

# redesign: fremont/newark

## preliminary draft network alternatives

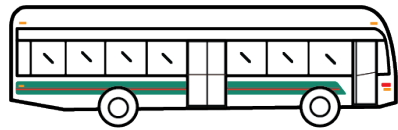
### service development & planning

DECEMBER 11, 2019



# AGENDA

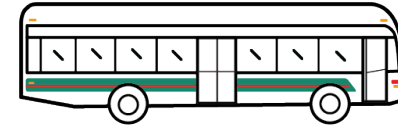
What's been done?  
Where are we today?  
Where are we headed?



Public  
Engagement

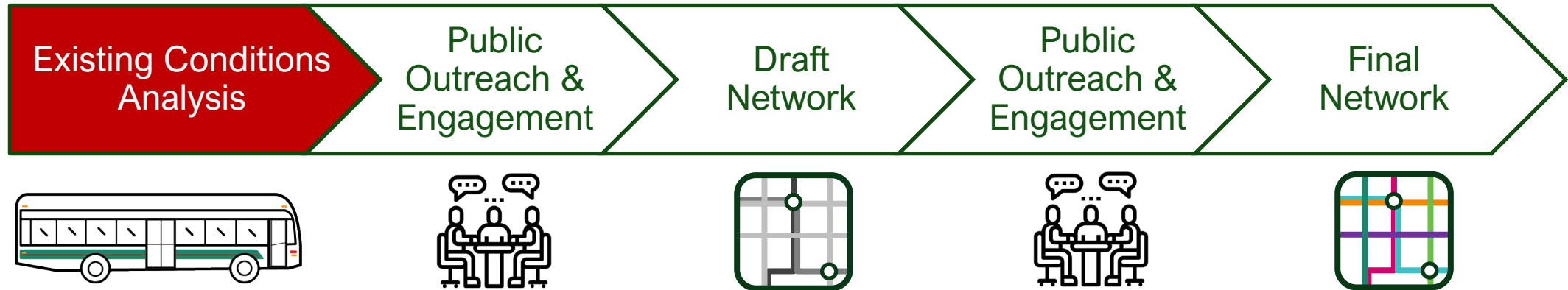


Draft Network  
Alternatives



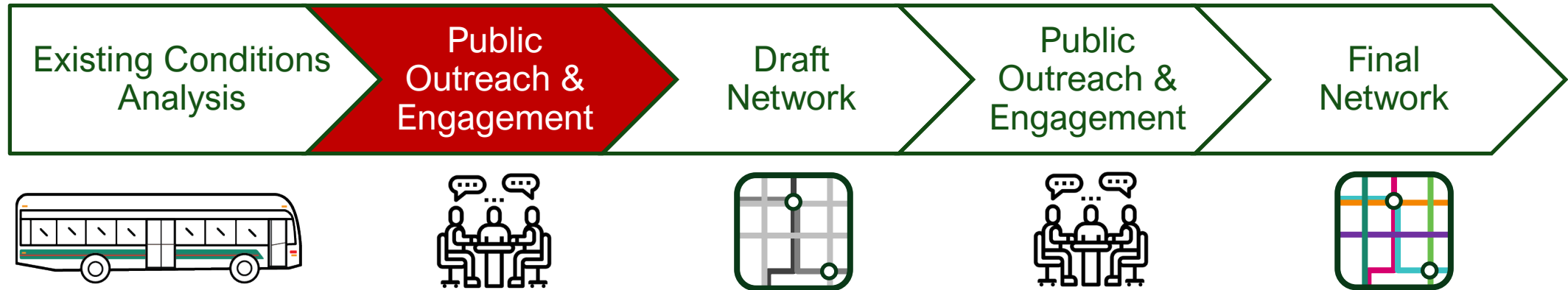
# What's been done?

- Existing Conditions Analysis
- Initial TAC Meeting: Fall 2018
- Presented to Fremont Mobility Task Force: Fall 2018



# What's been done?

- Released a general public survey
  - Developed closely with LA/CR, Communications and Marketing
  - Cast a wide net with digital and paper surveys, depending on the audience





# Public Engagement Key Questions



- **What** should service look like?
  - How much of it should be on-demand flexible service?
- **Where** should service operate?
  - Do people want the same coverage, or more frequency at the cost of coverage?
  - What kinds of destinations should we serve?

# Public Engagement Results



774 responses received, solicited online and through 250 outreach hours at the following venues:

- Fremont Festival of the Arts
- Festival of the Globe
- In-person outreach at Union City, Fremont, and Warm Springs BART stations
- Newark Days
- Other local outreach opportunities in Fremont and Newark

## Surveyed Preferences



Majority prefer traditional bus service  
@ 30-60 min. frequency  
over

on-demand service without a set schedule

(with possible longer wait times during commute hours and shorter wait times during non-peak times)

## Surveyed Preferences



### Majority want more frequent service

(either by reducing coverage or new taxes)

35% preferred maintaining 30 to 60 minute service

## Surveyed Preferences



### Priority transit destinations identified:

BART (74%)

Shopping/Retail (30%)

Service to Schools (27%)

## Surveyed Preferences



Preferences relatively consistent across demographics, usage patterns.

# Summary



- Traditional fixed-route bus service > Flex
- Majority want more frequent service
- People primarily want transit to serve:  
BART, shopping/retail, & schools

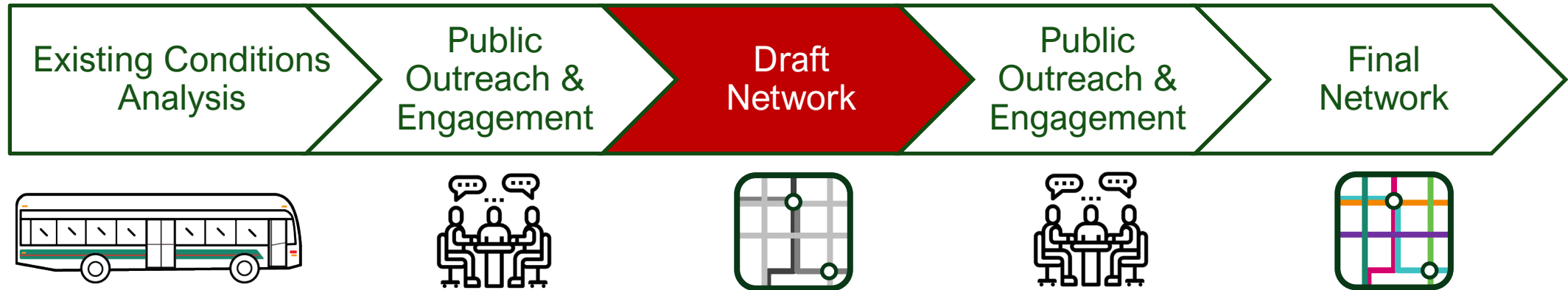
Preferences consistent across demographics, use frequency

# Where are we today?

We've drafted network alternatives!

Incorporated the existing conditions analysis and initial public engagement efforts, which included:

- **Community Survey** (geared towards riders and non-riders alike)
- **Community Engagement** at events, at BART
- **Stakeholder presentations** to key harder-to-reach groups like those in senior housing





## Two Scenarios (all cost-neutral)

1. 50% Frequent Service, 50% Coverage Network
2. 35% Frequent Service, 65% Coverage Network

# The Future of **FLEX**

## Issues at Play

- \$71.52 subsidy per passenger
- Community engagement efforts show preference for more frequent fixed-route service
- Frequent fixed-route network likely to improve job access and spur mode shift for more people



# The Future of **FLEX**

## Options

- Replace Newark Flex with fixed-route service
- Replace all Flex services with fixed-route service alternatives.
- Retain all existing Flex service



