

STAFF REPORT

SUBJECT: Wheels in Motion – Data Requests

FROM: Christy Wegener, Executive Director  
Mike Tobin, Director of Operations

DATE: December 4, 2023

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**Action Requested**

Information only - no action requested.

**Background**

The purpose of this agenda item is to address various requests made by Board members as part of the Wheels in Motion service change that is currently pending approval.

**Discussion**

Ridership Productivity

At the November 6<sup>th</sup> Board meeting, Director Brown requested ridership data for routes that are being reintroduced as part of the March 2024 service change. This includes the following routes:

- Route 2 (FY2019)
  - Route 2 was a route that was modified as a result of the COVID-19 pandemic. The Route currently operates a single trip in the morning and afternoon to serve Fallon Middle School. Beginning in March, Route 2 will begin operating at pre-pandemic service levels.
- Route 4 (FY2016)
  - Route 4 is a modified alignment of what used to be the segment of Route 3 that operated north of the 580 freeway. This segment was eliminated as part of the Comprehensive Operational Analysis (COA) in 2016, but a new modified alignment is now being reimplemented to serve Central Dublin.
- Route 11 (FY2019)
  - Route 11 was discontinued during the pandemic, this route provides service in Northeast Livermore between the Transit Center and Greenville Rd.
- Route 580X (FY2019)
  - Route 580X was suspended during the pandemic and provided service between the East Dublin Bart Station and Livermore Transit Center.
- Route 18 (FY2012)
  - Route 18 was suspended over 10 years ago, but will now be reintroduced to serve South Livermore, specifically the Sunset/Granada neighborhoods.

During the Board meeting, Staff will provide a brief presentation that will show the boardings per revenue hour and average weekday boardings for each of these routes compared with ridership data for routes that are currently operating.

### Service to West Dublin

As part of the Wheels in Motion project, Director Josey has highlighted concerns regarding the lack of transit service provided to West Dublin. This area primarily consists of low-density residential housing, and therefore a fixed route service may not be feasible. To bridge the existing gap however, the current Go Tri-Valley program offers residents in West Dublin subsidized trips through ride-sharing services like Uber or Lyft. However, recognizing the need for a comprehensive solution, a range of transit options is currently under consideration for future implementation as a part of the Long Range Transit Plan. These options include:

- Circulator – this option involves deploying small, fixed-route shuttles that operate within a predefined area at frequent intervals in a circular loop. Designed to enhance first mile/last mile connectivity, circulator shuttles have the potential to seamlessly integrate with LAVTA’s mainline service.
- MicroTransit – this option refers to on-demand, flexible transportation service that typically uses small vehicles, such as vans or minibusses, to provide personalized and adaptable transit options. Unlike traditional fixed-route and fixed-schedule public transportation, microtransit services are often characterized by dynamic routing and scheduling, allowing for more responsive and demand-driven operations.
- Flex Routing – flex routing involves using software to adjust existing fixed-route services based on real-time demand. While similar to microtransit in its ability to respond to demand, flex routing utilizes the existing fixed route infrastructure, potentially optimizing the use of current resources.

Each of these options are currently being evaluated and will be brought before the Board for their consideration at a future date.

### **Recommendation**

Information only - no action requested.