

STAFF REPORT

SUBJECT: Comprehensive Operations Analysis – Preliminary Recommendations for Approval

FROM: Christy Wegener, Director of Planning & Communications

DATE: April 25, 2016

Action

Review preliminary staff recommendations for COA/Wheels Forward service changes and forward to the Board for consideration and potential approval.

Background

The COA preferred alternative (Attachment 1) was made available for public comment on March 7. Included in this staff report is a background of the Wheels Forward project, a summary of the preferred alternative, a summary of comments received as of April 19, 2016 and a preliminary staff recommendation of COA service changes for consideration and approval, to be implemented in Fall 2016.

Discussion

Wheels Forward will provide a multi-phase blueprint for improvements to Wheels through 2040, with the highest priority being a more user friendly transit system that achieves greater efficiencies and an increasing number of riders. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span. Prior to developing any recommendations, existing ridership, on-time performance, travel patterns, and demographic data were analyzed. Public meetings, stakeholder meetings, an on-line survey, and a non-user household telephone survey all indicated that later service, more frequent service, and better connections to BART are some of the improvements desired most by riders and non-riders.

Initially, three scenarios were developed to illustrate how Wheels fixed-route services could operate in the future. Each of the initial scenarios that were developed were designed to address existing mobility challenges, find new markets, and address operational issues. Four common themes are introduced that guided the development of the scenarios:

- **Improve Ridership and Farebox Recovery Ratio of the Rapid** – The Metropolitan Transportation Commission (MTC) has a mandated 20% farebox recovery ratio (the percentage of costs covered by fares). The Rapid currently only has a farebox recovery ratio of 14-15%. Reducing duplication of service with other routes,

changing the alignment to focus on more productive areas, and adding new ridership destinations are all strategies recommended in the scenarios.

- **Improve Access to BART** – The market research and household telephone survey clearly indicated that BART was a primary destination for Tri-Valley residents. Parking at the BART stations is at capacity, and residents are looking for other options. Improving access was a primary goal of the scenarios.
- **Reduce Duplication of Service** – An examination of the existing system map shows significant overlaps of service. One route in a given corridor is easier for potential riders to understand and reduces the chances that multiple routes are chasing the same market. The scenarios reduce duplication of service between the Rapid, local routes, and County Connection service.
- **Simplify the Service** – The existing service consists of many routes that are one-way loops and include deviations. In addition, several routes have one alignment on weekdays and another on weekends, which is confusing to potential customers. The scenarios focus on reducing one-way loops, making service more direct, and operating consistently seven days a week.

Preferred Alternative

The preferred alternative (Attachment 1) was developed based on input in response to the initial three service scenarios and was built upon the Board-approved service design guidelines.

The following is a route-level summary of the changes recommended as a part of the preferred alternative. A map depicting areas that would no longer have bus service if all the COA changes were eliminated is included as Attachment 2.

- Route 1 – Service is streamlined for direct service to and from the Santa Rita Jail via Hacienda.
- Route 2 – Service is eliminated due to low ridership. Options for replacement include a demonstration project named *Wheels-On-Demand*, and additional school bus service.
- Route 3 – Route is eliminated in Dublin and realigned in Pleasanton to provide a direct connection between the East Dublin/Pleasanton BART Station and the Stoneridge Mall. Options for replacement in Dublin include the *Wheels-On-Demand* demonstration project.
- Route 8 – Route is realigned to a bi-directional line between the East Dublin/Pleasanton BART Station and south Pleasanton.
- Route 10 – Service is increased to every 15-minutes during the day on Weekdays. Route truncated at the Livermore Transit Center and the East Dublin/Pleasanton BART Station.
- Route 11 – Route is realigned to connect to the Vasco Road ACE Station.
- Route 12 – Route is eliminated (see Rapid, below)
- Route 14 – Route is realigned to provide service from central Livermore to the San Francisco Premium Outlets, Stoneridge Creek retirement facility, and Stoneridge Drive to the East Dublin/Pleasanton BART Station.

- Route 15 – Service is increased to every 30-minutes all day on Weekdays
- Route 20x – Service is eliminated.
- Rapid (Route 30) – Route is realigned to serve Las Positas College and Dublin Blvd, replacing the local 12 service; route terminates at the West Dublin Pleasanton BART Station and no longer directly serves Stoneridge Mall. Route is proposed to run 7-days per week.
- Route 53 – No changes.
- Route 54 – Route is streamlined along Valley Ave and in Hacienda; service is eliminated along Koll Center Parkway and in parts of Hacienda.
- Route 70X – Service is maintained with the exception of Route 70XV (two trips per day).
- New Route 580X – Service would be provided from the Livermore Transit Center to the Dublin/Pleasanton BART Station via the I-580 Express Lanes during peak times on Weekdays.

Wheels-On-Demand Demonstration Project: Staff has done additional research and development on the Wheels on Demand Demonstration Project, which would replace Routes 2 and 3 service in Dublin. An updated project description is included as Attachment 3.

Public Outreach on the Preferred Alternative

Significant outreach has been done to solicit input on the preferred alternative. Attachment 4 summarizes the outreach efforts to solicit comments on the Preferred Alternative.

Comments on the Preferred Alternative

There have been 206 comments received from 162 people on the proposed route changes as of April 19, 2016. Major themes include:

- Objection to the elimination of Route 2 and service to East Dublin/Positano (31 comments)
- Objection to the elimination of Route 20X/service to Lawrence Livermore National Laboratory (25 comments)
- Support for Rapid service changes (20 comments)
- Objection to removing the Stoneridge Mall/Medical Offices from the Rapid and Route 10 (15 comments)
- Support for service to Stoneridge Creek Retirement home via proposed Route 14 (16 comments)
- Objection to the elimination of Route 3 service in Dublin (12 comments)
- Objection to removing the Stoneridge Mall/Medical Offices from the Rapid and Route 10 (15 comments)
- Objection to removing service to the Wheels Administrative Office/Rutan/Airway P&R (6 comments)
- Objection to changes on Route 54 (5 comments)
- Objection to elimination of Route 9 service in Hacienda (5 comments)
- Support of new Route 580X (5 comments)

The full list of comments received as of April 19, 2016 are included as Attachment 5.

Preliminary Staff Recommendation

Based on feedback received to-date, staff preliminarily recommends implementing the changes recommended as a part of the preferred alternative included in Attachment 1, with the exception of Route 54.

Route 54 is partially funded by ACE Rail, who receives funding from the Bay Area Air Quality Management District (BAAQMD). ACE Rail staff objects to the realignment of Route 54 at this point, as the proposed changes have not been approved by BAAQMD. Staff understands the objection and based on feedback from existing Route 54 passengers (predominately negative), recommends not changing the route at this time.

California Environmental Quality Act (CEQA)

It is recommended that the Committee recommend the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA) on the basis that the COA changes being recommended are categorically exempt under CEQA Guideline §15378 (No possibility of impact). Staff has done an analysis of the potential environmental impacts associated with implementing the changes being recommended. The changes being recommended include the removal of low-productivity routes, streamlining routes to improve directness, and improved headways on major BART-feeder lines. No net reduction in the total amount of bus operation is contemplated. Accordingly, while some passengers whose bus service is being changed or eliminated may start to drive as a result of the changes, staff expects that number to be low as most passengers will continue to have an alternative. Moreover, additional service being provided instead of the changed routes will carry higher numbers of passengers, more than offsetting any potential impacts. If authorized by the Board, staff will file the Notice of Exemption with the County of Alameda.

Title VI

While LAVTA does not have to complete a service equity analysis as a part of its Title VI plan, is it worthwhile to note that the changes recommended as a part of the COA do not appear to disproportionately impact or burden low-income or limited-English proficient populations. The majority of LAVTA's ridership is transit-dependent currently, and those demographics were considered in the development of the service recommendations. The majority of existing riders will see better service after the recommendations are implemented.

Action Requested

The Projects and Services Committee recommends that the Board approve the service changes recommended as a part of the COA Preferred Alternative as detailed in the Attached Resolution, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

Attachments:

1. March 7, 2016 Preferred Alternative Staff Report
2. System Map – Before and After
3. Wheels On Demand White Paper
4. Summary of Preferred Alternative Outreach Efforts
5. Public Comments Received as of April 19, 2016

6. Draft Resolution 15-2016

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Comprehensive Operations Analysis – Preferred Alternative

FROM: Christy Wegener, Director of Planning & Communications

DATE: March 7, 2016

Action

Review and open the public comment period and set the public hearing date for the Wheels Forward Comprehensive Operations Analysis (COA) preferred alternative.

Background

The Wheels Forward Planning Team has developed a final preferred service alternative. The draft preferred alternative was presented to the Projects and Services Committee on January 25, 2016 and the Board on February 1, 2016. The feedback received at those meetings has been incorporated into the final preferred alternative, which was presented to the Projects and Services Committee on February 22, 2016 and is detailed in this staff report. Two maps of the preferred alternative are included in Attachment 1, one map of the route network and one map of the route network frequencies, and the route by route details are included in Attachment 2.

Discussion

Wheels Forward will provide a multi-phase blueprint for improvements to Wheels through 2040, with the highest priority being a more user friendly transit system that achieves greater efficiencies and an increasing number of riders. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span. Prior to developing any recommendations, existing ridership, on-time performance, travel patterns, and demographic data were analyzed. Public meetings, stakeholder meetings, an on-line survey, and a non-user household telephone survey all indicated that later service, more frequent service, and better connections to BART are some of the improvements desired most by riders and non-riders.

Initially, three scenarios were developed to illustrate how Wheels fixed-route services could operate in the future. Each of the initial scenarios that were developed were designed to address existing mobility challenges, find new markets, and address operational issues. Four common themes are introduced that guided the development of the scenarios:

- **Improve Ridership and Farebox Recovery Ratio of the Rapid** – The Metropolitan Transportation Commission (MTC) has a mandated 20% farebox recovery ratio (the percentage of costs covered by fares). The Rapid currently only has a farebox

recovery ratio of 14-15%. Reducing duplication of service with other routes, changing the alignment to focus on more productive areas, and adding new ridership destinations are all strategies recommended in the scenarios.

- **Improve Access to BART** – The market research and household telephone survey clearly indicated that BART was a primary destination for Tri-Valley residents. Parking at the BART stations is at capacity, and residents are looking for other options. Improving access was a primary goal of the scenarios.
- **Reduce Duplication of Service** – An examination of the existing system map shows significant overlaps of service. One route in a given corridor is easier for potential riders to understand and reduces the chances that multiple routes are chasing the same market. The scenarios reduce duplication of service between the Rapid, local routes, and County Connection service.
- **Simplify the Service** – The existing service consists of many routes that are one-way loops and include deviations. In addition, several routes have one alignment on weekdays and another on weekends, which is confusing to potential customers. The scenarios focus on reducing one-way loops, making service more direct, and operating consistently seven days a week.

Public Comments

The preferred alternative was developed based on input in response to the initial three service scenarios. A total of 425 comments about the three service scenarios were received during the open comment period; these include 289 responses to the online (and printed) survey, as well as 96 comments received via email. A memorandum summarizing the comments received during the open comment period October 26 - December 4 is provided in Attachment 3. As a reminder, the first three scenarios that were developed for public comment are provided in Attachment 4.

The most frequent comment received was from Stoneridge Creek retirement facility, where the residents strongly favored Route 14 in scenario #3. Additional comments were received from 70X riders, from Vocational Flight Resources (VFR) on Airway Blvd, and from existing Route 2 passengers who were not in favor of losing bus service in any scenario.

The preferred alternative does not match exactly with any of the initial scenarios, but instead is a hybrid with elements of each, along with new elements. The overall goal of the preferred alternative is to improve ridership and utilization of the service. The outreach and market assessment indicate that there is more demand for service than there are existing resources. These recommendations are intended to offer options for improving service within the existing budget. Accordingly, not all comments can be addressed in the preferred alternative.

Service Design Guidelines

In November 2015, the Board approved a series of service design guidelines intended to provide a framework for future route planning decisions. The following design guidelines were used in developing the preferred alternative:

- **Headways/Frequency:** There is a clear role for a frequent BART feeder network within the Wheels Bus system. An effort should be made to maximize frequency on

major arterials that act as extensions to the BART system (Dublin Blvd., Santa Rita Road, Stanley Blvd.)

- Direct Alignments: Routes should be designed to operate as directly as possible to maximize average speed for the bus and minimize travel time for passengers while maintaining access to service.
- Route Alignment: Routes should ideally operate along the same alignment in both directions to make it easy for riders to know how to return to their trip origin location.
- Spacing Between Routes. To maximize use of operating resources and avoid duplication of services, routes should in most cases be spaced to duplication of service in the same corridor.
- Route Deviations: Routes should not deviate from the most direct alignment unless there is a compelling reason.
- Transfers. If routes are to be made relatively direct and frequent, it may not always be necessary to provide “one-seat” rides between riders’ origins and destinations. Connections should be designed to be as seamless as possible, with relatively frequent service and timed connections at key hubs (BART, Transit Center)
- Route Consistency: Routes should follow the same pattern when in operation. Route variants that only operate during parts of the day or on weekends should be avoided if possible to improve ease of understanding.
- Stop Spacing: The distance between stops is a key element in balancing transit access and service efficiency. Where possible, stops should be located one quarter to one third of a mile apart.

Major Highlights of Preferred Alternative

The preferred alternative includes a realignment of resources in order to provide 15-minute “Rapid” service on Route 10, and extend the hours of the existing Rapid line (Route 30). The recommendation to operate a second Wheels bus line with 15-minute BART feeder service increases the likelihood that ridership will improve, especially along Santa Rita corridor in Pleasanton. Currently, Wheels’ 15-minute BART feeder service is available to 11,976 households and 27,220 jobs within a ¼ mile of the route; in the preferred alternative, these numbers increase to 18,263 households and 32,758 jobs within a ¼ mile of a 15-minute BART feeder route. Additional major highlights include:

- Route 2 – Service is eliminated due to low ridership. Options for replacement include a demonstration project named *Wheels-On-Demand*, and additional school bus service. Information about *Wheels-On-Demand* is included in Attachment 5.
- Route 3 – Route is eliminated in Dublin and realigned in Pleasanton to provide a direct connection between the East Dublin/Pleasanton BART Station and the Stoneridge Mall. Approximately 15 passengers per day currently utilize Route 3 in Dublin. Options for replacement in Dublin include the *Wheels-On-Demand* demonstration project (Attachment 5). Additionally, current Route 3 riders will have service provided by County Connection Routes 35 and 36. Route 35 operates along Dougherty Road every 30 minutes in peak periods and every 60 minutes during off-peak times M-F. Route 36 operates along Village Parkway every 60 minutes M-F. The realigned Route 3 with service to the Stoneridge Mall is expected to carry at least 100 passengers per day at just the Stoneridge Mall stops.

- Route 8 – Route is realigned to a bi-directional line between the East Dublin/Pleasanton BART Station and south Pleasanton. Route will no longer operate on Santa Rita Road (service will be provided by Route 10).
- Route 10 – Service is increased to every 15-minutes during the day on Weekdays. Route truncated at the Livermore Transit Center and the East Dublin/Pleasanton BART Station.
- Route 11 – Route is realigned to connect to the Vasco Road ACE Station. Realigned route will provide for opportunities to pick up Wheels bus passengers at the Livermore Transit Center and ACE rail passengers at the VASCO Road station for transportation to the industrial area of Livermore.
- Route 12 – Route is eliminated (see Rapid, below)
- Route 14 – Route is realigned to provide service from central Livermore to the San Francisco Premium Outlets, Stoneridge Creek retirement facility, and Stoneridge Drive to the East Dublin/Pleasanton BART Station.
- Route 15 – Service is increased to every 30-minutes all day on Weekdays
- Route 20x – Service is eliminated and replaced with a pilot vanpool program for Lawrence Livermore Lab employees. Details forthcoming.
- Rapid (Route 30) – Route is realigned to serve Las Positas College and Dublin Blvd, replacing the local 12 service; route terminates at the West Dublin Pleasanton BART Station and no longer directly serves Stoneridge Mall. Route is proposed to run 7-days per week.
- Route 70X – Service is maintained with the exception of Route 70XV (two trips per day). The alternatives to Route 70X are BART, which would take 63 minutes with two transfers, or County Connections, which would take 59 minutes with one transfer.
- New Route 580X – Service would be provided from the Livermore Transit Center to the Dublin/Pleasanton BART Station via the I-580 Express Lanes during peak times on Weekdays.

Wheels-On-Demand Demonstration Project

At both the January Projects and Services Committee and the February Board meeting there was significant discussion about the development of a pilot *Wheels-On-Demand* project. The Board directed staff to come back with information on the former Direct Access Responsive Transit (DART) service that Wheels previously operated from 1997-2005. Additionally, the Board wanted to explore operating a Flex service versus Wheels-On-Demand. The following section describes the different service alternatives to serve the areas in Dublin where fixed route bus service is eliminated.

DART Service: LAVTA's DART service began operating in 1997, coinciding with the opening of the Dublin/Pleasanton extension of BART. DART service operated during the off peak times (midday and evening time periods) on weekdays, and operated all-day on Saturdays in place of the smaller, less productive routes in the Dublin and Pleasanton areas. There was one timepoint for the service, which was at the Dublin/Pleasanton BART Station, and customers could request a drop-off in front of their final destination. Customers could access DART by making a telephone reservation or by walk-up at the BART Station. There were three vehicles used on the service and each vehicle was assigned to one of three areas

(East Pleasanton, West Pleasanton, and Dublin). The service operated for approximately 7 hours on weekdays and 9.5 hours on Saturdays. The productivity on the DART was 2.8 passengers per hour in FY2002. In 2005, DART service was phased out and fixed-route service was implemented in its place (Routes 1, 3 and 8).

FLEX Service: FLEX service would be similar to the DART service but is designed to be more responsive to demand. Instead of having a timed departure at BART, riders would request their pick-up utilizing a mobile application. Service would not be provided in a curb-to-curb fashion; instead, bus stop locations would be established within the neighborhoods as pick-up/drop-off locations. There would be two vehicles assigned to this service in order to reduce passenger wait times. This service would be operated in-house, and accordingly, would have the same hourly cost as regular fixed-route bus service.

Wheels-On-Demand: Staff envisions this demonstration project to include a partnership with private Transportation Network Companies (TNC) and utilize real-time, dynamic ridesharing in two project areas in Dublin. In late 2015, LAVTA Staff developed a white paper that details the project description, which is included as Attachment 5.

Below is a chart comparing the costs of the *Wheels-On-Demand* project operated as a partnership with TNC's versus operating it in-house, similar to DART.