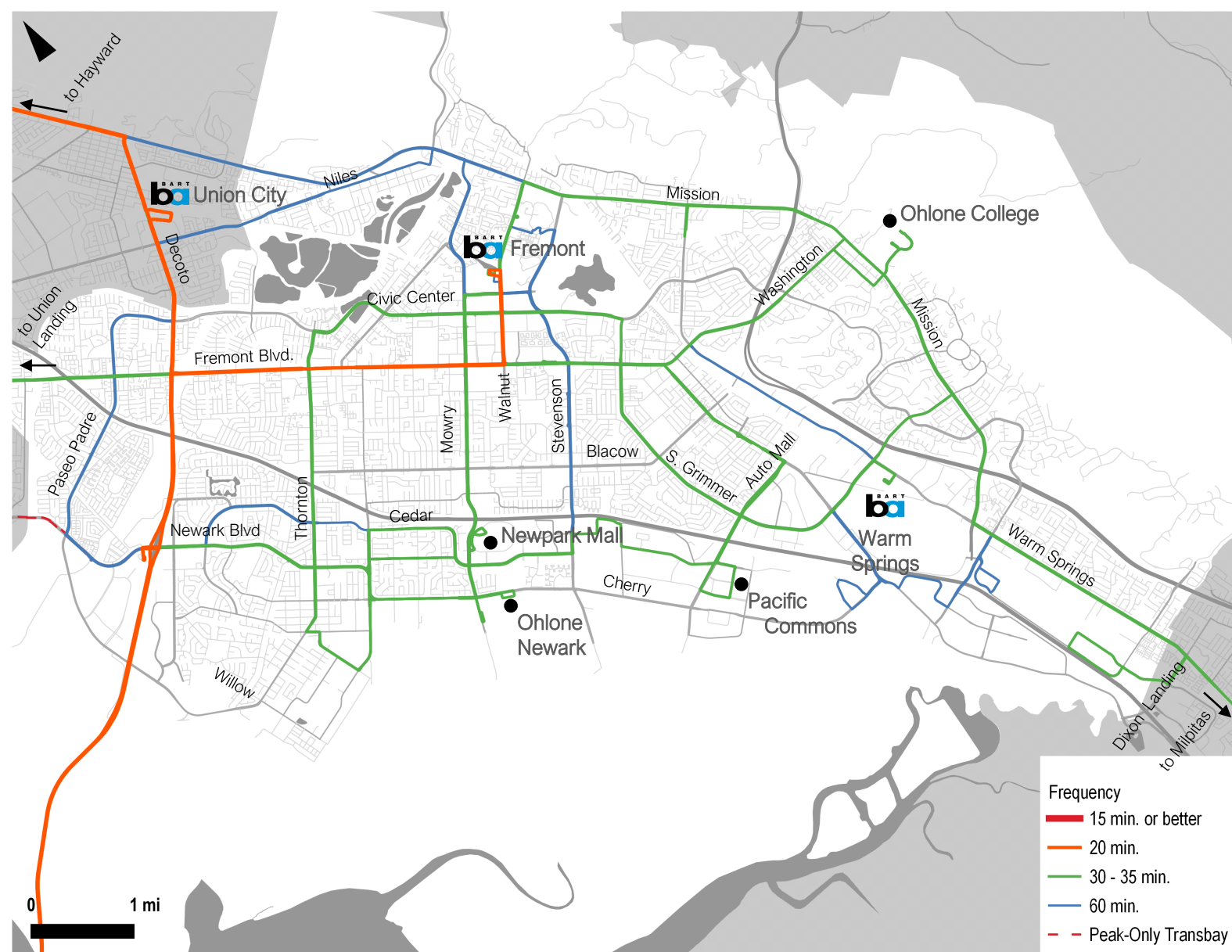
## Existing Network 100% Coverage

### Line 99:

Every 20 minutes

### Everything else:

every 30-60 minutes





## Scenario 1:

50% Frequency

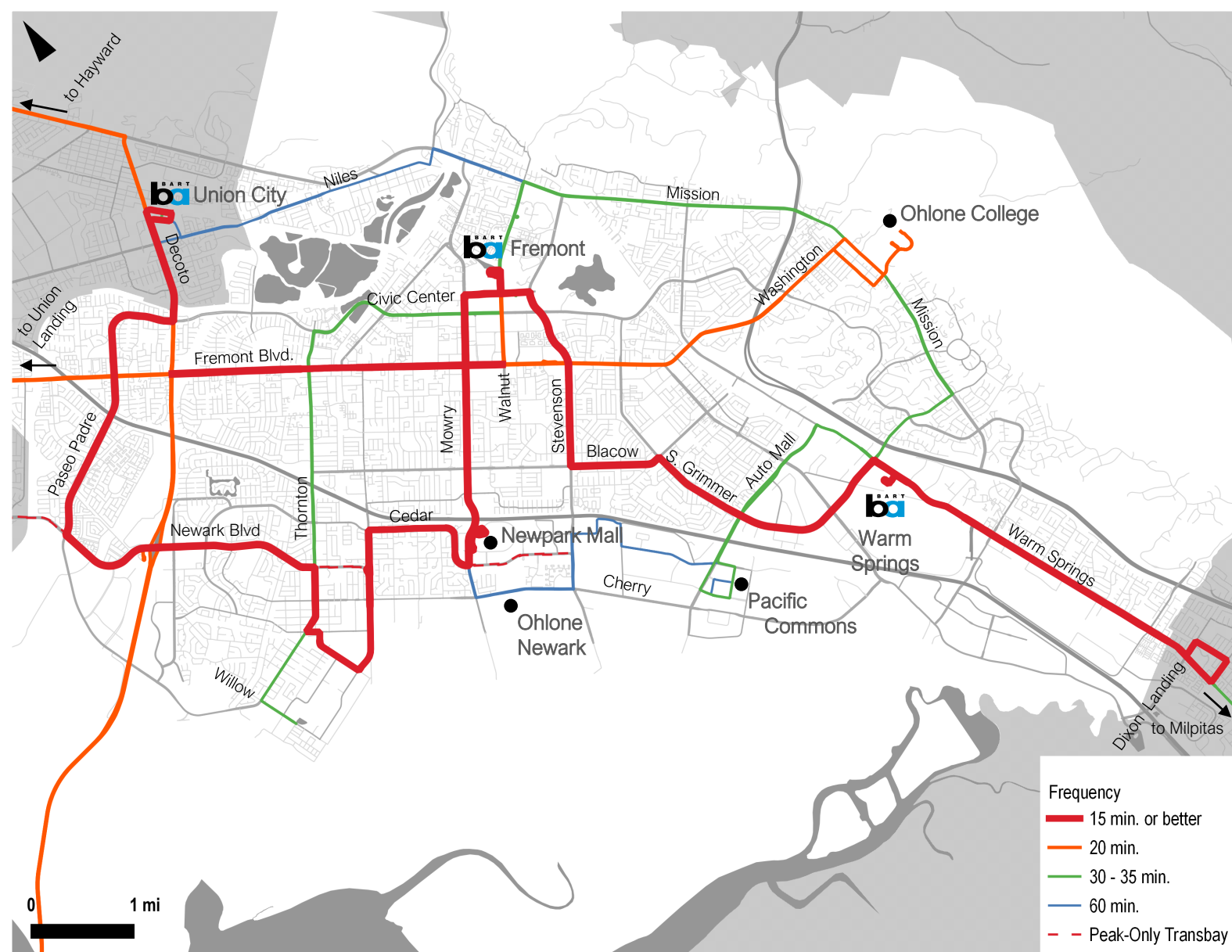
50% Coverage

Most segments:

every 15-20 minutes

Everything else:

