

DRAFT NOTICE



Alameda-Contra Costa Transit District

PUBLIC HEARING NOTICE
Alameda-Contra Costa Transit District

Public Hearing on Proposed Fremont/Newark Bus Network Plan Alternatives

NOTICE IS HEREBY GIVEN that the AC Transit Board of Directors will hold Public Hearings on **Thursday, March 26, 2020 at 2:00 p.m. and 6:00 p.m.** at the Fremont Main Library (2500 Stevenson Blvd, Fremont, CA 94538) to receive public comment on proposed changes to service within the cities of Fremont and Newark as more specifically described below under “PROJECT DESCRIPTION”.

Public Comment is invited orally at the hearing or in writing in lieu of attending the hearing. Written comments must be received no later than the close of the hearing. It is anticipated that the Board will render a decision on this matter as early as April 22, 2020. Address written comments to the AC Transit Board of Directors, 1600 Franklin Street, Oakland, California, 94612; by facsimile at (510) 891-7157; or by email to planning@actransit.org. Voicemail comments may be left at (510) 891-7201 (English), (510) 891-7296 (Chinese), or (510) 891-7293 (Spanish). Mandarin, Cantonese, and Spanish interpreters will be available at the meeting. Upon request, a sign language or foreign language interpreter for languages other than those mentioned in this notice may be provided, but must be requested by calling (510) 891-7201 by Monday, March 23, 2020 at 5:00 p.m. For TDD for hearing impaired, call 711, California Relay Service, and specify (510) 891-4700. The meeting site is wheelchair accessible. AC Transit lines 215, 216, and 239 serve the Fremont Main Library directly, and lines 99, 212, 251 are within a ten-minute walk. For trip-planning, visit www.actransit.org or call 511 (and say, “AC Transit”). The site can also be accessed from the Fremont BART station via a fifteen-minute walk.

Information concerning the hearing is detailed on AC Transit’s website at www.actransit.org/public-hearings, and is available in printed format at the District’s General Offices, located at 1600 Franklin Street, Oakland, California.

PROJECT DESCRIPTION:

Staff is requesting that the Board set Public Hearings for proposed changes to service operating within the cities of Fremont and Newark. Currently, most bus service in Fremont and Newark runs every 30 to 60 minutes with no service in this area running more often than every 20 minutes. With the proposed changes to the network, more resources would be reallocated into more frequent bus service running every 15 minutes or better. AC Transit is proposing two possible scenarios in Fremont and Newark.

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Under Scenario 1, the District would allocate approximately 50% of its resources in Fremont and Newark to providing frequent service (15 minutes or better) and approximately 50% of its resources in this area to providing a minimum level of service coverage. Given that this plan anticipates no new revenue, some lower-performing segments would be discontinued to improve transit access throughout the communities with an emphasis on improving service to BART, shopping and retail destinations, and service to schools.

As part of Scenario 1, the following existing lines would be discontinued or be generally impacted substantially:

Line 212 - Discontinued. Buses would no longer operate on parts of Fremont Blvd south of Washington Blvd. Most existing route segments would still be served by other lines.

Line 215 - Discontinued. The new network would no longer serve most existing route segments.

Line 216 - Line shortened to operate between Fremont BART and Union City BART. Most other route segments would be served by other lines.

Line 217 - Line shortened to operate between Fremont BART and Pacific Commons. Warm Springs Blvd segments would be served by Line 239. Service on existing Mission Blvd route segments would continue to run every 30 minutes.

Line 232 - Discontinued. Service along Cedar Blvd and Mission Blvd would no longer be provided, with most other existing route segments served by different lines.

Line 251 - Discontinued. Service along Thornton would be provided by a new line operating between the Fremont BART station and the Bayside Newark development. Most other existing route segments would be served by different lines.

Newark Flex – Discontinued. Service along Thornton would be provided by Line 276, operating between the Fremont BART station and the Bayside Newark development. Some stops would be served by different lines, while others, including in the Ardenwood area, would not be served.

As part of Scenario 1, the following existing lines would generally see improved service:

Line 99 - On weekdays, service would continue to run every 20 minutes. The Line 210 schedule would be coordinated with Line 99 to provide a bus every 10 minutes on Fremont Blvd.

Line 200 - On weekdays, service would run every 15 minutes instead of every 30 minutes. Part of the route would deviate to serve more residential development on Paseo Padre Parkway.

Line 210 - On weekdays, service would run every 20 minutes instead of every 30 minutes. No alignment changes are proposed.



Line 239 - On weekdays, service would run every 15 minutes instead of every 30 minutes. Weekend service running every 30 minutes would be introduced. Service would serve the Fremont, Warm Springs, and Milpitas BART stations and operate via Walnut, Paseo Padre, Stevenson, Blacow, S. Grimmer, Warm Springs Blvd, and Milpitas BART. Some existing route segments in the Irvington District would no longer be served.

As part of Scenario 1, the following new lines would be introduced:

Line 218 – Would run every 60 minutes seven days a week between Fremont BART, and Newpark Mall via Mission Blvd, Ohlone College, S. Grimmer, Osgood, Auto Mall Parkway, Christy, Albrae, Cherry.

Line 276 – Would run every 34 minutes seven days a week between Fremont BART and Bayside Newark development via Paseo Padre, Thornton, and Willow.

Under Scenario 2, the District would allocate approximately 35% of its resources in Fremont and Newark to providing frequent service (15 minutes or better) and approximately 65% of its resources in this area to providing a minimum level of service coverage. Like Scenario 1, given that this plan anticipates no new revenue, some lower-performing segments would be discontinued to improve transit access throughout the communities with an emphasis on improving service to BART, shopping and retail destinations, and service to schools. With fewer resources invested in frequent service, fewer lower-performing route segments would be discontinued, and fewer segments would be made to operate frequently.

Scenario 2 would modify the Scenario 1 proposal in the following ways:

Line 200 – Instead of running every 15 minutes on weekdays, the proposed Line 200 would operate every 20 minutes.

Line 239 – Instead of running every 15 minutes between Fremont BART and Dixon Landing Road and every 30 minutes between Dixon Landing Road and the Milpitas BART station, Line 239 would run every 15 minutes between Fremont and Warm Springs BART, with no service south of Warm Springs BART. Line 213 would continue to serve parts of Fremont Blvd south of Washington Blvd. Most segments would still be served by other lines.

Line 213 – Would run every 30 minutes 7 days a week between Fremont BART and Milpitas BART via Walnut, Fremont Blvd, Auto Mall, Osgood, Warm Springs Blvd, and Milpitas Blvd.

If approved by the Board of Directors, the proposal will be implemented as soon as August 1, 2020.