	DART	FLEX	TNC
Est. Capital Costs			
Vehicle:	\$80,000/6 years (1 vehicle)	\$160,000/6 years (2 vehicles)	\$0
Technology:	\$0	Minimum \$50,000	\$0
Annual O&M Costs	~\$150,000	~\$300,000	~\$61,000
Daily O&M Costs	\$590 (6 hours)	\$1,176 (12 hours)	\$480-\$1200
Est. Daily Ridership	33	90 (7.5 pax per hour)	120
Cost/Ride	\$17.82	\$14.70	\$4-\$10 to LAVTA
Reduced ADA Costs?	Yes	Yes	No

Action Requested

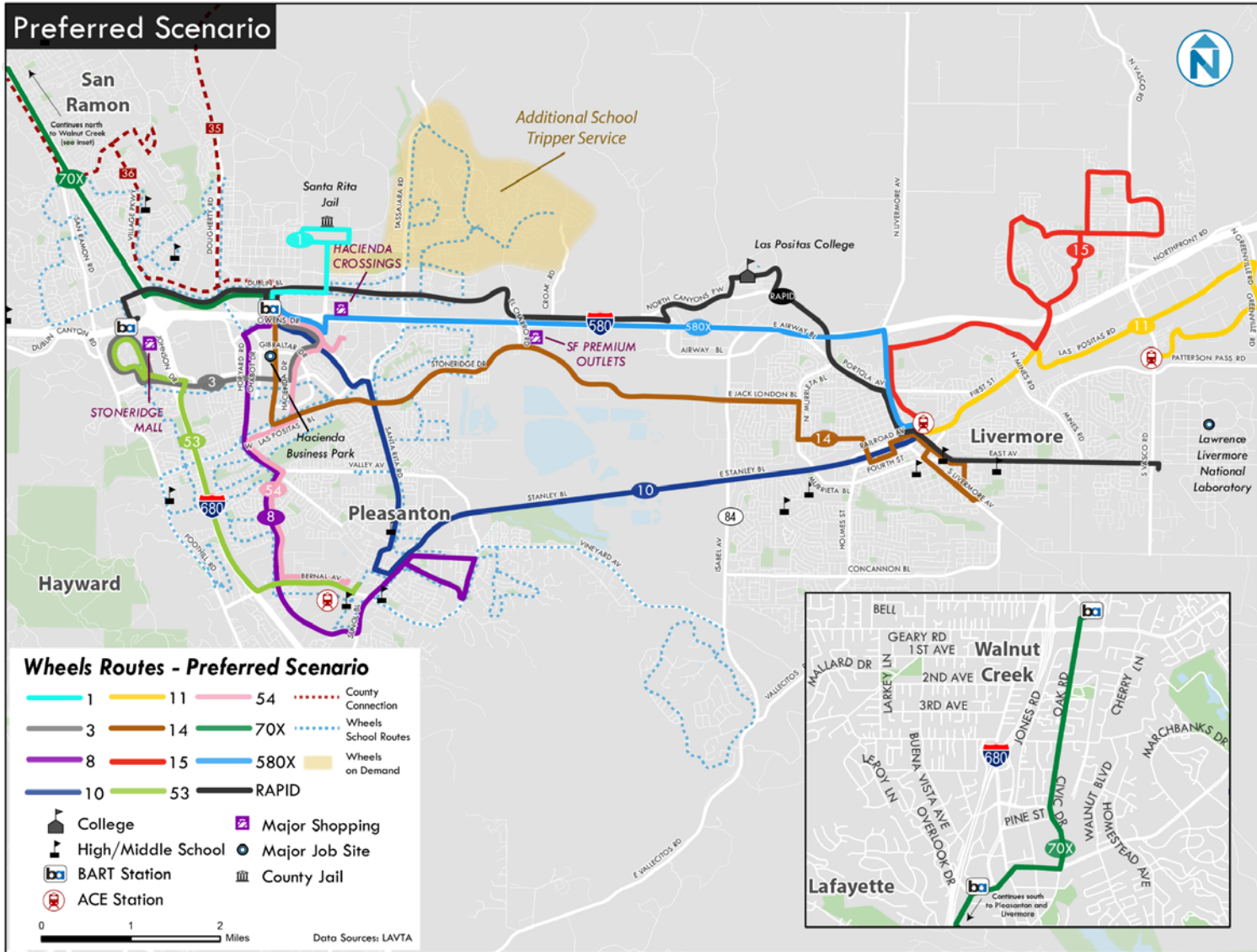
The Projects and Services Committee recommends that the Board open the public comment period from March 7 – April 8, 2016; and set the public hearing date for April 4, 2016 for the COA Preferred Alternative.

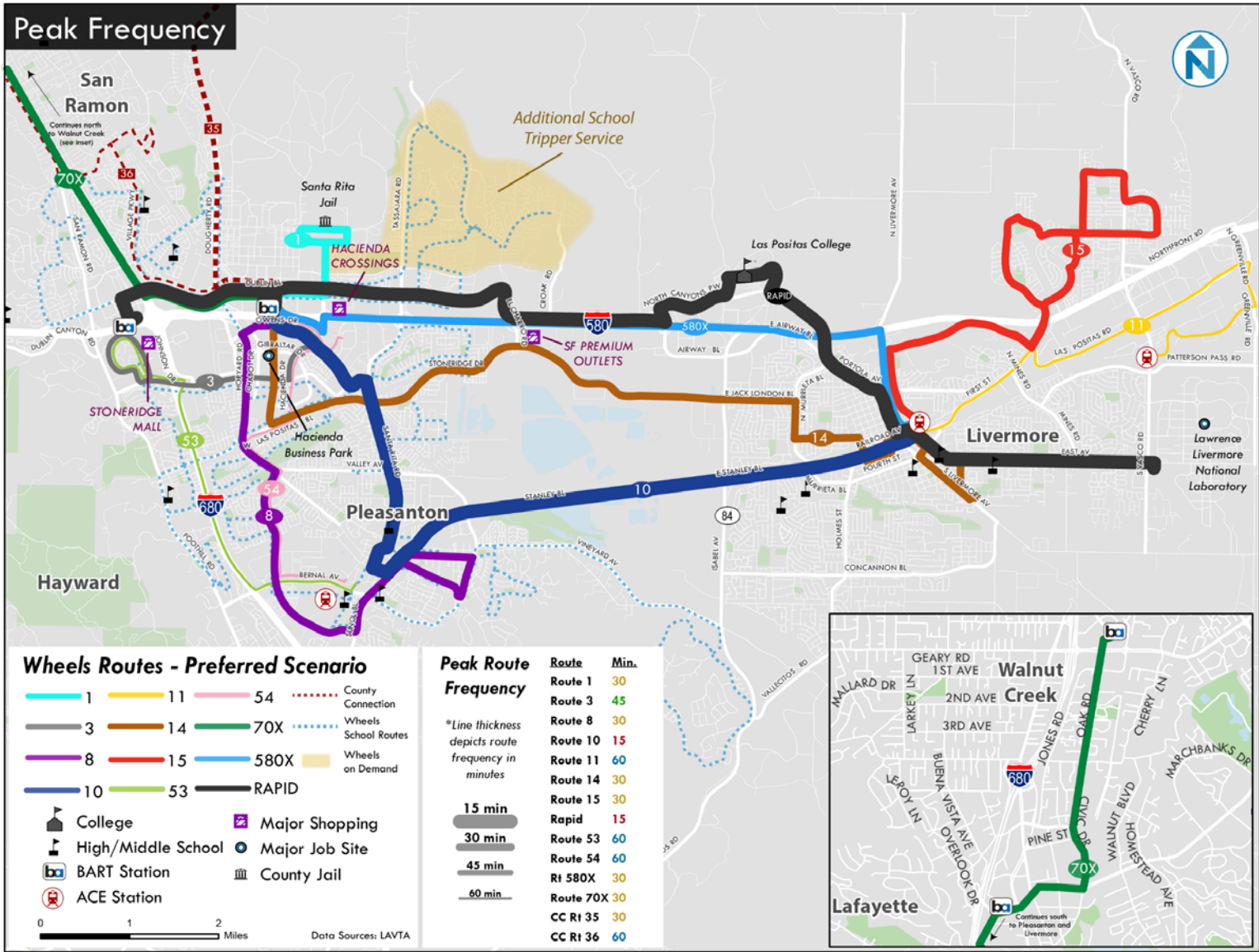
Attachments:

1. Preferred Alternative Map

2. Preferred Alternative Service Details
3. Comments Received on Service Scenarios
4. Wheels Forward Three Service Scenario Maps
5. Wheels-On-Demand White Paper

Approved: _____





Rapid

The ridership and productivity of the Rapid service has not met market expectations. Moreover, due to poor performance, MTC is withholding operating funding. Rapid also suffers from variable running times. The Stoneridge Mall area is the area where travel time differences by time of day are most acute. Recommendations include:

- **End the Rapid at the West Dublin/Pleasanton BART station** – the existing alignment to the Stoneridge Mall is indirect, fraught with traffic conflicts, and is less productive than almost all other segments. Stoneridge Mall itself could still be accessed from the Rapid via a walk across the BART station skybridge. A restructured Route 3 will continue to provide service to Stoneridge Mall and the Stoneridge Mall Road loop.
- **Extend Hours of Service** – Rapid service currently ends at about 7 p.m. and does not operate on weekends. Rapid should operate 7 days a week to be consistent. In addition, Rapid should operate to midnight 7 days a week.
- **Extend Rapid to serve Las Positas Community College via I-580** – Rapid’s alignment should be adjusted to serve a bigger all-day market. Stops on Stanley Boulevard in Livermore would no longer be served by Rapid, but would be served by expanded Route 10 service. The Outlet Mall would be served by a revised Route 14.
- **Reduce Duplication of Service with Local Routes** – In conjunction with recommendations for Route 10 no longer operating on East Avenue in Livermore and Route 12 no longer operating on Dublin Boulevard in Dublin, Rapid service would need to add additional stops along both East Avenue and Dublin Boulevard. Travel time would increase slightly as a result.

These recommendations will improve ridership and likely achieve the 20% farebox recovery ratio goal set by MTC.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:15 - 24:00	5:15 - 24:00	5:15 - 24:00

Headways (min)	Weekday	Saturday	Sunday
Early AM	15	60	60
AM peak	15	60	60
Midday	15	60	60
PM peak	15	60	60
Evening	30	60	60
Night (after 9 pm)	60	60	60

Route 1 – Santa Rita Jail to E. BART

Route 1 is a feeder route for the E Dublin/Pleasanton BART station whose only unique market is service to the Santa Rita jail and the Rose Pavilion. Route 1 is a one-way loop which ensures out-of-direction travel on any round trip. Route 1 duplicates segments of Routes 2, 12, and 9. Recommendations for Route 1 are designed to create a unique market for Route 1, and include:

- **Operate as a connector between East Dublin/Pleasanton BART to the Santa Rita Jail** – This recommendation will provide bi-directional service between the Jail, employers along Hacienda Drive, and BART. It will reduce duplication of service with other routes in both Dublin and Pleasanton. The Rose Pavilion stops will no longer be served, but are within a 0.4 mile walk of frequent Route 10 service.
- **Interline Route 1 with a restructured Route 3 and Route 8**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 - 21:00	8:00 - 21:00	8:00 - 21:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	30	60	60
Midday	60	60	60
PM peak	30	60	60
Evening	60	60	60

Route 2 – E. BART to Dublin Ranch to E. Bart

Route 2 is a feeder route for the E Dublin/Pleasanton BART station that operates during peak hours only. Its markets are service to BART as well as to Fallon Middle School. The route includes a circuitous one-way loop, and it carries few riders. Recommendations include:

- **Replace Route 2 with a demonstration project named *Wheels-On-Demand*. Wheels-On-Demand will utilize real-time, dynamic ridesharing in the East Dublin area instead of a large, fixed-route bus.**
- **Add school tripper trips in area currently served by Route 2**

Route 3 – E. BART to Stoneridge Mall

Route 3 is a peak-only feeder route serving two BART stations. Despite 30-minute peak frequency, Route 3 is a very low performing route. The alignment is circuitous, difficult to understand, and requires out-of-direction travel. It is a peak only route on weekdays, and operates one direction in the morning and another in the afternoon. Two County Connection routes (35 and 36) provide service between the Dublin/Pleasanton BART station and the area of Dublin served by Route 3. Recommendations for Route 3 include:

- **Delete segments serving Village Parkway and Dougherty Road** – Ridership is low in these areas and County Connection serves these corridors. County Connection has similar fares and accepts transfers from Wheels as well.

- **Restructure Route 3 to feed BART and serve area around Stoneridge Mall**– Route 3 would operate bi-directionally between the two Dublin/Pleasanton BART stations, serving the Hacienda Business Park and Stoneridge Mall.
- **Extend Route 3 span of service to 1:00 a.m.**
- **Operate every 45 minutes during the day on weekdays, every 40 minutes on weekends, and every 60 minutes at night.** These frequencies will allow all trips to connect with BART.
- **Operate seven days a week**
- **Interline Route 3 with Route 10 after 9:00 p.m.**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 – 1:00	8:00 – 1:00	8:00 – 1:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	45	40	40
Midday	45	40	40
PM peak	45	40	40
Evening	45	40	40
Night	60	60	60

Route 8 – E. BART to Downtown Pleasanton

Routes 8A and 8B are feeder routes that operate as large counter-clockwise and clockwise loops on weekdays, with several differences in route deviations. There are three different variants of this route, depending on day and time. The following recommendations are made for Route 8:

- **Create a consistent bi-directional route between BART and Pleasanton** – Route 8 would operate the same alignment, seven days a week. The Santa Rita segments of the route would no longer be served by Route 8, but instead be served by more frequent Route 10 service.
- **Streamline Route 8 so that it can operate hourly all-day, seven days a week** - The deviations into the Bernal Business Park would be eliminated due to low ridership.
- **Operate the existing Kottinger loop seven days a week**
- **Operate every 30 minutes during peak periods, and hourly during the off peak**
- **Interline with Route 1 and Route 3**
- **Expand span of service until 9 p.m. on Sundays**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 - 21:00	8:00 - 21:00	8:00 - 21:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	30	60	60
Midday	60	60	60
PM peak	30	60	60
Evening	60	60	60

Route 9 – E. BART/California Center/Hacienda Business Park

Route 9 is a feeder route designed as a short collector to distribute BART passengers to the Hacienda Business Park. Despite operating every 15 minutes during peak periods, ridership is very low. Recommendations for Route 9 include:

- **Delete Route 9 due to low productivity.** Route 9 would be replaced by enhanced Route 10 service, a revised Route 3, a revised Route 14, and Route 54 service.

Route 10 – Livermore, Pleasanton, Dublin, E. BART

Route 10 is one of LAVTA's strongest performers. Route 10 has several different variants. During early mornings and late evenings, and weekends (when Rapid is currently not operating), Route 10 is extended to serve Stoneridge Mall. In Livermore, not all trips are extended to the East Avenue terminus. The East Avenue and Stanley Boulevard segments duplicate the Rapid. Recommendations include:

- **Terminate Route 10 at the Livermore Transit Center to reduce duplication with Rapid on East Avenue.** Rapid would continue to serve East Avenue, including new service on evenings and weekends.
- **Improve weekday frequency to every 15 minutes during peak and midday hours** – This will improve the ability for Livermore and Pleasanton residents to access BART, and will facilitate transferring to other local routes along the alignment.
- **Operate Route 10 at 30 minute service during Saturdays and Sundays** – Waits at BART will still be reasonable, but this will also enhance connections with other LAVTA routes, including Route 15, 3, 8, and 1.
- **Cease the extension to Stoneridge Mall** – A restructured Route 3 will make that connection 7 days a week.
- **Interline with Route 3 after 9:00 p.m.**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	4:30 AM - 1:00 AM	5:30 AM - 1:00 AM	6:00 AM - 12:45 AM

Headways (min)	Weekday	Saturday	Sunday
Early AM	30	45	-
AM peak	15	45	45
Midday	15	30	30
PM peak	15	30	30
Evening	30	45	45

Night (after 9 p.m.)	60	60	60
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Route 11 Transit Center to Greenville Road and Vasco Road ACE

Route 11 is a peak only service that connects the Livermore Transit Center with employment sites in northeast Livermore. Service is every 45 minutes, and ridership is low. Recommendations include:

- **Extend to Vasco Road ACE Station** – Route 11 would be converted to a bidirectional route between Livermore Transit Center and the Vasco Road ACE station, serving the industrial area in between. In the morning, the route would connect to two ACE trains at Vasco Road, and another ACE train at the Transit Center. In the afternoon, it would connect with three ACE trains at Vasco Road. This will improve connections for the many workers who live in the San Joaquin Valley and work in the industrial area.
- **Adjust schedule to operate every 60 minutes to facilitate transfers** – Transfers to Route 10 and 15 could be made at the Livermore Transit Center for all trips in both directions, which should increase the ridership market.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:12 – 9:02 16:12 – 19:02		

Headways (min)	Weekday	Saturday	Sunday
AM peak	60		
Midday			
PM peak	60		
Evening			

Route 12 – Livermore Transit Center to E. BART

Route 12 connects Livermore with Las Positas College and Dublin. Route 12 duplicates Route 10 and Rapid service on Stanley Boulevard. Route 12 duplicates Rapid service on Dublin Boulevard. The unique market of Los Positas College is the defining feature of Route 12. Recommendations for Route 12 include:

- **Consolidate Route 12 with Rapid** – With the recommendation to revise the Rapid to serve Las Positas College, Route 12 no longer has a unique market. Rapid would serve the Dublin Boulevard segments and a restructured Route 14 would serve the Livermore segments of the existing Route 12.

Route 12X – Livermore Transit Center to E. BART Express

Route 12X is designed to be an express version of Route 12 that skips Las Positas College during peak times. Route 12X and Route 20 are interlined, so the same vehicle does both. Route 12X is does not attract significant ridership. Recommendations for Route 12X include:

- **Delete route due to low ridership and duplication with Rapid**

Route 14 West Livermore – Outlet Mall – E. Dublin BART

Route 14 is a feeder/circulator route in Livermore that has above average ridership. Recommendations include:

- **Extend Route 14 to Dublin via Stoneridge** – This recommendation would transform Route 14 from a neighborhood circulator to a regional connector. It will also provide one-seat ride service from multiple Livermore neighborhoods to BART and employment areas in Pleasanton. Route 14 would be extended to serve Jack London, San Francisco Premium Outlets, Hacienda Business Park, and the E. Dublin BART station. This route would also address one of the biggest requests for service to Stoneridge Creek. Route 14 would operate within ¼ mile of the LAVTA facility on Rutan Court, but not serve it directly. The route would also serve the Civic Center Library seven days a week, which was a frequent request by the public.
- **Operate on weekends** – Route 14 would operate on weekends. Employer access to the Premium Outlets is one of the prime drivers of this recommendation.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	7:00 - 22:00	8:00 - 22:00	8:00 - 22:00

Headways (min)	Weekday	Saturday	Sunday
AM peak	30	60	60
Midday	60	60	60
PM peak	30	60	60
Evening	60	60	60
Night (after 9 p.m.)	60	60	60

Route 15 – Livermore Transit Center to Springtown

Route 15 is productive feeder route in Livermore. Recommendations include operating Route 15 every 30-minutes all day on Weekdays.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 - 23:58	6:02 - 21:48	7:02 - 20:48

Headways (min)	Weekday	Saturday	Sunday
Early AM	60	-	-
AM peak	30	60	60
Midday	30	60	60
PM peak	30	60	60
Evening	60	60	60

Night (after 9 p.m.)	60	60	-
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Route 20X – BART to Vasco Road to Transit Center

Route 20X is a Primary route that travels on I-580 to the LLNL via Vasco Road. Despite travel time between BART and Lawrence Livermore National Laboratory being quicker on Route 20X, fewer than 15 people a day are making this trip. Recommendations for Route 20X include:

- **Delete Route 20X service due to low ridership** – there are insufficient numbers of passengers to warrant express service between BART and the employment areas of East Livermore.
- **Replace Route 20X with BART-Based Vanpool Service**– Currently, there are less than 10 daily riders between BART and the LLNL using Route 20X. A vanpool(s) will be better able to match times with BART and be able to distribute riders within the Lab itself. Vans would be parked in reserved parking spaces at the East Dublin/Pleasanton BART station. Users would drive vans to the LLNL in the morning and return to BART in the afternoon/evening.

