

STAFF REPORT

**SUBJECT:** Comprehensive Operations Analysis –Recommendations for Approval

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

**DATE:** May 2, 2016

---

**Action**

Review and approve staff recommendations for COA/Wheels Forward service changes.

**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 22, 2016 and staff's 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. The initial three service scenarios were created in October 2015 and were available for public comment until early December 2015.

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.

#### Service Design Guidelines

In conjunction with the development of the three service scenarios, the Board developed and approved service design guidelines 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.

### 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 preferred alternative. A map depicting areas that would no longer have fixed route bus service if all the COA changes were eliminated is included as Attachment 2. A map depicting the changes in school bus service coverage is included as Attachment 3.

- 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 additional school bus service, and could also include a real-time dynamic ridesharing project called *Wheels on Demand*.
- 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 County Connections Routes 35 and 36, and could also include a real-time dynamic ridesharing project called *Wheels on Demand*.
- 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 is anticipated to provide a level of service in areas in Dublin where service is proposed for elimination. An updated project description is included as Attachment 4.

Public Outreach on the Preferred Alternative

Significant outreach has been done to solicit input on the Preferred Alternative. Attachment 5 summarizes the outreach efforts to solicit comments on the Preferred Alternative.

Comments on the Preferred Alternative

There have been 261 comments received from 193 people on the proposed route changes as of April 22, 2016. Major themes include:

- Objection to the elimination of Route 20X/service to Lawrence Livermore National Laboratory (29 comments)
- Support for Rapid service changes (27 comments)
- Support for service to Stoneridge Creek Retirement home via proposed Route 14 (25 comments)
- Objection to the elimination of Route 2 and service to East Dublin/Positano (20 comments)
- Objection to the elimination of Route 3 service in Dublin (20 comments)
- Objection to removing the Stoneridge Mall/Medical Offices from the Rapid and Route 10 (19 comments)
- Objection to elimination of Route 9 service in Hacienda (9 comments)
- Support of new Route 580X (6 comments)

The full list of comments received as of April 22, 2016 are included as Attachment 6.

Staff Recommendation

Based on feedback received during the open comment period, staff recommends implementing the changes recommended as a part of the preferred alternative included in Attachment 1, with the exception of Route 54, and with addition of new school-focused service in Dublin as described below.

Route 54: Route 54 is partially funded by ACE, who receives funding from the Bay Area Air Quality Management District (BAAQMD). ACE staff object 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. Staff will explore options for realignment of Route 54 with ACE staff later in 2016.

New Route 501: New school tripper service would be provided from the Positano area to Dublin High School with trips timed with the bell times of Dublin High. Route 501 would provide service along the following segments: Positano Parkway – Fallon Road – Tassajara Road – Gleason Drive – Hacienda Drive – Dublin Boulevard – Village Parkway.

New Route 502: New school tripper service would be provided from the East Dublin area to Dublin High School with trips timed with the bell times of Dublin High. Route 502 would

provide service along the following segments: Dublin Boulevard – Lockhart Street – Central Parkway – Hacienda Drive – Dublin Boulevard – Dougherty Road – Wildwood Road – Amador Valley Boulevard – Village Parkway.

New Route 504: New school tripper service would be provided from the East Dublin area to Dublin High School with trips timed with the bell times of Dublin High. Route 502 would provide service along the following segments: Gleason Drive – Fallon Road – Antone Way – Dublin Ranch Road – Tassajara Road – Dublin Boulevard – Village Parkway.

New Route 505: New school tripper service would be provided along the existing Route 2 alignment in East Dublin with trips timed with the bell times of Fallon Middle School.

#### California Environmental Quality Act (CEQA)

The Projects and Services Committee recommends that 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, it is 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. Preferred Alternative
2. Proposed Fixed Routes and Existing Service Deletions
3. Proposed School Tripper Routes and Existing Service Deletions
4. Wheels On Demand White Paper

5. Summary of Preferred Alternative Outreach Efforts
6. Public Comments Received as of April 22, 2016
7. Draft Resolution 15-2016

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

## Rapid Livermore to E. BART and W. BART

In order to increase ridership on the Rapid, and improve route reliability, the Rapid should be restructured to be more direct, reduce duplication with existing routes, and serve new high-ridership areas.

The Rapid should be restructured to serve Las Positas College. The College represents a growth market that is currently underserved by Route 12. This recommendation would remove Rapid service from the San Francisco Premium Outlets and Stanley Boulevard. The Outlets would be served by a restructured Route 14 and, Stanley Boulevard would continue to be served by Route 10, which would operate every 15 minutes on weekdays. Travel times between the Livermore Transit Center and BART would be faster than today.

The western terminus of the Rapid should be changed to the W. Dublin/Pleasanton BART station. Access to Stoneridge Mall would be via a restructured Route 3 or from walking across I-580 at the BART station. The reliability of the Rapid would also be enhanced by no longer serving Stoneridge Mall directly.

Additional stops should be added on Dublin Boulevard in Dublin and East Avenue in Livermore. Currently, Routes 12 and 10 duplicate the Rapid in these segments. Those local routes would be removed and only the Rapid would serve Dublin Boulevard and East Avenue.

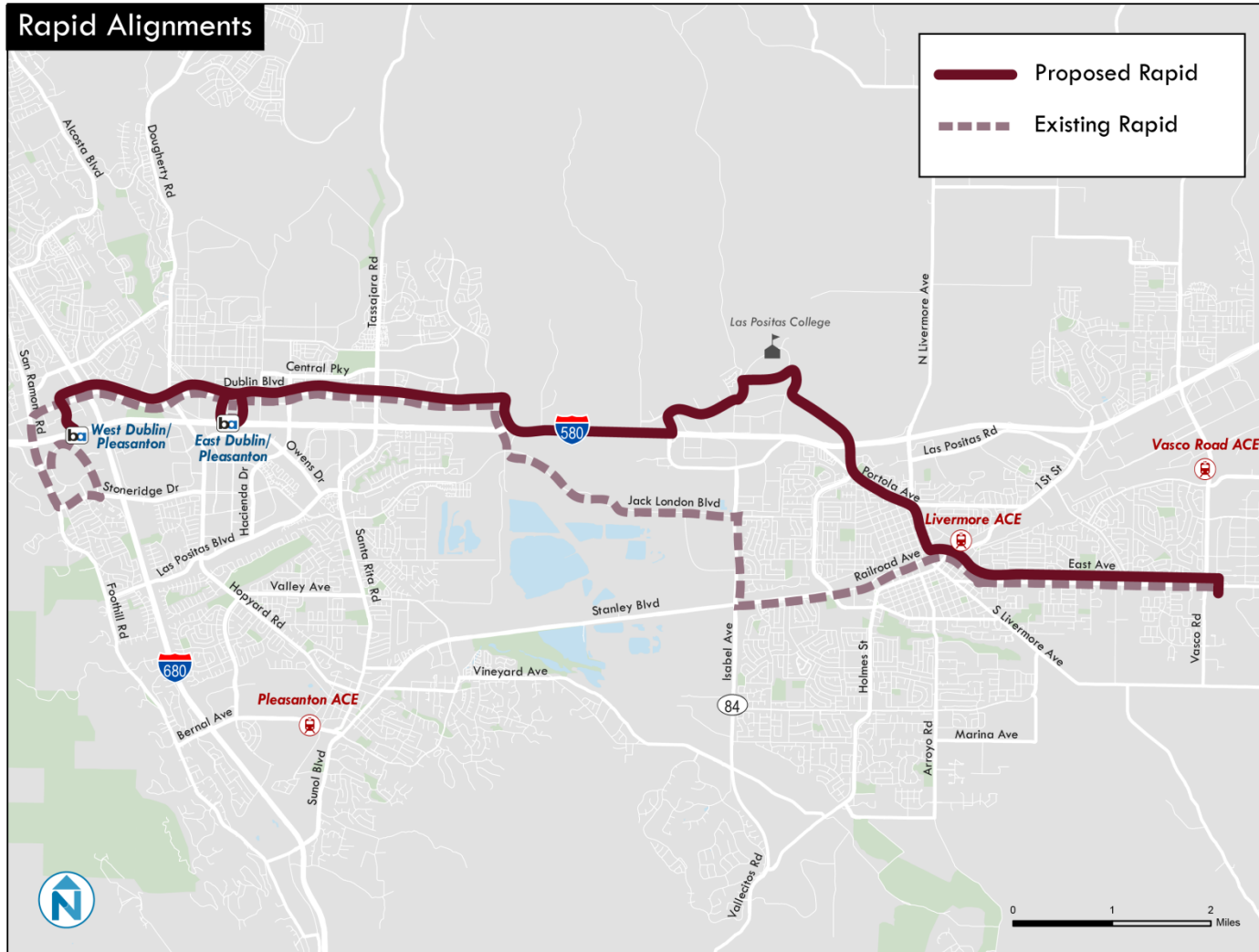
Rapid should operate on weekday evenings as well as on weekends.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	15	15	15	30-60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	5:15 a.m. – Midnight
Saturday	5:15 a.m. – Midnight
Sunday	5:15 a.m. – Midnight





## Route 1 East Dublin

Route 1 is proposed to operate as a connector between East Dublin/Pleasanton BART to Emerald Point and the Santa Rita Jail.

This recommendation will provide bi-directional service between the Jail, employers along Hacienda Drive, and BART. Service along Central Parkway and Rosewood Drive would be eliminated due to low ridership.

Route 1 would operate every 30 minutes during peak periods, and every 60 minutes midday, evening and on weekends

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	60	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	6:00 a.m. – 9:00 p.m.
Saturday	8:00 a.m. – 9:00 p.m.
Sunday	8:00 a.m. – 9:00 p.m.

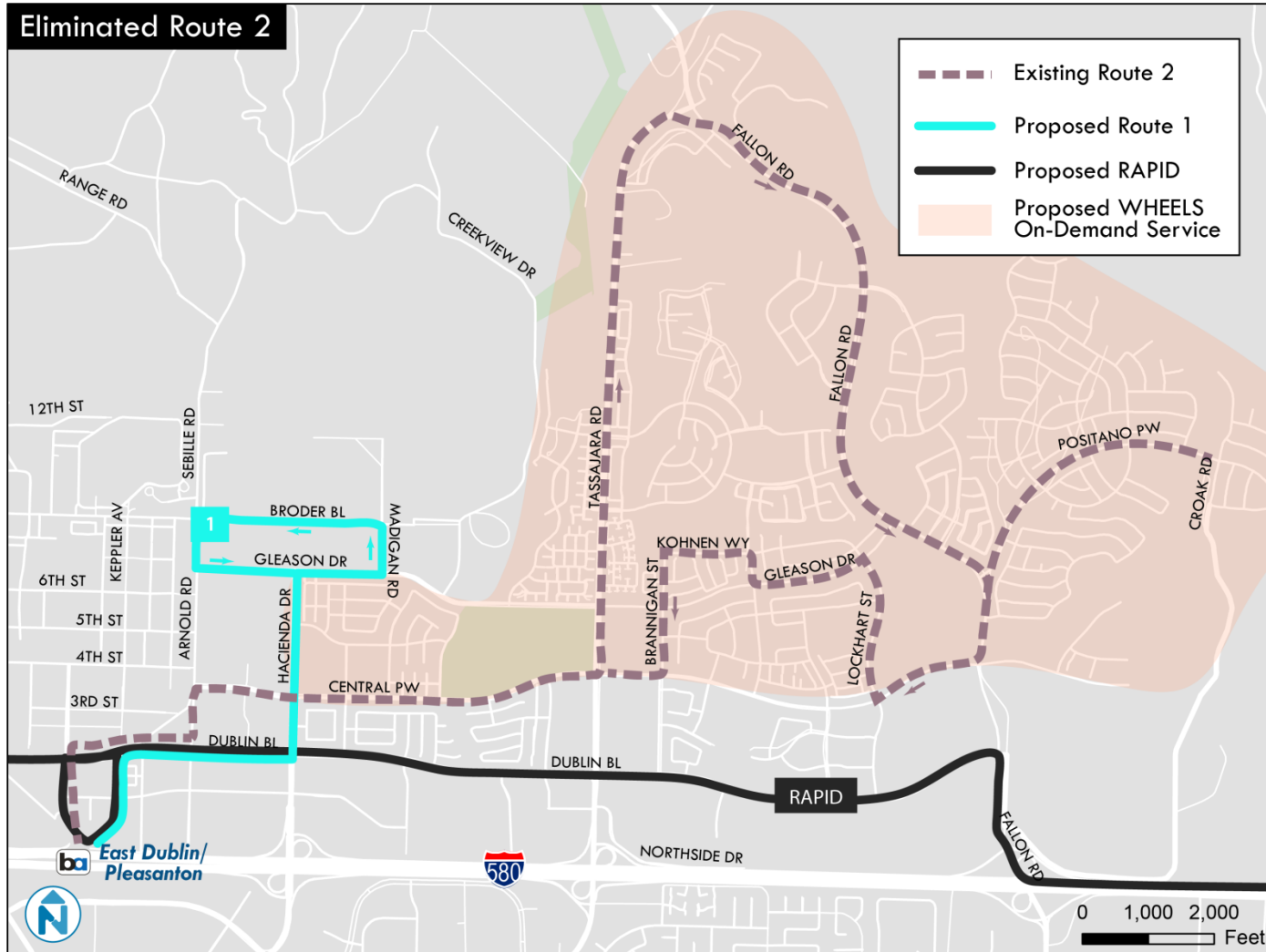


## **Route 2 East Dublin**

Route 2 is proposed for elimination due to low ridership.

Additional school service would operate in East Dublin to replace Route 2 service to Fallon Middle School via new Route 505. Augmented bus service to Dublin High School would be provided via Routes 501, 502, and new Route 504.

Replacement service could also be provided with “*Wheels on Demand*”, a demonstration project that will utilize real-time dynamic ridesharing in the East Dublin area instead of a large, fixed-route bus.



