

Potential Service Modifications

for mid-2025

Downtown Pleasanton Service

Downtown Operational Issues

- Currently served by routes 8 and 10(R)
- Route 10 is affected by the many street closures taking place in downtown throughout the year
- Route 10 is also affected by traffic queuing to the Meadowlark Dairy
- Route 8 is less affected

Current #10 routing



Current #10 downtown routing



Potential Solution

- Modify the rt 10 alignment to stay on Stanley Boulevard to Main Street v.v.

Potential #10 modified routing



Route 10 line adjustment

- Would remove trunk line service from the southern portion of Downtown
- Would continue to serve the area via Stanley Boulevard to Main Street
- Staff is looking at options to mitigate the effect from this by modifying rt 8

Route 10 line adjustment

- Ability to deliver service consistently throughout the week and year without frequent detouring
- Quicker end-to-end travel times, including travel to BART

East Avenue Service

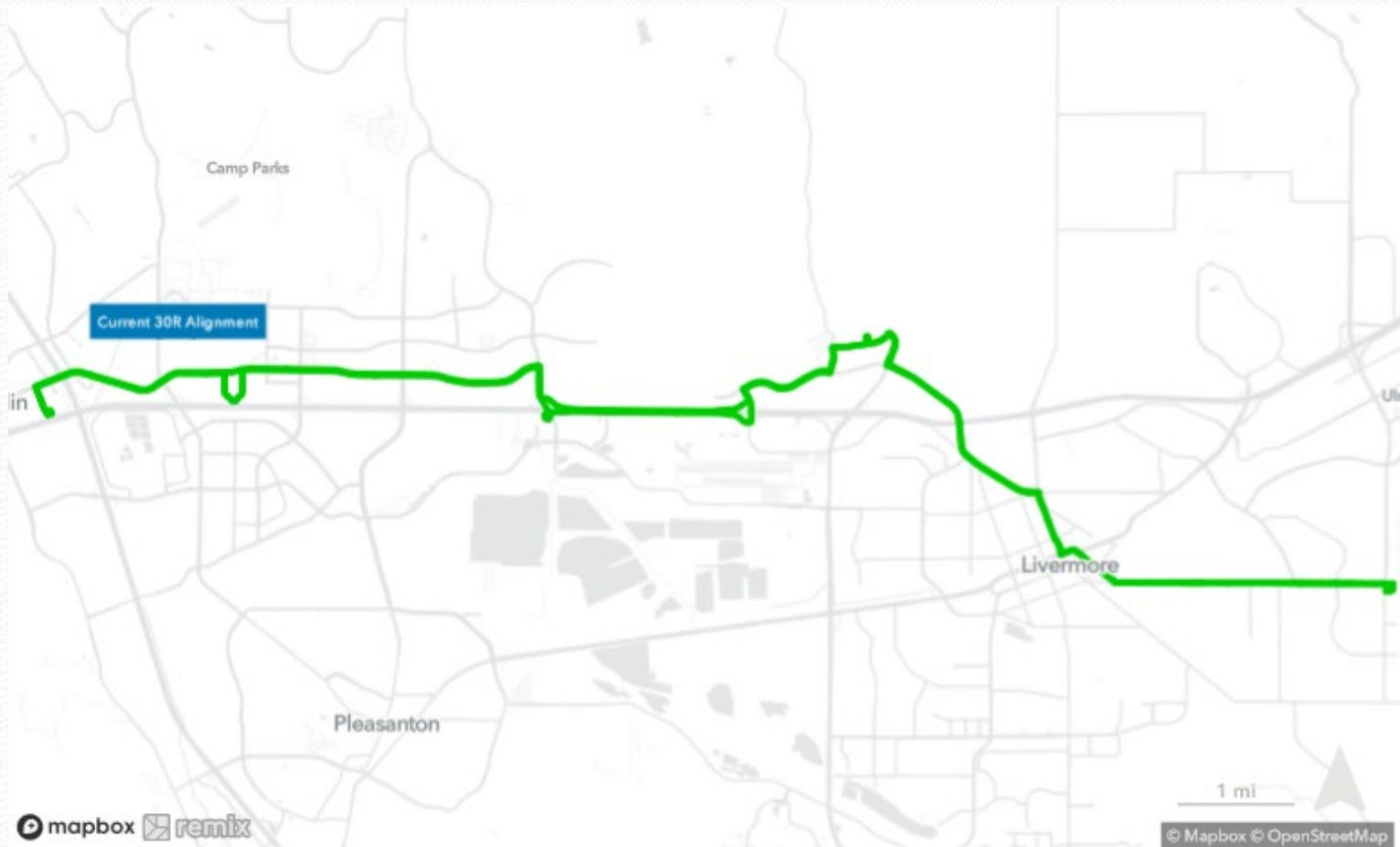
East Avenue Service

- The two Rapid-branded routes serve Livermore from the west
- Currently, the #10 turns around at the Transit Center, while
- The #30 does not go into the Transit Center, and continues to East Avenue