Route 51 – Transit Center to Civic Library

Route 51 is a feeder route that operates only in the afternoons and evenings. Almost the entire route is served more frequently by Route 14. Recommendations for Route 51 include:

- **Consolidate Route 51 with Route 14.** Ridership response for a separate Route 51 has not materialized.

Route 53 Pleasanton ACE Station to W. BART

Route 53 provides a peak-hour connections between ACE trains and BART and has very high productivity. No changes are recommended to Route 53.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:36 – 8:41 15:55 – 19:16		

Headways (min)	Weekday	Saturday	Sunday
AM peak	25 - 75		
Midday			
PM peak	60		
Evening			

Route 54 – Pleasanton ACE Station to Hacienda / E. BART

Route 54 provides peak-hour connections between ACE trains and BART, but is designed to circulate through the Hacienda business park. Ridership is relatively high, especially near the BART station. Recommendations for Route 54 include:

- **Streamline route** – To provide faster travel times, streamline the route to serve Bernal, Hopyard, Las Positas, Hacienda, Owens, and Rosewood. The deviation to serve Bernal Business Park would be eliminated due to low ridership.
- **Connect BART to Rosewood Commons** - Current out-of-service trips from between the BART and ACE would stop at Rosewood Commons to provide a direct connection between the employment site and BART.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:36 – 8:23 15:47 – 18:19		

Headways (min)	Weekday	Saturday	Sunday
AM peak	65 - 75		
Midday			
PM peak	60		
Evening			

Route 70X and 70XV – Pleasant Hill BART to E. Dublin BART

Routes 70X and 70XV are peak bi-directional express routes between the Dublin/Pleasanton BART line and the Pittsburg/Bay Point line at Walnut Creek and Pleasant Hill. Productivity for Route 70X is better than 70XV.

Recommendations include:

- **Eliminate 70XV trips** – Route 70XV does not show the ridership to support a separate targeted trip. Reinvest 70XV resources to provide service on Route 580X.

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:43 – 8:53 16:00 – 19:10		

Headways (min)	Weekday	Saturday	Sunday
AM peak	30		
Midday			
PM peak	30		
Evening			

Route 580X – Livermore Transit Center to BART

Route 580X would be a new route providing express service between Livermore Transit Center and East Dublin/Pleasanton BART. It will supplement the Rapid service with quicker, peak directional trips. Passengers wishing to return during midday or evening times have the option of using the Rapid to return from BART to the Livermore Transit Center.

Route 580X would utilize the new HOT lanes for operating on I-580 to improve speed and reliability on that heavily congested roadway. Service between the Livermore Transit Center and BART would be non-stop. Trips would be timed to meet with BART trains.

- **Provide service every 30 minutes during peak periods**
- **Create new express route connecting Livermore and BART via I-580 HOT lanes**

Span and Headway

	Weekday	Saturday	Sunday
Span of Service	5:30 – 8:30 16:00 – 19:00		

Headways (min)	Weekday	Saturday	Sunday
AM peak	30		
Midday			
PM peak	30		
Evening			

SCENARIO SUMMARY TABLES

Existing and Proposed Service Frequencies

Route	Existing								Proposed							
	Early AM	AM Peak	Midday	PM Peak	Eve.	Night	Sat	Sun	Early AM	AM Peak	Midday	PM Peak	Eve.	Night	Sat	Sun
Route 1	-	30	30	30	30	-	30	30	-	30	60	30	60	-	60	60
Route 2	-	60	-	60	60	-	-	-	-	-	-	-	-	-	-	-
Route 3	-	30	-	30	60	-	60	-	-	45	45	45	45	60	40-60	40-60
Route 8	-	60	60	60	60	-	50-60	40	-	30	60	30	60	-	60	60
Route 9	-	15-30	-	15	-	-	-	-	-	-	-	-	-	-	-	-
Route 10	30	30	30	30	30	40	16-48	40	30	15	15	15	30	60	30-60	30-60
Route 11	-	45	-	45	-	-	-	-	-	60	-	60	-	-	-	-
Route 12	-	30	60	30	60	60	60	120	-	-	-	-	-	-	-	-
Route 12X	-	30	-	30	-	-	-	-	-	-	-	-	-	-	-	-
Route 14	-	30	30	30	30	-	-	-	-	30	60	30	60	60	60	60
Route 15	60	30	30-60	30	30-60	60	60	60	60	30	30	30	30-60	60	60	60
Route 20X	-	45	-	45	-	-	-	-	-	-	-	-	-	-	-	-
Rapid	15	15	15	15	15	-	-	-	15	15	15	15	30	60	60	60
Route 51	-	-	-	30	30	-	-	-	-	-	-	-	-	-	-	-
Route 53	-	25-75	-	60	-	-	-	-	-	25-75	-	60	-	-	-	-
Route 54	-	65 – 75	-	60	-	-	-	-	-	65 – 75	-	60	-	-	-	-
Route 70X/70XV	-	30	-	30	-	-	-	-	-	30	-	30	-	-	-	-
Route 580X	-	-	-	-	-	-	-	-	-	30	-	30	-	-	-	-

Existing and Proposed Service Spans

Route	Existing			Proposed		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1	6:00 a.m. – 8:55 p.m.	8:01 a.m. – 9:25 p.m.	8:01 a.m. – 9:25 p.m.	6:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.
Route 2	6:30 a.m. – 9:20 a.m. 3:20 p.m. – 6:48 p.m.	-	-	-	-	-
Route 3	5:55 a.m. – 9:20 a.m. 3:30 p.m. – 8:50 p.m.	9:01 a.m. – 5:51 p.m.	-	6:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.
Route 8	6:15 a.m. – 8:32 p.m.	8:01 a.m. – 11:11 p.m.	9:01 a.m. – 2:18 p.m.	6:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.
Route 9	6:30 a.m. – 9:19 a.m. 3:30 p.m. – 6:19 p.m.	-	-	-	-	-
Route 10	4:12 a.m. – 1:44 a.m.	4:57 a.m. – 1:14 a.m.	5:17 a.m. – 1:14 a.m.	4:30 a.m. – 1:00 a.m.	5:30 a.m. – 1:00 a.m.	6:00 a.m. – 1:00 a.m.
Route 11	6:42 a.m. – 8:48 a.m. 4:12 p.m. – 6:18 p.m.	-	-	6:12 a.m. – 9:02 a.m. 4:12 p.m. – 7:02 p.m.	-	-
Route 12	5:58 a.m. – 10:42 p.m.	9:01 a.m. – 9:47 p.m.	9:02 a.m. – 8:47 p.m.	-	-	-
Route 12X	7:12 a.m. – 9:12 a.m. 3:54 p.m. – 7:15 p.m.	-	-	-	-	-
Route 14	6:42 a.m. – 8:06 p.m.	-	-	7:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.
Route 15	5:12 a.m. – 11:58 p.m.	6:02 a.m. – 11:48 p.m.	7:08 a.m. – 8:43 p.m.	5:12 a.m. – 11:58 p.m.	6:02 a.m. – 11:48 p.m.	7:08 a.m. – 8:43 p.m.
Route 20X	6:15 a.m. – 9:54 a.m. 3:52 p.m. – 6:36 p.m.	-	-	-	-	-
Rapid	5:16 a.m. – 8:04 p.m.	-	-	5:15 a.m. – Midnight	5:15 a.m. – Midnight	5:15 a.m. – Midnight
Route 51	3:12 p.m. – 6:57 p.m.	-	-	-	-	-
Route 53	5:36 a.m. – 8:41 a.m. 3:55 p.m. – 7:16 p.m.	-	-	5:36 a.m. – 8:41 a.m. 3:55 p.m. – 7:16 p.m.	-	-
Route 54	5:36 a.m. – 8:23 a.m. 3:47 p.m. – 6:19 p.m.	-	-	5:36 a.m. – 8:23 a.m. 3:47 p.m. – 6:19 p.m.	-	-
Route 70X/70XV	5:43 a.m. – 8:53 a.m. 4:00 p.m. – 7:10 p.m.	-	-	5:43 a.m. – 8:53 a.m. 4:00 p.m. – 7:10 p.m.	-	-
Route 580X	5:30 a.m. – 8:30 a.m.	-	-	4:00 p.m. – 7:00 p.m.	-	-

Existing and Proposed Revenue Hours and Peak Vehicles

Route	Existing						Proposed					
	Revenue Hours			Peak Vehicles			Revenue Hours			Peak Vehicles		
	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
Route 1	15	13	13	1	1	1	9	8	8	0.7	0.6	0.6
Route 2	6	-	-	1	-	-						
Route 3	14	9	-	2	1	-	23	15	15	1	1	1
Route 8	26	13	5	2	1	1	27	18	18	2.3	1.4	1.4
Route 9	9	-	-	1	-	-	-	-	-	-	-	-
Route 10	82	111	70	5	9	4	102	48	47	7	3	3
Route 11	4	-	-	1	-	-	6	-	-	1	-	-
Route 12/12X	50	26	12	7	2	1	-	-	-	-	-	-
Route 14	13	-	-	1	-	-	40	28	28	4	2	2
Route 15	28	16	14	2	1	1	28	16	14	2	1	1
Route 20X	7	-	-	2	-	-	-	-	-	-	-	-
Rapid	125	-	-	10	-	-	123	38	38	9	2	2
Route 51	4	-	-	1	-	-	-	-	-	-	-	-
Route 53	6	-	-	1	-	-	6	-	-	1	-	-
Route 54	4	-	-	1	-	-	4	-	-	1	-	-
Route 70X/70XV	16	-	-	5	-	-	16	-	-	4	-	-
Route 580X	-	-	-	2	-	-	12	-	-	2	-	-
Total	410	188	114	40	13	8	395	170	167	35	11	11

MEMORANDUM

To: Michael Tree, Christy Wegener, and Cyrus Sheik
From: Thomas Wittmann, Sam Erickson, Victor Stover
Date: January 15, 2016
Subject: Summary of Public Comments on the LAVTA COA Scenarios

SURVEY PURPOSE

Three alternative scenarios were presented to the public to illustrate potential LAVTA Wheels service changes. These scenarios took into account existing ridership, on-time performance, travel patterns, and demographic data, as well as input from public meetings, and surveys. The scenarios were:

- Scenario 1: Coverage – maintains much of the existing network
- Scenario 2: Core – focuses on core routes in the Wheels service area
- Scenario 3: Hybrid – combines elements of a coverage-based system and a core network system

OUTREACH

The public was asked to comment on these scenarios via an online survey, the LAVTA website, and at public meetings. There were 289 responses from the online survey, of which 255 specified a preference for a scenario. This includes online surveys that were printed and submitted in paper format, including 163 paper surveys received from Stoneridge Creek in favor of Route 14 in Scenario 3. There were 96 comments submitted on the LAVTA WheelsForward website, of which 46 specified a preference for one of the scenarios. Public meetings held at the end of October included 11 people at the meeting at Amador Valley High School in Pleasanton, 7 at Las Positas College in Livermore, and 7 at the Dublin Civic Center meeting. Twenty comments were received from these meetings. Of those, six specified a preference for one of the scenarios. And although not tied to any of the scenarios, about 20 letters were also submitted in favor of keeping Route 2 in the Wheels network.

These results described below are qualitative in nature because the quantitative results cannot be considered statistically significant because the survey was not a random sample. Residents of the Stonecreek Retirement Community made up a large number of responses for both the WheelsForward website and the online survey. In some instances people filled out comments at a public meeting and on the WheelsForward website, and there is no way of knowing whether some respondents also filled out a survey resulting in preferences being accounted for more than once.

MAJOR FINDINGS

Of those who specified a preference, Scenario 3 (Hybrid) was chosen by approximately 60% of the survey respondents, over 95 % of website comments, and all of the public meeting attendees. Approximately one-third of survey respondents preferred Scenario 1 (Coverage). Although there

was some overlap on the elements of each plan, there were only a few routes that received specific feedback. The main themes included:

- Support for service to Stoneridge Creek Retirement Community (Scenario 3 only)
- Support for increased service to Las Positas College (Scenario 2 and Scenario 3)
- Fear of Route 2 being eliminated (all scenarios)
- Concern that the consolidation of 70X and 70XV service would mean reduced service (Scenarios 1 and 3), and opposition to the elimination Route 70X/70XV (Scenario 2)

DETAILED QUALITATIVE RESULTS

Coverage Scenario 1 Comments:

- This was the second most popular choice among the public respondents.
- People who preferred this option supported offering the most Rapid service between Livermore and BART as possible. Others defended eliminating routes that had low ridership.
- Among those who preferred other alternatives, the most common comments revolved around the 70X and Route 2, even though the 70X was not proposed to be eliminated in this scenario, and Route 2 was proposed for elimination in all three scenarios.
- Interestingly, there were no comments on changes to routes 3 or 14.
- The elimination of Route 2 in this scenario was a concern for several people.
- People liked the service to the airport, which is lacking in the other two scenarios.

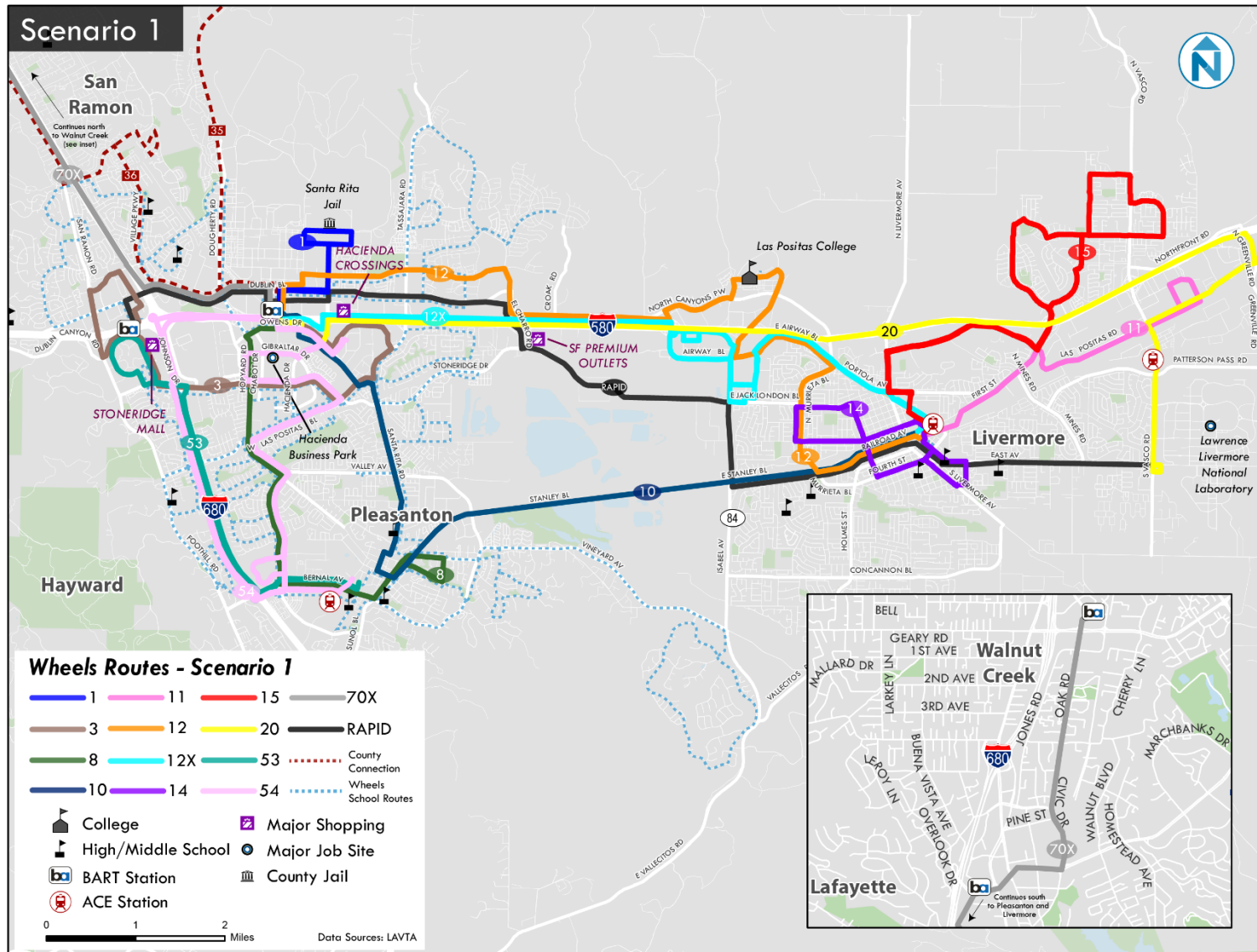
Core Scenario 2 Comments:

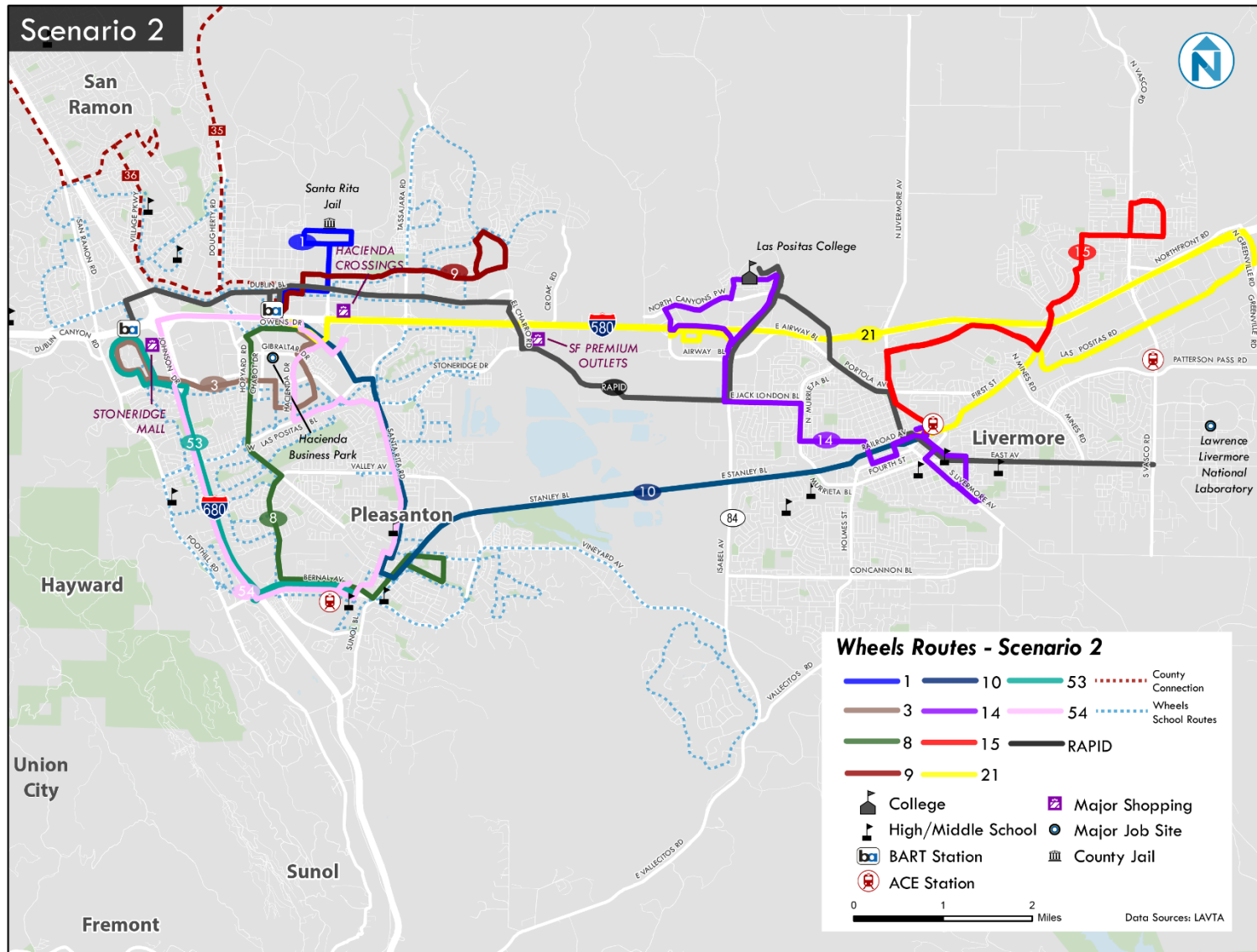
- This was the least favorable choice among respondents. Overall, comments stated that other scenarios were better options, and that this plan would cause people to incur much larger transportation costs.
- Among those that liked Scenario 2, the elements of the plan they commented on were also present in Scenario 3, such as weekend service, more service to Las Positas College, and consolidating Route 12.
- Of the respondents that did not like this scenario, the overwhelming concern was that Route 70X/XV was slated to be eliminated. Route 2 being eliminated was also brought up, although as mentioned before, this recommendation was true under all scenarios. People who work near the airport did not like the scenario because it would eliminate service to their workplace.

