

STAFF REPORT

SUBJECT: Rapid Bus Dublin Alignment Update  
FROM: Joseph Rye, Deputy Executive Director  
DATE: May 5, 2008

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**Action Requested**

Receive update on proposed Dublin Alignment for western portion of Rapid Bus project and direct staff to proceed with modification of “Route 10 BRT Operations and Capital Plan” to 1) serve BART via Dublin Blvd, 2) extend the Rapid to Stoneridge Mall via Dublin Blvd and Foothill, and 3) implement Transit Signal Priority (TSP) along the Pleasanton portion (Stanley/Bernal to BART) of the Route 10 corridor.

**Background**

Identified in the original conceptual plan (BART I-580 Study, Tech Memo IV) as a premium transit service to be generally overlain upon the existing LAVTA Route 10, the design team set about delineating the corridor, choosing the appropriate array of bus stop locations, designing basic, standard, and signature bus shelters, and engineering transit signal priority elements at key intersections along the Route 10 corridor.

Planning work was completed in June 2007 and the LAVTA Board adopted the “Route 10 BRT Operations and Capital Plan”. A key unresolved issue surrounded a corridor assumption made in the original BART Tech Memo on how to best serve downtown Pleasanton without inordinately slowing down the service. The original plan identified using Old Stanley Road between Stanley and Santa Rita (Main) as the preferred alternative. Although never heavily served by bus transit it was assumed that the mix of residential and commercial land uses along this ¼ mile roadway would welcome the Rapid.

Although several general project workshops were held in 2006 and 2007, the City of Pleasanton requested all residents near this neighborhood be notified of LAVTA’s Rapid Bus plans via a direct mailing and invited to provide input on the project. Although mild support emerged from the Stanley Junction Senior Apartments, the overwhelming feedback received from Old Stanley area residents was negative. Citing traffic concerns and noise, Old Stanley residents demanded the project find another route. With both speedy options off the table (City staff did not support using Valley) and no desire to bog the Rapid down traversing Downtown Pleasanton, staff had to consider other options.

**Discussion**

LAVTA had planned on a second, complimentary rapid bus project in future years that would serve Dublin in an east-west fashion along Dublin Blvd. LAVTA contracted with Nelson Nygaard Consulting in March 2007 to do a mini-study that produced a conceptual rapid bus-type project featuring high-frequency service anchored in the transit-oriented land uses of Eastern Dublin and at the Stoneridge Mall in the west. With limited options remaining in Pleasanton, staff identified combining the developed Livermore portion of the Route 10 Rapid project with elements of the conceptual Dublin Rapid as an alternative to keep the popular Route 10 Rapid Bus project moving. At the February 2008 Board meeting, the LAVTA Board moved to remove the Rapid Bus from the Old Stanley segment, and directed staff to return shortly with more detail on this possible Livermore to Dublin Rapid corridor.

Dan Bloomquist from the Kimley-Horn design team will present the findings of recent project development on the new, Dublin segment of the project. Staff has met twice with key Dublin staff to discuss the basics of the project, as well as meeting with Federal Transit Administration (FTA) and BART to discuss impacts of changing the approach direction for the Rapid. Preliminary bus stop locations have been identified and revision of running time and ridership projections are underway. In order to avoid having to provide an underlying “local bus” and to maximize walkup access, it is the preference to retain most existing bus stops in Dublin and near the Stoneridge Mall in Pleasanton. This contrasts with the Livermore segment, which emphasized speed by trimming many bus stops so to allow for faster travel times to BART. Staff feels this approach optimizes the service to both these divergent travel markets.

The relocation of the project to Dublin Boulevard offers the Tri-Valley significant advantage:

- retaining 15 minute headways on the Pleasanton portion of Route 10 keeps this corridor at a premium level and should maintain strong ridership
- introducing 10-15 minute headways to the transit-friendly land uses of Eastern Dublin matches transit with land use, and will create a second powerful transit corridor in the Tri-Valley, a net gain over creating one super corridor
- project should not cost more, and in fact may be less costly to deliver due to opportunities to partner on bus stop improvements (Dublin has concurrent project)

### **Next Steps**

The Board approved contract amendment number 2 with Kimley Horn in December 2007 that approved expenditures up to \$549,363 to develop the original project up through creation of bid documents. No additional funding is required at this point, although the additional work required to amend the planning and engineering documents to incorporate the Dublin (and Stoneridge Mall) segment of the project will likely trigger the need for additional design funding in the coming months to prepare the project for bid.

### **Recommendation**

Receive update on proposed Dublin Alignment for western portion of Rapid Bus project and direct staff to proceed with modification of “Route 10 BRT Operations and Capital Plan” to 1) serve BART via Dublin Blvd, 2) extend the Rapid to Stoneridge Mall via Dublin Blvd and Foothill, and 3) implement Transit Signal Priority (TSP) along the Pleasanton portion (Stanley/Bernal to BART) of the Route 10 corridor.

*Approved:* \_\_\_\_\_