

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Study of Service Options for Downtown Pleasanton

FROM: Michael Tobin, Director of Operations
Cyrus Sheik, Senior Transit Planner

DATE: January 7, 2025

Action Requested

This is an informational item.

Background

Downtown Pleasanton area has been presenting an increasing operational challenge to the Wheels service, particularly for Route 10R, whose alignment serves the core of downtown including Neal Street, Peters Avenue, and Main Street. Many street-closure events take place around the year along or around Main Street, necessitating detours both around and out of Downtown (depending on the street closure). Additionally, the Meadowlark Dairy's drive-thru car queue blocks a high-ridership 10R bus stop on Neal Street - both regularly throughout the summer months, and sporadically at other times throughout the year.

To support LAVTA in finding a permanent solution to these issues, the agency has hired a consultant team, Nelson\Nygaard and Associates, to assist with developing a long-term service solution that could balance the operational constraints against the needs of the riding public.

Alternatives

The consultant team has outlined two main service options for the 10R (maps are included as Attachment 1):

1. Extending the route to operate beyond Neal Street & First Street, continuing south along First Street, Bernal Avenue, Pleasanton Avenue, Rose Avenue, and Peters Avenue (and vice versa).

The main advantage of this option is that it would continue to provide direct access to all of Downtown providing service to stops on First Street, Peters Ave and Main Street, as well as would provide new access to the Civic Center and the Fairgrounds. The disadvantages include needing additional running time on the line (cost) that may necessitate a service reduction elsewhere and longer travel times for passengers whose destination is not south Downtown.

2. Expediting the route, by traveling direction from Stanley Boulevard to Main Street and Santa Rita Road (and vice versa). The 10R itself would serve the Downtown from its northern perimeter only, by way of a bus stop pair at Stanley & Main.

The main advantages of this option include operating efficiencies for the agency that could potentially be used to improve other routes, and faster travel times for those riders whose destination is the Santa Rita corridor, Hacienda Business Park or BART. The main disadvantage is the loss of coverage in downtown Pleasanton and the removal of service from stops on Neal Street, Peters Ave and Main Street.

Under this option, Route 8 would potentially be extended to Stanley Boulevard & Bernal Avenue in order to maintain Downtown coverage and transferability.

A map that illustrates these options is shown in Attachment 1.

It should be noted that the *current* 10R alignment on Neal Street past the Meadowlark Dairy *will not be an option*, due to the extent of service disruptions and safety issues associated with it.

Next Steps

The next major milestone in this planning effort will be a public workshop and presentation, scheduled for Tuesday, January 13 at the Historic Pleasanton Firehouse Art Center located at 4444 Railroad Ave adjacent to the Route 10R bus stop. This event will begin at 5:00p with a detailed overview of the alternatives and their pros and cons, followed by a Q&A session.

Parallel to this, a general survey on the subject will be conducted online during a three-week period, beginning January 5 and ending January 23.

Both of these outreach efforts will be used to inform a final decision in the spring of 2026.

Recommendation

This is an information item only.

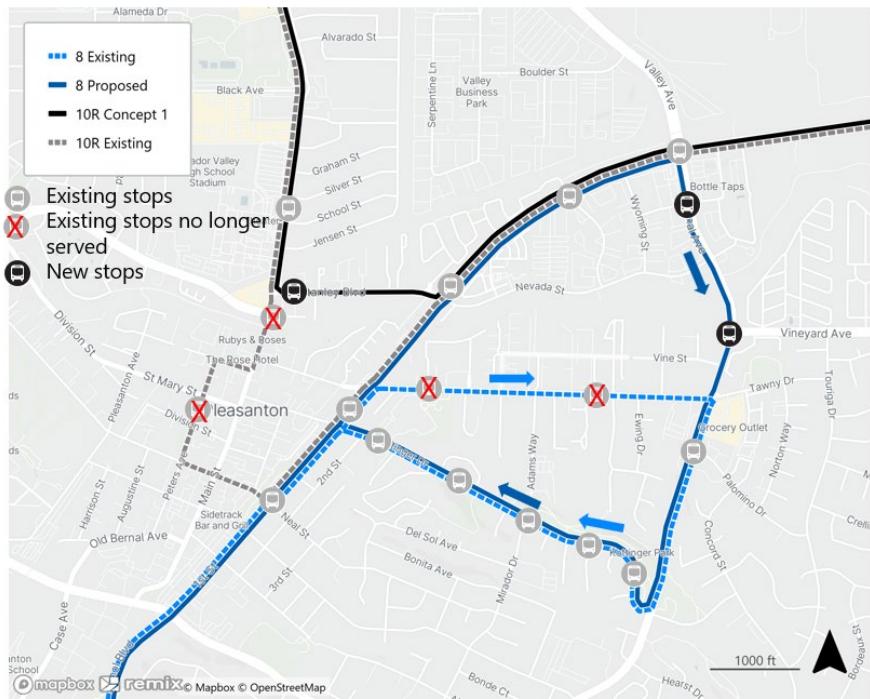
Attachments:

1. Map of the two service options

ATTACHMENT 1

Concept 1: Stanley Boulevard

- Route 10R serves the northern part of Downtown using Stanley Blvd
- Modify Route 8 to connect to Route 10R



Concept 2: Pleasanton Avenue

- Route 10R serves Downtown then continues onto Pleasanton Ave to serve the ACE Station and fairgrounds
- No changes to Route 8