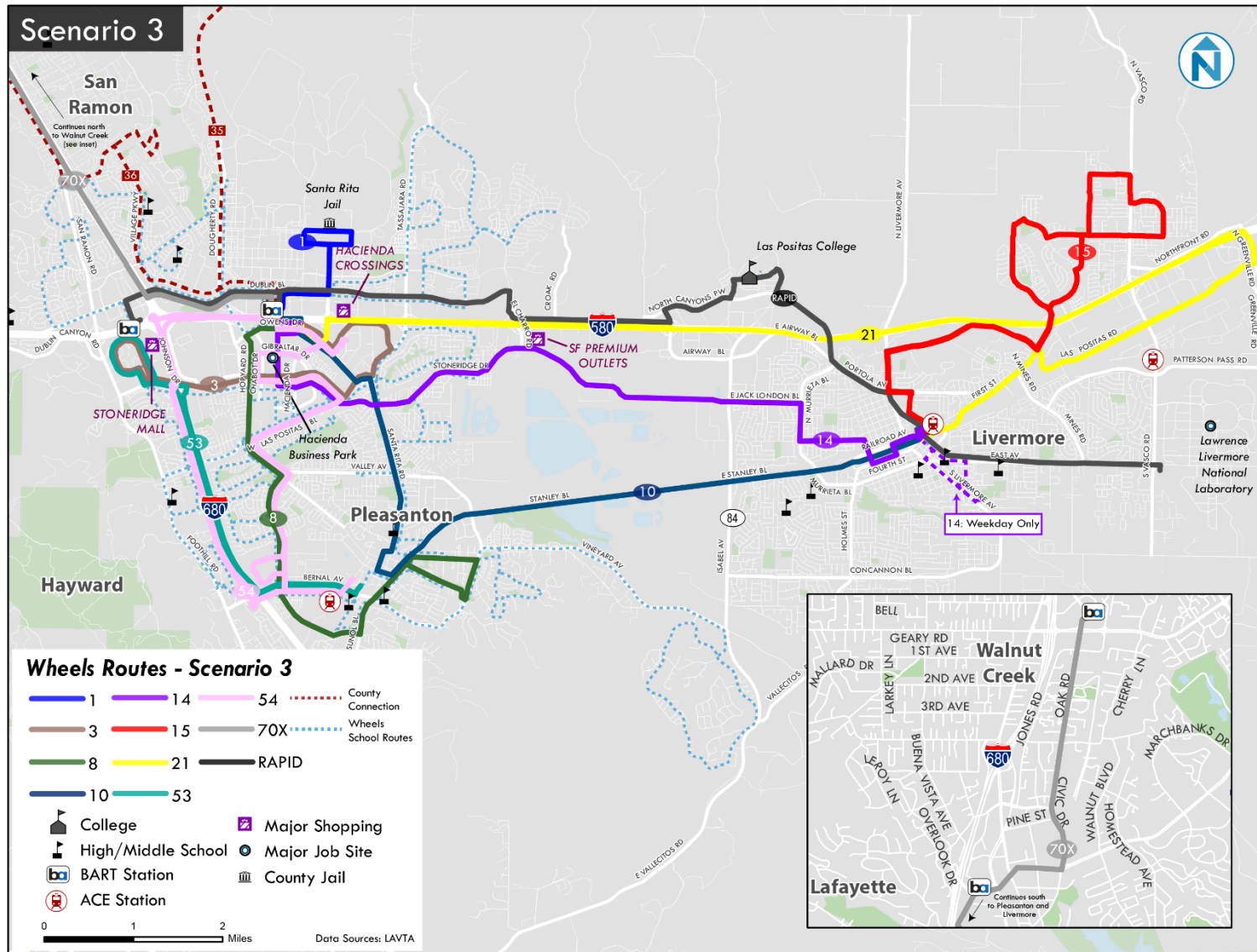
Hybrid Scenario 3 Comments:

- This alternative was the most popular choice, and was preferred by approximately 60% of online survey respondents.
- The Stoneridge Creek Retirement Community was well represented in the survey, which was clear in the comments. The new coverage to this facility was very well received.

- The proposed changes to Route 70X received a significant number of comments, with many people okay with the proposed changes as long as they could still get to work at the same times on the weekdays.
- People also favored additional service to Las Positas College, and the changes to Route 14 in Livermore.
- The elimination of Route 2 remained a common area of concern for respondents, as did the elimination of service near the airport.







Problem/Solution/Goals

Most areas within the City of Dublin, north of Dublin Blvd, do not have the density of housing or employment to support Wheels fixed route service. However, large numbers of single occupancy trips are taken daily in Dublin to repeat locations for work and other activity centers. With the transactional costs of ridesharing having been significantly reduced by technology and the existence of the sharing economy, Wheels proposes a discount program within two demonstration project areas as a financial incentive for Dublin residents to utilize the dynamic, real-time ride sharing capacities of the Transportation Network Companies (Uber, Lyft, Scoop, taxicabs, etc.).

The measurable goal of the Wheels discount will be to reduce the number of single occupancy vehicles and congestion in Dublin, and to reduce trip costs to those economically challenge.

How Customers Would Use the Discount Program

On the Wheels website (and near-future phone app) customers will be informed about discount program and will be able to easily obtain a discount code. After obtaining the discount code the customer will simply choose the transportation provider of his/her choice, provide their pick-up and drop-off data, click the ridesharing option (Lyft Line for example) and enter in the discount code. Because the customer is utilizing the ridesharing option, as opposed to the option of riding alone, the ride will receive multiple discounts—one from the rideshare company itself and the other through Wheels—thus creating a shared ride that on the average slightly more expensive than what one would pay on fixed route service, but with a far smaller public subsidy and the convenience of being on demand. The rideshare companies would assure Wheels that trips taken would both start and end within the project area so that the discount is not inappropriately applied.

Example: Joe lives in east Dublin 5 miles northeast of the East Dublin/Pleasanton BART station. Joe needs more travel options. Parking at BART stations is causing him delays and frustration. Joe learns about the Wheels discount, obtains the Wheels discount code and uses his smart phone to obtain a Lyft Line ride, which means Lyft will set up a dynamic, real-time route that will pick up multiple customers-including Joe-that are going in a similar direction. For Joe's effort in using Lyft Line he is rewarded by Lyft with a reduction in his fare from \$12 to \$8 (Lyft Line fares can be reduced up to 60% per Lyft). With the Wheels discount code automatically applied, Joe's fare is reduced another \$4, bringing his total one-way trip cost to \$4. Joe notes the \$3 parking fee he is currently paying at BART and the cost per mile of operating his vehicle and believes convenience of real-time, dynamic ride sharing now makes sense.

At the end of the month, Lyft sends an invoice to Wheels with information on rides that received the Wheels discount, including sufficient information needed by NTD to record the trip for Wheels.

Two Demonstration Areas

Staff are proposing to operate the Wheels-On-Demand demonstration project in two project areas. One area would encompass the neighborhoods served by the former Route 2 (East Dublin) and the other would include the neighborhoods served by the former area served by Route 3 north of I-580 (West Dublin). The demonstration project would be operated with two different subsidy models in each area: one area (West Dublin) would operate using a fixed cost to the passenger (i.e. \$4 per trip where Wheels covers the cost above \$4) and the other would operate using a fixed subsidy to the passenger (i.e. \$4 per trip where the customer pays the cost above \$4). Both models will be important to run and study in an effort to offer an optimal service for Dublin. Finally, both models offer a substantial savings over other LAVTA alternatives.

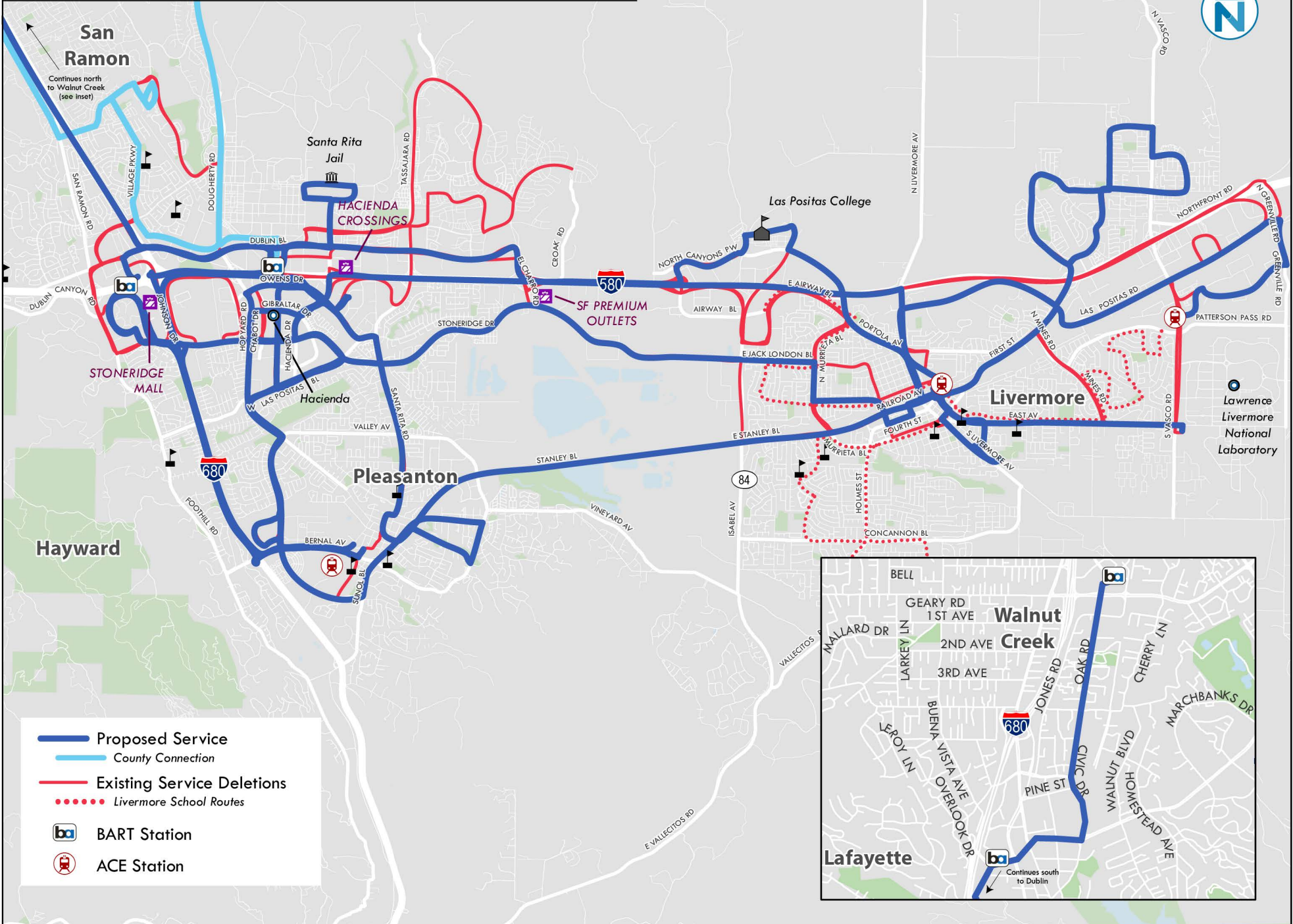
Initial Demonstration Project and Funding

The initial funding would be through a partnership of Wheels and Alameda County Transportation Commission. The funding would not include federal dollars. The demonstration project would be a 1-year duration, or until funding is exhausted, to evaluate the productivity and efficiencies of the programs.

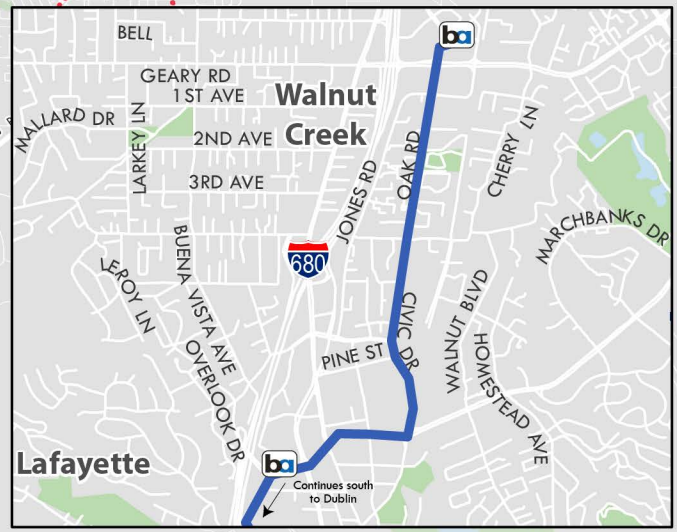
Sample Questions/Answers

1. What about ADA requirements? In the Tri-Valley area at least one taxicab company has an accessible vehicles. Additionally, although not part of this program, Wheels para-taxi program and Wheels paratransit is available where applicable and for those who qualify.
2. What about Governance? Wheels would contract with providers who wish to be participants. Providers would agree to provide Wheels information needed to record a trip for NTD data.
3. What about Customers without a smart phone and credit card? Taxicabs have traditionally been available to schedule rides through a phone call. Taxicabs also traditionally take cash for payment. Additionally, TNCs are currently developing “concierge” services to allow accommodations.
4. Is supply for potential demand sufficient? Generally speaking taxicabs, Uber, Lyft and other companies are quick to add supply as demand warrants. Recent experience has shown that wait times in Dublin are less than 10 minutes on average.
5. What about other technology issues? Wheels website and phone app will have information on the discount program, including links and phone numbers to schedule rides with participating companies. Bus schedules and informational kiosks at transit centers will also have the information for ease of use.

Proposed Routes & Existing Service Deletions



- Proposed Service
- County Connection
- Existing Service Deletions
- Livermore School Routes
- BART Station
- ACE Station



Wheels on Demand Service Area and Description

April 14, 2016

Introduction

Providing transit service to low-density suburban areas is one of the most challenging environments for transit. Typically, the housing density is such that frequent fixed-route bus service cannot be operated efficiently. As an example, Wheels Route 2, which connects suburban residential areas in East Dublin to BART during peak times, carries approximately 5 passengers per hour and has a subsidy of over \$15/passenger trip. The proposed Wheels on Demand Service allows LAVTA to provide service into areas where traditional “big bus” service does not make sense, and provide mobility to more people at a lower cost.

Wheels on Demand is a proposed partnership with the private sector to provide service to low-density suburban areas where existing Wheels service is underperforming. Wheels on Demand is an extension of a traditional user side subsidy program, which is used by transit systems nationwide to partner with taxi-cab companies, and extends this partnership to Transportation Network Companies (TNC) such as Uber or Lyft.

While it is anticipated that most potential passengers would utilize a smartphone app to access the service, the option to complete the trip with a phone call to a taxicab will also be available to those without a smartphone. In addition, the taxicab option will allow the ability to use cash.

Two different service areas are proposed. Each is described separately in the following pages.

East Dublin Wheels on Demand

The East Dublin Wheels on Demand service area is shown shaded below. It replaces the existing underperforming Route 2 service, and serves residential areas almost exclusively. The purpose of the Wheels on Demand service is to provide connectivity to/from the Dublin/Pleasanton BART station, where connections to BART or other Wheels routes may take place.

Proposed Service Availability

The East Dublin Wheels on Demand service should be available weekdays only, and correspond to BART operating times. Route 2, which provides service to BART, currently only operates during weekday peaks, so this is an expansion of service to these areas.

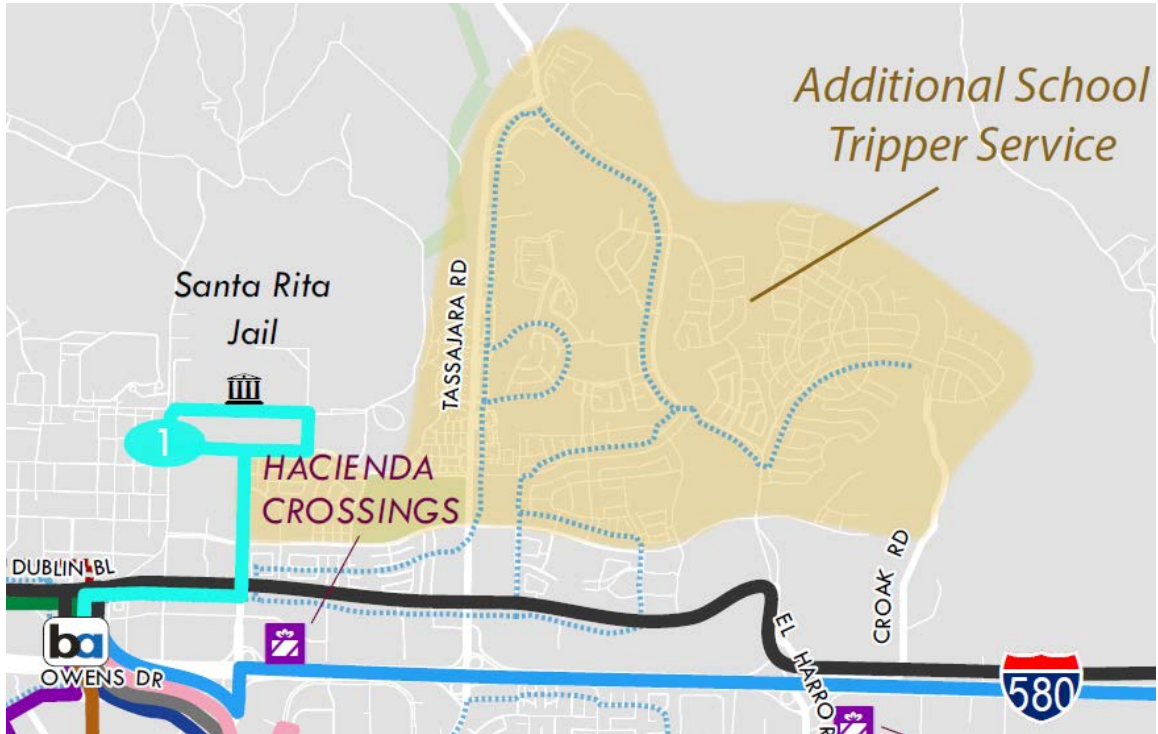
Within the service area, Wheels on Demand would not require walking to a designated bus stop. However, the provider may ask riders to walk to a street corner to facilitate service and ensure on-time performance.