every 30-60 minutes

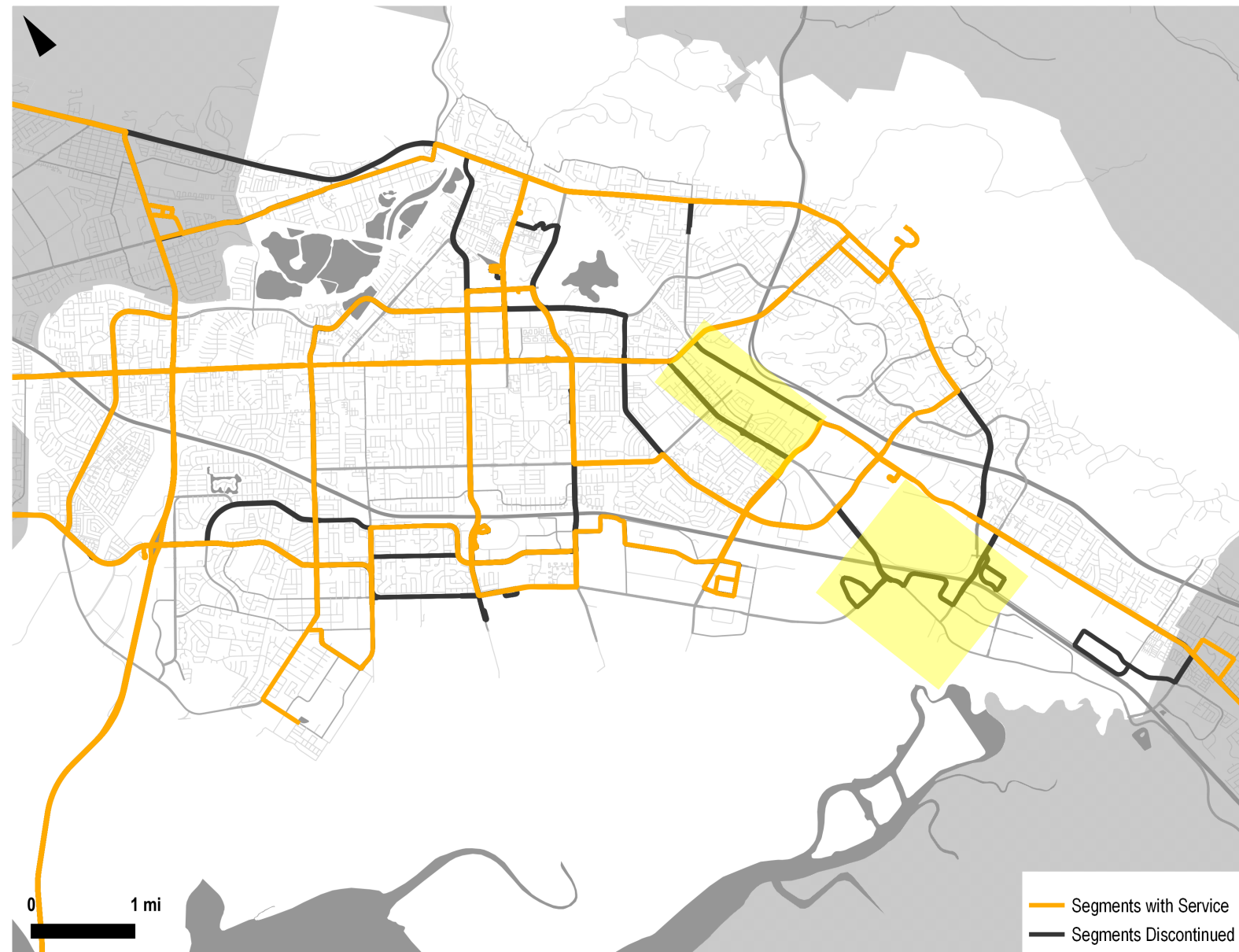


## Scenario 1:

50% Frequency

50% Coverage

Proposed New and  
Discontinued  
Segments



## Scenario 2:

35% Frequency

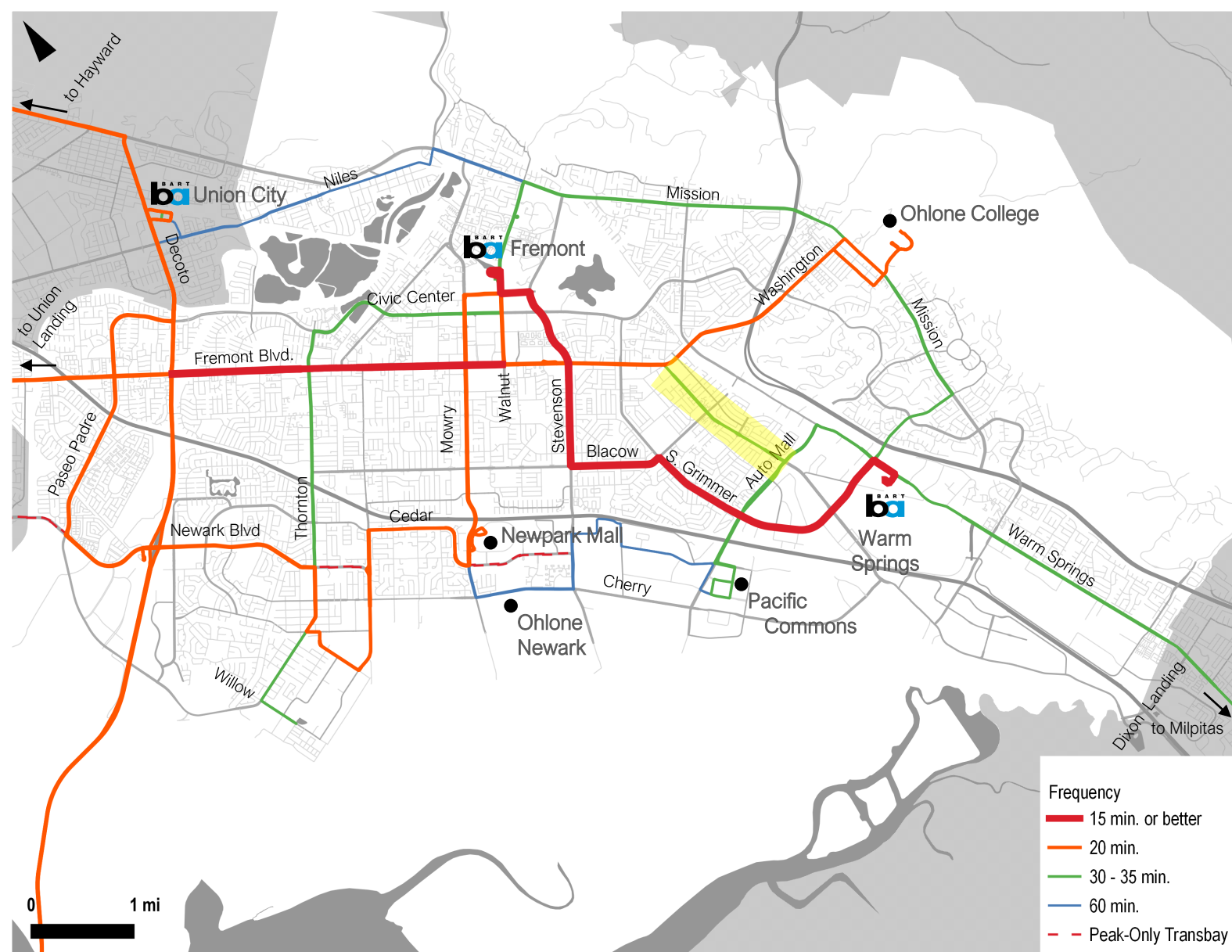
65% Coverage

More coverage

along Fremont Blvd  
in Irvington District;

Less frequent

in Warm Springs  
District

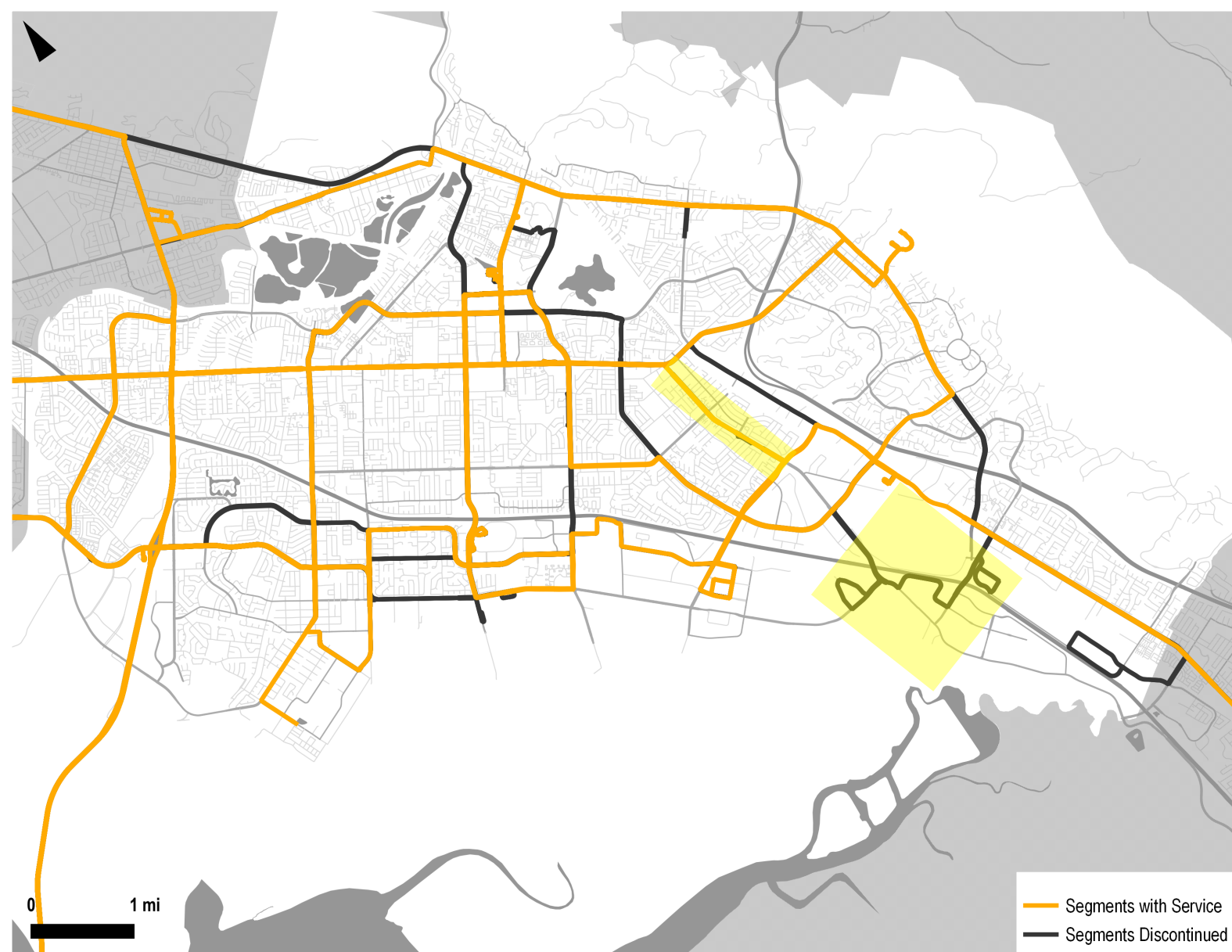


## Scenario 2:

35% Frequency

65% Coverage

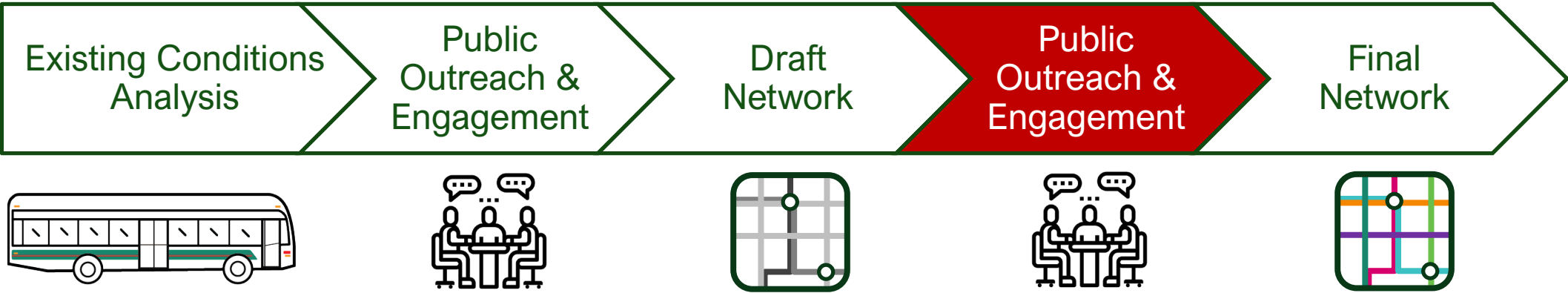
Proposed New and  
Discontinued  
Segments





# Next Steps

|  |                                   |
|--|-----------------------------------|
| December 11 <sup>th</sup> / January 2020 | Board Update / Set Public Hearing |
| January – March 2020                     | Phase 2 Outreach                  |
| March 2020                               | Public Hearing                    |
| April 2020                               | Proposed Board Adoption/Approval  |
| Spring / Summer 2020                     | Pre-Implementation Work           |
| Fall/Winter 2020                         | Service Begins                    |

