

BUS-ONLY LANES AND RAPID BUS



What We've Heard

Community Focus Groups shared the following input:

- Bus-only lanes are a priority in San Leandro
- Faster bus service is a priority throughout the corridor

The technical analysis showed that:

- Today, bus travel speeds are the slowest in the San Leandro, Ashland/Cherryland, and Hayward areas
- Both dedicated bus-only lanes and Rapid Bus* service increase bus ridership and make traveling by bus faster
- Bus only lanes provide a greater transit benefit than Rapid Bus
- Bus-only lanes also require tradeoffs to travel lanes and/or on-street parking to fit within the existing roadway right of way

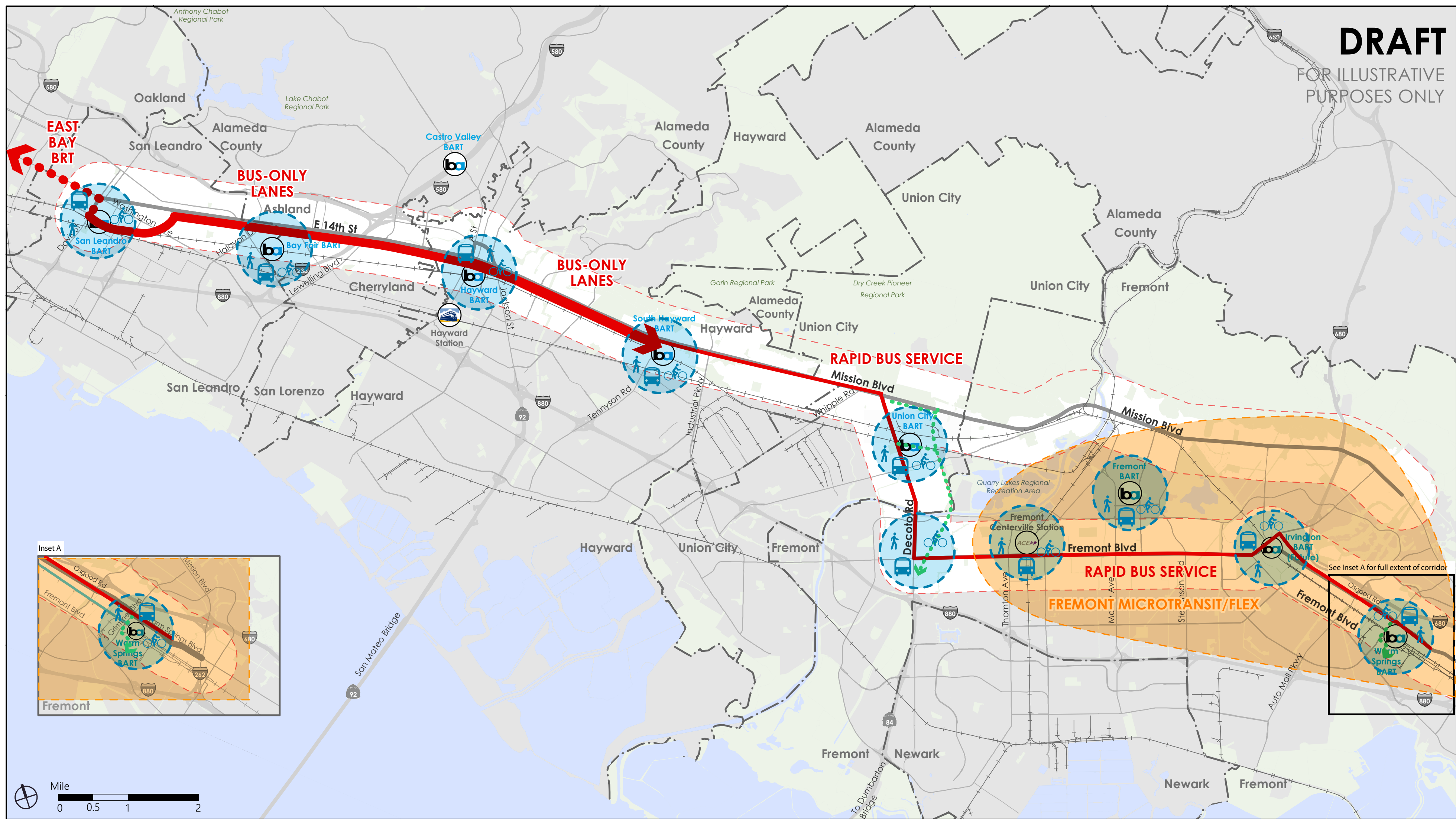
* For Rapid Bus description, see board titled Types of Enhanced Bus Service: Bus-Only Lanes and Rapid Bus



Source: www.wikiwand.com.

