

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

CORRESPONDENCE

SUBJECT: Board of Directors Correspondence (July 5 - 6, 2020)

#	Date Rec'd	Sender	Subject
1	July 5, 2020	Steven Dunbar	Agenda Item 3 – Public Comments
2	July 6, 2020	Sue Compton, CEO, Axis Community Health	Agenda Item 4D – Approval of Resolution Authorizing an Application for Lifeline Transportation Program Cycle 6 Funding

From: [Steven Dunbar](#)
To: [Event Desk](#)
Subject: Re: LAVTA Public Comment: 7/6/2020
Date: Sunday, July 5, 2020 10:25:31 PM

Hello,

I said Santa Rita Road bike lanes, but I meant West Las Positas Road bike lanes. Sorry about that.

I'll probably be calling in anyways.

Best,
Steven Dunbar

On Sun, Jul 5, 2020 at 9:50 PM Steven Dunbar <steven.james.dunbar@gmail.com> wrote:
Dear Directors of the LAVTA Board and Staff,

I hope you are hanging in there in this time of upheaval and change. Echoing the Union's comments, thank you for the driver protection, rear door boarding, and especially the Transit App passenger counter integration. Thank you for the westbound bus stop at GILLIG - I wish the circumstances for using it were better. And thank you for the transit signal priority project - I can't wait for it to come online.

Before I get to the main message, 3 heads up:

- 1) Pleasanton's Santa Rita Road protected bike lanes look very nice, but there are at least 8 missing bus stops in the plans (and I didn't count school bus routes). Not all of them are necessary, but there are critical ones missing as well. Please have staff follow up on this design.
- 2) Livermore is considering a redesign of East Avenue and a website is now available (eastavenuecorridorstudy.com). I'm very excited to see what improvements are possible. Please share widely.
- 3) The public data feed for ACE still shows the Vasco stop in the wrong location on the Transit app, and this breaks all connections to Route 11. Route 11 is currently suspended, but this may be another reason that people don't use it. I've tried to get them to fix this numerous times to no avail. ACE also doesn't have real time information in the Transit app, despite knowing exactly where their trains are on their website. If anyone has contacts, please get them to fix these data problems.

Having listened to the previous meeting and the options for 2021 service, and understanding that LAVTA is currently in the process of a Short Range and Long Range transit plan update, I wanted to offer some suggestions to improve service.

Every little bit adds up and will encourage more ridership - and this is the frame of mind I want to encourage you to be in. ValleyLink is a worthy project (good luck on Measure BB allocations), but we can also make little changes in our current system that result in a real difference.

In order of priority and ease of implementation:

COVID

1. If we do have fares return, then consider off board fares, rear clipper card readers, bus passes with phone. Free transit will also help, but potentially at the point we have to charge again, these will still be useful.
2. Consider air filtration, fresh air intake technology, or UV ionizers, and then **advertise** that they are in use.

Alternative Modes

1. We should offer BikeLink lockers at major stops (such as the ones that exist at BART). No one wants to leave their bike out on an exposed U-rack (as seen on Stanley Blvd) for a whole workday at a time, but many are too far to walk to a Rapid Route. We should offer a smaller number of useful things instead of a larger number of fairly useless things. The Livermore transit station renovation would be a good opportunity for this.
2. We should study a TriValley bikeshare implementation, at least in hub areas: BART, Las Positas, the Outlets, Downtown Pleasanton, Downtown Dublin, and Downtown Livermore.
3. We should better highlight how to park-and-ride on the Wheels website (I've heard a website redesign is in process).

Route Changes

1. Route 14 stops have been too close together, even for a local route. There are many stops that are well under 600 ft apart - and yes, there needs to be an ADA balance, but I don't think we're there.
2. Consider creating a method for Route 10 to left turn into the Livermore transit center directly from Railroad Avenue. Today, it goes all the way around via Maple, Second, and Old First, with 2 additional stoplights.
3. Route 10 going around downtown Pleasanton takes a long time. You are already experimenting with a new route on weekends with the Pleasanton Main Street closure, routing onto Old Stanley instead of the circuitous route previously used during parades. Perhaps a modified route in between these two options would be a good future permanent option.
4. The speed bumps at the college on Route 30 hurt and slow the bus down substantially. As much as the loop is a good stop for driver breaks, it hurts the 30R in terms of BART access timeliness. Yes, there are quite a number of tradeoffs for this, but I think we can leave the bumps on the rest of the loop while keeping the buses on a flat street.

680 express lanes bus routes

1. How can we help to implement the MTC express bus plan with our new Express Lane on 680?

eBuses and Bus Speed improvements

1. This is some blatant self-advertising, but when we put our GILLIG eBus on the Santa Monica BigBlueBus Local Route 3 to LAX, I found that it was catching up with all of the Rapid / Limited Stop buses. It's not strong enough to throw people from their seat, but the little extra speed meant it would catch yellow lights and that did make some perceptible difference.

Finally, I offer this article for your consideration: <https://www.theatlantic.com/ideas/archive/2020/06/fear-transit-bad-cities/612979/>

Thank you for your attention.

Sincerely,
Steven Dunbar

OPINIONS MY OWN
Engineer, GILLIG LLC
Board Member, Bike East Bay
Resident, Livermore

From: [Sue Compton](#)
To: [Front Desk](#)
Subject: Public Comment 7/6/2020 - Agenda Item 4D
Date: Monday, July 6, 2020 10:44:14 AM

To: Board of Directors, LAVTA

From: Sue Compton, CEO, Axis Community Health

Subject: Support for Wheels Route 14

On behalf of the 15,000 low income Tri-Valley residents who are patients at Axis Community Health, this is to express our support for the continuation of Wheels Route 14, which serves north Livermore. We are appreciative of your efforts to secure MTC funding via the Cycle 6 Lifeline Transportation Program, and we would like to express our support for this program and ongoing support for this route.

Axis Community Health is a nonprofit community health center that has been serving the Tri-Valley since 1972. We are the sole provider of primary care medical services for the Tri-Valley's low income residents, and serve as the Tri-Valley's safety net medical, dental and behavioral health provider as well. Axis maintains sites in Pleasanton, Livermore and Dublin, and bus access to these sites is critical to our patients – many of whom rely on public transportation for access to care. The current COVID pandemic has made it especially critical that our patients have access to medical care. Wheels route 14 provides essential access for Livermore patients to our main clinic site, which is located at 5925 W. Las Positas in Pleasanton. A Wheels bus stop is located adjacent to our clinic on the corner of Willow Drive and Las Positas Blvd. Our patients are appreciative of the ease in access to our site, made possible by the bus stop and route 14's regular trips to this location.

We are appreciative of our partnership with Wheels and LAVTA, and look forward to the continuation of bus routes that support our service sites throughout the Tri-Valley.

Sue Compton, CEO
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