## Route 3 E. BART to Stoneridge Mall

Route 3 service is proposed to be eliminated in Dublin. Deleted segments include Village Parkway and Dougherty Road. County Connection Route 35 and 36 would provide service to West Dublin. Replacement service could be provided with “*Wheels on Demand*”, a demonstration project that will utilize real-time dynamic ridesharing in the West Dublin area instead of a large, fixed-route bus.

Route 3 would be restructured in Pleasanton to feed BART and serve the 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.

The new Route 3 would operate every 45 minutes during the day on weekdays, every 40 minutes on weekends, and every 60 minutes at night.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	45	45	45	45-60
Saturday	40	40	40	40-60
Sunday	40	40	40	40-60

### Proposed Span

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



## Route 8 E. BART to Pleasanton / Kottinger Park

Realign Route 8 to operate along a bi-directional route between BART and Pleasanton along Hopyard and Valley. The Santa Rita segments of the route would no longer be served by Route 8, but instead would be served by more frequent Route 10 service. The Kottinger loop would be served by all trips. The deviations into the Bernal Business Park would be eliminated due to low ridership.

Route 8 would operate the same alignment, seven days a week.

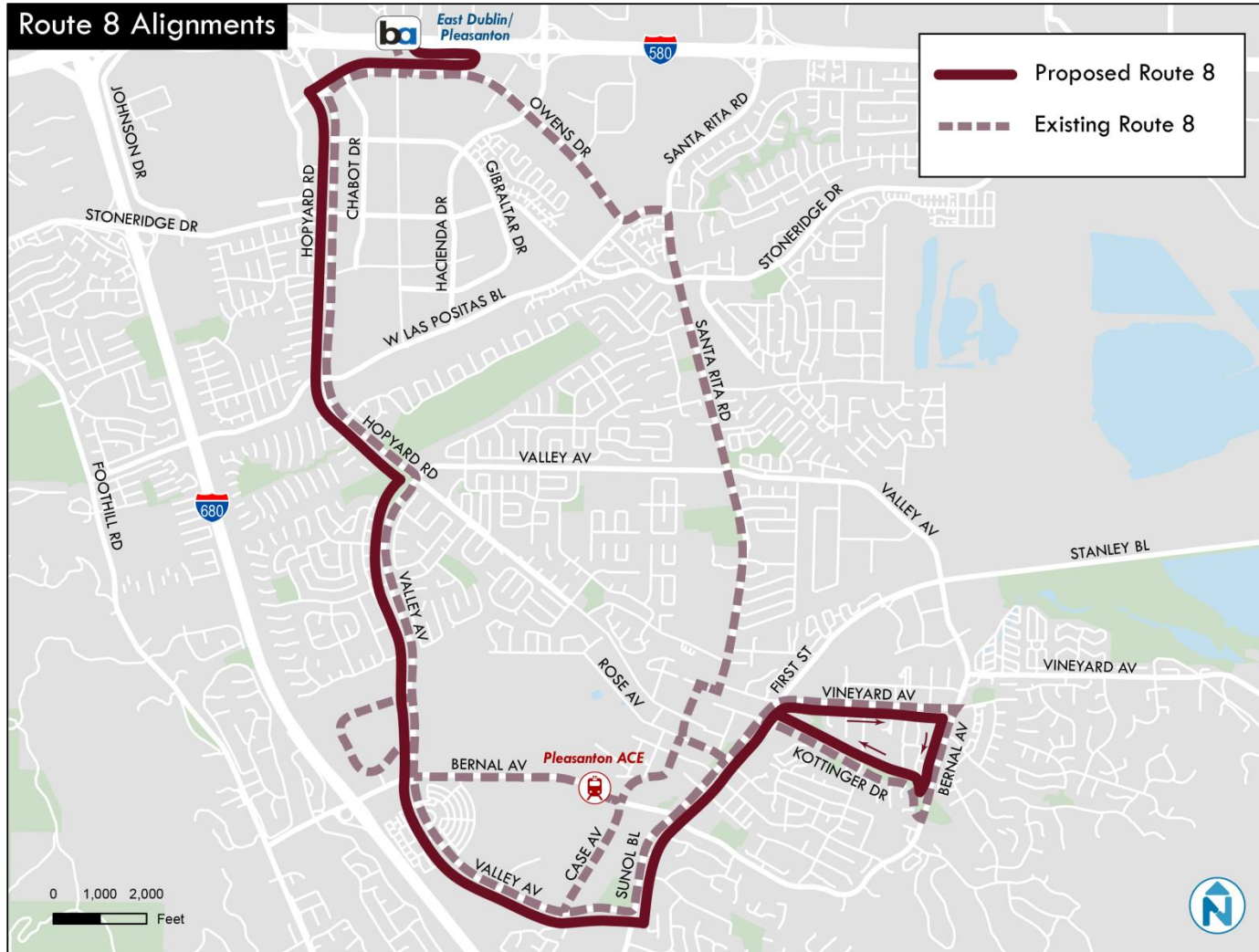
Route 8 would operate every 30 minutes during peak periods, and every 60 minutes midday and on weekends.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	60	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	6:00 a.m. – 9:00 p.m.
Saturday	8:00 a.m. – 9:00 p.m.
Sunday	8:00 a.m. – 9:00 p.m.

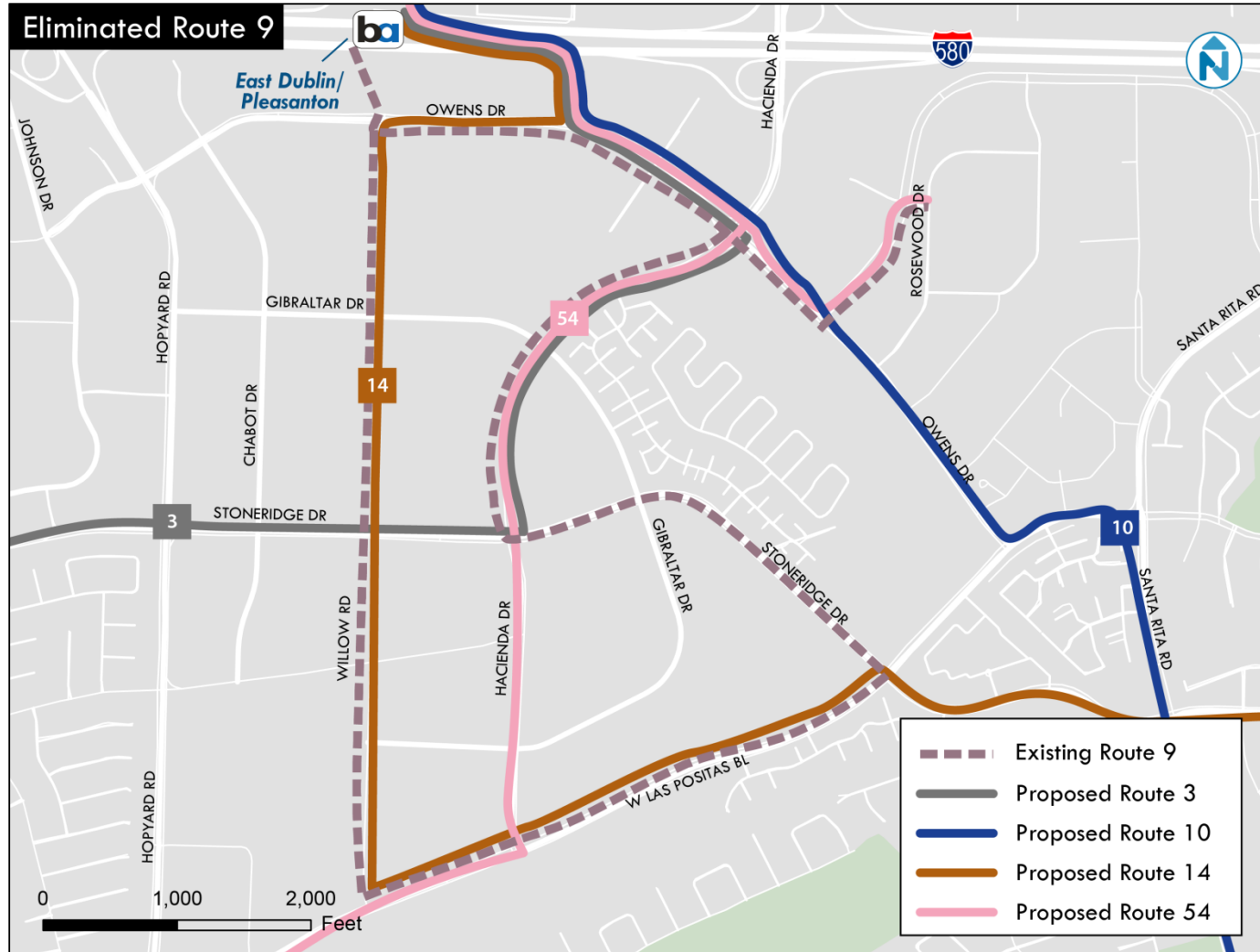




## **Route 9 E. BART - Hacienda Business Park**

Route 9 is proposed for elimination due to low ridership

Route 9 would be replaced by enhanced Route 10 service, a revised Route 3, a revised Route 14, and revised Route 54 service.



## Route 10 E. BART to Pleasanton and Livermore

In order to reduce duplication with the Rapid, Route 10 would terminate at the Livermore Transit Center. Rapid would continue to serve East Avenue, and serve most of the stops currently served by Route 10. Rapid would also be upgraded with new service on evenings and weekends.

Route 10 would no longer serve Stoneridge Mall during evenings and on weekends. A restructured Route 3 would operate to the Mall instead.

Service on Route 10 is proposed to increase to every 15 minutes on weekdays during peak and midday hours.

Route 10 would operate every 30-45 minutes on weekends.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	15	15	15	30-60
Saturday	45	30	30	45-60
Sunday	45	30	30	45-60

### Proposed Span

	Span of Service
Weekday	4:30 a.m. – 1:00 a.m.
Saturday	5:30 a.m. – 1:00 a.m.
Sunday	6:00 a.m. – 1:00 a.m.



## Route 11 Livermore to Greenville Rd and Vasco Rd

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.

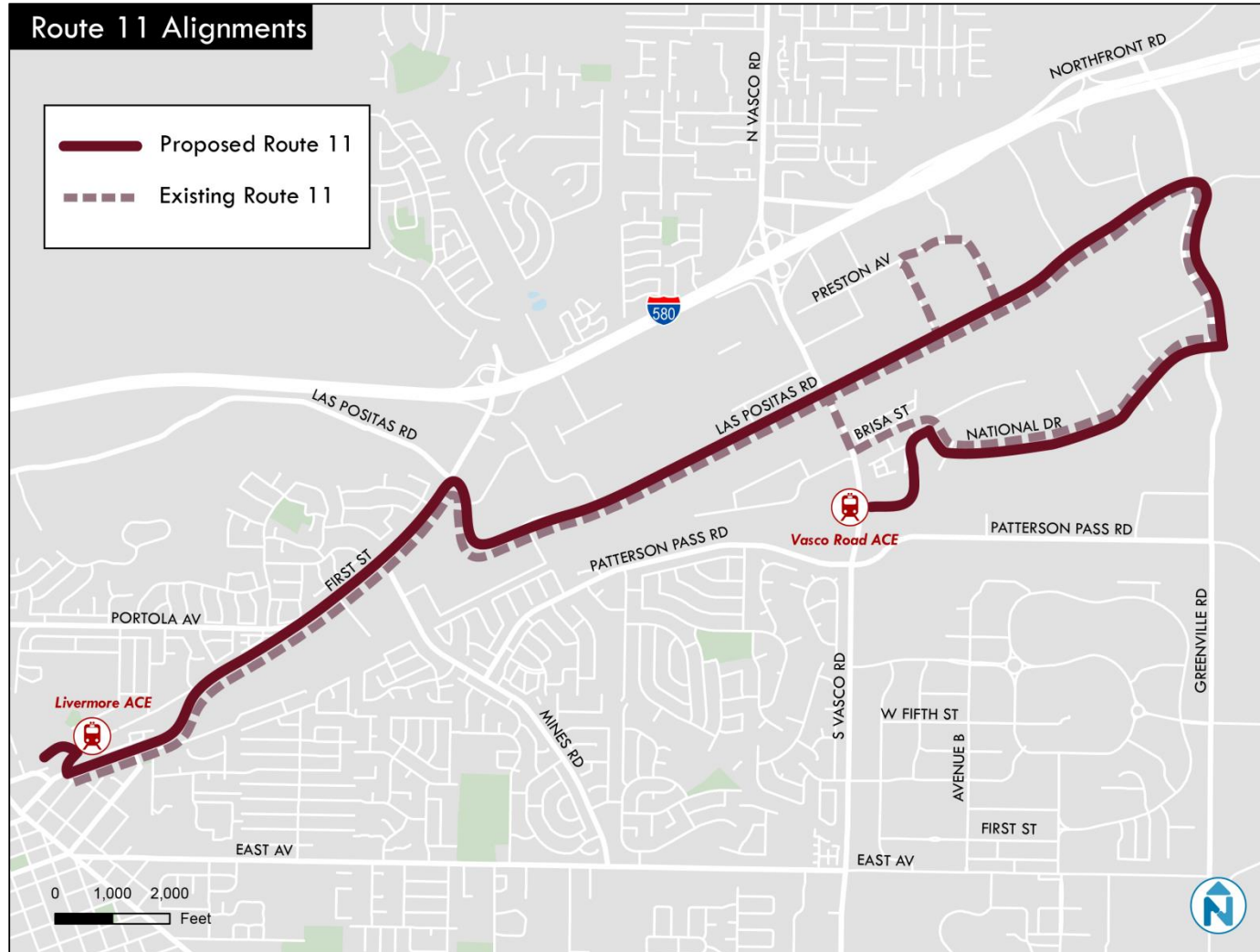
In the morning, the route would connect to two ACE trains at Vasco Road, and another ACE train at the Transit Center. In the afternoon, it would connect with three ACE trains at Vasco Road. This will improve connections for the many workers who live in the San Joaquin Valley and work in the industrial area. In addition, the 60 minute frequency will facilitate transfers between Routes 10 and 15, which will improve access to jobs for Tri-Valley residents as well.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	60	-	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

### Proposed Span

	Span of Service
Weekday	6:00 a.m. – 9:00 a.m. 4:00 p.m. – 7:00 p.m.
Saturday	-
Sunday	-



## **Route 12 E. BART to Livermore Transit Center**

## **Route 12X E. BART to Livermore Transit Center**

Route 12 and 12X service should be consolidated into the restructured Rapid route.