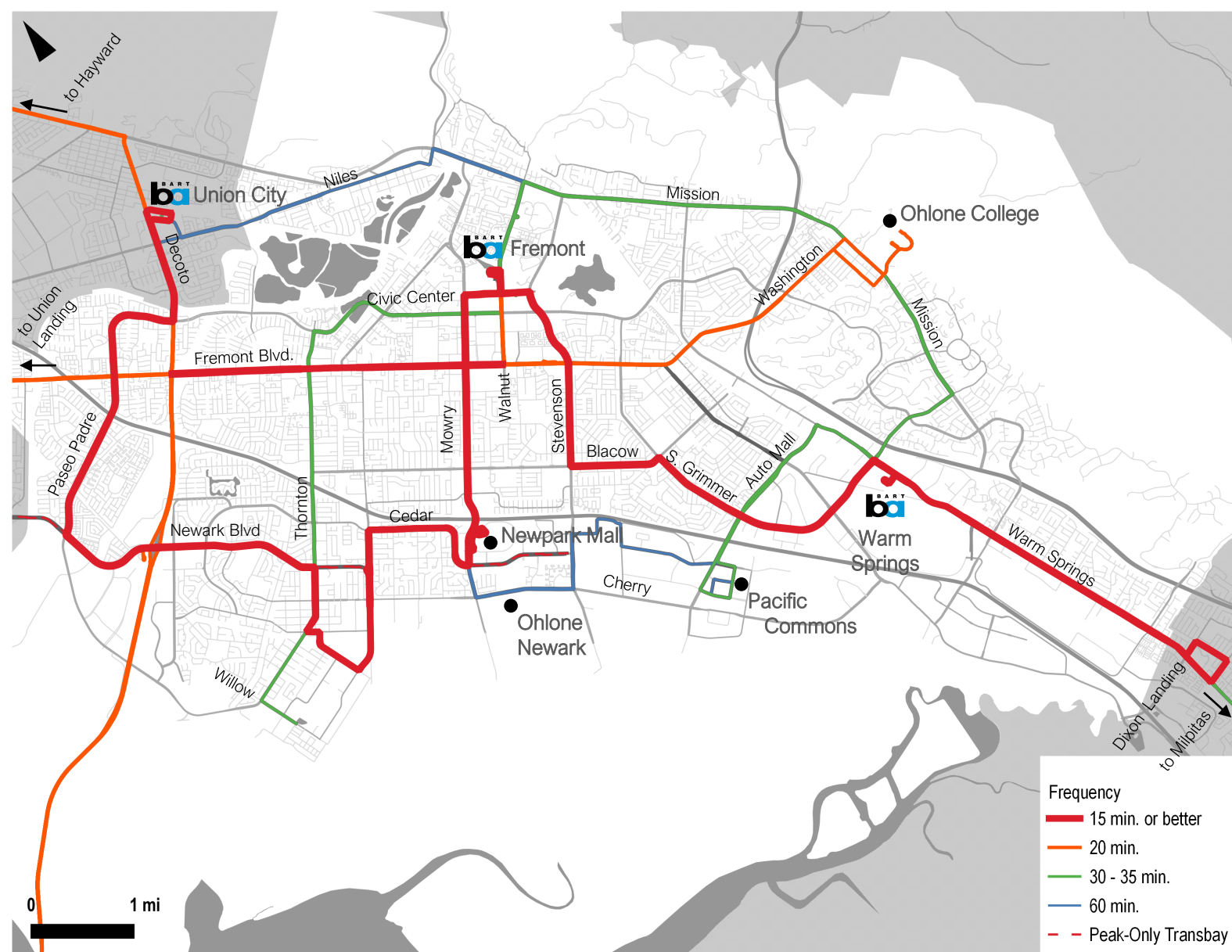


Questions?

Thank you.

# Scenario 1: 50% Frequent 50% Coverage

How much frequent service  
can we provide while staying  
cost-neutral?



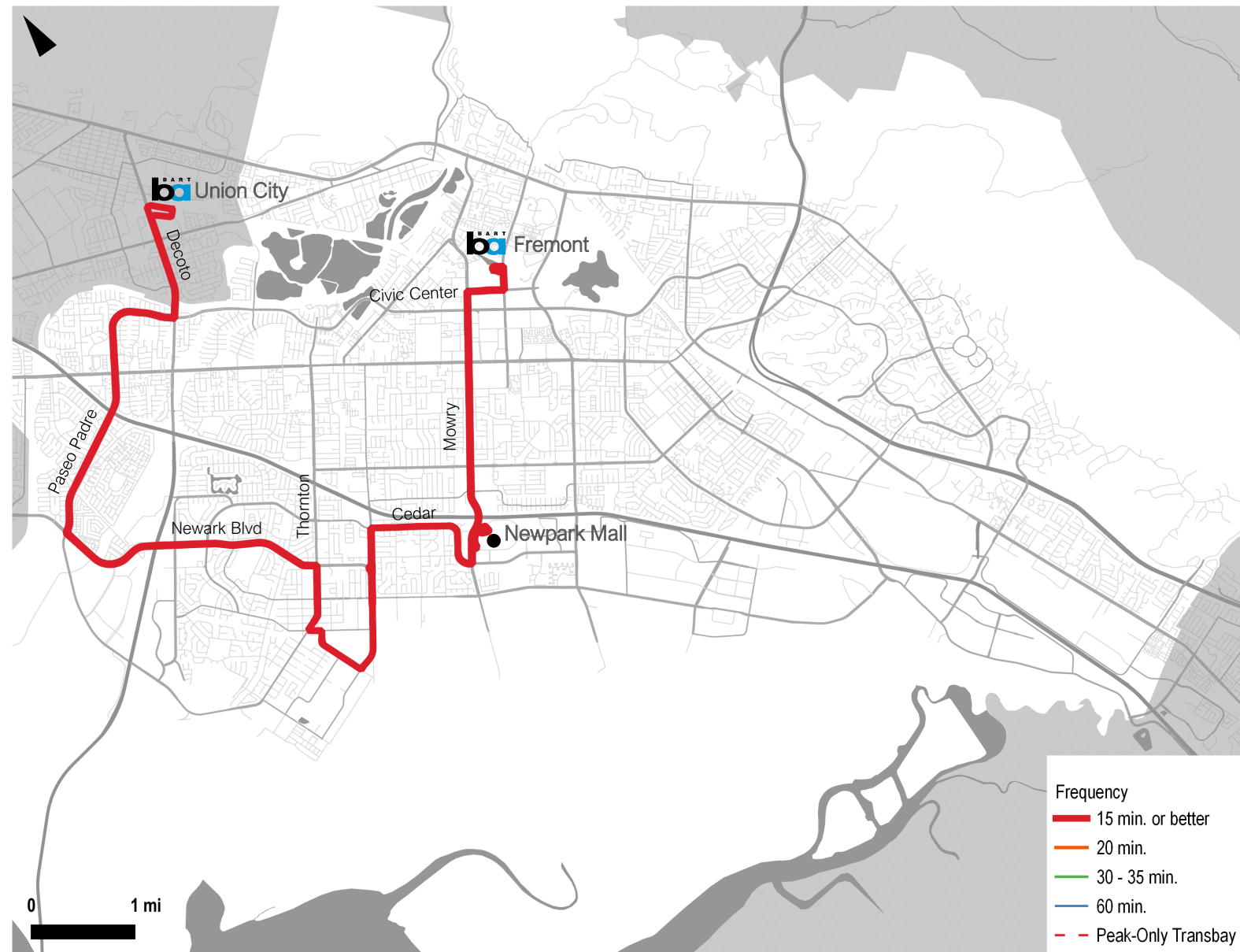
# Line 200

| Existing | Proposed |
|----------|----------|
| 30       | 15       |

Double service levels

Re-route via Paseo Padre rather than Decoto, serve more markets

Better coordinated DB/DB1 would continue to provide limited-stop express service on Decoto



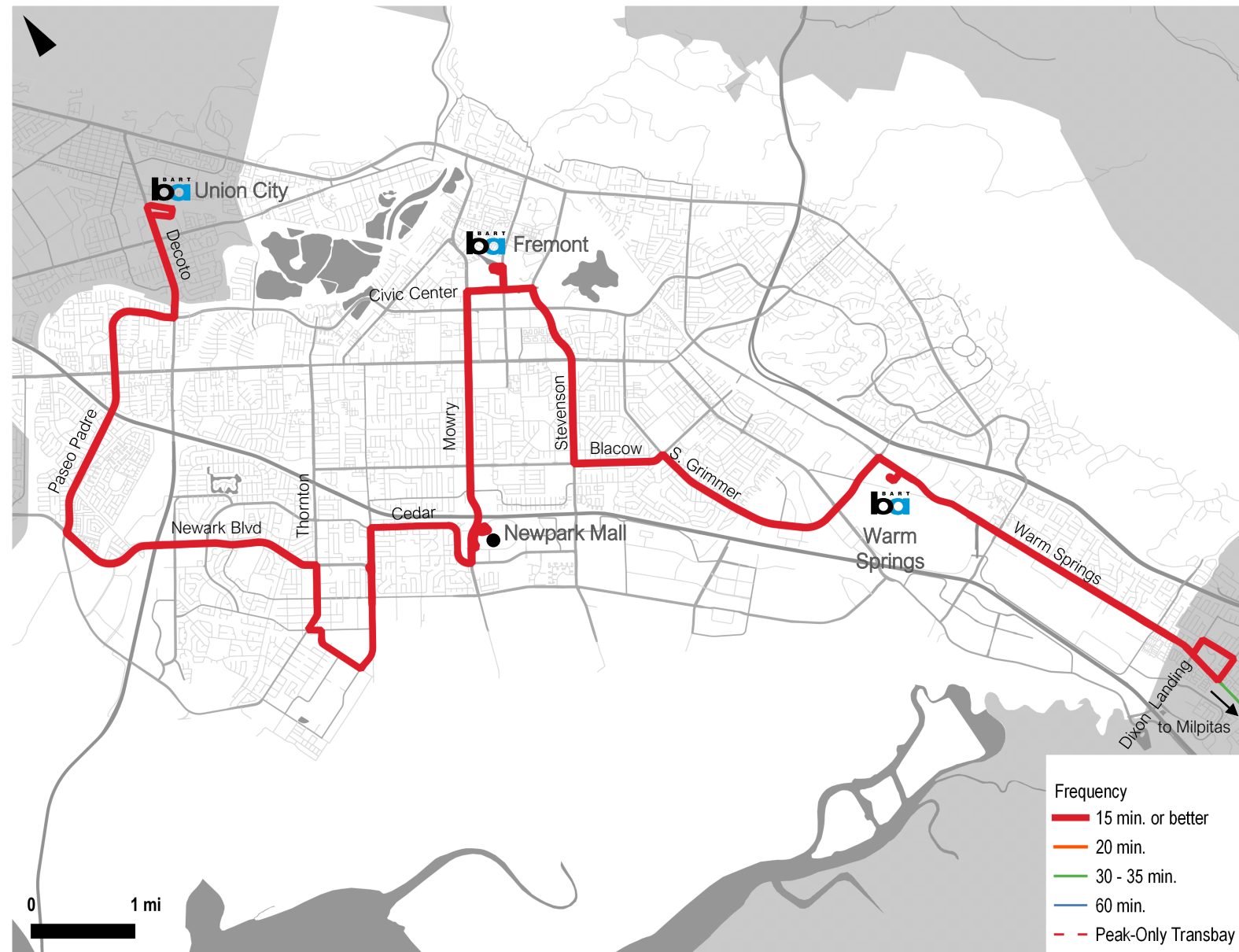
# Line 239

| Existing | Proposed |
|----------|----------|
| 30       | 15/30    |

Operate 7 days a week instead of weekday-only, re-route via Stevenson, Blacow, S. Grimmer