Proposed Fare Structure

LAVTA would provide a subsidy for any trip that takes passengers between the Dublin/Pleasanton BART station and their location in the proposed service area. Trips that do not go to/from BART would not be subsidized. In addition, for passengers to receive the subsidy, they must be willing to share the vehicle with other passengers by using a TNC ridesharing option such as Lyft Line and UberPool, which offer shared rides for a reduced price. Existing LAVTA passes would not be valid on Wheels on Demand.

Wheels on Demand is a premium service, as it provides more direct service and more flexible service between BART and East Dublin. Therefore, a premium fare for passengers should be

charged. LAVTA should pay for half the cab or TNC fare up to \$5 for passengers travelling from BART to the service area. The average passenger fare would be around \$3, which reflects a premium fare.



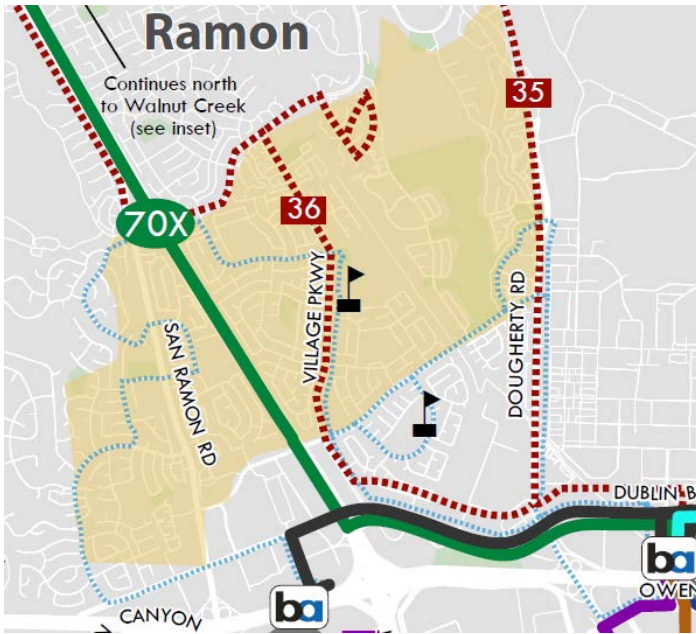
Estimated Costs to LAVTA

Currently, there are approximately 16 boardings and 16 alightings at the BART station on Route 2. This suggests, at a minimum, that 32 passengers per day would utilize Wheels on Demand. Given the extended span of service and the ability to access every BART train, the number of passengers could double in the first year. The ridership rate could be higher after the first year. If ridership doubles, then a total of 64 passengers per day would be using East Dublin Wheel on Demand. Assuming a conservative \$5 subsidy per trip, the annual subsidy would be approximately \$82,000 annually. This compares to the \$200,000 annually necessary to run Route 2.

Wheels on Demand could carry twice as many people for 40% the cost of the existing Route 2.

Dublin Wheels On Demand

The Dublin service area is shown shaded below. It replaces the existing underperforming Route 3 service, and serves predominantly residential areas, but several schools and commercial areas as well. For the Dublin Wheels On Demand service, LAVTA would subsidize any trip that has an origin and a destination within the proposed service area. Service to and from the proposed service area to either Dublin BART station would also be permitted. For passengers to receive the subsidy, they must be willing to share the vehicle with other passengers, by using a TNC ridesharing option such as Lyft Line and UberPool, which offer shared rides for a reduced price



Proposed Service Availability

The Dublin Wheels on Demand service should be available weekdays and Saturdays, and correspond to BART operating times. Route 3, which provides service to BART, operates weekdays during peaks only and on a limited Saturday schedule. The Wheels on Demand service represents an expansion of service.

Proposed Fare Structure

The Dublin Wheels on Demand is a premium service and premium fare should be charged. The proposed Dublin Wheels on Demand fare is a flat \$3 fare for each passenger. LAVTA would subsidize the remainder of the trip. It should be noted that this is a different fare model from the East Dublin Wheels on Demand Service.

Existing LAVTA passes would not be valid on Wheels on Demand.

Estimated Costs to LAVTA

The anticipated ridership is more difficult to predict, as the span and service area are more extensive than the existing Route 3. There are approximately 25 existing weekday Route 3 passengers boarding or alighting in North Dublin. Most of these passengers will transition to County Connection with implementation of the preferred alternative. However, because Wheels

on Demand is more flexible from a schedule and timing perspective, new passengers will be attracted to the service. In the first year, ridership could double over today's ridership levels. That suggests that in year one, up to 50 passengers per day will use the Dublin Wheels on Demand. Assuming that the TNC/taxicab fare is \$10 one-way, the average subsidy per trip for LAVTA is \$7/trip. This translates to an annual subsidy of approximately \$108,000. This compares to the estimated \$180,000 annual cost of providing Route 3 service to Dublin.

The Dublin Wheels on Demand could carry twice as many people for 60% percent the cost of the existing Route 3.

Wheels Public Outreach for Wheels Forward Comment Period/Public Hearing

The following is an outline of the outreach efforts to promote the Wheels Forward meetings:

1. Advertising
 - a. KKIQ Radio – 40 - 30 second spots & additional PSAs and Facebook posts– ran April 18-May 1
 - b. Newspaper 1/8 page ads - The Independent, Pleasanton Weekly – 4 weeks – March 30-April 22
 - c. Newspaper 1/16 page Legal notice ads – The Independent, Pleasanton Weekly – 2 weeks – April 14-22
 - d. Las Positas Express – Full Page Ads – April 8 & 15
2. Press – 2 news releases
 - a. Newspaper stories – The Independent, Las Positas Express, Pleasanton Weekly
 - b. Newsletters – Livermore and Pleasanton Chambers included mention
 - c. TV – Community Channel 30 interview
3. Public Outreach
 - a. Flyers in English/Spanish delivered to: 15 Senior Centers, 4 Libraries and 2 BART stations
 - b. 3 School Districts – Livermore emailed flyer to parents; Pleasanton posted flyer on website; Dublin High School and Middle School parents reached through Peachjar email blast
 - c. Outreach event at Las Positas College
 - d. Outreach at booth at Dublin St. Patrick’s Festival
4. Business Outreach
 - a. Two Employer Eblasts to over 50 major Tri-Valley employers
 - b. Emails to Hacienda employers/residents
 - c. Outreach/Presentation at brown bag lunch event at Lawrence Livermore Labs
5. Government/Stakeholder Outreach
 - a. Cities – Presentations were made to Livermore, Dublin and Pleasanton City Councils
 - b. Chambers – Flyers were delivered to every chamber. Presentations were made at the Dublin and Livermore Business Chamber meetings
 - c. Livermore and Pleasanton Downtown Association received flyers
 - d. Rotary – Presentation was made to Livermore Rotary in April
 - e. Flyers sent/distributed by ACTC, Air Resource Group, MTC, ACE, County Connection

- f. Presentation at Alameda County Transportation Forum
- 6. Wheels Riders
 - a. English, Spanish and Chinese posters in buses
 - b. English/Spanish Flyers distributed in Wheels buses
 - c. English, Spanish and Chinese Posters at Transit Center, Admin Office and major bus stops
 - d. On hold message for customer service recorded
- 7. Wheels Website
 - a. Flyer posted in English and Spanish with link on homepage
 - b. News releases posted
 - c. Meetings posted on calendar
- 8. Social Media
 - a. Facebook – various posts on Wheelsbus page
 - b. Twitter – 6 tweets on comment period/workshop numerous retweets from local agencies
 - c. Nextdoor – 2 posts to residents in Livermore, Dublin and Pleasanton including event posting and reminder posts

Public Comments Received as of April 19, 2016

Number	Comment	Route(s)
1	Route 1 should serve the future water slide park in Dublin.	1
2	Route 1 service to the jail continues to be truly outstanding! Is this warranted?	
3	Fallon Middle school starts at 8:35am. Route 1 leave Central Parkway 7:36am. Then it circles all the way around Silvera Ranch before it gets to Fallon at 8:10am. This is way too early for kids who live in the Central Parkway area. Please provide a bus service that leaves at 8am and gets to Fallon by 8:20.	
4	Lastly, I don't think the 1 will be very productive. I suggest just running it during weekday peak periods (to serve the office parks) and run only on-demand on other days and times per coordination with the Jail's visitation and inmate release schedules. Thanks for your careful consideration.	
5	I hear the #1 will only go to Santa Rita & back to Bart?? This is NOT good, for I and others shop on the Rosewood side.	

Number	Comment	Route(s)
6	<p>Cutting the route 2 due to "low ridership" is questionable as every time I have caught this bus it has a good bunch of people aboard despite its limited hours and the general lack of apparent interest in serving this area. I question whether you are presenting accurate ridership data. Arranging for an alternative on demand service passes the buck as well as this will be more costly. There is no longer the cost benefit of using a monthly pass, for example, nor is there a free transfer between bus and this alternate transportation. Most Dublin residents will feel compelled to just give up on trying to use the alleged public transportation they are paying for with their tax dollars. This is such a shame and will be remembered next time a transportation measure comes to the ballot.</p>	
7	<p>Hello, We live in the Positano community and my daughter takes the route 2 bus and it has been the best mode of transfer for her from home to school(Fallon Middle) and back. We are highly concerned that this bus route is going to be deleted. Can you please keep this route to help kids who take this bus. Please let me know what can be done to keep this. Thanks Madhavi</p>	
8	<p>My son takes Fallon school bus to go to Fallon the Fallon bus route from Positano and it's been very easy for hi to take the bus to school. Request to continue to this line.</p>	2
9	<p>Route 2 has plenty of passengers. I believe that service for Route 2 should continue. Service for Route 2 is necessary. Route 2 serves the fastest growing areas in Dublin. Route 2 serves residents in Dublin Ranch, Positano Parkway, and Jordan Ranch. Areas in Dublin Ranch, Positano Parkway, and Jordan Ranch are fastest growing areas in Dublin. These passengers take Route 2 to BART and from BART. Best Regards, Peter</p>	
10	<p>Hi there, I have two middle school kids who take Bus Route # 2, from East Dublin (Positano Parkway - first stop of # 2) to go to Fallon Middle school and come back home. If this route is taken away, there is no alternative for kids to go/come back from school. The Dublin school district doesn't have any bus service and states that Wheels bus service is designated bus service for the kids. Please don't leave parents like us stranded, by taking # 2 off the route. Regards, Deb</p>	

Number	Comment	Route(s)
11	Hi there, I have a 6th grader who takes # 2 daily to/from Positano Parkway to Fallon Middle school. DUSD doesn't provide any bus service and if Wheels takes #2 bus off service - there will be no options left behind for my and neighboring kids for commuting to schools, and you are killing the whole logic behind having a community school where kids can go to school with friends and grow socially. Please don't take # 2 off the route. Regards, Sandeep	
12	Route 2 - Yes may be eliminated as there is hardly any ridership;	
13	Wheelsbus should allow bus service for Route 2 to continue. Route 2 serves areas in or near Dublin Ranch, Positano Parkway, and Jordan Ranch. Areas in Dublin Ranch, Positano Parkway, and Jordan Ranch are probably some of the fastest growing areas in Dublin. Route 2 has significant number of passengers. These passengers take Route 2 to BART and from BART. Route 2 runs only six time a day on weekdays.	2
14	Wheelsbus should allow bus service for Route 2 to continue. Areas in Dublin Ranch, Positano Parkway, and Jordan Ranch are probably some of the fastest growing areas in Dublin. Many of us rely on this service to go to the BART station and we should encourage connectivity to BART. With the growth in these communities, I am sure many more people will use this service from/to BART. Service should be continued atleast for the commute hours if not throughout the day	
15	Route 2 is a required route for many passengers who are dependent on it to travel to and from BART. Please do not remove it. Thanks.	

Number	Comment	Route(s)
16	I'm writing to request the route 2 service to be continued. This is the only bus for our community to commute to E. Dublin Bart station. It is very important to keep this route 2 running for our community. Thanks in advance.	
17	Wheelsbus should allow bus service for Route 2 to continue. Route 2 serves areas in or near Dublin Ranch, Positano Parkway, and Jordan Ranch. Areas in Dublin Ranch, Positano.	
18	Positano community reiterated many times there is no other bus from Bart to Positano especially school hours this is very important and even there are 3 or 4 students coming from Bart at 330 pm after the school Makes sense for community. What other options community and students have from Bart after school say at 330 or 346 pm to Positano ? I see many students and volunteer come by this bus around community Thanks in advance. Also during summer there will be classes at Dublin high school starting June 16 to July 22 class time at 8 am to 1 pm is there a bus service during this time from Positano to Dublin. Highschool ?	
19	Hi, we really depend on route 2 service. please don't remove the service. my kid go to high school/ my husband takes to / and from bart. he can not drive and whole family depend on the one person. we need the bus service for day to day activities. please consider keeping the route 2.	2
20	Hello, I am a regular user of Wheels Bus Route 2 from Valentano/Positano to BART. However I noticed that the morning time has few inconveniences. Currently it starts from Positano at the hour (7am, 8am, 9am) in the morning, but it would help better if we run on the middle of the hour (7:30am, 8:30am etc). I work in San Francisco and I find that neither 8am nor 9am bus timing suites my schedule. 8am is too early to drop my kids at school and take the bus. If I take the bus at 9am, it reaches BART at 9:18am. That means that I will catch the 9:30 BART to SF and will reach work much after 10:15am. If there was a bus at 8:30am, I could easily send off my kids to school, catch that bus, get the 9am BART and be at SF/Work before 10am. I talked to many of my neighbors and they felt the same. And I will be deeply impacted if this service is stopped altogether. Please consider altering the schedule instead. If you move it to 8:30am, you may not even need a 9:30am bus service in the morning. Thanks, Pallav	
21	This is the only bus in our area. My parents don't drive so this is the major transportation if they go to Bart or Emerald park. I strongly oppose the cancellation of the route.	
22	Hello, Please do not eliminate the route 2.our family mostly use the Bus service to and from BART on a daily basis. Thanks Vamsi	

Number	Comment	Route(s)
23	Hi, There is 1 bus service currently near amador elementary that goes to fallon middle, glen park and hacienda shopping areas. Please continue these services for kids and elderly people who live in the positano community.	
24	We use the bus route #2 to Bart every day and it is critical bus service for many who commutes to Bart. Please do not eliminate the route.	
25	Hi Sir/Madam I have reiterated multiple times this route 2 is really required for the school students who come as student exchange program for volunteering in and around Positano , especially from BART to Positano (JM Amador Elementary school) timings 345 pm starting from Dublin E Bart to Positano . This Bus currently starts from BART at about 335 pm and reaches in Positano (JM Amador Ele school dublin) at 4 pm . Please have this bus . It is really critical for few needy students to continue on this bus at this timing may be you can delay by 10 more minutes and say by 345 ., or please have alternate bus in case this route is eliminated Another suggestion if this route is eliminated then have the 503 bus which starts from Dublin Highschool and reaches to Positano , have this bus to take a stop at BART and pick up students at 345 pm Thanks Kailash	2
26	hi, Please do not eliminate route 2. me and my family takes this bus for riding to Bart station and this is the only public transport available for us. Also, school students use this bus to go to other schools. So please dont stop this service and also extend this till croak road as more people can use this from the newer community	

Number	Comment	Route(s)
27	<p>hi, I am public commuter to bart station and i regularly use the rout 2 bus for my commute. I am disappointed to see this service being put up for cancellation. Please do not stop this service and also make sure this is extended till croak road so that few other communities can use this service.</p>	
28	<p>We have one bus coming into our East Dublin Positano Parkway route community and taking stops at middle school, Bart station, Glen park, and Regal cinemas. Please do not stop this service. This will restrict mobility for kids and elders who don't drive. This service needs to be retained and also need to get the bus to start using the stop built at Croak/Volterra Road and Terracina.</p>	
29	<p>Hi, Please continue the service into Positano community in Dublin that takes children to Middle school, Bart station and other places. People without cars will really be stranded and it is important for us to have means of transportation that works for all classes of people. I sincerely request you to continue the service. Thanks Karthik</p>	2
30	<p>I took the bus few times from Bart East Dublin but was very disappointed and dissatisfied for these reasons: 1. no bus stop near my home 3579 Rimini Ln Dublin, CA closest stop was like half a mile away, 20 minute walk. Waste of time, energy, sweat literally. 2. the routes are not efficient for going to East Dublin, east of Tassajara Rd. It is like the last stop. Need direct routes heading east. 3. depart frequency after 6PM is inadequate. Many commuters arrive after 6PM at Bart. Then you have more obstacles like no stops or skipped stops around 630PM, making it miserable, unreal to take the bus. It's simple, I want to get to/from Bart from near my home, no more than a 7 minute walk to the bus stop.</p>	
31	<p>Hi. I was happy to see that there is some kind of option to replace Route 2 from the Positano area to Fallon Middle School but its not clear how this on-demand option will work so please provide more details for discussion. But for sure there MUST be an option to go to and from Fallon Middle school and Positano. Also, there should be bus service during the summer so children can attend camps at the various locations in Dublin. Its a bit ludicrous that there is absolutely nothing and it makes it incredibly challenging for working parents. I also appreciate the addition of a much needed additional bus from the East side to the High School as that is sorely needed, and it needs to cover all areas in the East. Also, with Fallon Middle school being at its limit for the next 2 years, we would need to ensure there is an option for transportation from all areas in the East side to Wells Middle school. I would also strongly request some kind of senior transportation throughout the day from all areas of the East, to central points such as the Library, Fallon Gateway, etc. Its very challenging for seniors to get around! I look forward to an enhanced service!</p>	