The restructured Rapid would serve most of the existing Route 12 stops on Dublin Boulevard, as well as Canyons Parkway and Las Positas College. A restructured Route 14 would serve areas of Livermore currently served by Route 12.





## Route 14 E. BART to Livermore via Stoneridge

Route 14 is proposed to be realigned to Pleasanton, Hacienda Business Park, and BART via Stoneridge. This recommendation would transform Route 14 from a neighborhood circulator to a regional connector.

Route 14 would be extended to serve Jack London, San Francisco Premium Outlets, Stoneridge Creek Retirement Facility, Hacienda, and the E. Dublin BART station.

Route 14 would operate within ¼ mile of the LAVTA facility on Rutan Court, but not serve it directly.

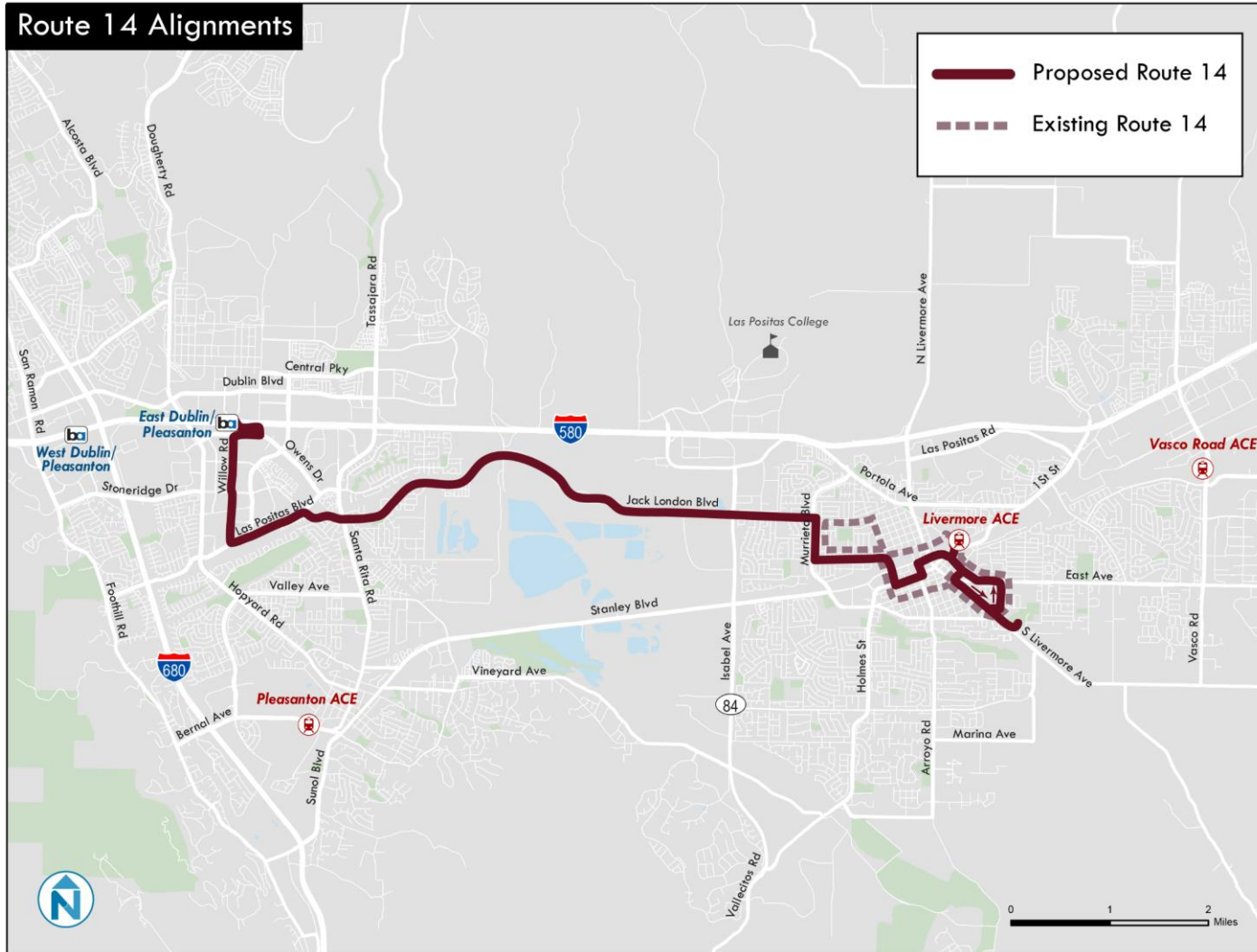
Route 14 would operate seven days a week and into the evening, an improvement of existing service into the West Livermore neighborhoods. It would also serve the Civic Center Library seven days a week, which was a frequent request by the public.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	60	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	7:00 a.m. – 10:00 p.m.
Saturday	8:00 a.m. – 10:00 p.m.
Sunday	8:00 a.m. – 10:00 p.m.



## Route 15 Livermore Transit Center to Springtown

Route 15 is productive feeder route in Livermore.

Recommendations include improving Route 15's midday frequency to every 30-minutes all day on weekdays.

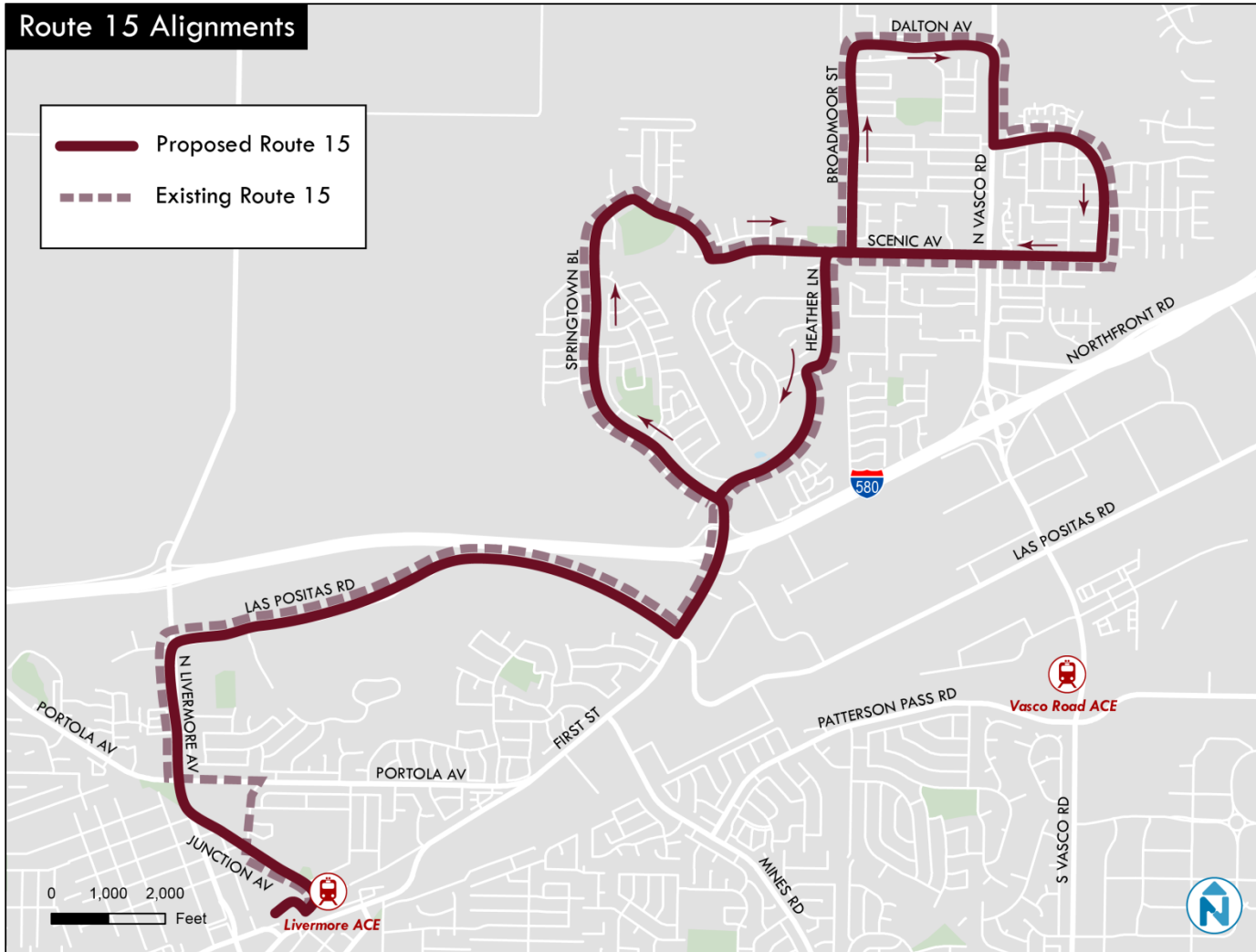
In order to improve route directness, Route 15 should have a minor realignment to operate on Junction Ave to N. Livermore Ave.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	30	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	5:00 a.m. – 12:00 p.m.
Saturday	6:00 a.m. – 10:00 p.m.
Sunday	7:00 a.m. – 9:00 p.m.

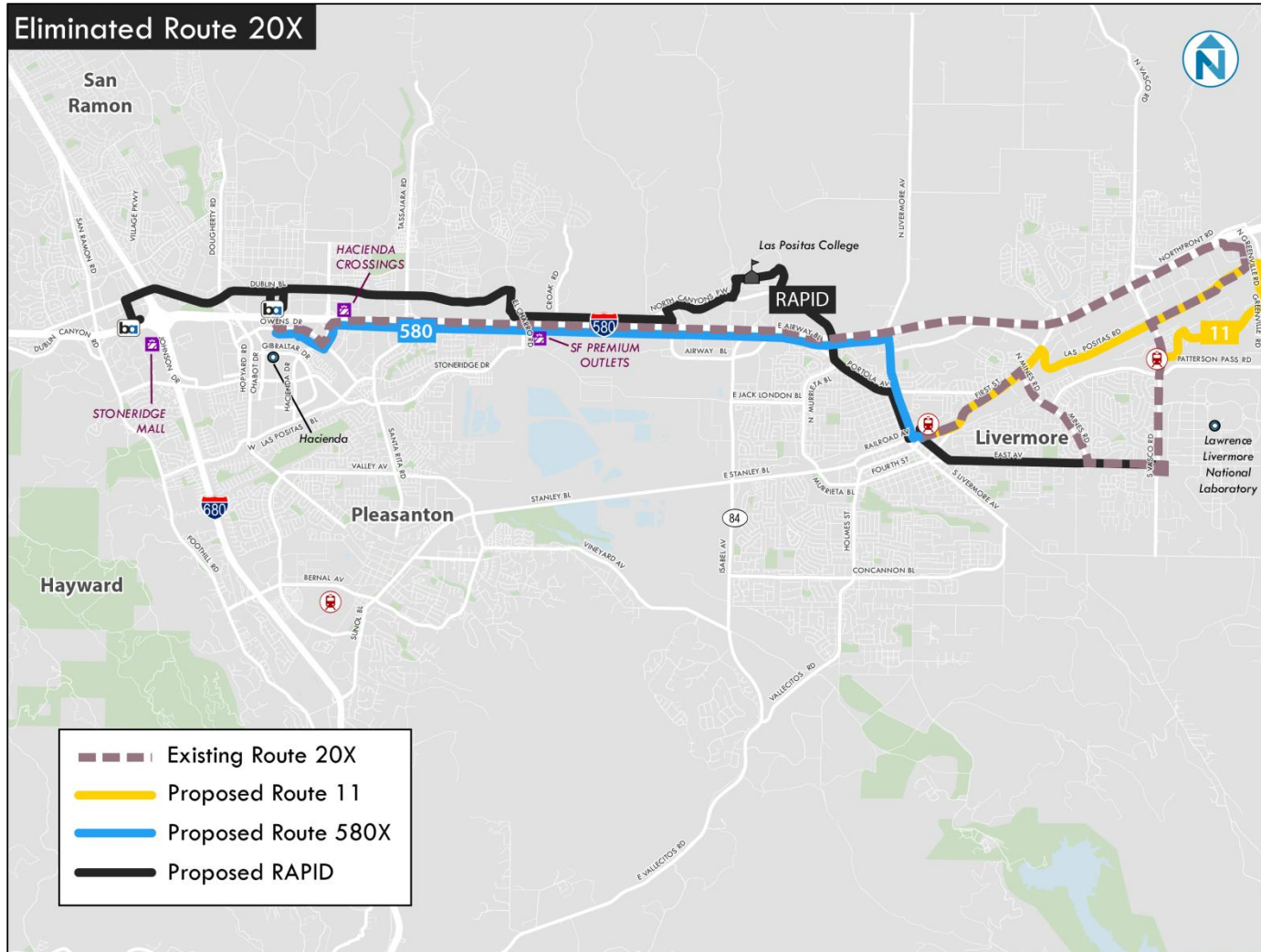


## **Route 20X E. BART to Vasco Road**

Route 20X is proposed for elimination due to low ridership.

Two alternatives are proposed for Route 20X riders. A new Route 580X would provide non-stop service between BART and the Livermore Transit Center. At the Livermore Transit Center, connections to the Lawrence Livermore National Laboratory would be available via the Rapid and connections to the industrial area along Los Positas would be available via Route 11.