Current #10 routing



Current #30 routing



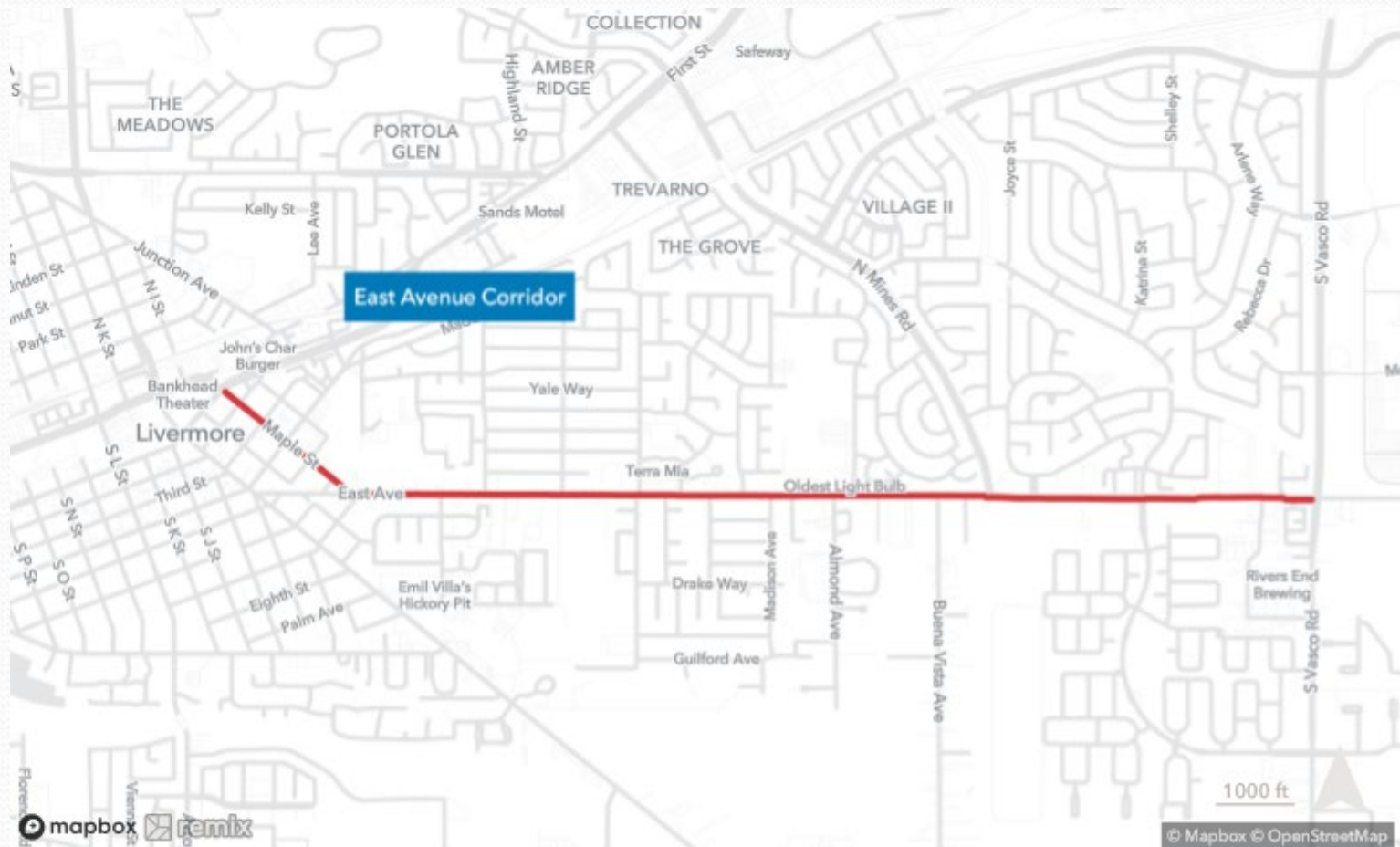
East Avenue Service

- The current setup is useful for East Avenue residents traveling to/from Las Positas College
- But it necessitates a transfer for pax traveling to the Railroad / Stanley corridor, which features a range of destinations and retail

East Avenue Service

- Potential to swap East Avenue service from the #30 to the #10
- Would survey on board pax on the East Avenue segment about their destination(s)
- If conclusive, a swap would be recommended; both routes via T.C.

East Avenue Corridor



Next steps

- Reach out to the public and front-line staff
- Conduct onboard surveying on East Avenue
- Return to Com'te in early winter with updated proposal
- Implementation in Summer 2025