Number	Comment	Route(s)
32	We live in KB Homes Heights Community (Vasari Street) and we use this bus a lot please continue this bus service. Right now its only stops at the Elementary school but request you to extend this upto Heights Community. Regards Sanjeev	
33	I'm a Dublinresident. After reading the proposed changes and speaking to the bus drivers, I am concerned! Dublin has tripled in residency in the last 3 years as well as additional housing and retail has been added. I ride several buses; options are good! Changes: the #2, I understand that being eliminated-less riders there.	
34	<p style="text-align: center;">Please DO Not discontinue Route 2....</p> <p>I moved to Silvera Ranch in 2007 and it has taken 9 years to get a bus line up to this new area. I take this bus to BART every morning and evening and it is the only bus line that goes along this route. What should your patrons do during this weekdays? With the building of Wallis Ranch of over 800 homes on Tassajara, a bus line will also be needed for this area. Why discontinue a GREAT bus line now and then have to re-plan a line again later because a bus route will be needed again with all the new homes.</p> <p style="text-align: center;">Please reconsider discontinuing the route, it is our only transportation to Bart.</p>	2
35	Does not want Route 2 to be cancelled. Takes it to work every day	
36	We take the Route 2 bus to Dublin bart station and back home everyday. My parents also take Route 2 to visit us every other day. There is no other alternative to service Positano/Valentano. There is a substantial number of passenger and user for this route. Using Public transport is one the key theme to reduce the congestion on 580. This is the same idea behind setting up the carpool lane and along 580 east/west bound. We do need to keep Route 2. Thanks Kwok	
37	Lives in Positano, doesn't want Route 2 to be eliminated	

Number	Comment	Route(s)
38	Route 3 - proposed change is endorsed for a direct connection in Pleasanton to the Stoneridge Mall;	
39	I am delighted to see the proposed changes to route 3 and 8, especially that route 3 will now have buses all day rather than just at commute times.	
40	I'm very concerned that the Preferred Scenario shows a significant loss of service to the Dublin/Regional, westbound Dublin/Golden Gate Dr, westbound Foothill/Canyon, and Pleasanton Kaiser stops where I've heard riders having to already walk significant distances from these stops to reach their commercial business destinations on Amador Valley Blvd, San Ramon Rd, Marriott hotel area, etc.	3
41	I take route 3 to work several days a week. Without this, I will be driving to BART. I am very disappointed to hear this route is being eliminated. The new proposed route does not come near me. You are putting another car on the road.	
42	Dear Wheels: I request that you add plans to address unserved areas such as West Dublin. I have attended numerous planning meetings and the standard answer is that the operating budget is zero sum and nothing can be added without subtracting something else, therefore there are no plans to add West Dublin service. Given the longterm need to make extensive transit reach to all areas, it would be good to have a regional transit plan that addresses what is currently not feasible. I am extremely disappointed with the lack of priority and creativity by the LAVTA Board, Wheels management, Dublin City elected officials and Dublin City Staff toward addressing the lack of transit options in West Dublin. Best regards, Howard Hirano	

Number	Comment	Route(s)
43	wants Route 3 to operate every 15 minutes	
44	Seems like you are making it harder for people to use some of the buses. I do ride the 3 bus in the afternoon when I have a chance which isn't always easy because of my work schedule. County CONNECTION 35 and 36 does not run on weekends. It also seems like you are limiting bus service and how many bus routes that goes to Stoneridge Mall forcing people to transfer. It doesn't make sense.	
45	Hi, couple of employees and people has been using this bus service Route 3 to commute to Bart to San Francisco from long time, this has been very helpful even though there are only limited trips. now we have been hearing that this Bus route will be changing to a different Route, which leaves us to look for other options. Once again i request to please re-consider keeping the same Bus Route as it is very comfortable for us to commute everyday to reach workplace on time. Thanks, Sreedhar Chava Regular Bus Commuter of Route 3 from Stagecoach Road.	3
46	My wife uses Route 3 occasionally to go to her office from Amador Lakes Apts. We choose to live in Amador Lakes Apts because there is a bus availability. Going forward she might use Bus 3 more. It's the only bus route from Stagecoach road and we should have this service(which is already limited).	
47	There needs to be service to the community center in Dublin,	
48	Pulling almost all service for Dublin residents is a major disappointment. Leaving them to be served by County Connection (which is not technically their service area) is short sighted. County Connection does not operate in East Dublin and does not operate at all on weekends.	
49	Hello, I ride Wheels every day to and from Bart. I live in the Amador Lakes apartment complexes and am served by Route 3. I understand Route 3 is up for elimination, and I am very concerned about this proposed change. I read in The Independent that there will be a Wheels on Demand service to serve constituents who live on this route. Can you please provide information about what this is and exactly how service will be replaced? Thank you, Meredith	

Number	Comment	Route(s)
50	I'm very concerned that the Preferred Scenario shows a significant loss of service to the Dublin/Regional, westbound Dublin/Golden Gate Dr, westbound Foothill/Canyon, and Pleasanton Kaiser stops where I've heard riders having to already walk significant distances from these stops to reach their commercial business destinations on Amador Valley Blvd, San Ramon Rd, Marriott hotel area, etc.	3
51	Hi, Me and some other people are using Route No 3 from Stagecoach. If you stop the service in Dublin, there is no public transport to the stagecoach road area. Pls reconsider.	
52	Seems like you are making it harder for people to use some of the buses. I do ride the 3 bus in the afternoon when I have a chance which isn't always easy because of my work schedule. County CONNECTION 35 and 36 does not run on weekends. It also seems like you are limiting bus service and how many bus routes that goes to Stoneridge Mall forcing people to transfer. It doesn't make sense.	
53	Hi, I stay at AmadorLakes apartments in stage coach road which is covered by route 3 of wheels service. I work in city and taking BART everyday, this bus service was a boon to me as this was the only service that connects BART to my home. I know couple of other riders in my apartments who utilises this service who will be affected. If low ridership is the reason to stop this service, that can be improved by providing more awareness to people. Being a morning and evening service many folks are not aware of this service. The apartments and other residential communities can help a lot in this regard. Also where can I find more details about the wheelsondemand, proposed as alternatives? Thanks, Hari	
54	Please don't eliminate Route 3! We need Amador Valley Blvd. Don't leave out Dublin. Lutz	

Number	Comment	Route(s)
55	<p>I live in Amador Lakes and Route 3 is my only affordable option for commuting to BART after 7:30am when the BART parking garage is full. Please keep this route! Also, I rarely take the bus home because it's scheduled to leave BART on exactly the hour or half hour and I get held up in the flood of commuters leaving the station and miss the bus. I've literally seen people sprint off the train to catch buses at both West Dublin and East Dublin so this is a widespread problem. Scheduling the buses even 5 minutes later would make a big difference. Thanks for your consideration, Sara</p>	3
56	<p>I think that you guys shouldn't take away this route only because a lot of people like me take this bus home after they they get off of work. there is no other way to get down to stagecoach and beyond stagecoach. if you take this bus away that will be a bad idea. i have asked a lot of people on this bus do they know about the changes happening to this route. and most people said that they didn't know about it and it wouldn't be right if they did. also all of us that live down this way dont drive at all . i hope this works if not it will be very sad to see people not getting to work or school</p>	

Number	Comment	Route(s)
57	I think the change to route 8 is well considered.	8
58	Passenger Cecile would like to suggest not eliminating the route 8A/8B as she appreciates not having to go to Bart and Transfer to head towards Santa Rita Rd and Downtown Pleasanton . No call back	
59	Making route 8 more direct for service between north Pleasanton and downtown is also a welcome improvement.	
60	My interest is strictly with the #8 bus. 1. Will the new route now provide service from Valley Ave. to BART on Saturdays and Sundays? (clockwise). At the moment it only goes one way which does not work for me. 2. Start using the words clockwise and counterclockwise instead of, or as well as, A & B route 3.. Hoping the frequency would be moved up to every 30 minutes all day long..	
61	And, changing routes 10 and 8 gets rid of the route overlap further a more efficient system. I hope this feedback helps. And, I look forward the new plans being put into action. Sincerely, Janeen Porter	
62	Wants the 8 to continue to serve Case Ave. She lives at the senior housing on Case and takes Route 8	
63	I do appreciate the additional #10 buses on Santa Rita but I oppose the changes to the #8. I sometimes take this bus from Santa Rita and Valley to the Pls Senior Center and would like to be able to continue doing that. Thank you/Susan ps: I also want to mention that the drivers are generally very pleasant, very helpful.	

Number	Comment	Route(s)
64	<p>Hello - I ride route 9 to get between work in the Hacienda Business Park and the Dublin/Pleasanton BART station every weekday. I understand that low ridership on this route is a reason that this route is being considered for elimination. However, I feel that if route 9 is to be discontinued, then the frequency of the alternative routes be reviewed. The proposed routes 3 and 54 are the nearest alternative for me and my coworkers, but I see that these routes run infrequently. Please consider increasing the frequency of these routes during the morning and afternoon commute hours. Thanks!</p>	9
65	<p>I am also really familiar with the 10 route but I live farther down Stoneridge Dr. and W. Las Positas Blvd. and the 9 route runs only morning and evening times and doesn't run on the weekends. Since I would have to walk farther down to catch the other route, can you please make a proposal for route 9 to run more frequently during the weekdays and start running on the weekends. I'd love to take the bus to and from where I live and explore other areas of Pleasanton. Last question would the Rapid route be coming to Pleasanton as well? Thank you!</p>	

Number	Comment	Route(s)
66	<p>Since March 4, 2013, I have been a loyal rider and supporter of Wheels route - 70X. During my numerous trips up and down highway 680, I am very appreciative of the LAVTA planning team that allows me the convenience of the pick-up/drop-off at the Pleasant Hill BART station and right to the Rosewood Commons facility near Building 6. During inclement weather such as the recent rain storms and even during the stifling heat in the summer, I consider myself fortunate that I don't have to walk far or suffer through the weather due to the safe haven of the blue/red/white bus. Additionally, I am thankful for the helpful and courteous drivers who take the brunt and chaos of rush hour traffic every day to allow me the time to organize my day on my planner, catch up on my emails on my laptop, or help me relax in the comfort of the bus after a taxing day. I'm productive when I arrive in the office and I'm de-compressed for my family when I come home. As a resident of Martinez, I'm glad I don't have to drive and it's another car off the road.</p> <p>As an employee of Gap Inc., I was among the first occupants of the 4th Floor in Building 5 back in 2013. Now that the company has bought Building 4, we're going to have a new influx of our technology employees in the 3rd quarter which will add incremental employee count from our current space. I'm starting to see more individuals from my company who are asking about the transportation options since they are commuting from San Francisco, the Peninsula and other parts of the East Bay. Having Wheels continue to drop off at Rosewood Commons would certainly diminish the anxiety that these employees have about making the move to our new building and will increase ridership of your services. Moreover, in just the past 2 months, I'm already seeing more people picking up from or dropping off in Rosewood Commons from not only on my floor BUT from the other tenants in the complex. Hopefully, your drivers have conveyed this feedback to you. In closing, LAVTA has made a significant difference in my work/life balance and has also made working at Rosewood Commons a valuable convenience rather than a hindrance. Again, thank you!</p>	9
67	<p>Hello, I was informed by one of our members that Wheels is eliminating Route 9. After reviewing the proposed route section, the replacement routes listed (3, 14, & 54) are very far from our office Alameda County Child Support Services. My concern is for those members who are disabled and do not have the ability to walk swiftly or walk to the stops that are further away from our office. I've discussed with riders who take Route 9 (coworkers & members), who have stated the reason for low ridership may be due to the frequency of the stops. A suggestion is to eliminate every other bus from the current route. As many riders stay on the bus before and after the bus becomes 9 or 70x, the suggestion is to eliminate the buses on Route 9, that run when the trip does not continue to/from the Pleasant Hill as Route 70x. If looking at the schedule, the non highlighted routes are suggested to be eliminated. As mentioned a main concern is for those riders who are disabled and do not have the same access to walk across buildings or long distances. Please feel free to contact me if you should have any questions. Best regards, Patricia Leyva Alameda County, DCSS Patricia.Leyva@acgov.org</p>	

Number	Comment	Route(s)
68	I understand that several route changes are being considered. In case you're taking votes, I'd like to say that I hope the 9 route does not get cancelled. It's very convenient in that it goes right past my office, and continues as the 70x after the BART station. Thank you.	9

Number	Comment	Route(s)
69	Route 10 should continue to go to the Mall	
70	A number of cutbacks to basically support doubling the route 10 service weekdays. Sounds fantastic for route 10 riders but wonder if it will increase ridership on this already popular route. Probably just means twice as many buses with half the people aboard each one? Is it worth leaving the riders of the other routes behind to pay for it?	
71	I am very concerned about the proposed changes to the bus system. I am disabled. I live on East Avenue. I mostly use the #10 bus, and sometimes the Rapid. I can only walk short distances. If you eliminate the #10 bus, I cannot walk the longer distance to reach the bus stop for the Rapid bus. I don't have enough money to take a paratransit ride for my errands regularly. This would make it impossible for me to get where I need to go, whereas I've been able to successfully use public transit for 20 years now. Please reconsider.	
72	Route 10 - It should stay as such as it covers pleasanton and dublin and is a lifeline for commuters between the two cities. Increasing frequency to every 15-minutes is a very good idea as many people avail this route. All route 10s should go to stoneridge mall.	10
73	I am fine with some of the proposed bus service changes. I do have 2 questions for you or whoever is involved. If certain routes on the proposal eliminate services to Stoneridge Mall, then which routes would service to Stoneridge Mall?	
74	10: If you intend to end the Dublin Blvd portion of the Rapid You should extend the route 10 from Bart to the Stonebridge Mall. This continue the service to the Kaiser Offices direct service and the West Dublin Bart Station	

Number	Comment	Route(s)
75	Irene Inman, Route 10. Lives on Valley and Santa Rita and currently rides the Route 10 to the Stoneridge Mall for Kaiser. In checking with the new proposals, she would now have to ride the Route 10 to E. BART, or Owens to transfer to the Route 3. Doesn't like the idea of having to take 2 buses to get to the Mall just from Santa Rita and Valley.	10
76	Please consider extending the 10 bus farther into Dublin on evenings and Sundays, when the 3 is no longer running. I would suggest using Village Parkway/Alcosta/San Ramon Rd. At those times, the area between the San Ramon Transit Center and Dublin Blvd is a transit wasteland lying between two counties and two transit agencies. However, with Dublin being part of Wheels' territory, you should travel into Dublin just as far as you serve Livermore on the other end of the route. Thank You, Eric Thomsen	
77	Mrs. Condo is not happy with the proposed changes. She would like the route #10 to stay the same as she usually catches the bus on East Ave/Charlotte Way and the Rapid does not service that bus stop.	
78	And, changing routes 10 and 8 gets rid of the route overlap further a more efficient system. I hope this feedback helps. And, I look forward the new plans being put into action. Sincerely, Janeen Porter	
79	I am a disabled senior and live at Livermore Gardens and the 10 picks me up and drops me off right in front of the apartments. How will the changes affect me?	
80	Your changes look reasonable, unless you fail to add extra stops for Rapid (replacing 10) on East Avenue. My trip from Pleasanton to LLNL will now require a transfer to the R, but the 15 minutes between 10's will make it worth it.	
81	Stongeridge mall is a very important area that includes Kaiser medical office and Stongeridge medical office. hope Route 10 will still serve the Stongeridge Mall.	
82	Route 11 changes are good. Should it also make a run down to the lab stop as part of its route?	11

Number	Comment	Route(s)	
83	Service to the businesses in the Livermore airport area has been increasingly scarce and now will be eliminated completely along with service to the Park and Ride lot on Airway Blvd. Another big disappointment.	12	
84	Route 12 - yes, may be eliminated as Rapid will cover it's route.		
85	I want to take this opportunity to express a few concerns I have about the Rapid route change/Route 12 elimination. I live in east Dublin, and have at rush hour counted on the Route 12 bus to get me to Bart on time if the Rapid is running late. Though this doesn't happen often, it does happen occasionally and I'm concerned that my "backup" bus is being eliminated.		
86	Concerned about eliminating service to the LAVTA offices along Rutan Dr.		
87	I would not take away the #12; if the R is late for some reason, we need options! Please consider this! I speak for other riders, but please No more changes : (! The great city of Dublin is popular than every and we depend on YOU!! Thank you!		
88	#2. Number 12 bus helped serve low-income/ disabled members of our society to get to their ARC program, Wheels office, and VFR program. Taking this away, and at the same time reducing the scheduled dial a ride reservations, does not allow them to access the community in the way they need to be fully independent. Per Title VI provisions- Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan. Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Keep this in mind. #		

Number	Comment	Route(s)
89	I am disappointed to read that the Wheels bus will not stop at the Park & Ride lot at Rutan Ct./Airway Blvd. With a lack of parking during the day at the Pleasanton BART station and no bus stops anywhere near Isabel/Concannon neighborhoods, this seems like a move in the wrong direction for south Livermore residents who wish to take public transit to places served by BART. After all, it is a "Park & Ride Lot", shouldn't it have a bus stop?	
90	Terry works at the ARC center on Rutan and doesn't want Route 12 to be eliminated. He has a bad knee and can't walk to Jack London.	
91	<p>I will not be able to attend the May 2nd meeting because I shall be out of town that day.</p> <p>Also, I think that discontinuing the rt. 12 would have a negative impact on our work environment. First of all, it would make it more difficult to get to our work site if we were ever decide to take the bus to work. Before You decided to re-route the 12 to pass on Rutan Dr., we had to cross Airway, which was dangerous because there were (& still are) no lights. Second, the "proposed" route 14 looks like it does not go through there at all, which probably means that we would have to cross Jack London Bl., in which has a pretty heavy traffic flow, again putting us in danger. So is there any way whatsoever to keep the rt. 12 or getting the rt. 14 to go through Rutan Dr.? Because there are some days I would rather take the bus other than using my bike every day, & without taking our independence away from those who use the regular bus route?? Because that would be unfair for them & myself as well. Because those who take the regular buses would like to continue to do so versus taking private routes to & from work...</p> <p>So I really hope You get this comment & think about it, long & hard! Because obviously NOT everyone is happy about Your decision to discontinue the 12 NOR not going through Rutan at all!</p> <p>So this is something You All might want to check into.</p> <p>Because we do not deserve to be put in danger!</p>	12
92	Doesn't want route 51 to be cut. Also not happy with changes to the 12 bus understands	

Number	Comment	Route(s)
93	#12 rider - takes the bus every day. Wants to maintain a 7:00am bus in the new schedule	12
94	Takes the #12 bus to Rutan/ARC center. Doesn't want the bus to be cut	
95	Help!!! I am begging you not to eliminate the 12X! This line is extremely limited to begin with, but without it I will be walking over a mile each morning and afternoon in order to get to work! I am sure this is not a very well used line, but I need it!	

Number	Comment	Route(s)
96	Route 14 should be called Route 12	
97	I think the stop at Stone Ridge Creek Retirement Center on route 14 is a great addition and will serve a lot of residents and employees. Thanks.	
98	I am a resident of Stoneridge Creek Retirement Community and would like to see Route 14 implemented. This would allow me, and other residents, to easily access public transportation for local shopping trips plus provide easy access to BART. What a great idea!!	
99	I work at the outlets and I think we need more service to the area Monday-Saturday the outlets close at 9pm but the last rapid is about 7:30. The outlet mall is the largest this side of the Mississippi bringing in international tourists and more bus service would help increases mall profits and could increase revenue to the rest of Livermore Dublin and Pleasanton.	14
100	IF this routing is not cost feasible, you could instead eliminate the 3 altogether and just have the 14 come straight out Stoneridge to the Mall area more frequently, terminating at the West Bart. I think this 14 would do very well than having the short 3 where usually no one rides along Stoneridge in evenings & weekends.	
101	Route 14 should be implemented as illustrated on the preferred scenario map as that seems to be the most economical and direct way for the population to move in this area. Thank you for making it possible for us seniors without wheels at Stoneridge to get out on trips of our own.	
102	As a senior living at Stoneridge Creek Retirement Community located on Stoneridge Drive, route 14 is an important route. For quality of life I would take public transportation to the BART station and continue to visit family and friends. It's important to the residents at Stoneridge Creek and to me to maintain independence in our senior years. Route 14 would make that possible. Thank you for making Route 14 happen for us.	
103	Please keep intact so it stops at Stoneridge Creek.	