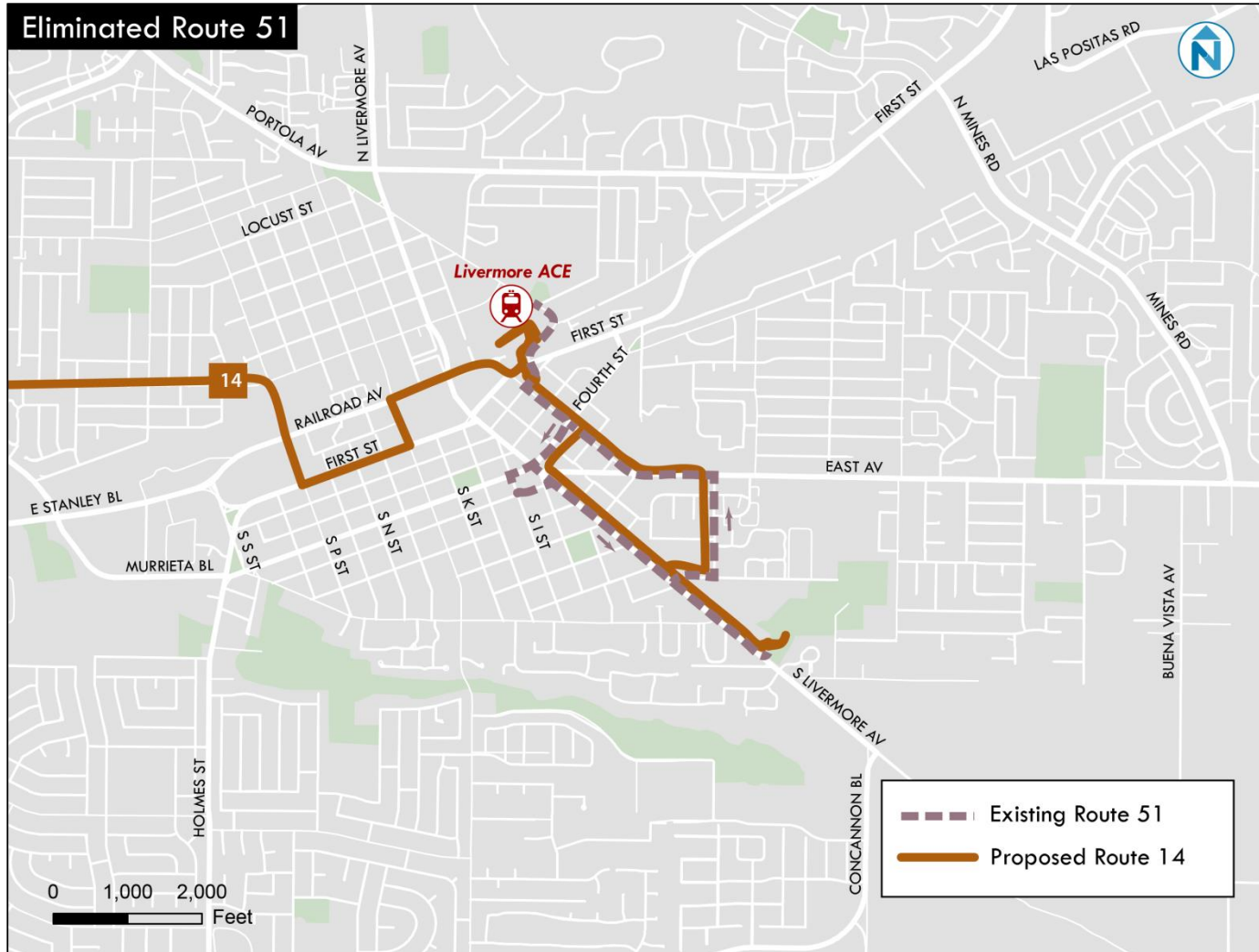
Alternatively, Route 20X service can be provided with a BART-Based Vanpool Service. A vanpool(s) would be better able to match times with BART and be able to distribute riders within the Lab itself. Vans would have reserved parking at BART.



## **Route 51 Livermore Transit Center to Civic Library**

Route 51 should be consolidated with a restructured and extended Route 14.

The restructured Route 14 would serve the Civic Center/Library stop every 30 minutes during the afternoon peak times, which would remove the need to operate Route 51.





## Route 54

### Pleasanton ACE to Hacienda Business Park & BART

Route 54 should be streamlined through the Hacienda Business Park to provide more direct service. This will reduce travel time and improve route reliability.

In order to replace Route 9 service, in the morning, Route 54 should provide several trips from BART to Rosewood Commons, and in the afternoon, operate several trips from Rosewood Commons to BART.

Route 54 would continue to meet the ACE trains it currently meets.

#### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	2 trips	-	3 trips	-
Saturday	-	-	-	-
Sunday	-	-	-	-

#### Proposed Span

	Span of Service
Weekday	6:50 a.m. – 8:30 a.m. 3:45 p.m. – 6:30 p.m.
Saturday	-
Sunday	-





## Route 580X Livermore to BART Express

In order to better connect Livermore residents to BART, and address concerns regarding parking availability at BART, a new Route 580X should be operated, connecting the Livermore Transit Center and BART.

Route 580X would operate on weekdays only, providing non-stop service between these two transit centers. Route 580X would utilize the HOT lanes on I-580 to improve speed and reliability between these two destinations.

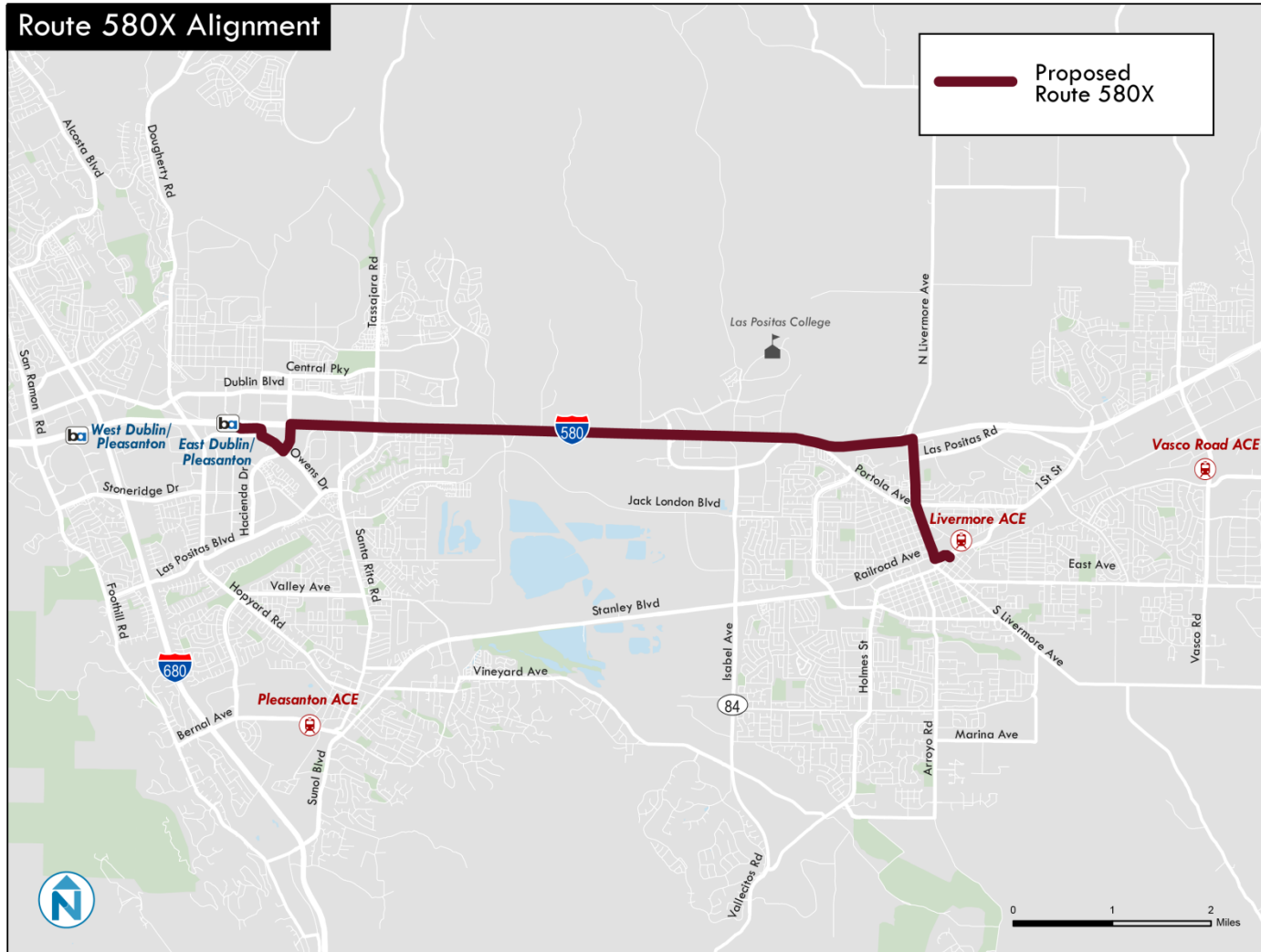
During weekday midday and evening periods, patrons who have either walked to or parked their vehicle at the Livermore Transit Center would have the option of returning to the Livermore Transit Center with the Rapid route.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	-	30	-
Saturday	-	-	-	-
Sunday	-	-	-	-

### Proposed Span

	Span of Service
Weekday	5:30 a.m. – 8:30 a.m. 4:00 p.m. – 7:00 p.m.
Saturday	-
Sunday	-

