



# SR-84 INTERMODAL BUS FACILITY

ELEVATING BAY CONNECTIONS

## PROJECT FACT SHEET

Spring 2026

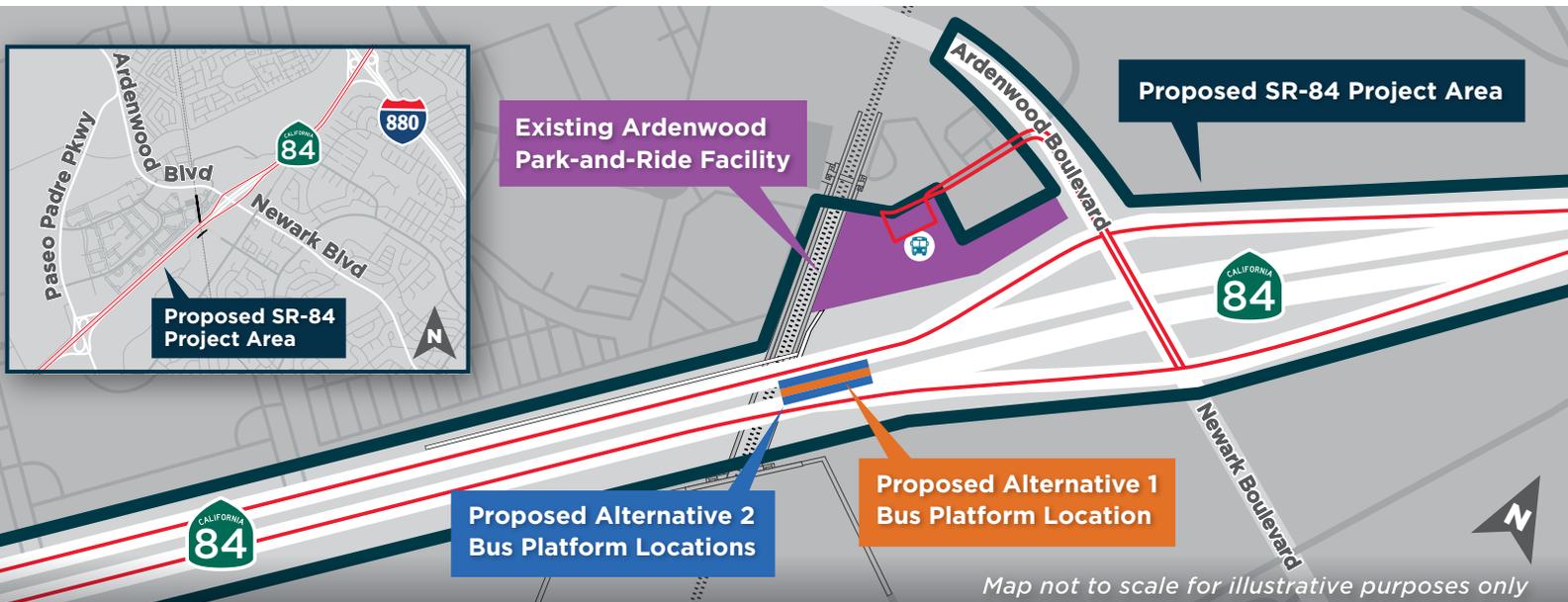
The proposed SR-84 Intermodal Bus Facility (Project) would promote and improve multimodal Transbay travel and connectivity. Combined with other regional transit efforts, like the South Bay Connect project, improved Transbay bus and private shuttle service connectivity from Alameda County to the Peninsula will support the transportation needs of our growing region.

### WHY IS THE PROJECT NEEDED?

- Heavy traffic congestion on SR-84 caused by capacity constraints at the Dumbarton Bridge approach and associated with traffic signal delays
- Delayed Transbay buses and employer shuttles have longer travel times as they follow a roundabout way to reach the congested Ardenwood Park-and-Ride
- A more efficient multimodal connection is needed to improve travel times of Transbay bus and shuttle services and encourage a shift from car to bus and rail
- Improved transit connectivity between Alameda County and the Peninsula in San Mateo and Santa Clara counties

### WHERE IS THE PROPOSED PROJECT LOCATION?

The Project is located on the SR-84 corridor situated between the cities of Newark and Fremont. The corridor is a popular Transbay bus route used by public and private shuttles and other passenger transportation. The elevated bus facility would be built on a section of SR-84 east of Paseo Padre Parkway interchange and east of the Lake Boulevard overcrossing of the Union Pacific Railroad Coast Subdivision (just south of the Ardenwood Park-and-Ride).