Number	Comment	Route(s)
104	Please keep intact so it stops at Stoneridge Creek.	
105	We would like the proposed Route 14 to be kept as it is. Thank you.	
106	Route 14 rider - thinks service should not be changed. Commutes via bus to the high school 4-5x per week. Thinks the proposal removes service from areas that need it the most.	
107	Please keep Rt 14 as it is	14
108	I strongly support the new bus route 14 that will directly connect the Stoneridge Creek retirement community with BART and other nearby venues. It only makes sense to provide bus service to this community of nearly 600 (soon to be 800) residents, many of whom no longer drive.	
109	Just wanted to voice my support for the proposed route 14, running by Stoneridge Creek Retirement Community. It will allow me to get to BART. I can also connect with other lines to get around town. Thank you, Candy	
110	There are almost 600 residents here, with more to come after the the new construction is finished. A stop was built in front of our development, and we really need to be able to access bus transportation now. The average age of our residents is over eighty, and many of us have given up driving.	

Number	Comment	Route(s)
111	I request that Route 14 be kept as presented on the proposed changed route, e.g. to go past Stoneridge Creek Retirement Center to the east Dublin-Pleasanton BART station.	14
112	We hope the proposed route 14 past Stoneridge Creek Retirement Living on Stoneridge Drive to the BART station will be implemented.	
113	I live at Stoneridge Creek Retirement facility, and support route 14. For the residents who can't drive, this change is very important. Please approve.	
114	I am very much in favor of the proposed changes to route 14 and ask that they be implemented. This will be immensely helpful to the elderly residents of Stoneridge Creek who no longer can drive. And the bus stop is already installed. thank you	
115	wants service to Stoneridge Creek	
116	Please keep Route 14 as presented on the proposed changed route. It will stop at Stoneridge Creek Retirement Community and that will be of help to residents and employees.	

Number	Comment	Route(s)
117	In favor of the changes to the 15. Rides the 15 every day to and from work, likes the idea of adding in extra trips. Lives in Springtown.	
118	The bus routes don't serve me well. I live in Springtown which only has route 15. I have children needing to get to Las Positas College and the Bart station daily, but there is no way for them to get there in an hour. I wish there were more trips, and trips going the opposite direction, and more direct routes. LATER COMMENT: I appreciate the route changes you are proposing. I'm looking forward to those improvements, which I'm sure will translate to increased ridership for Wheels.	15
119	Doesn't want route 51 to be cut. Also not happy with changes to the 12 bus understands	51

Number	Comment	Route(s)
120	The proposed changes completely cut off all Koll Center stops. This is not a viable option for me, or a number of others that currently rely on the service to get us from the ACE Train to our work. Personally I'm a disabled Vet. I cannot easily walk the distance from the proposed drop off location on Valley Rd to my work on Koll Center.	54
121	There are a quite few people that use the 54 route to get to the businesses on Koll Center Parkway. Removing that route is not a good idea.	
122	o I love the proposed changes to route 54. The bus is late every day and we often come close to missing ACE (we actually have missed it a few times recently). Having fewer stops and a more streamlined route would certainly reduce the chances we miss ACE. Thank you for putting this together.	
123	I work on Willow and Gibraltar but it looks like there will not a 54 stopping at the bus stops anymore. How do I get to and from work from the Ace train?	
124		
125	Hello, I currently ride bus 54 from the ACE train everyday. I get on in the afternoon 4:55pm at Hopyard and Gilbrltar dr. I found out my bus stop will be cancelled from bus 54 route. Do you know, when the new routes will go into effect and have any suggestions where how I will get to the ACE train? I am not really that familiar with Pleasanton and I am really not sure what busses I can take to catch the ACE train. Any suggestions would be helpful. Thank you!!!	

Number	Comment	Route(s)
126	<p>Description: Hello - I'm writing in regards to the "Wheels Forward" plan posted on buses and on the website. Sadly, it seems like the main theme there is to slash all the side routes pretty much regardless of who they serve and why. Ok fine (not really), but why the hit against service in busy areas like downtown Dublin and the Stoneridge Mall area? If I read the map correctly, downtown Dublin will be essentially abandoned with no bus stop west of I-680 in the westerly direction except for the BART station down at I-580. No bus stop on Dublin Boulevard, nothing on Regional Street, nothing on Amador Valley. And on the Pleasanton (mall) side, both the Rapid and the 10 route would be taken out and appear to be replaced by a new stub route from the eastern BART station (which would also run very infrequently, if I understand the online narrative correctly). An equally big concern for me is the severing of links between western Dublin and the Mall area, including Kaiser. Please take the riders concerns seriously, and revise the plan to preserve more elements of the current great Wheels system. I appreciated the posting of the plans on board buses and at some of the bus stops. Thank you - Andrew.</p>	10/R
127	<p>5. I'm surprised by the lack of routes between Livermore and Stoneridge. I personally don't care but maybe other people do. Or maybe not.</p>	
128	<p>In general it looks good. I'm glad you're increasing the frequency and extending my favorite routes (Rapid and 10) to late at nights and weekends.</p>	
129	<p>Hello! I reviewed the potential routes changes and I'm surprised to see it will take longer time to get to and from Stoneridge mall to downtown Pleasanton. It was already pretty complicated , please find a way to make it easier. Same thing with the access to Paragon Outlets. It takes a long time to get there from Pleasanton. That's pretty inconvenient for seniors and for people who work there or who might seek employment there. Thank you for your time! Carmen</p>	

Number	Comment	Route(s)
130	<p>Hello! Looking at the proposed changes for later 2016 and I notice that route 10 and rapid will no longer serve stoneridge mall. The only one that mention the mall is route 3, but doesn't specify how often will run and if includes weekends. It is already taking a very long time to get from downtown Pleasanton to stoneridge mall especially during the week when we have to transfer from #10 to rapid and viceversa. But for some people this is the only reliable transportation to work. If you eliminate this options too,what's that going to leave us with? Please find the best options. Thank you for your time! Carmen</p>	10/R

Number	Comment	Route(s)
131	<p>Eliminating the 20 line due to "low ridership" seems odd as I have taken this bus regularly and looks like a healthy productivity to me. But the 580X line might be acceptable in its place. Otherwise all of those people I see currently catching the 20 to their jobs in that east Livermore Industrial area will most likely give up on using the bus at all to get to work. The travel time to the transit center and the limited availability of the 11 line would otherwise make the trip less than worthwhile.</p>	
132	<p>I am currently a regular rider of the 20X bus, which to my surprised it has been proposed for cancellation. I do not have a car and this is my only way to get to Livermore Labs. As it is the ride from San Francisco using public transportation is challenging and very time consuming. Currently I spend approximately 1 hour and 45 minutes each way commuting from my home to work and back. If the 20X route is eliminated I believe that the proposed alternative is the route R. If this is what you have in mind my commute will be even longer in the tune of an additional 15 to 20 minutes each way, if the route R has no change in route. Unfortunately, if I understand the proposed changes there is also a proposal to modify the way that the rapid reaches Livermore by also serving Positas college. I am not sure what the time implication of this additional change will be, but it does not look encouraging. Furthermore, I have noticed several riders that use the 20X route for the Livermore industrial park which as I understand will have no replacement. I would very much appreciate your reconsideration of the elimination of the route 20X. I am hoping you to decide to keep the 20X route for a bunch of us that really depend on it. Thank in advance for your consideration and looking forward to hearing from you. Jose Milovich</p>	20X
133	<p>I use 20X daily to commute to Lawrence Livermore National Laboratory. If this service is removed I do not intend to use the bus service anymore. R is not acceptable alternative as it is ridiculously slow and inconvenient. I do not feel a need to visit every corner of Livermore, Dublin and Pleasanton on my commute to and back from work. This is how most of my colleagues feel too. If 20X is removed we will start carpooling. We are busy professionals and we need to get from A to B fast. We are reliable customers as long as 20X stays. If 20X is not profitable at the moment, for me it would be totally acceptable to pay higher fare for this service. What is unacceptable is to use R instead.</p>	
134	<p>Please don't remove the 20X route. It is by far the best and fastest way to get from BART to LLNL and back via bus. In addition to the LLNL riders, quite a few people that work out in the warehouses between Greenville and Vasco also use 20X. Thanks. Ogden Jones</p>	

Number	Comment	Route(s)
135	Please continue the 20X service as it is. For me, this is the only service for the commute to my work and also I don't have a car. If you cancel this service, I have to walk 3miles from East Vasco/ LLNL stop to reach my office. Also, there are many employees I see daily who is using this service. I request you to please consider my opinion and continue this service. Thank you, -Naveen	
136	First, thank you very, very much for installing the Clipper Card readers! It really is wonderful to not have to worry about carrying singles for the rides leaving the BART station. Next, please, please, please do not get rid of the 20X. It will make a long commute (from Emeryville to LLNL, 1:40 each way) even longer, and it is hard enough to find time in the day as it is. I do support more cost-effective public transit, but isn't the footprint of the 20X small enough already? Would you at least consider cutting back from 3 trips each way to 2 trips, instead of no trips? Also, I have ridden with most of the 20X drivers over the past year, and I want to say that they've all been terrific. It would be truly saddening if any of your drivers who are doing great work were to lose their livelihoods due to the proposed changes.	
137	The 20X bus service is a very important part of my daily commute. Being able to catch an express bus that connects BART to Lawrence Livermore National Lab makes using mass transit a viable option when coming from Berkeley. Having to catch the R --- which admittedly also makes this connection --- adds so much time to my commute that public transit becomes intractable. I urge the committee to reconsider dropping this service. Perhaps a middle ground would be to run one less 20X in the morning and the evening. Thank you.	20X
138	I strongly oppose the proposed elimination of route 20X from the Dublin BART station to LLNL/SNL. A number of my colleagues at LLNL use this bus route and would be severely inconvenienced by this proposed change. Not having this route that provides a potential transportation means to a BART hub for nearly 7000 employees is a giant step backward in my view. Please keep route 20X! Peter	
139	Although the elimination of the 20X will increase my commute time by a few minutes each way, the increase will be tolerable if my Actual commute times on the R from East Dublin BART to the Lawrence Livermore National Lab is reliably reduced by at least 5 minutes to the currently scheduled 35 minutes or so. The convenience of a bus leaving every 15 minutes will make my morning commute less stressful than trying to hit the 45 minute Window for the 20X - which I can miss if BART is late. My major concern is the service from BART to the industrial center just north of LLNL. Those riders will have to transfer at the Transit Center - making a long commute still more difficult.	

Number	Comment	Route(s)
140	Eliminating 20X will make bus commute slower between BART and Lawrence Livermore Lab, the largest employer in Livermore, and other companies along the route, contradictory to the "faster" service claim. The current low ridership can be overcome by a little reaching out campaign to the lab employees, and it could easily result in ten more regular bus riders from about seven thousand workers there. Most of them are not aware of the express service of 20X. Please keep 20X. Alternatively, 580X can be extended to Vasco and East Ave, adding about 8 minutes. The route changes should not result in slower commute service between East Dublin/Pleasanton BART and Livermore's largest employer. Thanks for your consideration.	20X
141	Rather than eliminating the 20X route, have you considered raising the fare for this "express" service? I, for one, would be willing to pay a premium for the convenience of the current 20X route which does not require an intermediate transfer, like the new one you're proposing.	
142	I usually take 20x from Dublin Bart to the west gate at LLNL. Would anything be replacing that bus since its up for elimination? Thanks.	
143	To whom it may concern, I am a frequent user of the 20x service to and from the BART direct to LLNL. I have just noted that the 20x service is scheduled for closure. The closure of the 20x will negatively impact me and a large number of colleagues that use this service to efficiently connect between BART and LLNL on a daily basis. I would strongly advocate for the maintenance of the 20x service and its current schedule. For more information please contact me on my office telephone (925) 422 5208. Thanks, Paul	
144	The proposed changes make access to Lawrence Livermore Lab take even longer. Especially troubling is the loss of 20X service.	

Number	Comment	Route(s)
145	<p>Hi. I noticed that the 20X is proposed for removal, and that it would be replaced with the proposed RAPID route for going between LLNL and the East Dublin BART. I would like to express opposition because I depend on the 20X daily to get me to/from LLNL and the BART in a timely manner. Currently, the 20X is the fastest route from LLNL to the BART, and it makes a stop at the West Gate (which is much closer to my office than the East Ave LLNL stop). I save time by using the 20X rather than the RAPID. If the 20X is eliminated, will there be a faster route from the West Gate to the East Dublin BART?</p>	
146	<p>I recently noticed that there are some discussions about creating new routes and elimination of others. I think the lack of a good North-South route on Vasco has been a problem for some time. The new arrangement takes away the little bit of presence on Vasco that we already have. Also, it appears that with the elimination of route 20X, there will no longer be a direct route from Bart to the Labs (LLNL and Sandia). The 2 labs combine to be Livermore's largest employer. With the proposed plans, there will also be no ACE train (Vasco station) link to the labs. This is a big concern as there are a lot of lab employees that ride the ACE. Another negative aspect of eliminating route 20X is the waste of the existing infrastructure on Vasco (All the very nice existing bus stops). My proposal is this: Instead of having yet another redundant and congestive route going to the transfer Center, have the new 58X route stay on the highway and go all the way to Vasco and go South on Vasco from there. This way you have a direct route from Bart to the labs, you maintain a route to the Vasco ACE station, and you use the beautiful Vasco infrustrcture. I really believe this will be a very popular route if it is used that way. Thank you for your consideration. Thank</p>	20X
147	<p>Wants to have service up Vasco Road to serve the west gate of LLNL. Location of the East Ave/Vasco Transit Center is not convenient for Lab employees. Internal shuttle stops running at 445p. Thinks we need to continue service to other gates.</p>	

Number	Comment	Route(s)
148	<p>I am using Wheels route 20X from BART station to LLNL work every day. I heard that Wheels is considering to eliminate 20X and change Rapid R route with considerably longer time to reach the Livermore Lab. Please keep the 20X and R in present form so that I (and other numerous riders in the lab and in North Livermore industrial area) can keep riding the public transit instead of driving from east bay area. Thank you for your considerations. Organize a van pool from BART station to lab is definitely not a practical solution. If 20X is to be eliminated, please consider to extend the proposed 580X route from Livermore downtown to Livermore Lab during the commute hours. Also, if budgeting is a concern for Wheels, you might consider to compensate the extension by shortening Route 10 or R to downtown only during commute hours. (In section from downtown to the lab, Route 10 and R run unnecessary duplicating service.) This would be win-win for both Wheels and riders who depend on 20X bus service from BART to work.</p>	20X
149	<p>However, I have some concerns: 1. Will the new Rapid take the same amount of time from LLNL to BART? That's where most of my bus trips are. Not going by Livermore Outlets will probably help with the speed. 3. When I reverse-commuted to Livermore I rarely used the 20X because the Rapid was just as good, and ran during more hours (I purposely avoided normal commute times). So getting rid of it is good in my opinion, except it had the Daphne & Vasco Rd stop. It would be nice to have a stop there with the new routes. 4. I don't like the vanpool idea because of the strict schedule. Plus I usually have my bike (not sure if this is an issue for most people). In summary, my main concern is the lack of choices between LLNL and BART, but I'm happy if the Rapid takes the same amount of time (or shorter). There are also non-lab people who live east of the transit center who probably have similar concerns. I think part of the reason the 20X ridership is low is it's only certain hours for a certain direction so I expect 580X to have similar issues. I'm really excited for the all-day and weekend Rapid and the more frequent 10 (when I don't go all the way to the lab)! As a whole I think this plan is better than the current system.</p>	

Number	Comment	Route(s)
150	I heard about service discontinuation of the 20X bus. I have taken the bus to commute to work for a few years and find it to be more convenient for me and many other people. I strongly suggest to keep the line running.	
151	I ride from Berkeley out to a small business on South Vasco near to the 580. I and several other low-income workers rely on the 20X to get us from the BART out to Vasco/Las Positas businesses. Without this bus route, we would either have to spend an hour more on our commute (which is unacceptable) or quit and work somewhere else. This is a disservice to small businesses in the still-developing Vasco/LasPo area. I see no reason why, if I were to start a business, I would want to put my business here if there were no way to get low-wage workers out here.	
152	I'm affected by the route changes and would prefer the 20X continue. It seems as well populated as any other route. However I understand the motivation to try drive R-ridership higher by eliminating it. I would be happy taking the R more if it moved faster or more frequently, particularly in the evening. During peak commute hours if it ran at double frequency it would help a lot. Using R to get to BART on time simply does not work, though I think part of the blame there is with the individual drivers, who are strangely universally lackadaisical and drive at about 15 mph, compared to say drivers on the 10 route. I also do not like the side seating layout on the R buses. Ultimately I think eliminating service to the lab will result in me riding less often, unless the new service is closely integrated with BART to the level of knowing when each BART train arrives in real-time. Last comment is that I would pay a higher fare, up to a \$5 fare one-way for a route from BART to the Lab, which took under 30 minutes, and would only leave the Dublin BART when the BART coming from SFO arrived.	20X
153	I'm writing to voice my support to retain the 20X bus route on behalf of my employees who regularly use the route for their daily work commute. Our office is located near the Vasco/580 intersection and eliminating this route will significantly increase their travel time to and from work. I have had several employees use this route over the past three years since we moved in, and having it available is part of our recruiting package for new employees who rely on BART to get to Sandstone. While offering a direct-to-the-Labs route makes sense, there are many other businesses that rely on our public transportation system for their employees and I ask that you please reconsider the decision and keep the 20X route in service.	