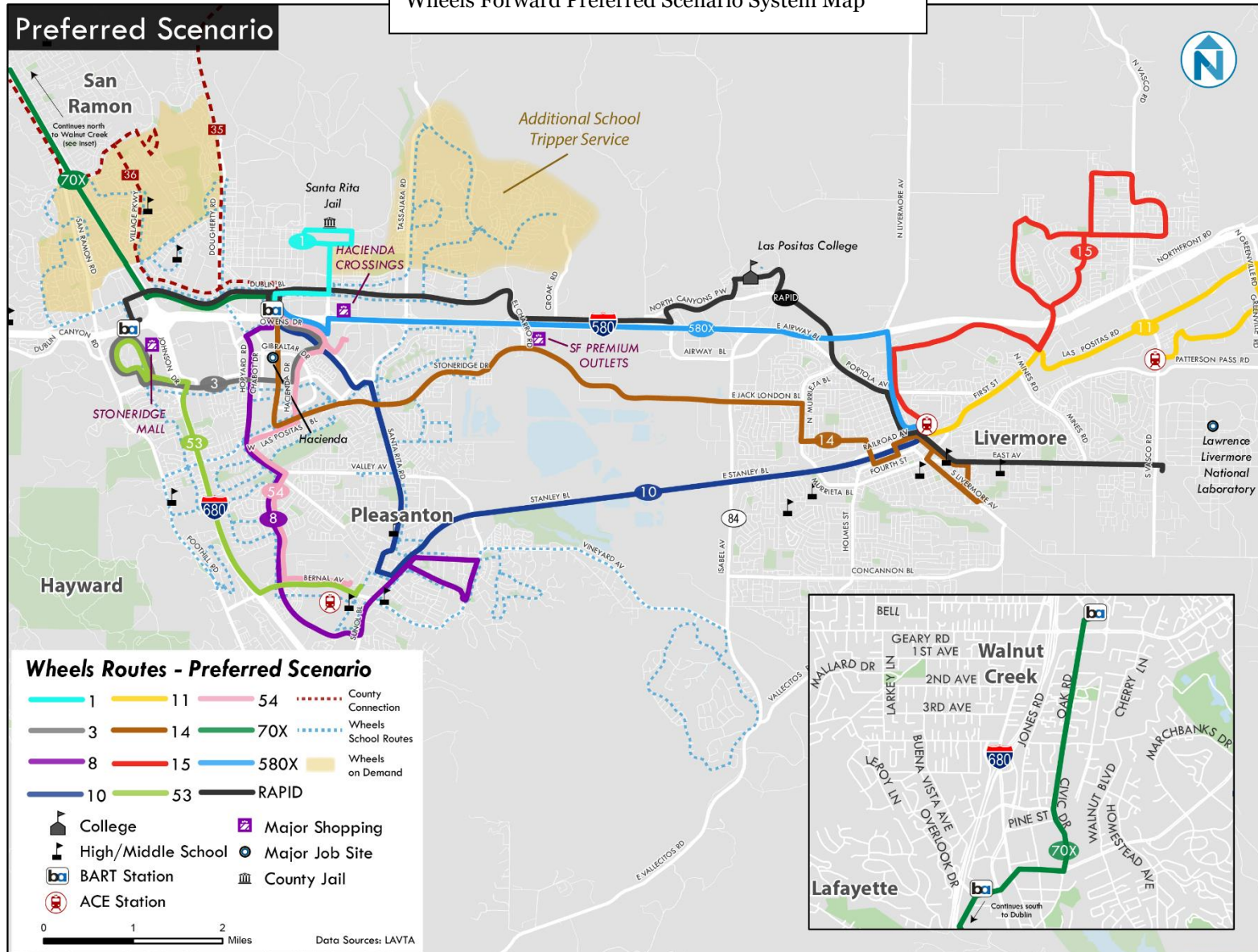


## **Route 70X/Route 70XV**

### **Pleasant Hill BART to W. Dublin/Pleasanton BART**

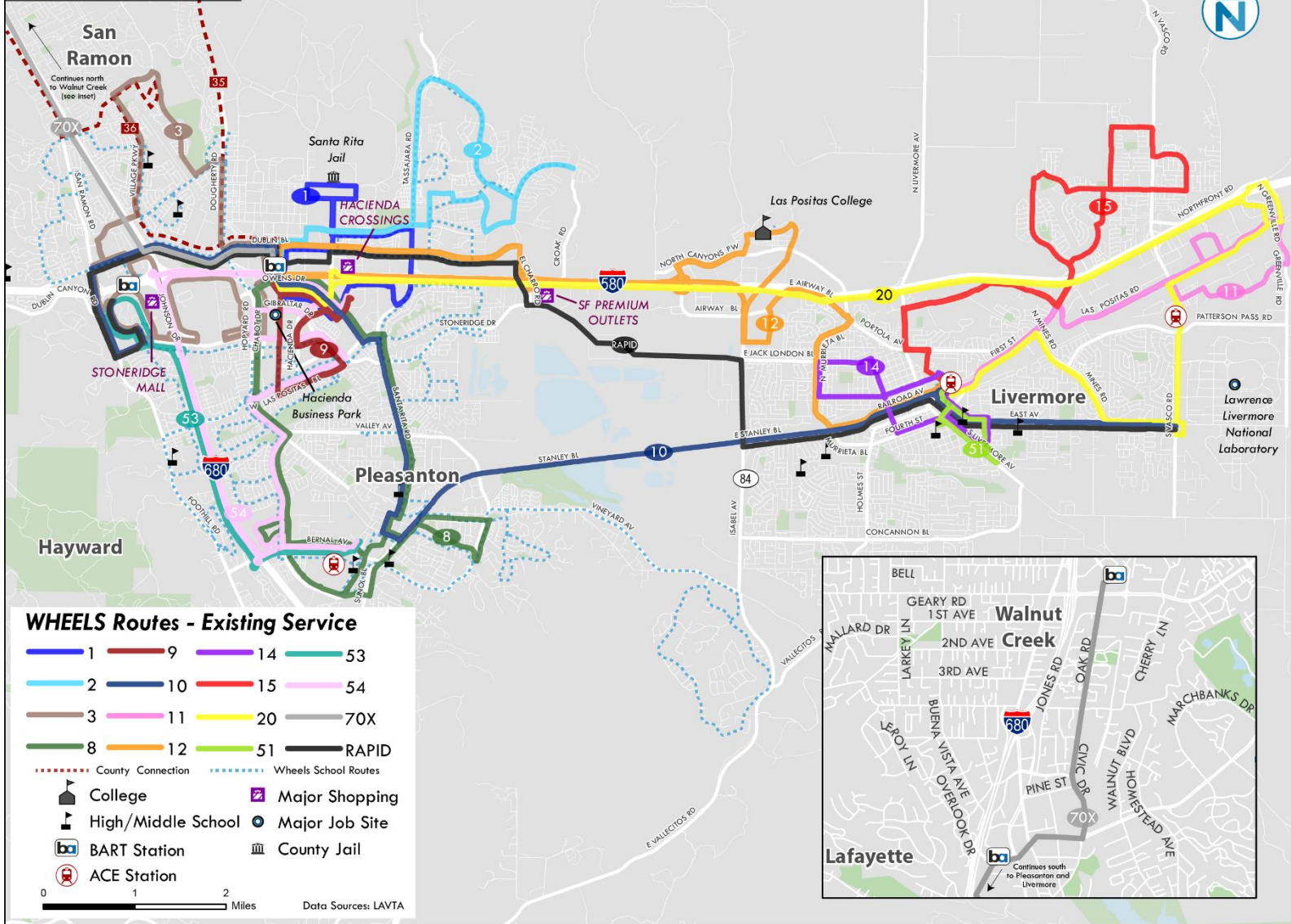
Route 70X is proposed to remain the same with no changes. Due to low ridership, Route 70XV should be deleted. Existing Route 70XV riders can utilize Route 70X and transfer to the Rapid or Route 3 to access their destinations.

Wheels Forward Preferred Scenario System Map



# Wheels Existing Bus Service System Map

## Existing Service



### WHEELS Routes - Existing Service

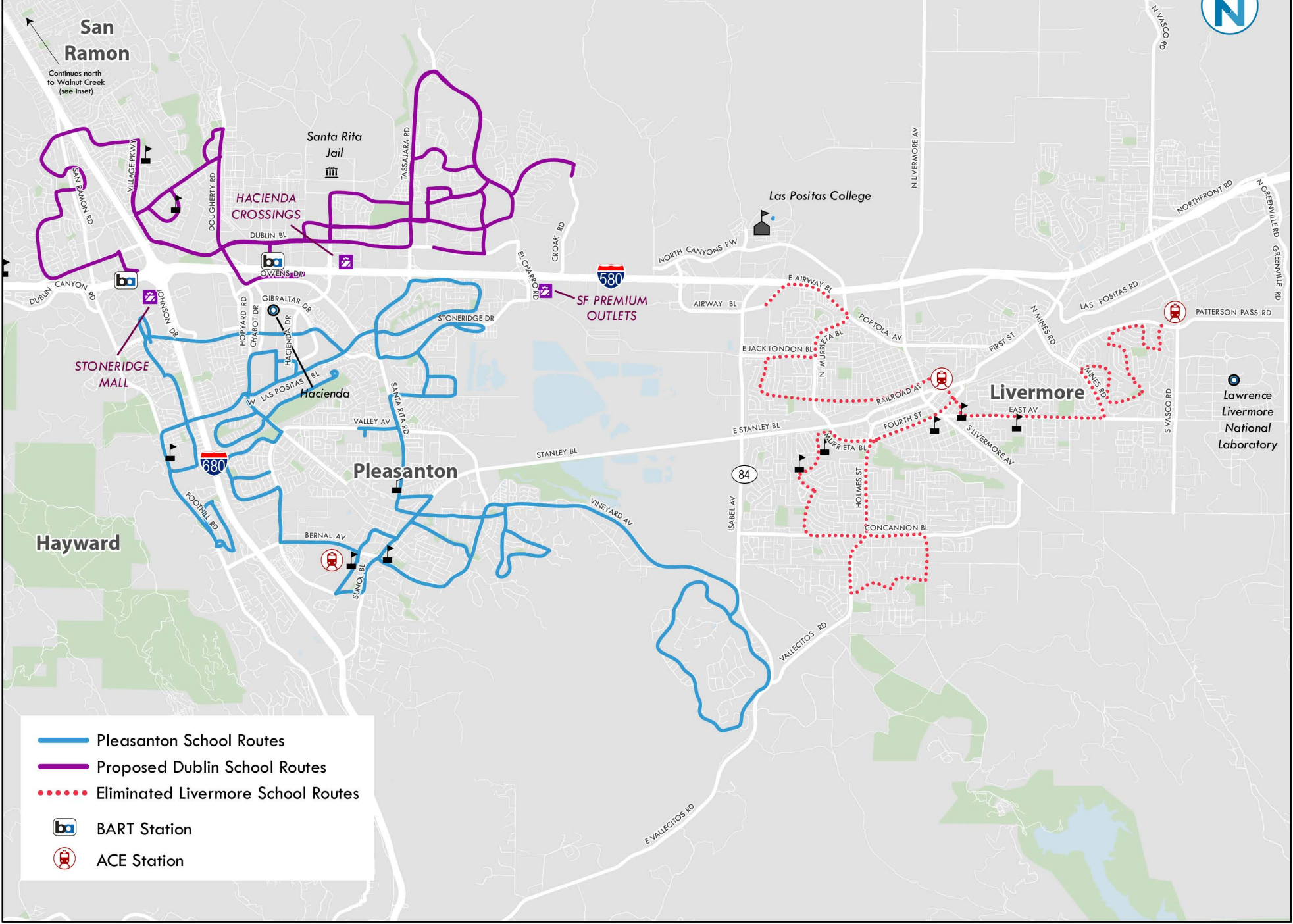
- 1      9      14      53
  - 2      10      15      54
  - 3      11      20      70X
  - 8      12      51      RAPID
- - - County Connection      - - - Wheels School Routes  
■ College      ■ Major Shopping  
■ High/Middle School      ● Major Job Site  
■ BART Station      ■ County Jail  
■ ACE Station

0 1 2 Miles      Data Sources: LAVTA





# Proposed School Tripper Routes & Existing Service Deletions



- Pleasanton School Routes
- Proposed Dublin School Routes
- ⋯ Eliminated 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.

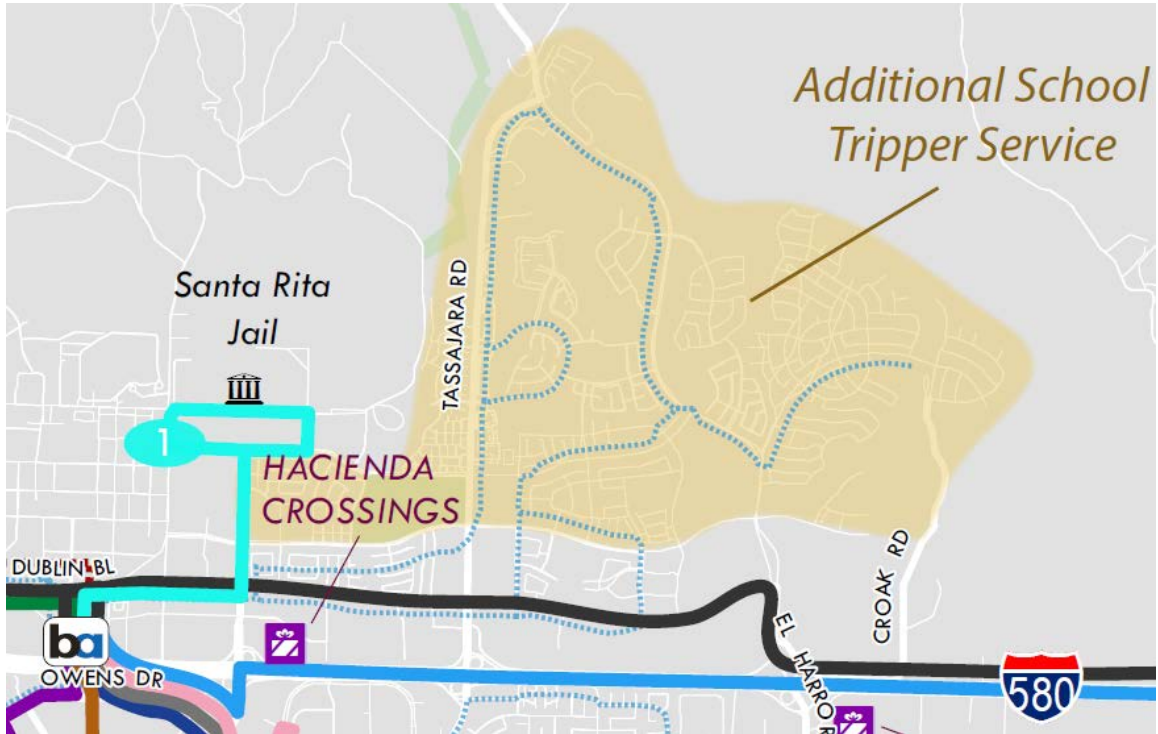
Within the service area, Wheels on Demand would not require walking to a designated bus stop. However, the provider may ask riders to walk to a street corner to facilitate service and ensure on-time performance.

#### *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.



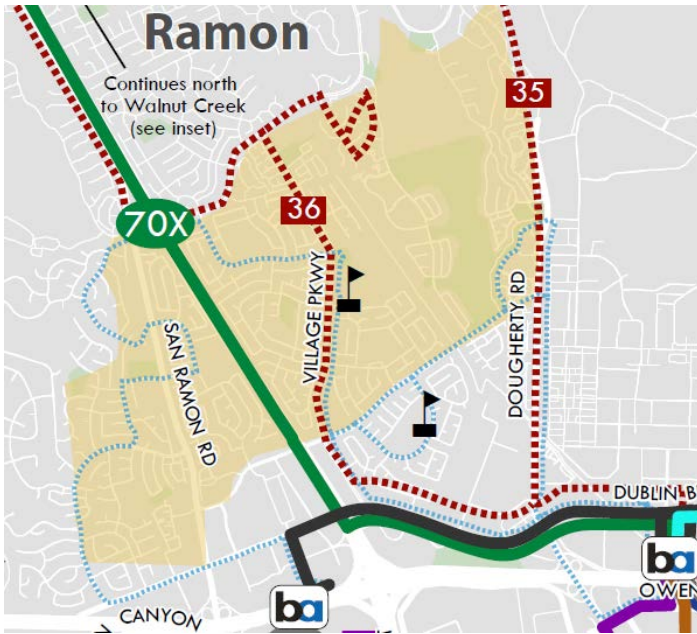
#### *Estimated Costs to LAVTA*

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



Route 1

**Total Comments: 5**  
**Neutral/In Favor: 1**  
**Not in Favor: 4**

Number	Name	Date	Comment
1	WAAC	3/8/2016	Route 1 should serve the future water slide park in Dublin
2	John	3/13/2016	Route 1 service to the jail continues to be truly outstanding! Is this warranted?
3	Jim	3/31/2016	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.
4	Theresa	4/6/2016	I hear the #1 will only go to Santa Rita & back to Bart?? This is NOT good, for I and others shop on the Roseville side.
5	Tamara	4/21/2016	Hi, The changes on key routes relevant to me (#1, #2, Rapid) all make sense to me. The other routes, I can't tell for sure, because I don't take them.

Route 2

**Total Comments: 37**  
**Netutral/In Favor: 4**  
**Not in Favor: 20**  
**OK if school service covered: 13**

Number	Name	Comment on Route 2 Proposal
1	John	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.
2	Madhavi Samudrala	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
3	Dorathy Mercilin	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.
4	Peter Yu	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

Number	Name	Comment on Route 2 Proposal
5	Deb Paul	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
6	Sandeep Gilotra	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
7	Rahid Khan	Dear Wheels. I have the following comments on the proposed changes: Route 2 - Yes may be eliminated as there is hardly any ridership;
8	Omar Bourouf	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.
9	Venkatakrishnan Thirtala	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
10	Shenba Chockalingam	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.
11	A Lee	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.
12	Sunil	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.

Comment on Route 2 Proposal

Number	Name	Comment on Route 2 Proposal
13	Kallash Bhakare	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. Hignschool ?
14	Latha	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.
15	Pallav Saikia	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
16	Jing yi	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.
17	Vamsi Reddy	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
18	Anonymous	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.

Number	Name	Comment on Route 2 Proposal
19	Krishna Shanmugam	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.
20	Santosh Kumar	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.
21	Kailash Bhakare	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 Postitano (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
22	Kesava Rao Merugumala	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
23	Prabhavathi kolusu	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.
24	Mohit Bhargava	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.

