

STAFF REPORT

SUBJECT: Potential Summer 2025 Service Modifications

FROM: Michael Tobin, Director of Operations
Cyrus Sheik, Senior Transit Planner

DATE: October 28, 2024

Action Requested

This is an informational item.

Background

The *Wheels-in-Motion* service changes were implemented in March 2024; the changes were based on feedback received after a month-long outreach effort that took place in Fall 2023. The route and schedule changes aligned the Wheels service frequencies to match those of the post-Pandemic BART schedule, restored several routes that were suspended due to the Pandemic, expanded the service footprint to more areas of the community, and added frequency on Weekends.

With those major changes having been completed, the service change efforts can now resume a cycle where smaller-scale changes are implemented on a periodic basis. Such changes may be recommended based on factors such as new developments, input from customers and front-line staff, and/or evolving operational conditions. If there are no additional resources or revenues forecasted, any proposed changes will need to be cost-neutral in their implementation.

Potential Service / Route Modifications for 2025

The two “Rapid” branded routes 10R and 30R form the spine of the Wheels system, connecting Livermore with Pleasanton and Dublin, respectively, and carrying over half of the total fixed-route ridership. With this, the focus on the next round of service changes is on these routes in particular, to ensure that they are optimal, both with regard to customer utility as well as operational reliability. Staff is looking at how these routes serve the downtown Pleasanton area, as well as East Avenue in Livermore, respectively.

Downtown Pleasanton Service

This area is served by routes 8 and 10R. The 10R connects the downtown with Livermore to the east, as well as north Pleasanton to the west – including the East Dublin/Pleasanton BART hub – with service seven days a week at a typical frequency of 20 minutes. The 8 connects the downtown with Vintage Hills to the east, and with Hopyard Road to the northwest, also serving BART, on service frequencies of 40-60 minutes, seven days a week.



Current Routing of 10R in Downtown Pleasanton

The downtown Pleasanton area has been presenting an increasing operational challenge to the Wheels service, particularly for Route 10R, whose alignment serves the core of downtown including Neal, Peters, and Main Streets. Many street-closure events take place around the year along or around Main Street, and the car queuing into the Meadowlark Dairy on Neal Street causes delays and poses ongoing safety-related challenges with making turns and serving bus stops. Various detours and bus stop closures to avoid these issues have resulted in inconsistent service delivery and schedule delays, thus negatively impacting customers and further stretching resources.

Upon reviewing this situation and evaluating potential alternatives, Staff is evaluating realigning Route 10R out of Downtown Pleasanton, so that instead of traveling along Stanley Boulevard – First Street – Neal Street – Peters Avenue – Saint John Street – Main Street – Santa Rita Road (and vice versa), the route would use a more direct path along the northern perimeter of the downtown, traveling Stanley Boulevard – Main Street – Santa Rita Road.



Potential Realignment of 10R in Downtown Pleasanton

While this would remove trunk line service from the southern portion of the downtown, the 10R would continue to serve the area via Main Street and Stanley Boulevard. Meanwhile, Route 8 would continue to serve the southern portion of the downtown area, along First Street. In addition, Staff is looking at potential options to extend or realign Route 8 in order to mitigate downtown coverage impacts from a Route 10R alignment change and ensure a transfer point between the two routes.

East Avenue Service

Currently, as the two “Rapid” branded routes 10R and 30R arrive into Livermore from the west, the 10R terminates (turns around) at the Livermore Transit Center, whereas the 30R continues to East Avenue and terminates at East Avenue & Vasco Road in front of the Lab. It is important to note the 30R does not turn into the Livermore Transit Center and instead stays on Railroad Ave.

This is positive for residents of East Avenue traveling to/from Las Positas College or Dublin Blvd (which is served by the 30R). However, the current route network necessitates a transfer for East Avenue passengers traveling to/from central Livermore (Railroad Avenue/Stanley Boulevard corridor), which features a range of local commercial uses, including retail, restaurants, and health care. Also, the fact that the 30R does not go into the Transit Center makes it somewhat disconnected from the local Livermore routes, making timed transfers less convenient.

With this in mind, Staff are collecting data to determine whether the riders on East Avenue would be better served by the 10R instead of the 30R. If the data points in favor of a switch, the necessary public outreach would be conducted and a recommendation would likely be made to that effect. In conjunction with this, both lines would be routed through the Transit Center for ease of timed transfers.

The following table summarizes the conceptually proposed service adjustments at this time.

POTENTIAL 2025 SERVICE ADJUSTMENTS BY ROUTE	
8	Extend or realign route to improve downtown and crosstown connectivity (TBD)
10R	Realign to direct routing Stanley Boulevard > Main Street v.v.
10R	Extend route to East Avenue
30R	Terminate route at Livermore Transit Center

Map illustration(s) of proposed routing adjustments are shown in Attachment 1 (upcoming).

Implementation

The target implementation date at this time is the summer signup, beginning on or around June 1, 2025.

Budget

Depending on the final recommendation, there may be a small fiscal impact which will be determined at a later time.

Next Steps

Staff will deploy an onboard survey on East Avenue to gather relevant origin and destination information, and reach out to front-line staff, in order to gather input on the conceptual service changes described above, as well as any other desired adjustments to the Wheels service. Once the data has been collected and analyzed, a final recommendation will be developed and presented to the Committee in early winter. If the final iteration of the recommended service changes to the level of a major service change per LAVTA’s Title VI policy, then staff will conduct a formal public outreach process culminating in a public hearing.

Recommendation

None at this time.