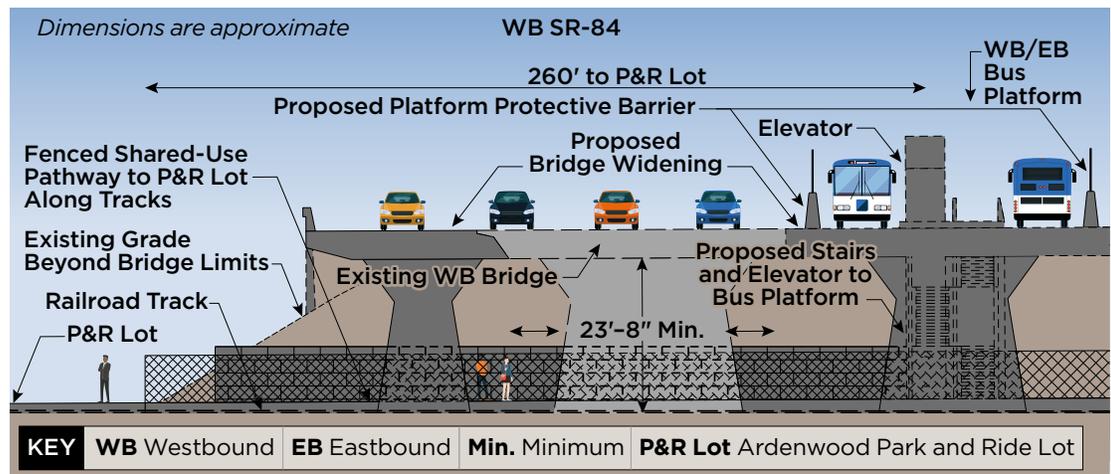


# WHAT ARE THE PROJECT ALTERNATIVES?

Two design alternatives are being studied for the SR-84 Intermodal Bus Facility.

## Alternative 1: Highway Median Bus Stop with Center Platform

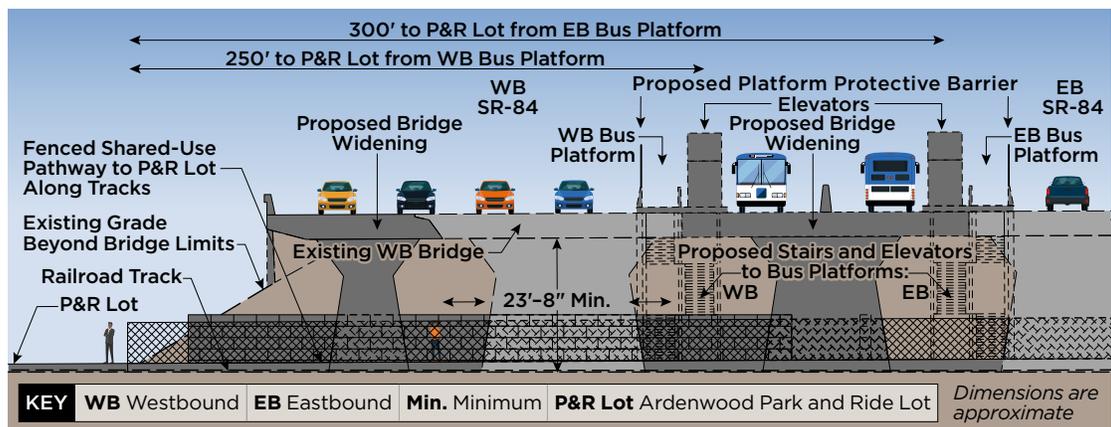
This alternative has a bus stop with a center platform in the median of SR-84 that would serve both eastbound and westbound buses. Bus-only lanes would be constructed in the median to connect to this new stop. From the bus stop, passengers would access the Ardenwood Park-and-Ride via elevators, stairs, and/or ramps to a shared-use pathway below SR-84. The existing highway (including bridges) would be widened to meet Caltrans standards for traveled lane and shoulder width.



**Alternative 1 - Preliminary Concept Design Only**

## Alternative 2: Highway Median Bus Stops with Outboard Platforms

This alternative would construct two bus stops, each with an outboard platform, in the median of SR-84 to serve eastbound and westbound buses. Bus-only lanes would be constructed in the median to connect to these new stops. Passengers would access the Ardenwood Park-and-Ride from these bus stops via elevators, stairs, and/or ramps to a shared-use pathway below SR-84. The existing highway (including bridges) would be widened to meet Caltrans standards for traveled lane and shoulder width.



**Alternative 2 - Preliminary Concept Design Only**

## WHAT'S NEXT?

Since this facility is located on a California Department of Transportation (Caltrans) roadway, the Project will adhere to Caltrans guidelines for the environmental process, which is underway with the analysis of project impacts. Check out more project information and updates at [SR84BusFacility.com](http://SR84BusFacility.com).



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