

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

CORRESPONDENCE

SUBJECT: Board of Directors Correspondence (June 3, 2024)

#	Date Rec'd	Sender	Subject
1	June 3, 2024	Steven Dunbar	Agenda Item 3 – Meeting Open to Public

From: [Steven Dunbar](#)
To: [Front Desk](#)
Cc: [Brittini Kiick](#); [Evan Branning](#)
Subject: LAVTA Public Comment for 6/3
Date: Monday, June 3, 2024 12:34:12 PM

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Hello LAVTA Board Members,

I cannot attend in person today but I wanted to provide some feedback on the detour for the dairy.

As I have mentioned previously, the total travel time is important for ridership. We need to make our bus travel time more competitive, not less, where possible to do so (while of course still balancing accessibility). It took 1:45 for me to travel to Oakland on Saturday to see a friend where it would have only taken 45 minutes to drive. We should strive for that trip to be less than 2x than driving at all times.

When we were discussing the Short Range and Long Range transit plans, I wanted us to consider a variety of speed improvements to help ridership. At the time, I was told that we would have to get back to that. It feels unfair that we need more time and discussion and delay when providing speed improvements with very modest tradeoffs to accessibility than we do to provide long-term speed reductions via detours. I know the dairy situation causes major issues today, but I feel like the reroute around downtown at all times is not the right solution.

Some other options that you should consider include:

A mountable red zone at Neal and First so the bus can always make the turn, and either moving the bus stop onto the mountable curb or moving the bus stop to the existing red zone in front of Starbucks at Rose.

- Note that with the left turns into the dairy removed, the main issue is the right turn from First onto Neal and any bus stop blocking of the existing stop from drivers in line. The bus shouldn't have substantial delays on Neal if it can still run on Neal because it won't have to squeeze between the right and left turn dairy lines.

Rerouting in one direction via Spring Street to Main Street using a setback stop line (and moving the 10R / 8 transfer up to Kottinger)

Rerouting in one or both directions via Ray Street using a setback stop line.

Also of note, staff is beginning to install a noise reduction device on your existing buses. It will substantially reduce the air noise both for people on the street as well as for neighbors near to bus routes. This may help reduce negative impacts for any of the rerouting options above.

Thanks for your time and attention.

Sincerely,
Steven Dunbar