Number	Name	Comment on Route 2 Proposal
25	Karthik Nagaraj	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
26	Srikanth E	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
27	Lee Jouthas	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
28	Pratibha Sampour	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!
29	Sanjeeva	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
30	Theresa	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

Number	Name	Comment on Route 2 Proposal
31	Kathy Pentecost	<p>Please DO NOT discontinue Route 2.... 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?</p> <p>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>Please reconsider discontinuing the route, it is our only transportation to Bart.</p>
32	anonymous	Does not want Route 2 to be cancelled. Takes it to work every day
33	Kwok Lam	<p>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</p>
34	Ms. Tawfik	Lives in Positano, doesn't want Route 2 to be eliminated
35	Tamara	Hi, The changes on key routes relevant to me (#1, #2, Rapid) all make sense to me. The other routes, I can't tell for sure, because I don't take them.
36	Alex Garcia	<p>We see that routes 2 and 3 are slated to be replaced with the WHEELS On Demand Service, and have heard concerns regarding this change. Axis looks forward to working with you to ensure that people using our services have easy, frequent, and reliable bus service. This will benefit our patients and increase LAVTA ridership.</p>
37	Nan Leng	<p>My daughter rely on the wheels bus to commute back to our house in Positano. Our family support the proposal for an additional route that will provide service to high school students traveling from east Dublin to Dublin High School. Thanks, Nan Nan Leng</p>

Route 3

Total Comments: 24  
 Neutral/In Favor: 4  
 Not in Favor: 20

Number	Name	Comment on Route 3 Proposal
1	WAAC	There needs to be service to the community center in Dublin
2	John	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.
3	Meredith	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
4	Rahid Khan	Route 3 - proposed change is endorsed for a direct connection in Pleasanton to the Stoneridge Mall;
5	Anonymous	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. Please do not eliminate Route 3. There will be more people who will use it.
6	Ann Pfaff-Doss	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.
7	Jim	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.



Number	Name	Comment on Route 3 Proposal
8	Jeyaprakash saibaba	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.
9	Lauri Blackburn	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.
10	Howard Hirano	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
11	Eric Thomsen	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
12	Renato Serrano	wants Route 3 to operate every 15 minutes
13	Stella Peterson	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.

Number	Name	Comment on Route 3 Proposal
14	Harisankar Nair	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 alernatives? Thanks, Hari
15	Lutz	Please don't eliminate Route 3! We need Amador Valley Blvd. Don't leave out Dublin. Lutz
16	Sara Sacks	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
17	sreedhar chava	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.
18	Raj	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).
19	Tayler Ambram	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 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

Number	Name	Comment on Route 3 Proposal
20	Dawn Halverson	Hi, Please do not discontinue Route 3 bus in Dublin! I live at Amador Lakes and I use the bus to get to BART on the days I don't have a car. I work in SF and it's absolutely necessary to have an alternate way to get to/from Bart. We have over 550 units at Amador Lakes and I often see commuters waiting for this bus to get to Bart in the morning. At least do not discontinue the morning bus to/from BART. It is really necessary to have this available to get to BART without having to pay a ridiculous car fare (at least \$20) by either cab or Uber. If it's necessary to cut somewhere, please make sure that at least the morning bus to/from BART is available to us living at Amador Lakes. Thank you very much!
21	Tamara	I am concerned about Route #3: eliminating service on Stagecoach Rd by Amador Lakes Apartments. You might want to post little bit more info about "Wheels on Demand" demonstration project. How would it work? What would riders have to do to get service from Amador Lakes? Thanks, Tamara
22	Alex Garcia	We see that routes 2 and 3 are slated to be replaced with the WHEELS On Demand Service, and have heard concerns regarding this change. Axis looks forward to working with you to ensure that people using our services have easy, frequent, and reliable bus service. This will benefit our patients and increase LAVTA ridership.
23	Lansing Sloan	Kaiser Medical Offices in Pleasanton: I am presently not going there often, but the proposed low-frequency service on #3 sounds unpleasant. If there is a reasonable way for Wheels to improve frequency to Kaiser in Pleasanton (where my primary-care doctor works), I think that would be good. I should say, though, that when I am feeling well I would have no trouble walking between Kaiser and West Dublin/ Pleasanton BART served by Rapid.
24	James	Route 3: Eliminate this. Running it as a shuttle between the 2 Bart stations seems both wasteful at the proposed frequency and span and inconvenient to transfer from other routes. Hardly anyone rides the current Pleasanton section except in the morning between E. Bart & hotel jobs near Chabot/Stoneridge and on Johnson.

Route 8

Total Comments: 8  
 Netutral/In Favor: 5  
 Not in Favor: 3

Number	Name	Comment on Route 8 Proposal
1	John	I think the change to route 8 is well considered.
2	Cecile	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
3	Ann Pfaff-Doss	Making route 8 more direct for service between north Pleasanton and downtown is also a welcome improvement.
4	Julie Nickels	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..
5	Janeen Porter	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
6	Tess	Wants the 8 to continue to serve Case Ave. She lives at the senior housing on Case and takes Route 8
7	Susan Daily	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.
8	James	Have the 14 or 8 extended westward along Stoneridge to the Mall area. Better Transfer Connections--

Route 9

**Total Comments: 9**  
**Neutral/In Favor: 0**  
**Not in Favor: 9**

Number	Name	Comment on Route 9 Proposal
1	Leon Fernando	<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>
2	Ramond Ng	<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 Easy 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>

Number	Name	Comment on Route 9 Proposal
3	Patricia Leyva	<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, &amp; 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 &amp; 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>
4	Greg Wakida	<p>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.</p>
5	Josh Bailey	<p>As you may be aware, last year Gap Inc. purchased the 4440 Rosewood Drive building within the Rosewood Commons project. This is in addition to the existing lease Gap has at 4450 Rosewood Drive. Currently Gap has over 300 employees and contractors working at the 4450 building and has plans to add an additional 500 employees to the 4440 building this fall. Most of these positions are being relocated from San Francisco. One of the factors that went into the original decision to relocate these positions to Rosewood Commons was the Wheels shuttle service from the BART station to the project. With so many of our employees coming from San Francisco, and other parts of the Bay Area, having easy access to a direct connection to BART is important. Additionally, Gap is very mindful of its impact on the environment and encourages its employees to use alternative means of transportation than driving. We understand the connection from BART to Rosewood Commons has likely been under used in the past, but up until last year, Rosewood Commons was virtually empty. Swift has done much to improve the occupancy of the project in the last year, and if this trend continues the project should be full within the next year or so. Terminating this shuttle connection at this time would be premature. Thank you for your consideration. Sincerely, Josh Bailey Director, Corporate Operations Gap, Inc.</p>

Number	Name	Comment on Route 9 Proposal
6	Beverly Howard	<p>Mr. Michael Tree,</p> <p>I would like to take a moment to express the need to provide quality transit service for our employees here at Rosewood Commons. We are a company of 80 employees, with anticipated growth in 2016-2017. Having a location that is accessible and convenient will impact our recruiting efforts. Our employees value the convenience of the current routes that you have in place. Many of our employees also travel on business trips and use the current bus and Bart connections. Our employees commute from many locations through-out the Bay Area including San Francisco.</p> <p>I encourage you to re-consider reducing any of the current services to Rosewood Commons. Please feel free to contact me if you have any additional questions.</p> <p>Thank you for your consideration.</p>
7	David J. Williams	<p>The elimination of route 9! The 70X and 9 combination has been a lifesaver! I ride the 70x 3-4 times weekly and remaining on the same bus, which turns into the 9, is quite easy and convenient. It has kept me from driving but once or twice a week. I take the 9 to Rosewood Commons, with a stop in my office complex. Eliminating the 9 and extending the 10 will make my commute longer and make car commuting more attractive. Rosewood commons is filling with tenants. The need to keep the 9 will only grow. From an environmental concern, to keep cars off the road, serve a growing complex and personally convenient perspective. It makes good sense to retain the 9 bus. thank you</p>

Number	Name	Comment on Route 9 Proposal
8	James Paxson	<p>Thank you for the opportunity to comment on the LivermoreAmador Valley Transit Agency's (LAVTA) Comprehensive Operational Analysis (COA). We would like to commend LAVTA for undertaking this effort and applaud the precepts used in the COA process to carefully examine routes and services under its management. In particular, like LAVTA, we believe that a positive result of the COA process is one that allows LAVTA to better serve the local area's transit needs through a focus on increasing the effectiveness and desirability of already productive services while staying mindful of the needs of populations that are more transit dependent and whose reliance on LAVTA services is greater. We believe, with one important exception, that the preferred alternative does much to meet this objective. Hacienda would like to acknowledge the difficulties confronting LAVTA in this process; particularly in light of the need to develop a new system design that will operate within the boundaries of financial feasibility. To its credit, LAVTA clearly articulated all of its planning constraints well during the entire COA process and Hacienda was fully cognizant that in order to balance LAVTA's disparate goals and objectives that both service alterations and losses would need to be absorbed in our area. Toward that end, some of the major restructuring, not the least of which was the loss of the Route 9 and modifications to the Route 70, was not entirely unexpected as were other cuts and realignments. As these proposals were initially developed and discussed, LAVTA remained sensitive to our concerns and made alterations in the course of exploring new scenarios on the path to developing the preferred alternative. As a result, for the most part, we believe that the preferred alternative will provide our employees and residents with good service that, among other things, allows for: direct connectivity to other key services such as BART and ACE, the maintenance of our vital link along the Interstate 680 corridor and a means to address the needs of businesses with employees and clients dependent on transit services.</p> <p>One matter we believe warrants further consideration are the changes in service proposed for Rosewood Commons. Our opinion is that an over-reliance on a portion of the methodology used for service proposal development that derives projected outcomes from near-term experience has failed to produce a logical result. In short, service to this center has been curtailed owing to low ridership over the last few years. These low ridership levels are not hard to understand given the severe declines in occupancy this center experienced as a result of the downturn in the economy. However, recent and projected increases in center occupancy with tenants whose employees will be best served by routes that deliver employees on-site directly from the BART station, as is currently performed, suggest that service standards should be retained. The preferred alternative would ask center occupants to either use very infrequent and irregular on-site service or to walk, in some cases given the immense size of the campus, over a half mile from the nearest planned regular service. Such a proposal acts as a strong disincentive to transit use which will likely result in greater numbers of potential transit users to drive alone instead. Given the overall planning constraints that we understand must not create a financially unviable system that disproportionately distributes services between LAVTA sub-regions, we acknowledge that in order to retain the desired service at this</p>



Number	Name	Comment on Route 9 Proposal
9	Alvia Rios	<p>Dear Mr. Tree:</p> <p>I represent the owners and management of Rosewood Commons located at 4400 to 4460 Rosewood Drive. Rosewood Commons is located in the Hacienda Business Park. The project is an 8 building campus with over one million square feet of office space. When Swift Real Estate Partners purchased the complex in May, 2014 the property was only 10% leased. Today we are 65% leased and have prospective tenants looking to lease large blocks of the remaining space.</p> <p>We would like to take this opportunity to express the importance of retaining the Bart connection service currently offered at Rosewood Commons. A reduction in service will have a negative impact to our tenants, their employees and clients commuting to our property. Direct access to transit and presence of a transit supportive environment is a key consideration when businesses elect to locate and expand their companies in the Hacienda Business Park, Rosewood Commons and the City of Pleasanton. We would like to further mention that having this direct service is key to meeting our and our Tenants sustainability objectives.</p> <p>There are approximately 1,600 employees working at Rosewood Commons with 150 more employees moving in by July 2016 and another 500-600 employees of The Gap, Inc. expanding into Rosewood Commons by September 2016. Many of our existing tenants are growing and poised to add additional employees. As you can realize, not only do we have an extensive pool of people utilizing the Wheels bus service, but the near-term projection of increased ridership is substantial enough to consider keeping the existing service levels. Rosewood Commons is on a direct route to and from the Bart Station, has easy access on and off Owens Drive and Rosewood Drive, and has wide driveways with large entrances and exits that are suitable to routing the Wheels Bus through the property.</p> <p>We, as owners, continue our efforts to bring business to the City of Pleasanton. It is extremely important to us that current and future employees have easy access to public transportation and a means of connecting them to their place of employment.</p> <p>We ask that LAVTA reconsider the reduction of current services and/or relocation of bus stops. We appreciate your consideration and your continued support of the Rosewood Commons community.</p> <p>Sincerely,</p>

Route 10

**Total Comments: 15**  
**Neutral/In Favor: 5**  
**Not in favor of eliminating Stoneridge Mall: 8**  
**Not in Favor: 2**

Number	Name	Comment on Route 10 Proposal
1	WAAC	Route 10 should continue to go to the Mall
2	John	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?
3	Carmen	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
4	Erin Uber	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.
5	Rahid Khar	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. Note: All Route 10s should go up to Stoneridge Mall if Rpaid is unable to run up to Stoneridge Mall. Thanks for eliciting opinion. I do not have internet so I am submitting my proposals by post, hope they will be given due consideration.
6	Herb Hasti	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	Name	Comment on Route 10 Proposal
7	Irene Imma	Irene Imman, 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.
8	Mrs. Condo	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.
9	John	Wants to make sure the Rapid stops at additional stops on East Ave if Route 10 service is removed
10	Janeen Porter	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
11	Kelly	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?
12	Harold Finn	Your changes look reasonable, unless you fail to add extra stops for Rapid (replacing 10) on East Avenue. My trip from Pleasanton to LNL will now require a transfer to the R, but the 15 minutes between 10's will make it worth it.
13	Jenny	Stoneridge mall is a very important area that includes Kaiser medical office and Stoneridge medical office. hope Route 10 will still serve the Stoneridge Mall.
14	Andrew	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.
15	James	Please seriously re-consider the overall loss of service and rider inconvenience in the area surrounding Stoneridge mall. This includes Kaiser and numerous other medical offices and office park employers which would be a relatively long, inconvenient walk from the W. Bart station.

Route 11

Total Comments: 1
Netutral/In Favor: 1
Not in Favor: 0

Number	Name	Comment on Route 11 Proposal
1	John	Route 11 changes are good. Should it also make a run down to the lab stop as part of its route?