Long-term Vision – 2040

The long-term vision for the corridor includes Bus-only lanes from San Leandro BART to South Hayward BART and Rapid Bus improvements from South Hayward BART to Warm Springs BART.

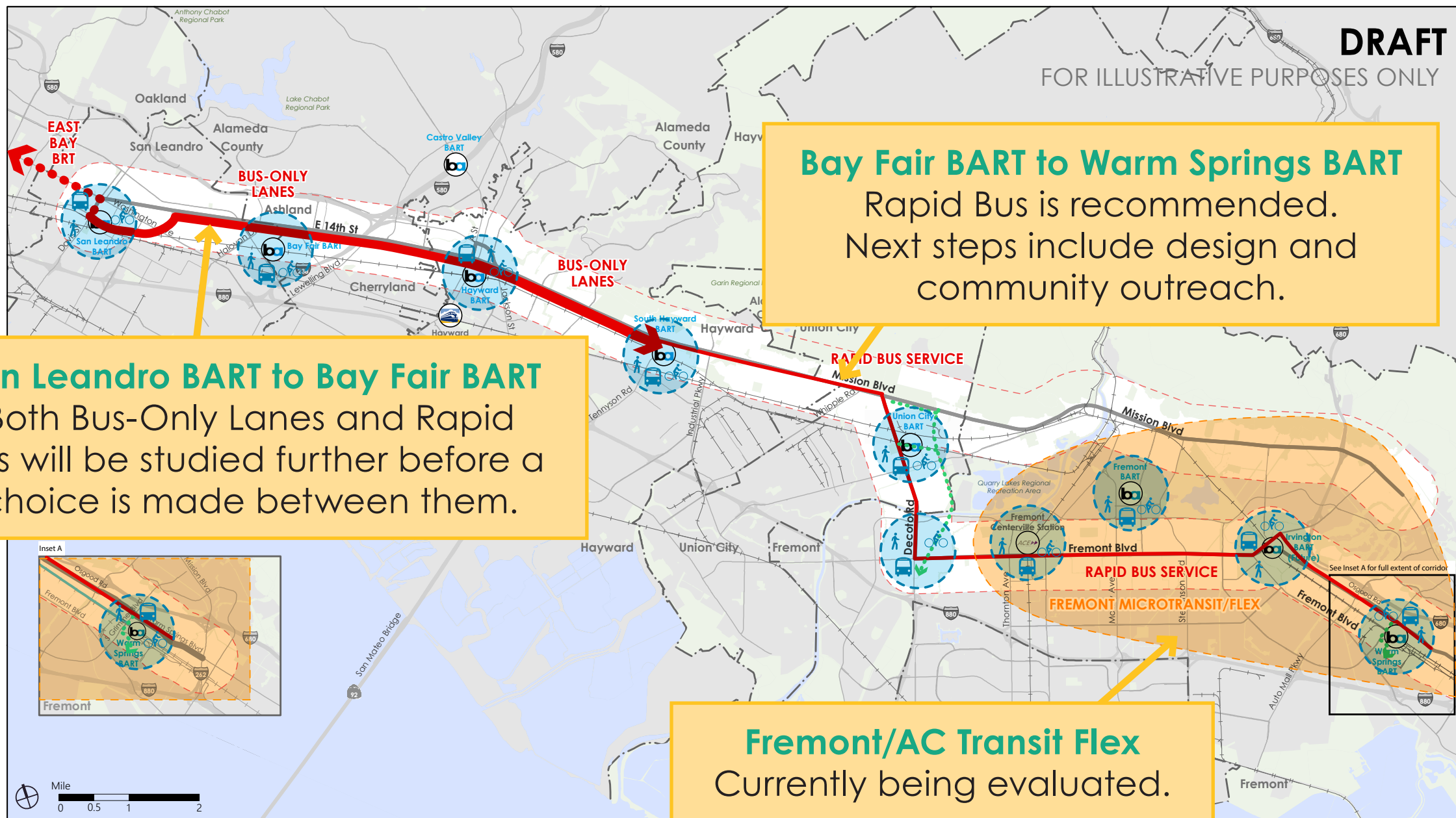


What's Happening Soon

Other Projects Underway

- East Bay Bus Rapid Transit from Oakland to San Leandro BART – opening in 2020
- San Leandro BART to Bay Fair BART – options will be analyzed for improvements by 2027
- Bay Fair BART to Warm Springs BART – complete design and community outreach for Rapid Bus

Proposed Improvements



Microtransit in Fremont

Today, most of the trips along Fremont Blvd. stay within the City of Fremont, making this area a good candidate for flexible, on-demand service.

Features of Microtransit:

- On-demand service
- Flexible route and schedule
- Uses small shuttles or vans
- Examples include AC Transit Flex



Source: AC Transit.



Source: Lane Transit District, Eugene, Oregon.

Benefits Include:

- Broader community access to transit
- Increased overall transit ridership