

STAFF REPORT

SUBJECT: Summer 2017 Service Changes

FROM: Christy Wegener, Director of Planning and Communications  
Cyrus Sheik, Senior Transit Planner

DATE: February 6, 2017

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**Action Requested**

Approval of Wheels service and service modifications to be implemented in summer 2017, including accommodation for summer school classes in Dublin and Pleasanton, as well as a modification of Route 1, and forward a recommendation to the Board of Directors.

**Background**

In addition to their regular curriculum during the main academic year, the Tri-Valley school districts, including the Dublin Unified School District (DUSD) and Pleasanton Unified School District (PUSD), operate a school program during the summer. Both school districts have requested that Wheels accommodate their summer school programs in 2017.

The new Alameda County Hall of Justice is under construction and is expected to open in early summer 2017. Alameda County has requested a modification of Route 1 routing and frequency for improved service to this new regional destination.

**Discussion**

*Summer School:* The school districts in the LAVTA service area do not operate yellow school buses for their general student population. Instead, students in the middle- and high school grades are expected to make use of existing public transportation (Wheels mainline routes). In cases where either (or both) the school and the neighborhood(s) from which its students need to travel is not located on a mainline, and where there is sufficient demand, LAVTA in some areas of Dublin and Pleasanton supplements its mainline routes with limited “school tripper” service operating during school days, during the academic year. In some cases, this supplemental service also serves as overflow capacity to an existing mainline route.

Prior to 2014, the supplemental (school tripper) routes were not operated during the summer due to the smaller student population enrolled in summer programs and the large number of neighborhoods that would need to be served relative to the summer sessions’ smaller student population base. Based on requests from the districts, however, LAVTA commenced summer pilot service for Dublin and Pleasanton in 2015 and 2014, respectively, and these were continued in 2016.

Last year, LAVTA accommodated the summer school programs in both Dublin and Pleasanton by providing service on one school tripper line each. Route 605 operated summer service to Amador Valley High School, while Route 501 provided service to Dublin High School. (Pleasanton, however, will be reverting to holding its program at Foothill High School, more on this below).

*Indicators from prior summer service:* The Dublin service in 2016 operated across 28 days, and carried a total of 2,247 boardings through the program – or an average of 80 one-way boardings per day operated. Relative to the vehicle hours operated, this equated to approximately 77.9 unlinked passenger boardings per vehicle revenue hour.

The Pleasanton service in 2015 (year illustrated to provide a usable comparison with the move back to Foothill), operated across 24 days, and carried a total of 1,021 boardings through the program – or about 43 one-way boardings per day operated. This equated to approximately 19.2 boardings per revenue hour.

The table below summarizes these indicators.

<b>PRIOR SUMMERTIME SUPPLEMENTAL SERVICE RIDERSHIP</b>				
<i>City</i>	<i>Days operated</i>	<i>Daily boardings</i>	<i>Total ridership</i>	<i>Pax/h</i>
Dublin (2016)	28	80	2 247	77.9
Pleasanton (2015)	24	43	1 021	19.2

When comparing the boardings-per-revenue-hour indicator with how the Wheels school tripper routes typically perform during the main academic year (60 pax/h but with a wide spread), the Dublin service has done well while the Pleasanton service hasn't been quite as successful. For perspective, however, it could be noted that even the 19.2 pax/h that the Pleasanton service carried is higher than the typical mainline Wheels route.

### **Service Options for Summer 2017**

Dublin: Summer programs are expected to be offered similarly to last year in terms of duration and bell times, and to run for six weeks starting in mid-June, Monday thru Friday. Staff is still gathering the exact bell time information for the DUSD program, but last year, classes began at 8:00a and ended at 1:00p (12:30p on Fridays), and both programs are again expected to be held at Dublin High School. These times coincided closely enough to be able to serve students of both programs by a single daily arrival and departure to/from the school.

As the high school grades are in the same, single location during the main academic year as well, all four Wheels supplemental routes that serve Dublin High (501, 502, and 504 from East Dublin, and 503 from Shannon Park), would technically be suitable for the summer program as well. Given, however, the typically lower enrollment compared to the main academic year and the ridership seen last year, it would likely be more appropriate to run two of the four routes – one more than last year. During the main school year, routes 501 and 504 see the most demand; however, with only two routes warranted from a demand perspective, operating the 501 and 502 would provide the best combined neighborhood coverage (Route

503 provides unique coverage to the Shannon Park area but would not be expected to carry a sufficient number of students to warrant summer service). The following table lists the primary areas served by these two routes.

<b>ROUTES 501 AND 502 POTENTIAL SUMMER SERVICE 2017</b>	
Neighborhoods served	
<i>Area</i>	<i>Route</i>
Positano Hills	501
Signal Hill*	501
Silvera Ranch*	501
Dublin Ranch*	501
Emerald Glen North	501
Bray Commons	502
Emerald Glen South	502
Wildwood Road	502

\* Via perimeter arterial

The table below shows the estimated cost factors for running the 501 and 502 for this year’s summer session. The revenue estimate is conservatively based on last year’s ridership, but may be higher given the growth trend in the Dublin student population. The estimated net cost of operating this service, after anticipated fare revenue, would be approximately \$3,200.

<b>ROUTES 501 AND 502 POTENTIAL SUMMER SERVICE 2017</b>	
Cost estimate	
Daily revenue hours	1.95
Number of days operated	28
Total revenue hours	54.60
Total fully allocated cost	\$5 892
Daily ridership	80
Total program ridership	2 240
Estimated fare revenue	\$2 733
<b>Total net cost (est'd)</b>	<b>\$3 160</b>

Based on the apparent success of the Dublin school tripper service last summer, and on the continued growth in the city’s student population, Staff anticipates service to be productive and recommends that LAVTA accommodate the Dublin summer program as shown above.

Pleasanton: When LAVTA provided its pilot summer service program in Pleasanton in 2014 and 2015, the program location was at Foothill High School. As this location isn’t served by any mainline Wheels route, the two school tripper routes (602 and 604) that serve it during the main academic year were the routes that were called upon to provide the summer service as well.

While PUSD ran its summer program at Amador Valley High School last year (2016) - served by routes 8 and 10 but also supplemented during the summer by route 605 -, the program will be reverting back to Foothill this year. With that, the best option for accommodation, if any, would again be by way of routes 602 and 604, which provide broad neighborhood coverage in both north and south Pleasanton. The following table lists the primary areas served by these two routes.

<b>ROUTES 602 AND 604 POTENTIAL SUMMER SERVICE 2017</b>	
Neighborhoods served	
<i>Area</i>	<i>Route</i>
Case Avenue	602
Del Prado Park	602
Parkside	602
Valley Trails	602
Val Vista*	602
Fairlands	604
Hacienda	604
Stoneridge	604
Muirwood Park	604
Oak Hill*	604

\* Via perimeter arterial

Left among major neighborhoods that are served during the main academic year but wouldn't be served during the summer would be Ruby Hill, Vintage Hills, and Amaral Park.

The next table summarizes the net cost of operating the 602 and 604 during summer session, based on the assumption that their productivity would be similar to that of the summer service that was operated in Pleasanton in 2015. Anticipated to operate 22 school days, the net cost after fare revenue is estimated at approximately \$4,200.

<b>ROUTES 602 AND 604 POTENTIAL SUMMER SERVICE 2017</b>	
Cost estimate	
Daily revenue hours	2.27
Number of days operated	22
Total revenue hours	49.94
Total fully allocated cost	\$5 390
Daily ridership	43
Total program ridership	946
Estimated fare revenue	\$1 154
<b>Total net cost (est'd)</b>	<b>\$4 235</b>

While the productivity picture of the Pleasanton school trippers in recent past summers has been mixed, operating the Foothill High School supplemental route pair this summer as well

would provide continuity in providing public transportation access to a large proportion of PUSD students through the summer program. Based on input from the last Projects & Services Committee, Staff recommends operation of the 602/604 setup as shown above.

Livermore: Last year, the LAVTA supplemental routes in Livermore were discontinued, and no special summer accommodations are recommended this year. The majority of Livermore schools are well-positioned for access to Rapid routes 10R and 30R, which operate every 15-minutes all day on Weekdays.

*Route 1 Modifications:* Route 1 is a local route providing service between the E. Dublin BART Station and the Santa Rita Jail via Hacienda Drive. It operates every 30-minutes during peak times and 60-minutes off peak and weekends.

The new East County Hall of Justice (EHOJ) is being constructed across the street (to the south) of the Santa Rita Jail (Attachment 4). The main entrance will be off Gleason Drive. Original plans for bus service included a Route 1 bus stop on Gleason Drive; however, in late 2016, Alameda County requested that the future bus stop be constructed near the front doors of the ECHOJ for easier access to the location, and that the route be detoured off Gleason Drive. Additionally, Alameda County requested that Route 1 operate at 30-minute headways all day to provide those coming to the ECHOJ a connection to every-other BART train on weekdays.

In considering the request, staff looked at the existing setup of Route 1. Route 1 is currently interlined with Route 14, a set up that is causing spillover on-time performance challenges with both routes. Staff has been intending to “break” the 1/14 route interline at the first available opportunity, which is provided with the opening of the ECHOJ. The ECHOJ will require an additional 3-5 minutes of run time, will no longer be able to be operated within the cycle time of the 1/14 interline and will require its own bus. Additionally, providing 30-minute all day service to this destination allows for an efficient use of a dedicated Route 1 bus, which is a challenge at its current alignment.

### **Budget**

The service outlined above would add 4.22 daily hours of service for summer school, and about 3.2 daily revenue hours permanently to Route 1. There will be a fiscal impact to Route 14 as well, which will be determined when the revised summer schedule is drafted. Both services can be accommodated within the FY2017 revenue hour budget.

### **Recommendation**

At its January 23, 2017 meeting, the Projects & Services Committee considered the potential service options presented by Staff, and recommends approval of summer service as outlined above. Specifically, the Committee:

- Recommends accommodation for the DUSD summer program at Dublin High School by operating routes 501 and 502 five days a week during the 2017 summer session;

- Recommends accommodation for the PUSD summer program at its location at Foothill High School by operating routes 602 and 604 four days per week during the 2017 summer session; and
- Recommends modifying Route 1 service to directly connect to the ECHOJ and operate every 30-minutes all day on weekdays.

Attachments:

1. Summer Service Resolution 07-2017
2. Route 1 Resolution 08-2017
3. ECHOJ/Route 1 map

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

**RESOLUTION 07-2017**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING SUMMER SERVICE FOR ROUTES 501, 502, 602, AND 604**

WHEREAS, LAVTA currently operates supplemental fixed route service to Dublin High School and Foothill High School on Wheels Routes 501, 502, 503, 504, 602, and 604 from multiple residential areas of Dublin and Pleasanton during the academic year; and

WHEREAS, LAVTA has operated a selection of its supplemental routes on a pilot program basis to accommodate the summer school programs each year since 2014, and

WHEREAS, the Dublin Unified School District and the Pleasanton Unified School District have expressed interest in, and support for, continuing to provide service during summer session, in order to serve the transportation needs for their summer middle- and high school program; and

WHEREAS, LAVTA wishes to be responsive and supportive of reasonable requests by our partnership with the Dublin and Pleasanton Unified School Districts; and

WHEREAS, Wheels routes 501, 502, 602, and 604 would provide the best neighborhood coverage for the Dublin and Pleasanton summer school programs relative to the limited resources that are available to LAVTA; and

WHEREAS, the cost of the service is relatively small and may be partially offset by passenger fares that the Authority believes can be reasonably expected.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves providing summer service on Wheels routes 501, 502, 602, and 604 during school days in June and July 2017.

PASSED AND ADOPTED this 6th day of February, 2017.

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Steven Spedowfski, Chair

Attest:

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Michael Tree, Executive Director

**RESOLUTION 08-2017**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING A CHANGE TO THE FREQUENCY AND ALIGNMENT OF WHEELS  
ROUTE 1**

WHEREAS, LAVTA currently operates service between the East Dublin/Pleasanton BART station and the Santa Rita Jail facility in Dublin via its Route 1; and

WHEREAS, A new courthouse complex, the East County Hall of Justice (ECHOJ), is nearing completion, and

WHEREAS, Alameda County has requested public transit service to serve a bus stop inside the complex perimeter; and

WHEREAS, LAVTA has the funds to break out its existing Wheels Route 1 from interlining with another route in order to make way for the additional trip time required to extend the route; and

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves extending Wheels Route 1 inside the new ECHOJ perimeter in order to serve a new bus stop directly at the complex entrance, effective with the Wheels summer signup in June 2017.

PASSED AND ADOPTED this 6th day of February, 2017.

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Steven Spedowski, Chair

Attest:

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Michael Tree, Executive Director



# Route 1 – Proposed June 2017 Changes

