

STAFF REPORT

**SUBJECT:** Airway Park-and-Ride Bus Service

**FROM:** Christy Wegener, Director of Planning & Communications

**DATE:** January 25, 2016

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**Action**

None-Informational Only

**Background**

Evaluation of a proposal to operate 15-minute all day bus service to and from the Airway Park-and-Ride lot and the Dublin/Pleasanton BART station.

**Discussion**

For the past several months, Mr. Bob Allen, retired Bay Area Rapid Transit District (BART) Director, has urged the LAVTA Board to consider a proposal to operate buses every 15-minutes from the Airway Park-and-Ride lot to the Dublin/Pleasanton BART station. Mr. Allen's proposal would require three peak buses operating for a total of approximately 45 hours per day, serving the current park-and-ride lot which is 150 spaces. Mr. Allen's proposal is provided in Attachment 1.

Staff has considered Mr. Allen's request as a part of the Wheels Forward Comprehensive Operations Analysis (COA) and does not recommend moving forward with his proposal in the short term. Primarily, the justification for not moving forward is that 150-spaces is not sufficient enough to justify 15-minute all day service. LAVTA staff approached BART staff to gauge their interest in expanding the lot as Mr. Allen has suggested; BART staff indicated that they have considered a larger Park-And-Ride at Airway and determined that it was not feasible.

**Attachments:**

1. Mr. Allen's proposal
2. Memo from Nelson Nygaard

## Robert S. Allen

Livermore | Posted: Thursday, October 22, 2015 12:00 am

### The Independent Newspaper

BART Director, 1974-1988

John Stein's excellent October 1 letter laid out a clear case for adequate parking at Isabel-580 BART. While I was BART director nearly three decades ago, BART bought 53 acres there. Much of that land, though, has been traded and gone for the new freeway interchange.

Let's get BART rail to Isabel/580 ASAP, with parking as Stein proposed. Until BART rail comes, adding a Wheels route between the planned Isabel station site and the BART station Time the bus to meet every train in or out from early AM through the evening commute, and reserve the parking at Isabel for Livermore residents.

This would take three buses each running about 14 hours per day, depositing and picking up passengers right at the fare gates. The daily round trip cost to riders of \$2.60 (with Fare buster westbound and BART transfer eastbound) comes to even less than the \$3.00 parking charge and no hunting for an elusive parking space! More space for others at no cost to BART.

Provide parking at Greenville/580 for Central Valley and ACE riders, with a similar express bus to the BART station. Charge a higher fare and a parking fee there; Central Valley commuters have not paid BART taxes for years, as have Livermore residents.

BART owns even more land near Greenville Road north of I-580, bought for a future train yard. Use that for interim fee parking, with a commute shuttle for Central Valley BART riders until BART rail is extended beyond Isabel.

I hope for BART ultimately to go over the Altamont to near Grant Line Road - still in Alameda County. (Southern Pacific's ruling grade over the Altamont was a modest 1.29%, as compared to BART's 2.99% over Dublin Hill. We used to run heavy freight on that line.)

Hopefully, when BART's new train cars arrive, BART will add another route: from the Tri-Valley to downtown Oakland, Berkeley, and Richmond. Even now, some trains in the commute hour are standing room only from East Dublin. Changing BART's A-R line to A-C would greatly relieve the load on I-680.



## MEMORANDUM

To: Christy Wegener  
 From: Thomas Wittmann  
 Date: October 16, 2015  
 Subject: Assessment of Robert Allen's Service Proposal

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### Introduction

Mr. Robert Allen, a retired BART director, has forwarded several different proposals to LAVTA to revamp the service design between the East Dublin/Pleasanton BART station and Livermore. This memo briefly summarizes the proposal and describes how the elements of the proposal were incorporated into the scenarios developed for the LAVTA Comprehensive Operational Analysis.

### Proposal

Mr. Allen's proposal focused on providing frequent, all-day service between the E Airway Boulevard Park-and-Ride (in the vicinity of the Isabel Road interchange with I-580) and the East Dublin/Pleasanton BART Station. The goal of the service was to address parking shortages at the BART stations and provide a convenient alternatives. Key features of the proposal included:

- A direct route from the Airway Park-and-Ride to the BART station, with no stops between. The new managed lanes could be utilized to improve speed and reliability.
- Service every 15 minutes, so that every train would be met. Buses would arrive five minutes before train departures and would leave after trains had arrived.
- 14 hour span of service on weekdays – so that trips throughout the day could be accommodated.
- A schedule was developed that showed the need for three buses throughout the day to deliver this service.

### Assessment and Implications

Parking constraints at BART indeed present an opportunity for LAVTA to fill. Also, the goal of connecting to every train is important. Both of these elements that were identified by Mr. Allen became key elements in making changes to both Routes 10 and the Rapid. In essence, by providing 15 minute service on the two best routes in Livermore, Pleasanton, and Dublin, more people would have the opportunity to access BART without needing to park.

None of the proposals directly include Mr. Allen's proposals. Reasons include:

- The Airway Park-and-Ride is too small to support 15-minute all-day service to BART. The facility would need to be several magnitudes bigger to ensure that parking would be available throughout the day.

- The proposed route would only serve the park-and-ride, which is located in an area where walk-up options are virtually non-existent.
- The service, as proposed, would be unproductive and run empty most of the day. This could be different with a larger park-and-ride.