2 participants • Chosen as #2 photo • Bike-friendly is good-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Too messy • Needs shade 	
Picture #20	<ul style="list-style-type: none"> • Real bricks!-“2 best photos” • Cool. I like the tower (looks like one) (Carnegie Library for style)-“2 best photos” • Stronger architecture • Attractive tower-“2 best photos” • Don’t like the roof but I like the tower 	<ul style="list-style-type: none"> • Who needs a tower • Inadequate parking? 	
Picture #21	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Inadequate parking? • Too cramped in • Too much housing 	
Picture #22	<ul style="list-style-type: none"> • Needs more shade 	<ul style="list-style-type: none"> • Looks to parking lot [sic] • Loss of green space • Prefer structure – go up or down • Too barren 	
Picture #23	<ul style="list-style-type: none"> • Chosen as #1 photo • Hills view-“2 best photos” • Smaller presence, trees-“2 best photos” • Like that it doesn’t block view of hills-“2 best photos” • Good transit connect-“2 best photos” • Open • Good to have transit connection-“2 best photos” 	<ul style="list-style-type: none"> • Inadequate parking? • Not dense enough 	
Picture #24	<ul style="list-style-type: none"> • Chosen as #1 photo • Near proposed science/tech park 	<ul style="list-style-type: none"> • Good building – not for Livermore-“2 best photos” • Inadequate parking? • Too futuristic – not small town • Looks like a prison • Too out there 	<ul style="list-style-type: none"> • Hi-tech near labs at Greenville (mixed vote)

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #25	<ul style="list-style-type: none"> • Architectural details-“2 best photos” • OK need parking 	<ul style="list-style-type: none"> • Ugly!! • What a homely building! • Too tall • I didn’t like it the <u>first</u> time! • Dublin - ugly • Bad design! • Ugly, squared off • Too constitutional • This is <u>über</u> ugly, looks unfinished • Very unattractive! • No tower 	
Picture #26	<ul style="list-style-type: none"> • Chosen as #2 photo 	<ul style="list-style-type: none"> • Inadequate parking? • Dublin - ugly • Dark, tunnel • Beetlejuice • Ugly color palette 	
Picture #27	<ul style="list-style-type: none"> • Small • Architecture-“2 best photos” • Attractive-“2 best photos” • Trees, greenspace-“2 best photos” • Best! • For Isabel – Las Positas character-“2 best photos” • Park, community setting 	<ul style="list-style-type: none"> • Inadequate parking? • Not for freeway • Would fit downtown 	
Picture #28	<ul style="list-style-type: none"> • Seems open-“2 best photos” • Needs trees • I like the contemporary design-“2 best photos” • Modern 	<ul style="list-style-type: none"> • Too much • Noise • Too spread • Too “modern” 	
Picture #29	<ul style="list-style-type: none"> • OK, not great • Good parking structure-“2 best photos” 	<ul style="list-style-type: none"> • Too much • Ugly • Huge, not preferred [?] • Closed 	

Comments on Individual Pictures

Picture	Voted “Fits with Station Character”	Voted “Does Not Fit”	Other
Picture #30	<ul style="list-style-type: none"> • Chosen as #2 photo • This is cool-“2 best photos” • Open <i>if complicated</i> [?]-“2 best photos” • Style • Still open looking • Attractive 	<ul style="list-style-type: none"> • City shape • Inadequate parking? • Too modern • Ugly, unnecessarily ugly 	

STATION PAIRING AND CHARACTER

Preferred Station Pair	
Station Pair	Number of Votes for Preferred Pair Received**
1) Isabel/580 and Downtown Livermore	2
2) Isabel/580 and Vasco	1
3) Isabel/580 and Greenville	2
4) Isabel/Stanley and Downtown Livermore	0
5) Downtown Livermore and Vasco	6
6) Downtown Livermore and Greenville	6

**Total equals more than the number of tables, since a few of the votes were split; see comments for details.

Comments on Preferred Station Pair:

Table 1: Split between 1 and 6.

Table 5: Half group prefers only Isabel Station. (This worksheet had Isabel/580 and Downtown Livermore circled, with Isabel/Stanley circled and then crossed out. Counted as one vote for Isabel/580 and Downtown Livermore pairing.)

Table 6: Preferred #5; #6 strong support (2 votes); 3 received 1 vote.

Table 7: 4 to 3 in favor of Downtown with Greenville with ACE. Like Downtown station. Tie for 2nd place between #5 and #6.

Table 8: Favorites #5 and #6; hate #4.

Table 9: No clear preference indicated so no vote counted. Breakdown of votes given: #2 received 3 votes, #3 received 1 vote, #5 received 1 vote and #6 received 2 votes.