Route 12/12X

Total Comments: 15  
 Netutral/In Favor: 3  
 Not in Favor: 12

Number	Name	Comments on Route 12/12X Proposal
1	John	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.
2	Rahid Khan	Route 12 - yes, may be eliminated as Rapid will cover it's route. 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.
3	James Hull	Concerned about eliminating service to the LAVTA offices along Rutan Dr.
4	Shawn Costello	The "R" would be great to run every 15 mins. 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!
5	Theresa	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, eliminate the bus stop confusion on Dublin Blvd. near Hacienda Crossings Shopping Center, and contribute to streamlining the entire service route.
6	Janeen Porter	#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.
7	Amy Mauldin	

Number	Name	Comments on Route 12/12X Proposal
8	Margaret Katen	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?
9	Terry Newman	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.
10	Victor Almeida	I will not be able to attend the May 2nd meeting because I shall be out of town that day. 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... 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! So this is something You All might want to check into. Because we do not deserve to be put in danger!
11	Michael Gates	Also not happy with changes to the 12 bus understands
12	Ed Skokowski	#12 rider - takes the bus every day. Wants to maintain a 7:00am bus in the new schedule
13	Lauri Girard	Takes the #12 bus to Rutan/ARC center. Doesn't want the bus to be cut
14	Margaret Murphy	I take the 10 and 12 to get to school, then the 12 to 401 to get home. I don't see why you are eliminating the 12? When I take the 11:27 bus, its not packed, but it still has a lot of people.
15	Rosie Walsh	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!

## Route 14

**Total Comments: 25**  
**Neutral/In Favor: 22**  
**Not in Favor: 3**

Number	Name	Comments on Route 14 Proposal
1	WAAC	Route 14 should be called Route 12
2	Ray Rychnovsk	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.
3	Warren Shukis	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!!
4	Shannon Foge	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? 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!
5	Jason	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 increase mall profits and could increase revenue to the rest of Livermore Dublin and Pleasanton.
6	Jim	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. 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.

Number	Name	Comments on Route 14 Proposal
7	J.C.	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.
8	Kate Gong	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.
9	Alvin Baer	Please keep intact so it stops at Stoneridge Creek.
10	Patricia Baer	Please keep intact so it stops at Stoneridge Creek.
11	Alan Steuer	We would like the proposed Route 14 to be kept as it is. Thank you.
12	William Synde	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.
13	Joan Shaffler	Please keep Rt 14 as it is
14	Arnold Joyal	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.
15	Candace Linds	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
16	Carol Joyal	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.
17	Catherine Johnr	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.
18	Del Krause	We hope the proposed route 14 past Stoneridge Creek Retirement Living on Stoneridge Drive to the BART station will be implemented.
19	Bill Dobbin	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.
20	Burt Bassler	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
21	Marilou Harris	wants service to Stoneridge Creek



Number	Name	Comments on Route 14 Proposal
22	Karen Albertsd	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.
23	Kathe Curlen-Powles Kathe Curien-Powles	And my last concern is the Route 14 bus. Will that bus route run later than the RAPID with the last bus leaving at 7:30? And my last concern is about the schedule. How often will these buses run and how much time will we have to get from BART to the bus. Thank you for the opportunity to voice my concerns, questions, and comments. If you have any questions, please contact me.
24	James	Route 14: This should continue westward down Stoneridge Dr (instead of going to E. Bart), serve the current Mall area routing of the 3 and possibly go over to the heavily commercial Dublin Blvd/Regional intersection which would otherwise have no service. Those wanting to transfer to the 10 could do so at Stoneridge/Santa Rita if well timed. Have the 14 or 8 extended westward along Stoneridge to the Mall area. Better Transfer Connections--Coordinate better with County Connection transfer times and minimize sharing stops with them. Very frustrating for example when the arrival of their 35 or 36 at E. Bart misses the departure of one of your hourly or half-hourly routes by less than 2 minutes.
25	Alex Garcia	Dear WHEELS Staff, My name is Alex Garcia, and I'm the Community Relations Coordinator for Axis Community Health. I'm writing to say thank you for considering the needs of our 14,000 patients – one-third of whom rely on public transportation to get access to healthcare. We're glad that the current draft of your proposal shows strong connectivity to our service six sites, including our new site on W. Las Positas Blvd., which will serve 1,000 patients a week. Here is a list of all of our sites that our patients need to reach using WHEELS: 1) Medical Clinic – 5925 W. Las Positas Blvd., Pleasanton 2) Medical Clinic – 4361 Railroad Ave., Pleasanton 3) Medical Clinic – 3311 Pacific Ave., Livermore 4) Behavioral Health – 6666 Owens Dr., Pleasanton 5) Behavioral Health – 446 Lindbergh Ave., Livermore 6) WIC Program Office – 1991-H Santa Rita Rd., Pleasanton As your plan develops, we hope that you will continue to ensure access for our patients by placing stops as near as possible to our buildings. Many patients are unable to walk long distances, and for some, a walk of just one or two blocks is very difficult. Additionally, we are seeing a growing number of Axis patients traveling from the Dublin area – especially from low-income units at Wexford Way, Carlow Court, and Oak Grove. In meetings with residents of these complexes, some have commented that infrequent service and long walks to stops are barriers to riding WHEELS. We see that routes 2 and 3 are slated to be replaced with the WHEELS On Demand Service, and have heard concerns regarding this change. Axis looks forward to working with you to ensure that people using our services have easy, frequent, and reliable bus service. This will benefit our patients and increase LAVTA ridership.

Route 15

**Total Comments: 4**  
**Neutral/In Favor: 4**  
**Not in Favor: 0**

Number	Name	Comments on Route 15 Proposal
1	Anonymous	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.
2	Tony Landich	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. <b>LATER COMMENT:</b> 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.
3	B. Chinn	1)Please do increase the pickup times from every 60 min to every 30 mins! 2)Any chance of wi-fi service on the routes? thanks much!
4	Lansing Sloan	#15: I use it rarely and don't see any obvious change. If I were to change habits or to become less mobile, my concerns might change, of course. Thanks for the opportunity to comment.

Route 20X

**Total Comments: 29**  
**Neutral/In Favor: 0**  
**Not in Favor: 29**

Number	Name	Comments on Route 20X Proposal
1	John	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.
2	Jose Milovich	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

Number	Name	Comments on Route 20X Proposal
3	Ivana	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.
4	ogden jones	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
5	Naveen Kaithi	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
6	Chris Schroeder	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.
7	Scott Sepke	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.

Number	Name	Comments on Route 20X Proposal
8	Peter Amendt	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
9	William Smith	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.
10	Yiming Yao	Eliminating 20X will make bus compute 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 compute service between East Dublin/Pleasanton BART and Livermore's largest employer. Thanks for your consideration.
11	Gregory Markhat	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.
12	Mikey	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.

Number	Name	Comments on Route 20X Proposal
13	Paul Durack	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
14	Alexander Ames	The proposed changes make access to Lawrence Livermore Lab take even longer. Especially troubling is the loss of 20X service.
15	Kevin Ng	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?
16	Mo Mosallej	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 infrastructure. I really believe this will be a very popular route if it is used that way. Thank you for your consideration. Thank
17	Mark Parella	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.

Number	Name	Comments on Route 20X Proposal
18	Chan Pang	<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 you considerations. Organize a van pool from BART station to lab is definitely not a practical solution.</p>
19	Ellen Edwards	<p>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 &amp; 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).</p>
20	Samuel Nagasc	<p>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.</p>
21	Laura Fredriksen	<p>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.</p>
22	John Edminston	<p>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. 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.</p>

Number	Name	Comments on Route 20X Proposal
23	Greg Sommer	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.
24	Caroline Romero	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
25	William	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
26	Rob	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.



Number	Name	Comments on Route 20X Proposal
27	Jennife Knipe	<p>Hi Christy,</p> <p>Thank you for coming to LLNL today to clarify the logic and procedure behind the proposed route changes. As a 3x/week rider of the 20X, I would like to offer my input on what I think are the best replacements for this route. If the 580x route were extended to the lab for two trips in the AM and PM I think many people would plan their schedule accordingly. As it is, I only consider taking the 7:45 or 8:30 AM runs and the 5:20 or 6:05 PM runs on the 20X as the Rapid takes far too long for my liking. I always have my bike with me when I ride, and I use it frequently at work, so a vanpool would not accommodate my needs. As I will soon be moving from Dublin to Oakland, I think I speak for many commuters when I say that it is essential to have a direct route from Bart to the lab that will reliably take less than 30 minutes (the closer to 20 the better) or I have little incentive not to drive my personal vehicle from Oakland daily.</p> <p>Again, thank you for your transparency and willingness to entertain our questions and comments. I will make every effort to attend the meeting on May 21</p>
28	Jens von der Lind	<p>Concern over 20X However, I am very concerned that the deletion of the 20x will make it very difficult for employees of Sandia and LLNL to commute by bus from the East Bay. I would like to note that the study underestimated the ridership because it ignored the many lab interns and students that take the bus in the summer months. If these are taken into account the 20x should be closer to the wheels ridership target. I take the 20x every week to on my way to the Oakland airport to visit my financee. I have meet many of the riders that commute daily from the East Bay. They are the young people the labs are now trying to attract and they will grow in number. Without the 20x their commute time would grow to over 2 hours from 1.5 hours. This would make a commute with public transit impossible, pushing them to drive, where they would contribute to traffic jams.</p>
29	Sandrine Herriot	<p>Hi, I am riding the 20X everyday from the Bart to the Lawrence Livermore national lab. I have a long commute already with actual bus route as I come from Fremont. Indeed I have to take 2 bart from Fremont to Bay Fair and from Bay fair to Dublin/pleasantan. Then I take the 20X. This all trip is 1h30 each way at the least. I do not drive so I only rely on public transportation. The 20X is the best solution for me or as mentioned last time you were at Livermore, extending the 580 to the Livermore lab. I would greatly appreciate if you could take into your consideration all those impacts. Thank you in advance, Sandrine Herriot</p>

Route 51

Total Comments: 1
Neutral/In Favor: 0
Not in Favor: 1

Number	Name	Comments
1	Michael Gates	Does not want the 51 to be eliminated.

Route 54

Total Comments: 6  
 Neutral/In Favor: 1  
 Not in Favor: 5

Number	Name	Comments on Route 54 Proposal
1	John Harrison	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.
2	Aaron Barkhousen	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.
3	Travis Beedy	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.
4	B. Mendoza	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?
5	Nicole Barraza	Hello, I currently ride bus 54 from the ACE train everyday. I get on in the afternoon 4:55pm at Hopyard and Gilbertar 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	Name	Comments on Route 54 Proposal
6	Dan Leavitt	<p>Hi Michael,</p> <p>I hope you are doing well. We would greatly appreciate your help with an urgent issue relating to your Wheels Forward program. It has been brought to our attention that LAVTA is trying to change Route 54. Please see the e-mail trail below. Unfortunately there has been a real breakdown in communication between our agencies. I believe the LAVTA staff know John G. well and that he has been responsible for our end of the Shuttle program for a number of years. While the 54 is operated by Wheels, this shuttle is primarily for the purpose of serving ACE passengers who work in Pleasanton. Nearly all the passengers who ride the 54 are not from the Tri-Valley. We believe that we are your partner with this service and any proposed changes need to be made working together. The two "ACE" representatives who attended a Wheels Forward meeting or meetings were an outreach staff person and consultant who have no expertise with our shuttle service. Neither even knew enough to let us be aware of what was being proposed. We believe the proposed changes would be harmful for ACE ridership and your proposal is already causing problems with our passengers. This route is critical to ACE ridership to the Hacienda Business Park. John developed a number of points for your consideration: 1. The contract with BAAQMD it states on Page 3 paragraph 9 of the contract: "The project sponsor may not make any changes to the operational status of the Project without the prior approval of the Air District. Failure to obtain prior approval is a breach of this agreement"</p> <p>2. ACE is responsible for 60% of the allocated costs of the shuttle and no changes should be done without our permission. Our costs for 54 is \$87,834 while LAVT's is \$58,556</p> <p>3. The proposed route change has eliminated Koll Center would make the passengers walk approximately 15 to 20 minutes to their place of business. Approximately 20 passengers use this bus to get to work. We are already receiving complaints about this proposed change. This has a potential to eliminate ridership for ACE and the shuttle.</p> <p>4. New route would eliminate totally any growth on Hopyard where Washington Mutual use to be and not allow for any growth in this location.</p> <p>5. We cannot make any changes to this route at this time, the application process starts now and must be submitted for the new application that take effect January 1, 2017.</p> <p>6. Any changes of requested changes must go through and be approved by the ACE Operations only, no other department at ACE has authority to change the route. We may be able to agree to some of the proposed changes. But LAVTA staff need to work with SJRRC staff responsible for the 54 and the changes would need to be approved by BAAQMD through the proper process.</p>

**Rapid**

**Total Comments: 53**  
**Neutral/In Favor: 32**  
**Not in favor of eliminating Stoneridge Mall: 11**  
**Not in Favor: 10**

Number	Name	Comments on the Rapid Proposal
1	WAAC	The Rapid should continue to serve the Mall
2	John	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.
3	Mark Kearney	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.
4	Carmen	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
5	Mac Smith	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.
6	Rahid Khan	The Rapid should continue to run to stoneridge mall as it does now;
7	Dante Johnson	Can We have San Francisco Premium Outlets time stamp for the Rapid on Weekdays Monday-Friday Please
8	Cindy Nelson	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.

Number	Name	Comments on the Rapid Proposal
9	Cindy Nelson	And secondly, would it require 3 buses to get from Springtown to Stoneridge Mall? That would not be good
10	Pavan	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.
11	Stephanie Wil	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. 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. 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.
12	Herb Hastings	
13	Yama Wardad	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.
14	Joe Ledbetter	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.

