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

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
San Leandro BART to Bay Fair BART
Both Bus-Only Lanes and Rapid Bus will be studied further before a choice is made between them.

Fremont/AC Transit Flex
Currently being evaluated.

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

Benefits Include:
• Broader community access to transit
• Increased overall transit ridership