Table 10: Our preferred is #6. Triple play – Isabel/580, Downtown, Greenville (all three circled). Downtown – underground!

Table 11: Downtown and Vasco - #5; 2 on freeway - #3 (no preferred pair circled so votes for both #5 and #3 counted); strong no - #1

Table 14: Isabel/580 and Vasco OR Greenville - #2 or #3 (counted as one vote for each); 2 WRT *[sic]* current urban growth boundary; Isabel/Stanley and Downtown both crossed out. Also general comment: Community Goals - #8 not considered.

Station Pairing and Character: Goals Best Achieved and Comments		
Table	Community Goals Best Achieved	Comments
Station Pairing 1: Isabel/580 and Downtown Livermore		
Table 1	Meets intermodal transportation needs; economic vitality	Needed access to LPC. Isabel may not need residential goal.
Table 5	1, 2, 3, 4, 6, 8, 9, 11	
Table 8	4 & 1, 3 & 6	
Table 9	4, 8, 11	
Table 11	1, 8, 10, 11	
Table 14	1, 3, 6, 7, 9	
Station Pairing 2: Isabel/580 and Vasco		
Table 1	Transportation connections	Vasco station does not meet the community goals.
Table 5	1, 4, 5, 6, 10, 11	
Table 8	1, 4	
Table 9	2, 4, 5, 8, 11	
Table 14	1, 4, 5, 6, 9, 10, 11	
Station Pairing 3: Isabel/580 and Greenville		
Table 1	Transportation connectivity	Redundant, overkill on freeway stations. Deals best with commuters.
Table 5	1, 2, 4, 5, 10, 11	
Table 7	Greenhouse gases	Least traffic impact – least economic development
Table 8	1, 2, 10, 11	
Table 9	2, 4, 5, 8, 10, 11	Only uses one list and does not pair to separate list
Table 14	2, 4, 5, 9, 10, 11	1 & 6 if urban growth boundary changed
Station Pairing 4: Isabel/Stanley and Downtown Livermore		
Table 1		Dead duck!
Table 5	1, 3, 6, 8, 9, 11	
Table 8	1	
Table 9	7, 8, 9, 11	
Table 14	3, 7	

Station Pairing and Character: Goals Best Achieved and Comments		
Table	Community Goals Best Achieved	Comments
Station Pairing 5: Downtown Livermore and Vasco		
Table 2		Underground down Portola for Downtown
Table 3	1, 4, 5, 6, 8, 9, 11	Meets all goals except #2 and #7. Vasco needs to work as a freeway type station. Downtown needs to be underground.
Table 4	3, 9, 11, 7, 6	Foot traffic, economic development
Table 5	1, 2, 3, 4, 6, 8, 9, 11	
Table 7		Promotes business Downtown
Table 8	1, 3, 6	
Table 9	1, 4, 6, 7, 8, 9, 11	
Table 14	1, 3, 4, 6, 7, 9	11?
Station Pairing 6: Downtown Livermore and Greenville		
Table 2	Autos off freeway soonest; economic growth for downtown	Underground down Portola for Downtown
Table 4	3, 9, 11, 7, 6	Foot traffic, economic development
Table 5	1, 3, 4, 8, 9, 11	
Table 7	Greenhouse gases	Economic vitality
Table 8	1, 3	
Table 9	4, 8, 11	
Table 10	5, 9, 10(?) (all goals are listed with these 3 circled; not clear what's meant)	Underground to Downtown
Table 11	1, 3, 11	2? 9 with urban growth boundary change

Preferred Station Type Photos		
Station Type	1st Place	2nd Place
Infill	#2, 6 – 3 votes each #3, 10 – 2 votes each #1 – 1 vote One vote for a tie between 10 and 6	#10 – 4 votes #1 – 2 votes #2, 4, 6, 8 – 1 vote each One vote for a tie between 4 and 10 One vote for a tie between 6 and 7
Downtown	#12, 14 – 4 votes each #15 – 2 votes #18 – 1 vote One vote for a tie between 14, 15 and 19	#14, 16 – 2 votes each #12, 15, 17, 18, 19 – 1 vote each One vote for a tie between 16 and 20 One vote for a tie between 15 and "N/A"
Freeway	#27 – 4 votes #23 – 3 votes #24, 25, 28, 30 – 1 vote each One vote for a tie between 23 and 30	#28 – 3 votes #23 – 2 votes #29, 30 – 1 vote each One vote for a tie between 23 and 26 One vote for a tie between 26 and 27 One vote for a tie between 23, 24 and 30