Number	Name	Comments on the Rapid Proposal
15	Bonnie Wolfe	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.
16	Bonnie Wolfe	Mrs. Wolfe is a Senior whom 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.
17	Jim	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).
18	William Cabo	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.
19	James Hull	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
20	Abby Shullert	Sounds like a great idea. Quicker bus service = more convenient for Las Positas Students
21	Matt Duarte	I'm a Las Positas Student and I would have to have a faster way to Las Positas
22	Devin Patel	Have Rapid come to LPC and Transit Station ever 15 minutes!
23	Tallia Carmer	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
24	Paul Hazel	I use Wheels Route 12 twice a day 5 days a week to a from BART to LP College

Number	Name	Comments on the Rapid Proposal
25	Janeen Porter	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. Eliminating the 12 and restructuring the Rapid to cover Las Positas College will improve the frequency of coverage to the college, eliminate the bus stop confusion on Dublin Blvd. near Hacienda Crossings Shopping Center, and contribute to streamlining the entire service route.
26	M.E. Carveth	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
27	Amy Mauldin	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 solution!
28	Ellen Edwards	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. 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.5. 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'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.
29	Ellen Edwards	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.



Number	Name	Comments on the Rapid Proposal
30	Mickey Kunde	<p>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!                      o Email Mickey.Kundert@Comcast.net</p>
31	Tony Landich	<p>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.</p>
32	Lisa Cabot	<p>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>
33	Andrew	<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 (mail) 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>

Number	Name	Comments on the Rapid Proposal
34	John Edminst	<p>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.</p>
35	Autumn Pat	<p>wants to keep the Rapid as it is today. wants to maintain weekend sevice on Dublin Blvd</p>
36	Rob	<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. 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)?</p>
37	Mona	<p>Hi I m everyday traveller in rapid as I work in the stoneridgemall also shop at downtown Dublin The new proposed route where in you have eliminated the stop at the mall is not only make me quit in future the reasons being I will be missing my connection bus 35 to San Ramon as the last bus is at 7.45 and I will have to ask for lesser hours as I will have to walk to the Bart station to catch my rapid which is far off from the mall It's going to be so dark in the winters and it so lonely at the Dublin/ Pleasanton Bart which is not even brightly lit. It's no use starting the rapid on weekends cause San Ramon doesn't have a bus on weekend And as the last rapid is at 7 it's going to be impossible catching the last 35</p>

Number	Name	Comments on the Rapid Proposal
38	Kathe Curien-	The other route that affects my daughter is the route from downtown Livermore to Las Positas College. Currently she has to wait an hour for a bus to pick her up after classes have ended. Will this route be made more convenient with buses running more often? I do understand why the buses are no longer running to Stoneridge Mall because it is probably much easier to ride the BART train.
39	Tamara	Hi, The changes on key routes relevant to me (#1, #2, Rapid) all make sense to me. The other routes, I can't tell for sure, because I don't take them.
40	Lansing Sloan	Hello, I live on East Avenue in Livermore, near East Avenue Middle School, and am 68 years old, and usually mobile. My most frequent destination (once per few weeks) is probably East Dublin/Pleasanton BART; it sounds as if the revised RAPID will stop closer to home and be a little faster. Also it avoids the occasional traffic snarl when the factory outlets have a grand opening or Black Friday. This all seems positive. Also this may aid a couple destinations I rarely use now: Costco and the Lucky store in north Livermore. West downtown Livermore shopping (mainly Grocery Outlet, Trader Joe's, and Nob Hill); service seems less adequate if I am unable to walk, because of a likely need to transfer between Rapid and 10. A slight plus is that the Rapid will stop closer to home. But this still seems useful enough.
41	Leanne Styczi	I am a student at Las Positas College. I use the ACE and Wheels Route 12 bus three times a week. I like the proposed changes to the rapid Route. Especially the more direct route to the college, the frequency of buses, and the earlier start time in the morning. The current service to the college seems to be inadequate. I recommend making the proposed changes to the Rapid Route to better serve the college.
42	Diane Brady	To LAVTA - I think the proposed changes are a great idea. Being able to connect people more easily to BART and ACE trains improves commuting convenience, reduces traffic congestion, and is more environmentally friendly. Providing a better connection to Las Positas College will also improve options for the students and help the environment. I think the new proposed routes are a big step in the right direction & I look forward to using the new service. Thank you, Diane Brady, Livermore
43	James	Please seriously re-consider the overall loss of service and rider inconvenience in the area surrounding Stoneridge mall. This includes Kaiser and numerous other medical offices and office park employers which would be a relatively long, inconvenient walk from the W. Bart station.
44		I am a student at Las Positas community college. We would really enjoy more buses to access and leave campus.
45	Jessica Chan	Please increase bus service to LPCI Having the bus come by more frequently will really help me and my fellow classmates.

Number	Name	Comments on the Rapid Proposal
46	Kiranjeet Thia	<p>Las Positas College would like an increase in bus services for the students attending the college. Cause buses come every once and a while but if there was buses every like 15 min then it would be very beneficial to the students.</p> <p>Hello I represent Las positas college as our student body president I have had a multitude of students come up to me expressing concerns about the lack of busses coming to our campus, more specifically the frequency of them. I think it would be highly beneficial if we can increase the frequency of the busses to every 15 minutes.</p> <p>Thanking you in advance                      President LPC student body</p>
47	Michael Kape	
48	Barry Russell	<p>Las positas college serves nearly 8,500 students who are eager to earn a quality degree or certification, or to develop skills that lead to additional educational or employment opportunities. One key to success for students is their ability to manage transportation to and from the college. Our faculty and staff are excited by the opportunity to have the Tri-Valley Rapid serve the College. This premium service will be a "game changer" for students accessing the college from BART, ACE, and other connection points on the Wheels bus system. Please accept this letter as our support for your consideration in making changes to the fixed route system, including the realignment of the Tri-Valley Rapid to the college. We are eager to work with Wheels staff moving forward to ensure that students are aware and take advantage of the Tri-Valley Rapid service.</p>
49	Sally Leonard	<p>My friends and I now take the R bus to BART from the Murdell/Stanley stop. It looks as if this stop will be eliminated. We are seniors and park on Murdell to get the bus. We all live at least a half mile from the bus stop. If we had to drive where parking is not as available, it would be a real hardship. Taking the 10 bus East to the transfer station so we can go west to BART hardly seems worth the time and effort. As the R bus is now, it is quick and convenient for us. Please do not forget those less able to get to a bus stop when realigning the routes.</p>
50	Kanishka	<p>VERY supportive of the Rapid realignment.</p>
51	Margaret Mu	<p>While I live off of east ave, its going to make it difficult for people who live in the Granada area to catch the bus to Las Positas. It's going to have them back track and then cross the street to catch the bus.</p>
52	Carmen	<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>
53	Bill Chen	<p>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?</p>

**Routes 401/402/403**

**Total Comments: 2**  
**Neutral/In Favor: 0**  
**Not in Favor: 2**

**Number Name Comments on the Routes 401/402/403 Proposal**

Number	Name	Comments on the Routes 401/402/403 Proposal
1	Amy Mauldin	<p>#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.</p>
2	Margaret Murphy	<p>As for the 401, I don't see why you guys want to eliminate the route? Maybe during the morning, but the 3:12 bus is fairly packed. It also helps people who live further into the development who have to walk a mile or two with their heavy books. Why fix something that isn't broken?</p>

Route 70X/XV

Total Comments: 4  
 Neutral/In Favor: 2  
 Not in Favor: 2

Number Name Comments on the Routes 70X/XV Proposal

1	Ramond Ng	<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>
2	Sarah Robinson	<p>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</p>
3	Gary Cedervall	<p>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.</p>

	4 Judi Henry	<p>I am one of the ten riders of the 70XV on the West Side. Some of us work for Safeway, Stoneridge Mall, Workday, Kaiser Hospital and other surrounding businesses. It would impose hardship for me and others to lose the 70Xv route. The alternative if this route is eliminated will add at least 30 minutes to our commute. We would have to take the Rapid to Civic Center in hope to connect with the 70X bus to Walnut Creek. The 70X runs 6 routes in the AM/PM to the East Bart Station. Why not eliminate either the 7:41am or 8:11am 70x routes and keep the 70xv am and eliminate the 6:30pm 70x route from East Dublin Bart and keep the 70xv pm route. This will ensure there is a well rounded service available to East as well as the West side areas. If you have any questions, please contact me at 925-596-3703.</p>
--	--------------	--

Route 580X

**Total Comments: 11**  
**Netutral/In Favor: 6**  
**Want an extension to the Lab: 4**  
**Not in Favor: 1**

Number	Name	Comments on Route 580X Proposal
1	Mac Smith	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 of 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!
2	Yiming Yao	Alternatively, 580X can be extended to Vasco and East Ave, adding about 8 minutes. The route changes should not result in slower compute service between East Dublin/Pleasanton BART and Livermore's largest employer. Thanks for your consideration.
3	Robert Allen	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
4	Stephanie Wilson	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
5	Evelyn Wakeman	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).



Number	Name	Comments on Route 580X Proposal
6	Fred Mallon	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.
7	Chan Pang	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.
8	Ellen Edwards	The 580 seems pointless to commuters to LLNL because of 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. 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.
9	Rob	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. 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

Number	Name	Comments on Route 580X Proposal
10	Kathe Currien-Pow	<p>I currently ride the Rapid from the the bus stop by the downtown garage in Livermore to BART. My concerns are the amount of time it will take to get to BART and back in the event there is a lot of traffic on the freeway on the new Route 580X. I assume from reading the description there will not be any stops along the way. I think it would be a great way to get people out of their cars, off the freeway and onto the bus if information is provided to the public about the new routes. My other concern is the time that this bus will start running. I currently catch the Rapid at 5:40 A.M. and the description doesn't state what time this bus will start and the last pick up time from BART back to Livermore.</p> <p>Remedy: Additional 580X Stop at Labs I understand that Wheels only has a set amount of bus hours but I urge you to consider adding a stop at Westgate and or East &amp; Vasco to the 580X in the reverse commute direction: Mornings from Bart to Livermore and Evening from Livermore to Bart. This would only minimally increase bus hours and will probably increase ridership since it would be even faster than the current 20x ( no loop in Vasco area). You could work with Sandia and LLNL to advertise this new line and encourage the internal lab taxis to set up an internal shuttle that would take people from all over the lab to the Westgate or East &amp; Vasco bus stop, as the lab currently does for the ace train.</p>
11	Jens von der Lind	

No Routes Specified

Total Comments: 9  
Neutral/In Favor: 3  
Not in Favor: 6

Number Name General Comments on the Service Change Proposal

1	WAAC	Don't change the route numbers,
2	Edwin Hernandez	I think these will be fantastic, it will help getting more people to use public transportation. Edwin
3	Renee	Hello, I am a long time bus rider, and have seen all the changes, good, bad and everything in between. The changes Wheels is proposing is set to lose a good portion of ridership, as your changes are going to not only make it much harder to get to the bus; much longer walks just to get to a bus stop, and when you are physically or mentally challenged, that adds a lot more stress in all regards. Also, these changes will have riders having to take multiple buses, just to get even partially close to where they are going. When County Connection butchered all there lines, and removed the main arteries of the system, they lost nearly 40% ridership, and they have not recouped that loss. Your imposed changes will likely have the same result. The bus is supposed to be accessible and affordable to everyone, not just a select few. Not everyone has a vehicle where they can drive to a bus stop and commute to work, or school. Most of us have to rely on our feet to get us to the bus stops. Don't make the bus so hard just to get to, or packed so thick that you cannot even get on the bus. Las Positas College should have its own shuttle, since there is a high volume of people taking it in both directions, making it impossible for others getting the bus after to get on.
4	Jens von der Linden	Hi, I wanted to express my support for the plan and voice one concern and propose a remedy. Overall Plan As a Livermore resident I look forward to more Rapid weekend service and the new 14 line. I can't see this from the plan but I trust the busses will be well time aligned so that transfers between bus and bart and 580x and rapid are possible with minimal wait times. I appreciate that these changes are based on data to maximize ridership and use of public funds. You have done a great job!!

Number	Name	General Comments on the Service Change Proposal
5	James Beggs	<p>I find it interesting that Routes 2, 3, 8 and 14 are proposed as means to get to the Bankhead for the hearing and that those routes are also destined for elimination or re-alignment. I'd also like to see a much better breakdown as to how ridership data was collected. Are rider/hr means values? If so how are they calculated and what is the variation in the value? Is low ridership at certain hours, bringing down the average ridership value? If so, might it be better to re-visit schedules before eliminating services completely?</p>
6	Robert Allen	<p>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.</p>
7	Robert Allen	<p>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.</p>
8	Ian and Arthur Muir	<p>Why would you change everything? Its going to screw up everything. What about the special needs (like my brother, Arthur), its going to effect them, because most don't like change. As for the , its going to effect my daily schedule a lot. it is going to take me and my brother another half hour to walk to the bus stop now. Why screw up everyone's schedules? the current routes seem fine right now. Maybe just eliminate the 12x and the rapid?</p>
9	Ellen Edwards	<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>

**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; and

WHEREAS, staff has separately examined the potential environmental impacts of the service changes and has determined that there is no possibility of a significant environmental impact due to the service changes; and

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 Route 3 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  
Route 501 – Modify route to provide service from Positano Parkway – Fallon Road – Tassajara Road – Gleason Drive – Hacienda Drive – Dublin Boulevard – Village Parkway to Dublin High School  
Route 502 – Modify route to provide service from Dublin Boulevard – Lockhart Street – Central Parkway – Hacienda Drive – Dublin Boulevard – Dougherty Road – Wildwood Road – Amador Valley Boulevard – Village Parkway to Dublin High School  
Route 504 – Implement new route to provide service from Gleason Drive – Fallon Road – Antone Way – Dublin Ranch Road – Tassajara Road – Dublin Boulevard – Village Parkway to Dublin High School  
Route 505 – Implement new route to provide service from Positano/East Dublin to Fallon Middle School  
Route 580X – Implement a new limited-stop, peak-only route to operate to and from the Livermore Transit Center and the E. Dublin/Pleasanton BART Station via the I-580 Express Lanes on weekdays

BE IT FURTHER RESOLVED that the Board of Directors finds that the proposed service changes will have no possible adverse impacts on the environment.

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