every 15 minutes between Fremont BART and Dixon Landing

every 30 minutes between Dixon Landing and Milpitas BART

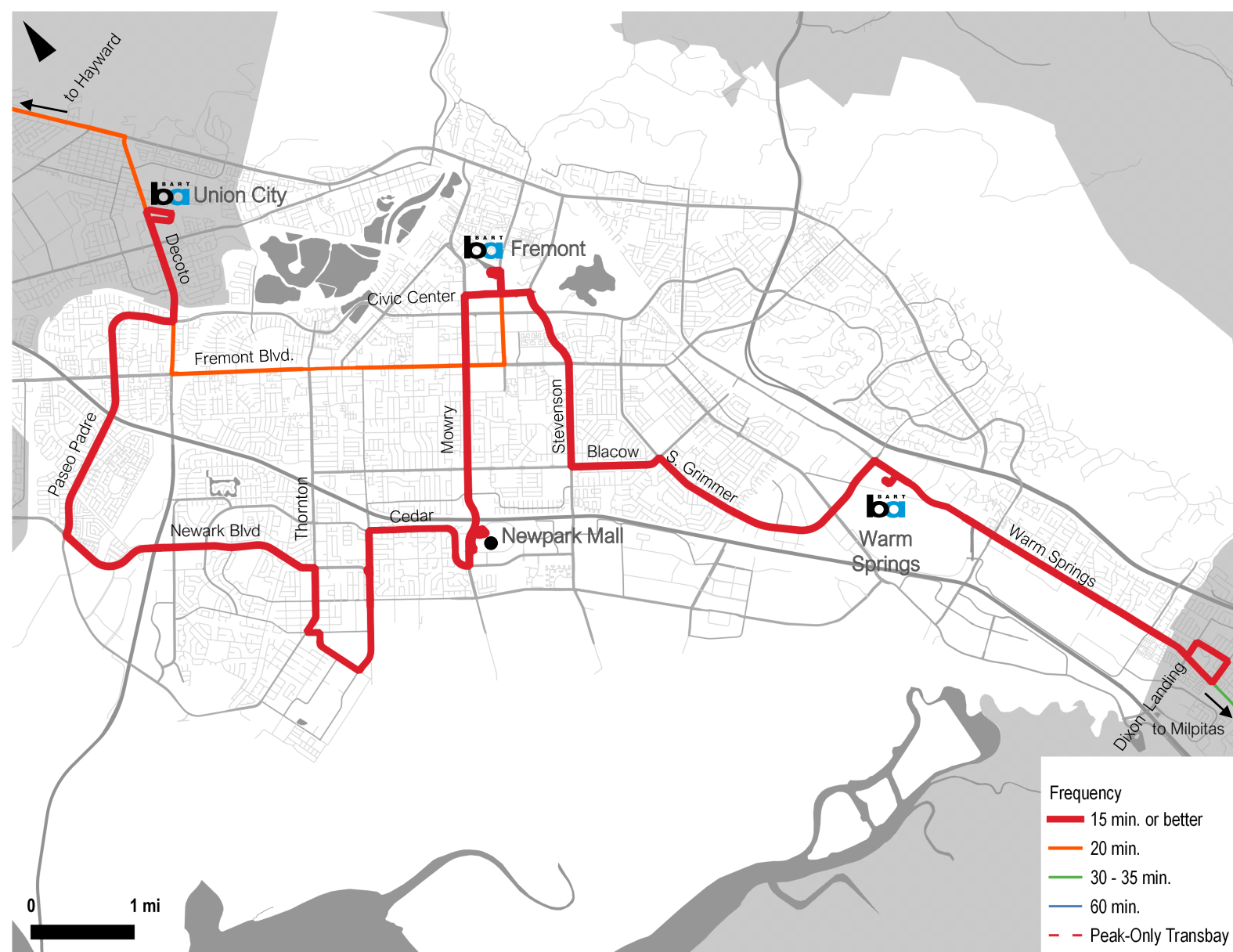




# Line 99

| Existing | Proposed |
|----------|----------|
| 20       | 20       |

Service will remain unchanged  
Would continue to operate  
between Hayward BART and  
Fremont BART

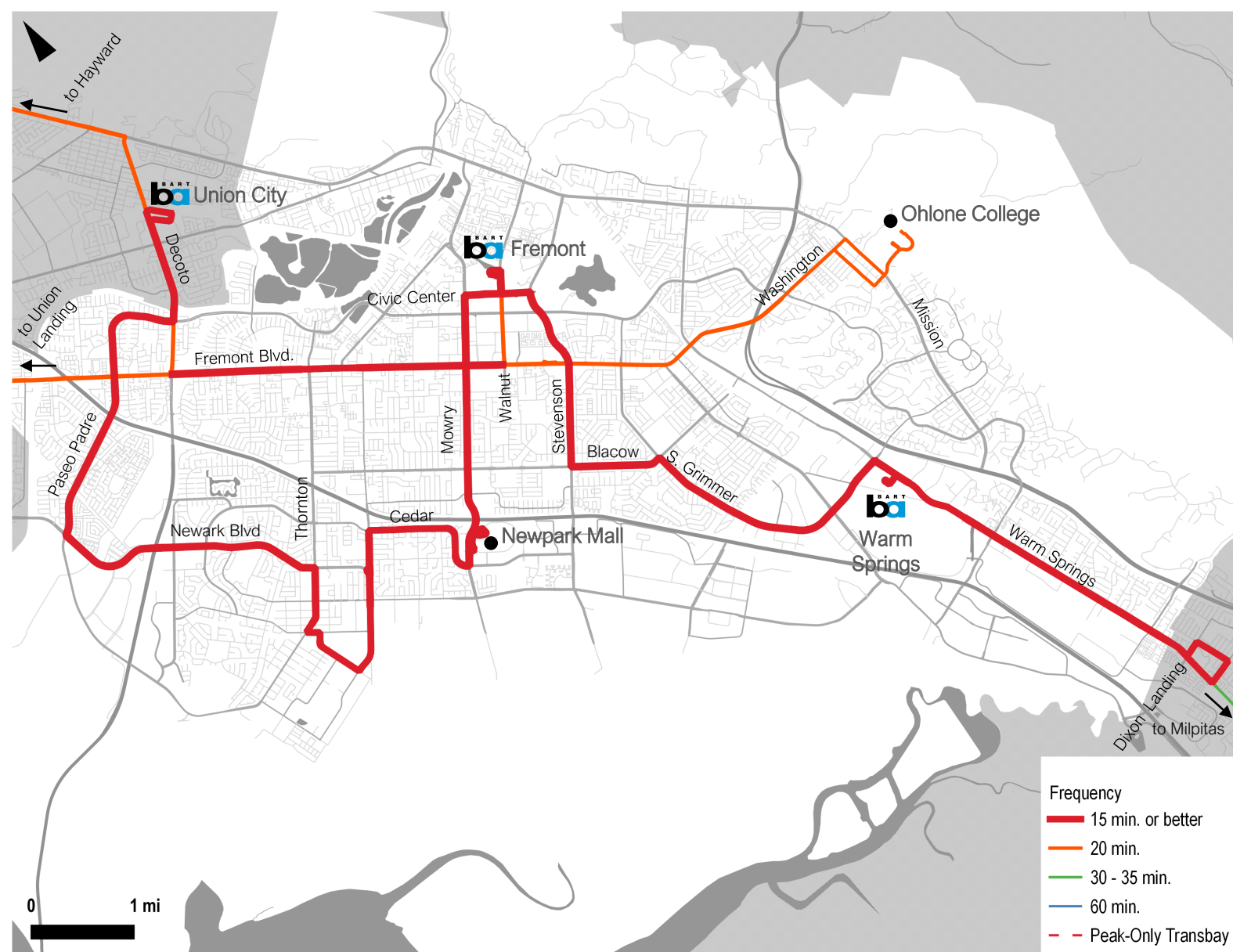


# Line 210

| Existing | Proposed |
|----------|----------|
| 30       | 20       |

Increase service to operate every 20 minutes, matching Line 99.

Interlock timetable with Line 99, providing 10 minute frequency on Fremont Blvd between Decoto and Walnut.