Number	Comment	Route(s)
154	I am a regular user of bus 20X and I am very concerned about the proposal of deleting the route. I commute to Lawrence Livermore Nat. Lab. from Castro Valley and therefore need a fast route to transfer from the BART station to the lab. The proposed routes would increase my commute which is currently already long at 75 minutes each way. Wheels should try encourage the use of transit over driving and you could do so by increasing service not decreasing it. There are many people commuting to the lab from BART and I think more people would do so if the service was more efficient (faster and/or more frequent). Sincerely, Carolina Romero	20X
155	Doesn't want Route 20X to be cut. Works out on Greenville and I-580. There are lots of business moving out to that area. Eliminating the 20X will put more cars on the road	
156	I ride the 70x from Pleasant Hill to the East Dublin/Pleasanton BART Station every morning. I also ride the Rapid in the morning to East/Vasco in Livermore. I would prefer to take the 20x for this second stretch to East/Vasco, but the 70x arrival time does not make this feasible, as both the 70x and 20x are pretty rare buses. In any event, I see the proposal to end 20x service to the East/Vasco area, leaving the only bus headed in that direction the Rapid.	
157	3. The school routes in Livermore are being dropped, while the school routes in Pleasanton and Dublin remain. There aren't any bus routes serving South Livermore. More travelers are coming to Livermore to experience the wine country. There is no bus service to these areas. Many people will be drinking and should have access to public transportation. There needs to be some route for the south side of Livermore.	401/2/3

Number	Comment	Route(s)
158	The new 580X is also a possibility for me as it may be even quicker than the Rapid. One caveat though...I put my bike at the front of the bus and the double rack may not accommodate all of the bike riders. Is it possible for the 580X to have an additional bike rack added to the rear of the bus? Thanks for constantly trying to make the service better!	
159	While this new route is better than the early proposals, it is no substitute for the ABLE commute route I have proposed. BART trains run dependably on 15 minute headways all day; 580X would run only every half hour and only during peak hours. Station parking at BART fills early and often not available mid-day; when it is full, one is forced to drive all the way to destination, or hope to find parking at another BART station. The Transit Center parking structure is out of direction for most Livermore BART users. As parking becomes harder to find in downtown Livermore, the structure would better be used for business parking than for all-day commuter parking. For the decade until full BART can reach Livermore, ABLE - rather than the blue line - more closely matches what over 8300 Livermore voters sought when they signed an initiative petition in 2011 asking for the initial BART station at Isabel/580	
160	Also the 580X looks like a great route as long as there are few stops. I do have a question/comment - will either the Rapid or 580X still pick up people at the parking garage in Livermore? It is next to the Transit Center but for people driving to the Rapid it is extremely convenient. If not, I would suggest adding the stop in front of the Livermore parking garage. These are great ideas and having the Rapid run on weekends is great. Thanks	580X
161	I noticed at the proposed 580x route only runs til 7pm. On weekday evenings, 580x should run long enough after 7:00pm in order to pick up riders at East Dublin Pleasanton BART arriving off the last 70x bus (arrives at 6:53pm).	
162	Regarding 580X, I like the idea. I have two questions. First, will there be fast transfers between the Rapid and 580X? (I would be interested.) Second, where will the 580X bus stop be for the Livermore transit center? I am hoping that the bus does not have to waste time crossing first street twice like the 10 bus does.	

Number	Comment	Route(s)
163	2. The 580 seems pointless to commuters to LLNL because of the transfer. It's a great idea for non-commuters who want to go between BART and downtown Livermore (except the hours). For commuters it would be easier just to use the Rapid.	
164	What is the point of bus lines with multiple routes only to head to two different spots (East Dublin/Pleasanton BART transit center to the Livermore transit center)? Why not have the proposed 580x head to East/Vasco instead? From how it looks, the 580x will only exclusively serve the proposed 11 and 15 lines, both of which are the only lines passing through the Livermore transit center that don't also go to the East Dublin/Pleasanton BART transit center. The function, then, of the 580x appears to simply travel back and forth between two points, which is what all of the other lines will do that pass through the Livermore transit center. This hardly appears to be reducing inefficiencies and duplications of effort. The 580x would be much more popular with riders if it went all the way to East/Vasco. Remember: People getting to the labs have already made one or two commutes. In my case, it's a car ride to the Pleasant Hill BART station to the 70x from Pleasant Hill at 5:43am. In other peoples' cases, it's a car ride to BART then riding BART to the East Dublin/Pleasanton from wherever they started. Without some reasonable options to get to East/Vasco from the East Dublin/Pleasanton BART transit center, these proposed changes are only going to a) crowd the Rapid or b) force people who have already made one or two commute stretches to make two additional transfers. Too many moving parts. Without options beyond the Rapid line, these proposed changes will force people to transfer lines more often, leading to lower ridership and increase cost to the customer and taxpayer.	580X
165	Uses the 70X to get to the pleasant hill BART station - wants to keep the 630AM departure from Dublin and the 551PM departure from Pleasant Hill. She connects to County Connections routes. Also wants an additional PM trip around 6/605pm	70X
166	If Route 70XV is going to be deleted then the bicycle rack capacity of the Route 70X buses needs to be increased. I take the 70XV mainly because I can't rely on being able to put my bicycle on the 70X buses. Without that assurance I will be forced to revert to driving.	70XV

Number	Comment	Route(s)
167	The Rapid should continue to the Mall	R
168	Rapid service to the college will bring you ridership and fix the productivity problem but makes me wonder what qualifies this new route now as "Rapid" service. It doesn't seem any different than the route 12 it is replacing. Does this new configuration qualify for BRT funding sources? If I was in Livermore and needed to get to BART I would probably choose the 10 or the 14 instead. It seems quicker. They don't go all the way out to the college and fight the traffic and speed bumps there. Rapid also doesn't serve the Transit Center directly and it looks like that will continue to be the case. Have you ever tried to transfer to a bus at the Transit Center after coming off the eastbound Rapid? It can take several minutes to cross the heavy Railroad Avenue traffic and make that hike into the transit center. More often than not you will arrive just in time to wave goodbye to the bus you were hoping to catch.	
169	Currently the Rapid only stops at certain "R" stops. Will it stop at all #12 stops in Livermore? I work by Costco at North Canyons Parkway and Independence Dr.	
170	I currently take Rapid to/from RLCC and East Dublin Bart. If the new route past LPC does not increase the time, I'm all for it.	
171	The Rapid should continue to run to stoneridge mall as it does now;	
172	Can We have San Francisco Premium Outlets time stamp for the Rapid on Weekdays Monday-Friday Please	

Number	Comment	Route(s)
173	I have looked at the Preferred Routes that you recently released. I actually think they look pretty good. I live in Springtown and have a couple of concerns. First and most importantly, I travel to Cornerstone Fellowship (Across from Costco on North Canyons Parkway) three days a week and would hate to lose that bus stop because it is the Rapid Route. And secondly, would it require 3 buses to get from Springtown to Stoneridge Mall? That would not be good	
174	The new rapid route to BART through Las Positas college is god send. Most of the BART riders coming from the city in the evenings come between 6:10 PM and 6:20 PM due to the office timings and standard BART delays (1-5 mins) during peak hours. If new the rapid route's 15 min frequency can be extended to 6:30 PM compared to proposed 6 PM, it would help a lot of BART riders.	
175	I fully support re-structuring the Rapid. I take it weekdays and have been using it since inception. Jack London can be at time slow when cars move from I-580 to Jack London to avoid traffic, so taking it off Jack London makes sense.	R
176	VERY supportive of the Rapid realignment.	
177	<p>I am writing to inform you of my concerns regarding your plans to make changes to several routes in the Wheels fixed route service and the Dial Ride service. Listed below are my concerns about the following routes. Please understand that many of these changes will effect a large amount of passengers who life with disabilities and seniors.</p> <p>Rapid: Removing the Dublin Blvd portion will not allow people to go to several shopping centers. It also removes a direct service for a Dublin resident to go to the Kaiser medical offices in Pleasanton and the Stonebridge Mall. Moving the Rapid to 580 wasn't part of the original intent of the service. You stated in your original plan this route would never be on the Freeway. To remind you the system has a stop light over ride system installed in the bus. This system was installed to allow a Rapid bus to continue through a stop light. As I am aware this device is not in use.This device was paid by the Tax payers from transit funds from the Alameda County Transit Commission. My request and solution regarding this route is to activate these devices in all of the Rapid fleet. Both Dublin and Livermore cities should allow this to be used. There are other agencies that run this system. By using the system it will help the on time performance for the Rapid.</p>	

Number	Comment	Route(s)
178	I am now taking Bus 12 at Dublin Blvd/Fallon Stop from/to Bart station. After Route 12 is eliminated, will Bus R stop at Dublin Blvd/Fallon Stop?	
179	The proposed route changes look great for me, especially the Rapid route which will include LPC and run til midnight allowing easier access to Bart. Great changes IMO to create a leaner system focused on popular destinations.	
180	Mrs. Wolfe is a Senior who resides at Heritage Estate here in Livermore and she would like to request for the Rapid to Continue down Stanley Blvd as it makes it so much easier to get to Bart. Now with the new proposed changes she is very unhappy she has to ride through downtown Pleasanton. Also stating having to transfer to two different buses just to get to the Mall is unacceptable, very inconvenient and she is sure Stoneridge Shopping Center will lose a lot of business because of it.	
181	I'd suggest having westbound Rapid turn left off Dublin Blvd and follow the current afternoon 3 routing which goes briefly onto I-680 & comes around to the PLEASANTON side of the West Bart station, and then exiting the area onto Foothill and going to the Dublin/Regional (Burger King) stop. The route terminal could be at Burger King (for drivers' restroom convenience) or the West Bart station with peak time afternoon layover possibly in the preceding block at Stoneridge Mall Rd & Embarcadero (since the curb in front of Bart is painted as a white, not red zone). I'm concerned the Rapid in general will no longer be "fast" with having to make extra stops along Dublin Blvd & N. Canyons Pkwy & dealing with college traffic. Maybe just add Dublin/Fallon & the one Costco stop. Maybe have only every other Rapid go to the College or skip it altogether when the College is closed.	R
182	I very much approve the proposed Rapid route; it's much more convenient for LPC/Isabel Neighborhood riders to get to BART and the Labs. This change and losing route 12 makes getting to the Outlet stores more difficult from the northwest side, but serious shopping trips there usually require a car in any case.	
183	So I hope that the Rapid's on time dependability is not diminished by this change. Also, without the Route 12, there will be more patrons on the Rapid at rush hour, and I would hope that the "baby" (29') buses might be utilized on a lighter route other than the Rapid. My last concern is that the Rapid will no longer stop at Golden Gate Dr in Dublin, and that I will have to walk an extra couple of blocks from downtown to the Bart station to board. Not a big concern, but I wish there was a better solution. On the whole I'm very pleased with the service Wheels provides me. Thanks. Jim Hull	

Number	Comment	Route(s)
184	Wants to make sure the Rapid stops at additional stops on East Ave if Route 10 service is removed	R
185	The "R" would be great to run every 15 mins.	
186	Sounds like a great diea. Quicker bus service = more convenient for Las Positas Students	
187	I'm a Las Positas Student and I would have to have a faster way to Las Positas	
188	Have Rapid come to LPC and Transit Station ever 15 minutes!	
189	I'm a student at LPC and really depend on the bus to get to campus or back home. So if we can keep a route from here to Dublin it would be reall important	
190	I use Wheels Route 12 twice a day 5 days a week to a from BART to LP College	

Number	Comment	Route(s)
191	Hi. I was reviewing the proposed changes for the bus routes and overall I feel they are good changes. The routes I frequent are the Rapid, 10, 12, 8A & 8B. Elimating the 12 and restructuring the Rapid to cover Las Positas College will improve the frequency of coverage to the college, elimating the bus stop confusion on Dublin Blvd. near Hacienda Crossings Shopping Center, and contribute to streamlining the entire service route.	
192	Very happy if the Rapid were available on weekends. Would like the 15 to run every 30 minutes on Saturdays. I can't find a direct route to Stoneridge Mall in your changes. Unlikely to continue shopping there without a direct route	
193	1. Rapid bus- I would like you to add one more stop after the w.Pleasanton BART stop, and that would be to Kaiser hospital, and then turn around. That would add very little added time to route since it's just down the street. This would allow patients from Livermore & Dublin to take the Rapid directly to their doctors appt's without having to take that extra time to transfer. Pleasanton has a bus that takes them directly to Kaiser without transferring and Livermore and Dublin should as well. This one extra stop would extremely make a huge difference in residents getting to the doctor, and without having to rely on dial a ride/ paratransit service. It wouldn't add much time to the route, but would make a huge difference in the lives of many that depend on taking the bus to their doctors appt's. WIN/ WIN sollution!	R
194	PLEASE, PLEASE develop a route that allows people without personal transportation attend church with their families on Sunday. There has to be a way to include most of the larger churches, St. Charles, Holy Cross, Cedar Grove, Asbury, First Presbyterian, St. Michaels, Celebration, Cornerstone Fellowship and Crosswinds. Current statistics indicate that 90% of the East Bay is 'unchurched' - a direct correlation to crime and the break-down of the family. Hoping our community can step up and make a positive change here. I believe most of these churches will provide bus tickets for attendees. That would be amazing!!	
195	The bus routes don't serve me well. I live in Springtown which only has route 15. I have children needing to get to Las Positas College and the Bart station daily, but there is no way for them to get there in an hour. I wish there were more trips, and trips going the opposite direction, and more direct routes. LATER COMMENT: I appreciate the route changes you are proposing. I'm looking forward to those improvements, which I'm sure will translate to increased ridership for Wheels.	

Number	Comment	Route(s)
196	<p>o I recently moved to Dublin and thoroughly enjoy taking the R bus to and from the East Dublin Bart station. The drivers are wonderful and polite. The Dublin/Pleasanton Bart line in the evening is often over-crowded at Embarcadero Station and impossible to board. I am always on the R bus between 7 and 7:30. Please add a 7:45 and an 8pm bus. After which, I hope you will run busses every 30 minutes until 10pm in consideration of those who work late or have classes that don't end on the hour.</p>	
197	<p>wants to keep the Rapid as it is today. wants to maintain weekend sevice on Dublin Blvd</p>	
198	<p>The Rapid is fine in the morning, albeit an incredibly long journey with an insane number of stops for a bus with "Rapid" as its name, while headed to East/Vasco from the East Dublin/Pleasanton BART Station. However, the Rapid is rarely on time or reliable for the return trip from East/Vasco to the East Dublin/Pleasanton BART Station. Traffic congestion and the stop at the outlets always - ALWAYS - presents an issue. Unless there are plans to increase the reliability and route speed of the Rapid, it will simply spiral downhill to nothing better than the 14 Mission in San Francisco. That bus never is anywhere close to being on time. But I digress. I don't understand how the primary public transportation service in the valley here is going to neglect the largest employer by far in the valley. Why would the Wheels bus line only offer one route (Rapid) to get to the laboratories? Not everybody takes the ACE train in from the Central Valley. It is sort of like the 70x... Only runs a few times in the mornings and afternoons, but vital for those who take it. This proposed route will force people to either cram into Rapid buses (if they are even reliable) or transfer from one transit center in East Dublin to the other in Livermore, only to get on another bus (11 line) to catch a laboratory shuttle that goes so far as to where the Wheels bus drops people off anyway. Too many transit centers and transfers. For the love of anything rational, cut the 51 line and all of the non-major lines that duplicate efforts or are not crowded to be economically feasible to run as shown in your PowerPoint presentation. Leave more than just the Rapid bus line to service the largest employer in your jurisdiction. Thank you - Rob</p>	R
199	<p>6. What is the real-time ridesharing? I've been looking for that kind of thing without success. Please make it available by calling or text, for those of us (few, I know) without smartphones.</p>	Wheels on Demand
200	<p>Don't change the route numbers.</p>	ALL

Number	Comment	Route(s)
201	I think these will be fantastic, it will help getting more people to use public transportation. Edwin	ALL
202	Please make bus service available for school kids during school hours, to & from JM Amador Elementary School , DUBlin surroundings to Middle & High School to BART	Dublin school routes
203	We are hearing the necessity of having a bus that connects east Dublin residents with the Dublin Library. Any thoughts given to this? Many thanks, Lee Jouthas Dublin Library Manager	
204	Ten years before BART rail might reach Livermore? I'll be age 100 by then! Until BART rail comes, link the Isabel station site with every weekday BART train from early AM through the evening commute, as I have long proposed. A simple three-bus route would do the job well at low cost. Pair it with improved park/ride for Altamont commuters, enlarging the Airway Park/Ride, and improved bus berths near the station fare gates.	
205	Please add a weekday all-day bus at 15-minute headways between BART park/ride at the planned Isabel station site and the station - early AM thru the evening commute. I have given LAFTA a draft schedule: three buses, each making nineteen loops per day, just over 14 hours/day. Plan to use the new HOV lanes between Airway and Hacienda freeway interchanges. Consider a stop at the Livermore Airport/Golf Course. Make station berth for this bus as well as your new 580X close to the fare gates (by the bicycle lockers). Enter from Dublin Blvd. Exit via Owens/Hacienda. Time this bus to and from the berth to coincide with train arrival and departure times. Ask BART to install Train Arrival light similar to ones at Bayfair. Base Livermore end of this bus at your Rutan facility for driver rest/relief, bus changeout as needed, and attended waiting room/ticket office in LAVTA office. Request interim expansion of the little-used park/ride on adjacent vacant, level BART-owned land, compatible with future station parking when BART rail comes. Work with BART, the City of Livermore, and others to limit use of the park/ride to vehicles registered in Livermore. Provide for taxi, Uber/Lyft, bicycle, and kiss-ride access there.	none specified

Number	Comment	Route(s)
206	<p>Route 3 - Dougherty to BART. It's a mistake to eliminate the route - especially with the widening of the Road. There will be more people who need to take the bus. Not the right time to eliminate as there is more development coming up. The widening of the road will cause a lot of traffic and disruption and the bus will take help it. There should be more lines on Dougherty up to San Ramon.</p> <p>Please do not eliminate Route 3. There will be more people who will use it.</p>	

RESOLUTION NO. 15-2016

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING FALL 2016 SERVICE CHANGES**

WHEREAS, LAVTA projects that the agency can financially sustain to operate 125,759 revenue service hours in FY 2017, and

WHEREAS, LAVTA conducted a Comprehensive Operational Analysis (COA) of the Wheels bus system to identify changes that would make the bus system easier to use, less duplicative, and create more frequent service to key destinations in the Tri-Valley in order to grow ridership and reduce inefficient service, and

WHEREAS, the COA involved extensive public outreach to riders, non-riders and local stakeholders, and

WHEREAS, staff, with help from the community, has identified a package of service changes to improve Wheels bus service; and

WHEREAS, all such service changes were thoroughly discussed with the public and a public hearing was held on May 2, 2016.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Board authorizes implementation of the Fall 2016 service changes as briefly described below and more thoroughly in the accompanying staff report, and authorizes staff to implement these measures as described herein:

Route 1 – Realign Route to provide direct service to the Santa Rita Jail from BART via Hacienda

Route 2 – Eliminate Route; operate additional school-focused service in its place

Route 3 – Realign Route to provide direct service to the Stoneridge Mall area from Pleasanton; operate Route every 45-60 minutes on Weekdays and Weekends; Eliminate service in Dublin

Route 8 – Realign Route to provide direct service to southern Pleasanton via Hopyard and Valley; operate Route every 30-60 minutes on Weekdays and every 60-minutes on Weekends

Route 9 – Eliminate Route

Route 10 – Truncate Route at E. Dublin BART Station and Livermore Transit Center; operate Route every 15-minutes until 7pm and every 30-60 minutes until midnight on Weekdays, and every 60-minutes on Weekends

Route 11 – Realign route to terminate at the Vasco Road ACE Station

Route 12 – Eliminate Route

Route 12X – Eliminate Route

Route 14 – Realign Route to provide service along Jack London and Stoneridge Drive, W. Las Positas and Willow to the E. Dublin BART Station; operate route 7-days per week

Route 15 – Remove service on Enos and Portola for streamlined service on Junction Ave; operate route every 30-minutes on Weekdays

Route 20X – Eliminate Route

Route 30/Rapid – Realign Route to provide service to Las Positas College; truncate Route at W. Dublin BART Station; operate Route every 15-minutes until 7pm and every 30-60 minutes until midnight on Weekdays, and every 60-minutes on Weekends

Route 53 – No Changes

Route 54 – No Changes

Route 51 – Eliminate Route

Route 70X – No Changes to Routing

Route 70XV – Eliminate Route

Route 401 – Eliminate Route

Route 402 – Eliminate Route

Route 403 – Eliminate Route

PASSED AND ADOPTED this 2nd day of May, 2016.

Don Biddle, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel