

7. RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE HUMAN ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

Interstate 880 and Interstate 680 in Fremont define major north-south travel routes within a corridor that has experienced substantial growth in recent years. Due to this substantial growth, future transportation demands in the corridor cannot be satisfied by highway improvements alone, resulting in a need for highway and transit improvements.

A major advantage of the project is near-term reduction of existing traffic congestion and vehicle miles traveled along the corridor. As near-term development continues, implementation of the project would increase the long term productivity of the corridor in terms of providing greater access between employment centers and residential areas. Over the long term, the Proposed Project and BART alternatives would provide an alternative transportation mode for travel within the corridor, carrying thousands of riders each day for many years.

The advantages and benefits of the project must be considered in light of the cumulative and long term effects of the project, as assessed in each of the respective sections of Chapter 3. Although the construction of the project would result in cumulative effects reflective of the continuing urbanization and development of land along the project corridor within the City of Fremont, the Proposed Project and BART alternatives is anticipated in the General Plan for the City of Fremont, and, with one exception, would support the long term goals and policies for development along the corridor. The exception occurs with the Proposed Project and Design Option 2A, which call for an aerial alignment through Central Park. This structure would adversely affect some of the existing uses of the park and would narrow the range of future beneficial uses of the affected portions of the park.

Because the project involves crossings of an active earthquake fault, it would increase the long term risks of harm to persons or property in the event of a major earth quake on the Hayward Fault.

Except for Alternative 8, the project and alternatives follow the route of an existing railroad corridor for most of their length. Because of this choice of alignment, the project would intensify the use of an existing rail corridor. Only at the station sites would the project narrow

the range of possible future uses of uncommitted land resources. Although Alternative 8 is not in the rail corridor for most of its length, its effects would also be most pronounced at the station sites, because it would follow and intensify the use of an existing street right-of-way.

The project is proposed by BART at this time in response to the recognized need for improved regional access and expanded transportation systems to maintain and enhance the productivity of southern Alameda County and the region as a whole. Between 1990 and 2010, Fremont is expected to provide 64,230 new jobs to the Bay Area work force, while as many as 12,000 new homes are expected to be built in the project area. At the same time, there are recognized limitations on the ability to expand the existing freeway network. The need for alternative modes of transportation, including the Proposed Project and BART alternatives has been recognized by the voters through the Measure B sales tax increase, by resolution of the Metropolitan Transportation Commission, and by the Legislature.