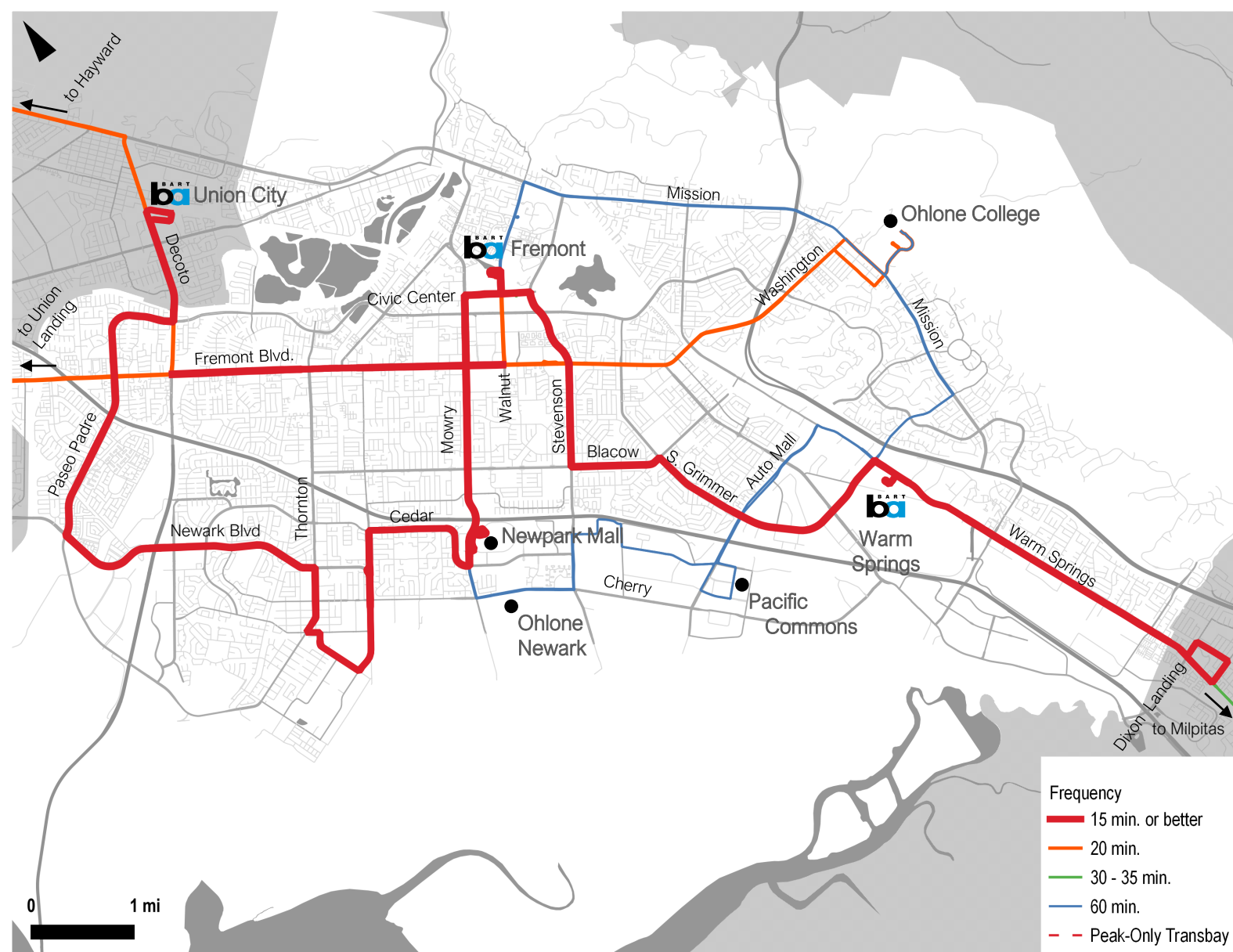
# Line 218

| Existing | Proposed |
|----------|----------|
| --       | 60       |

New line to operate between Fremont BART, and Newpark Mall via Mission Blvd, Ohlone College, S. Grimmer, Osgood, Auto Mall Parkway, Christy, Albrae, Cherry

Provides one-seat connection between Ohlone College campuses

Interlock timetable with revised Line 217, providing 30 minute frequency between Ohlone College and Pacific Commons



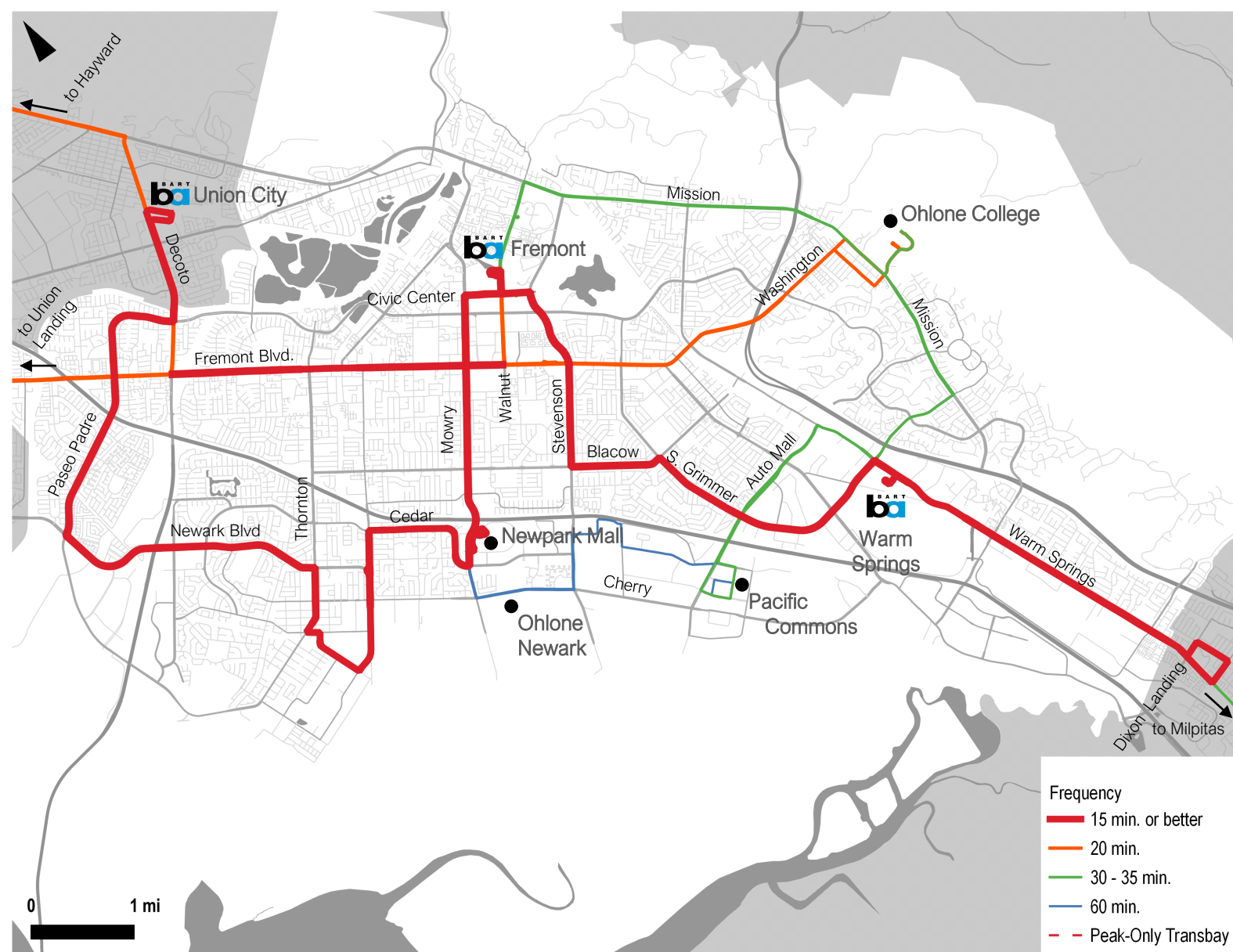


# Line 217

| Existing | Proposed    |
|----------|-------------|
| 30       | 30 combined |

Re-route to operate between Fremont BART and Pacific Commons via Mission Blvd, S. Grimmer, Osgood, and Auto Mall Parkway. Will operate at 60 minute headway;

Combined with 218, will provide 30 minute service between Fremont BART and Pacific Commons.

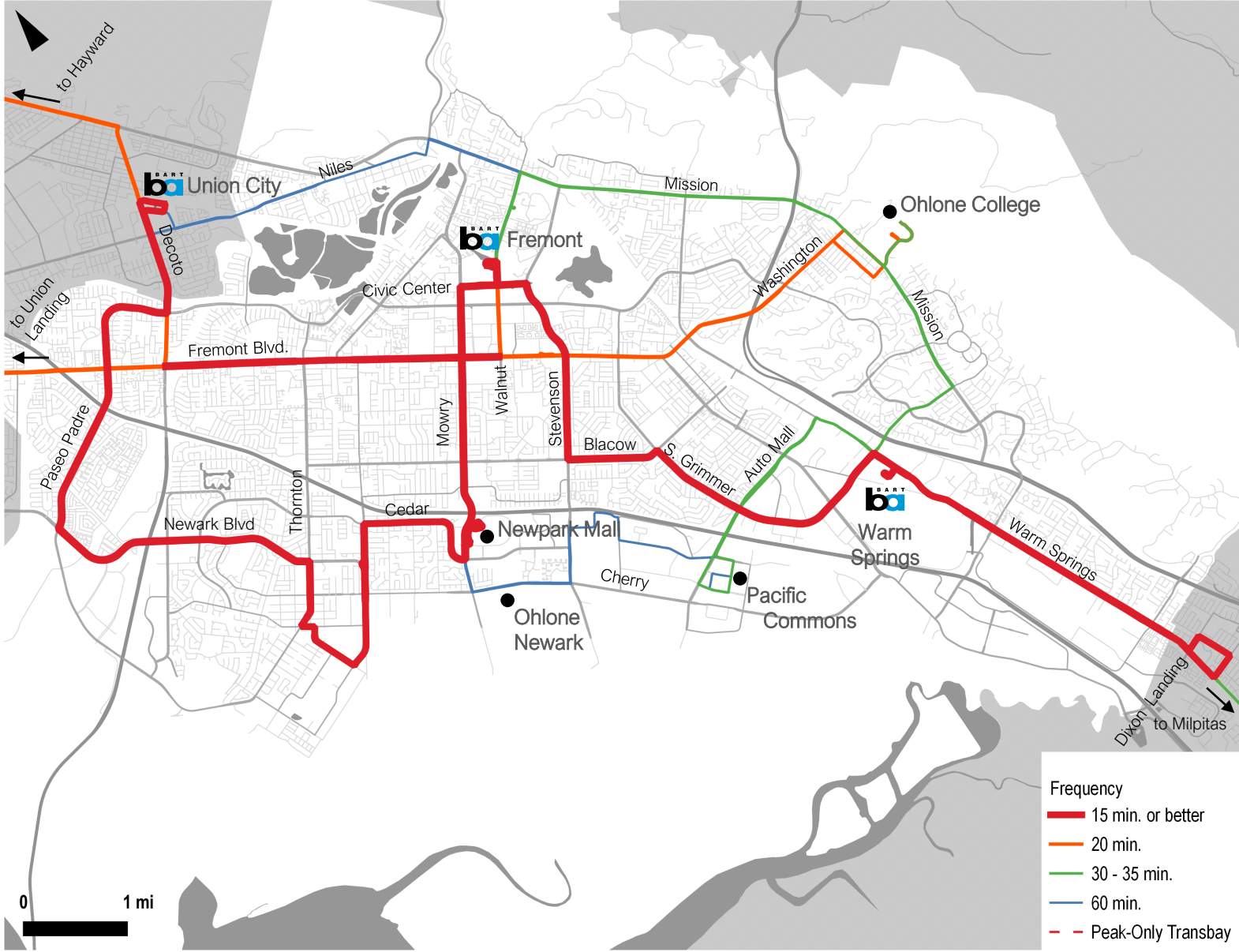


# Line 216

| Existing | Proposed |
|----------|----------|
| 60       | 60       |

Shorten existing Line 216 to maintain coverage within Niles District;

Coverage along Mission Blvd still provided along via Union City Transit Route 4.

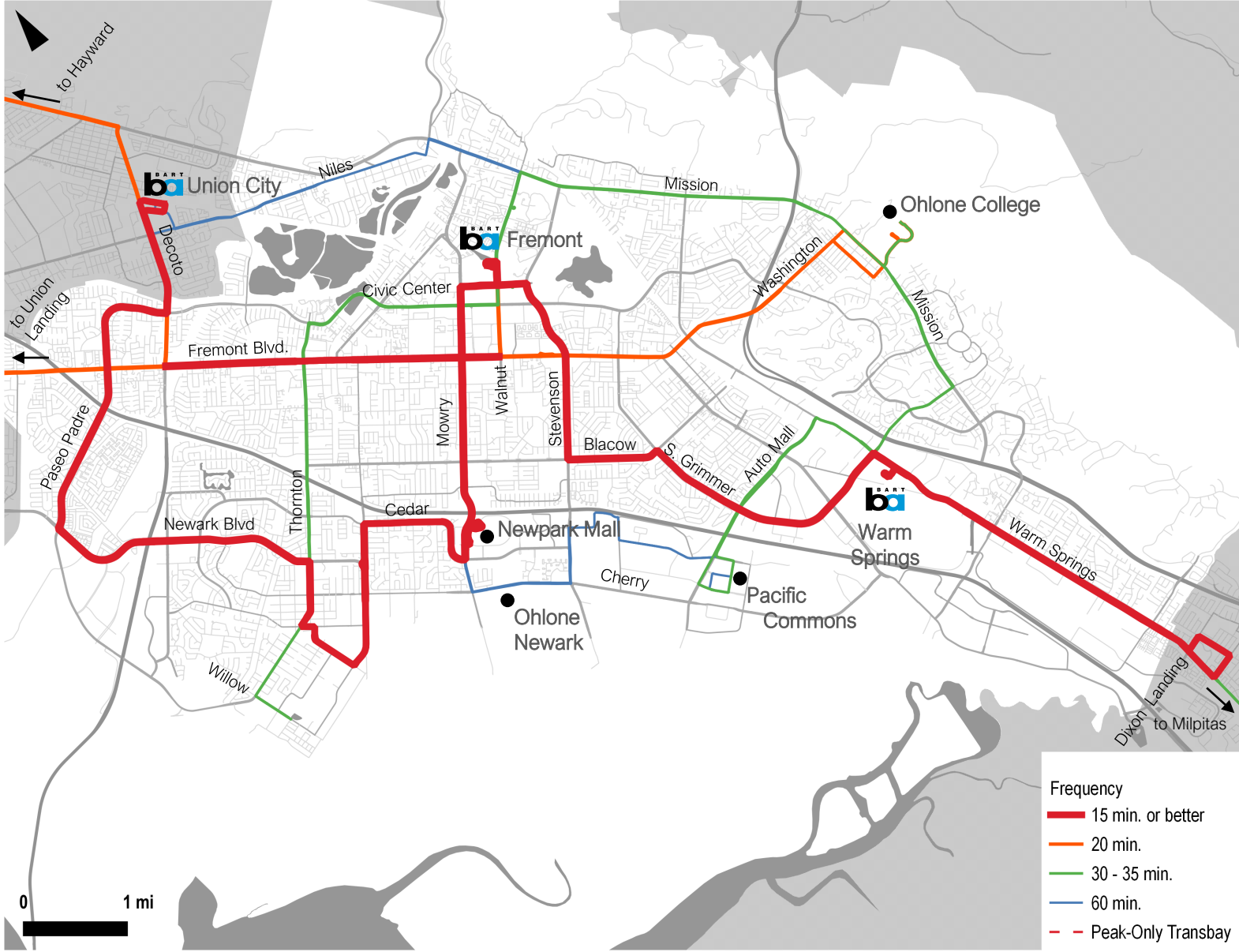


# Line 276

| Existing | Proposed |
|----------|----------|
| Flex     | 34       |

Replace existing weekday Flex service with fixed-route operating between Fremont BART and Bayside Newark development via Paseo Padre, Thornton, and Willow.

Operate with 26-foot cutaways. Will provide more capacity than the existing Newark Flex; Fremont BART routing will better facilitate South Bay travel patterns created by BART to San Jose.





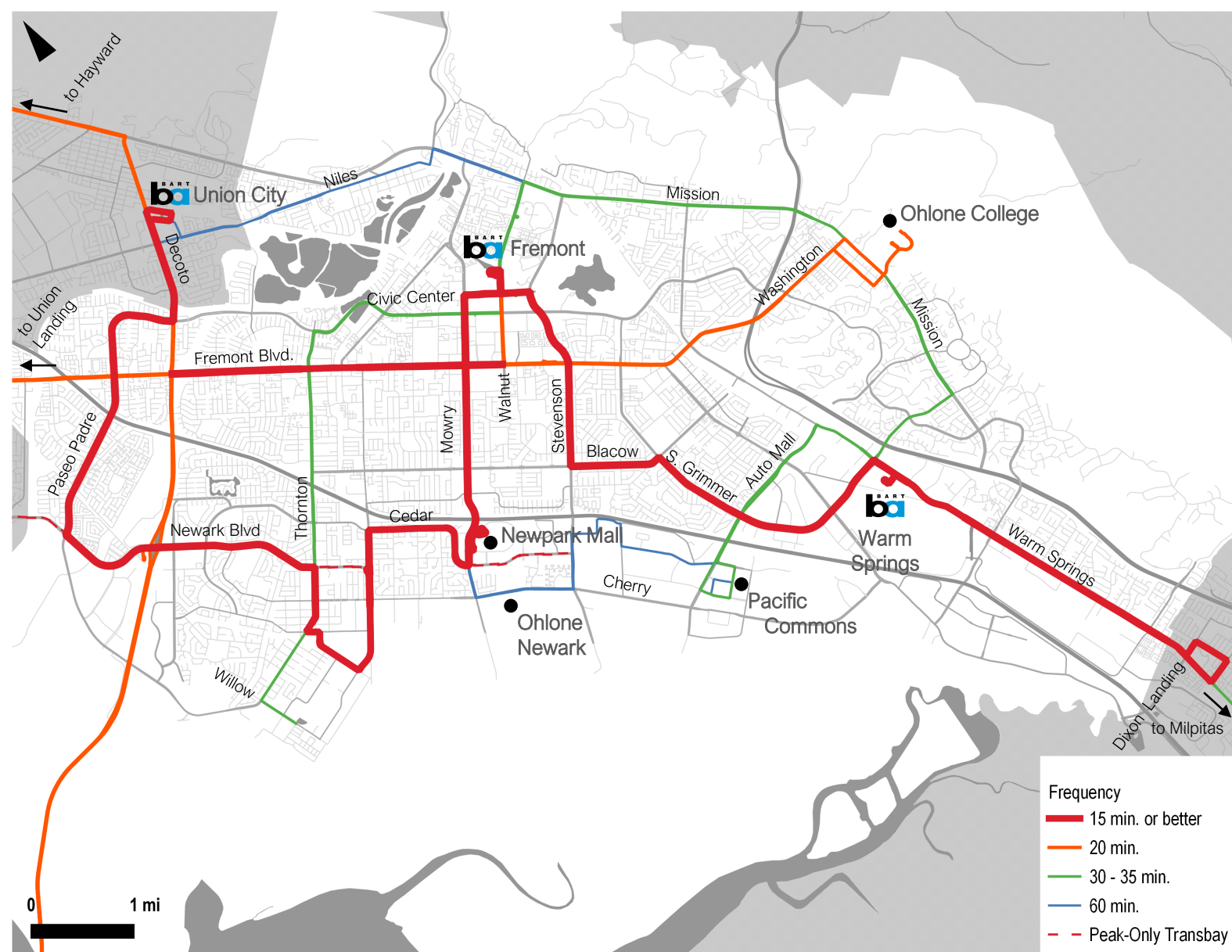
# Other Recommendations

## Dumbarton Express:

With DBROC and MTC, provide better interlocked frequency between DB and DB1 for more seamless local and regional travel.

## Line U:

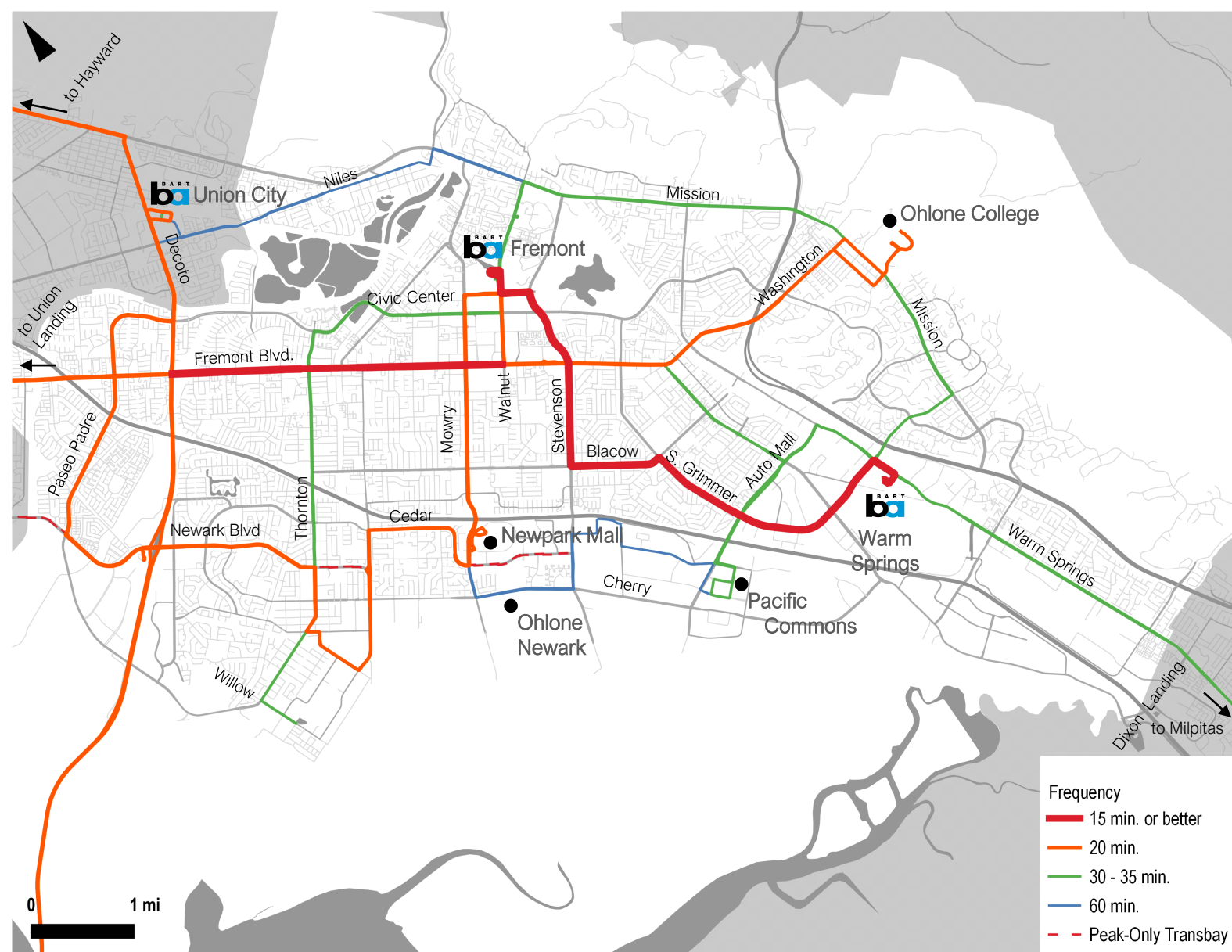
With DBROC, Stanford, and MTC, improve and better coordinate service with DB/DB1 for more seamless local and regional travel.



## Scenario 2: 35% Frequent 65% Coverage

Forgoes frequent service on Line 200 and between Warm Springs BART and Dixon Landing.

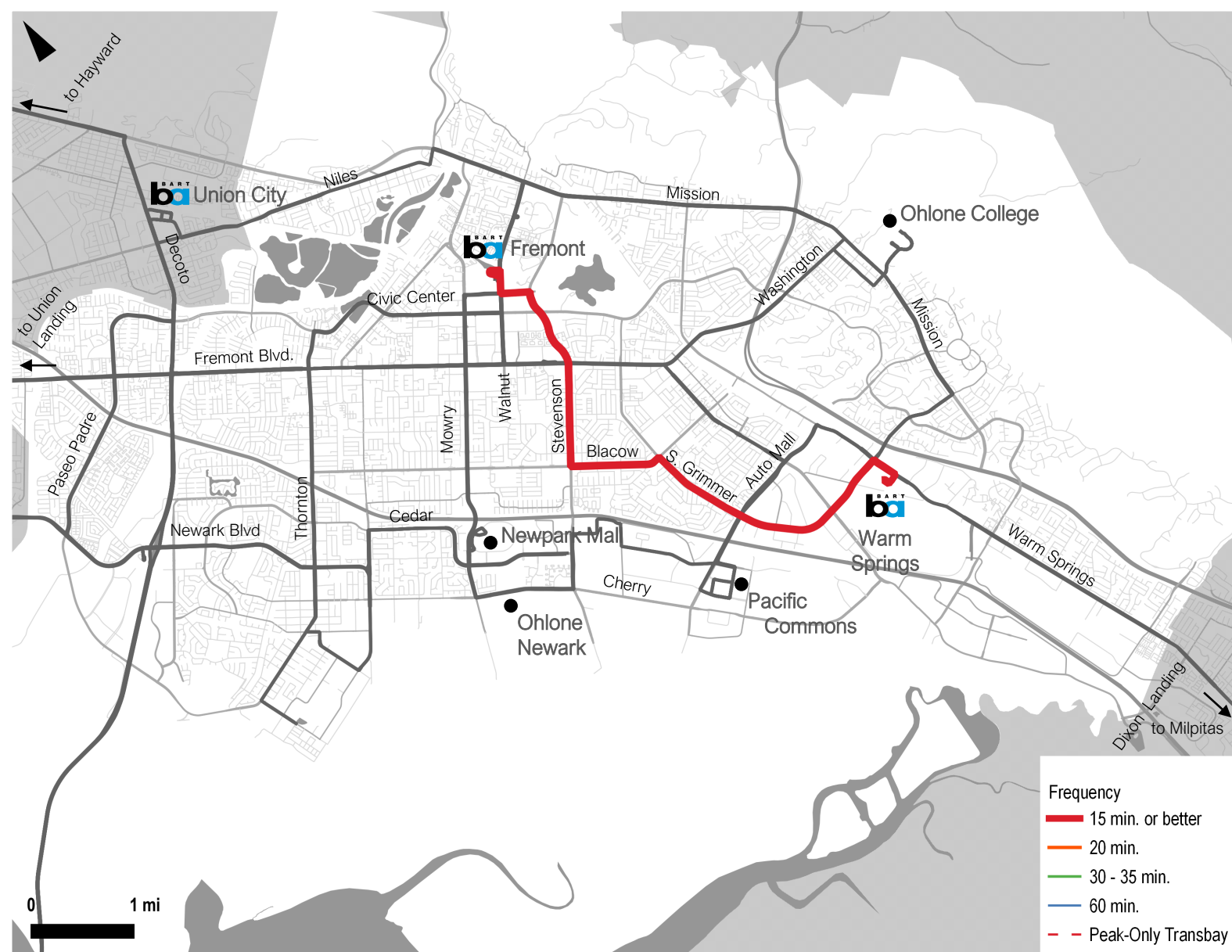
Provides network coverage on Fremont Blvd south of Washington.



# Line 239

| Existing | Proposed |
|----------|----------|
| 30       | 15       |

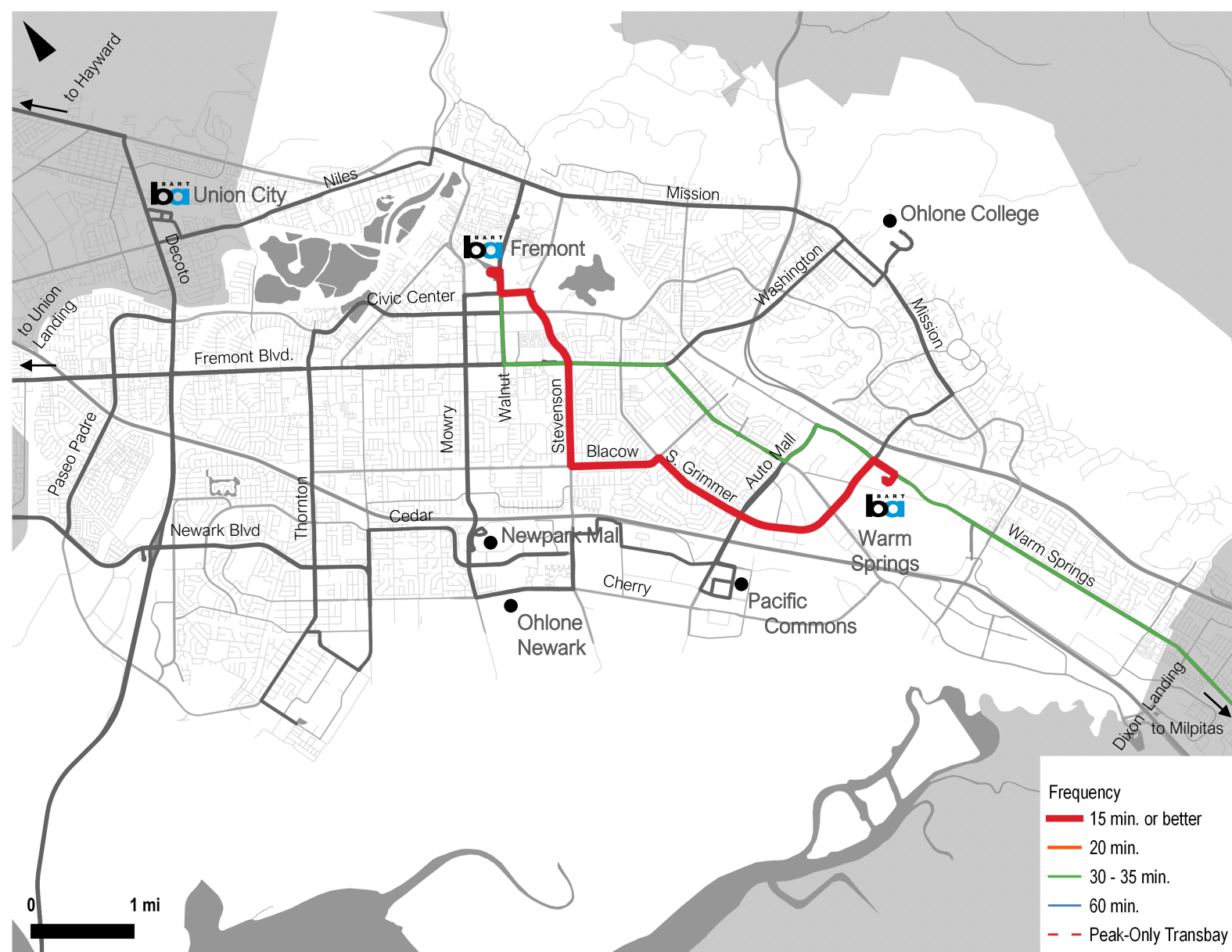
Truncates frequent service to operate between Fremont and Warm Springs BART stations instead of between Fremont BART and Dixon Landing.



# Line 213

| Existing | Proposed |
|----------|----------|
| 30       | 30       |

Would operate via Walnut, Fremont Blvd., Auto Mall, Osgood, and Warm Springs/Milpitas Blvd  
every 30 minutes between Fremont BART and Milpitas BART





# Line 200

| Existing | Proposed |
|----------|----------|
| 30       | 20       |

Operate Line 200 every 20 minutes instead of every 15 minutes to facilitate increased service coverage in South Fremont.

