



January 13, 2026

Downtown Pleasanton Bus Service Planning

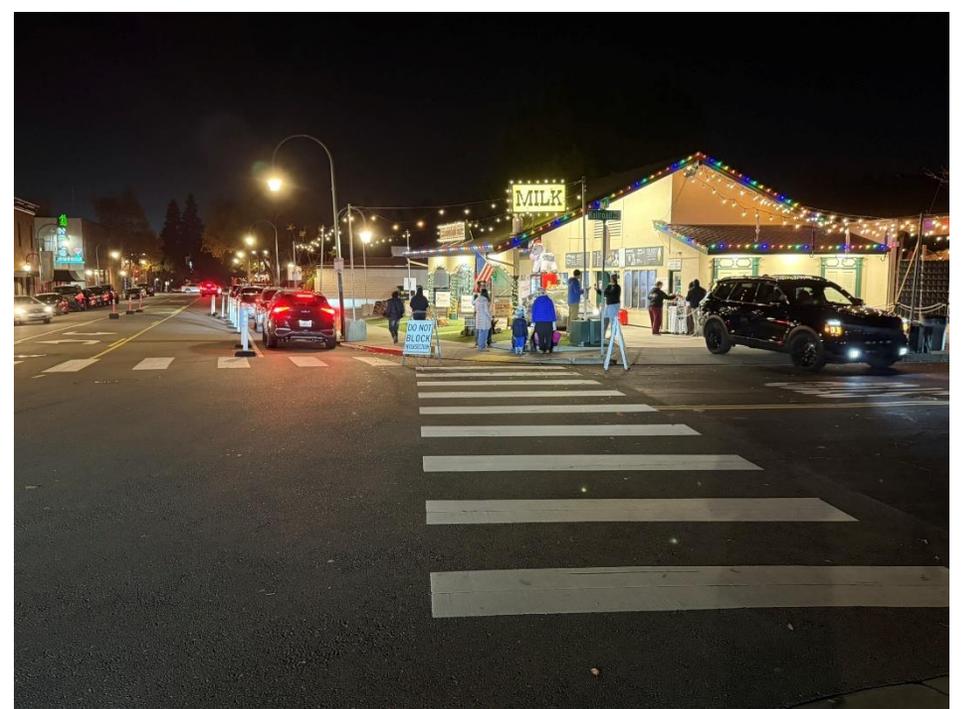
Community Meeting

Thomas Wittmann and Kyle Taniguchi

Tonight's Meeting

Two Parts:

- **This Presentation:** Potential changes to Route 10R in Downtown Pleasanton
- **5:00 presentation:** Supplemental school service in Pleasanton



Why are we proposing changes to Route 10R?

1 Neal Street is narrow and high pedestrian activity are **safety concerns**

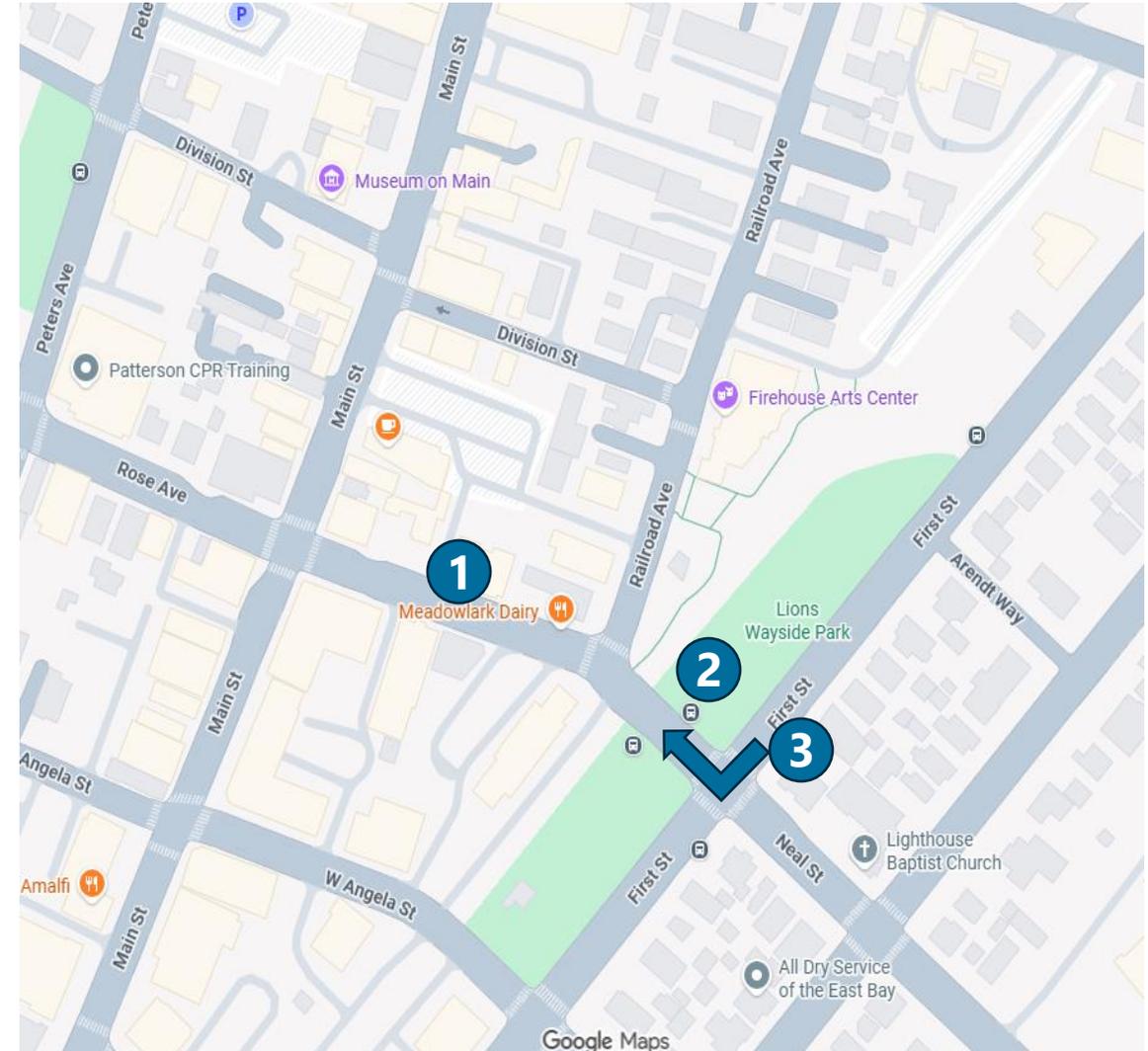


2 Queuing vehicles **block the bus stop** at Neal Street & First Street



3 **Right turns** from First Street onto Neal Street is **difficult for buses** with queuing traffic

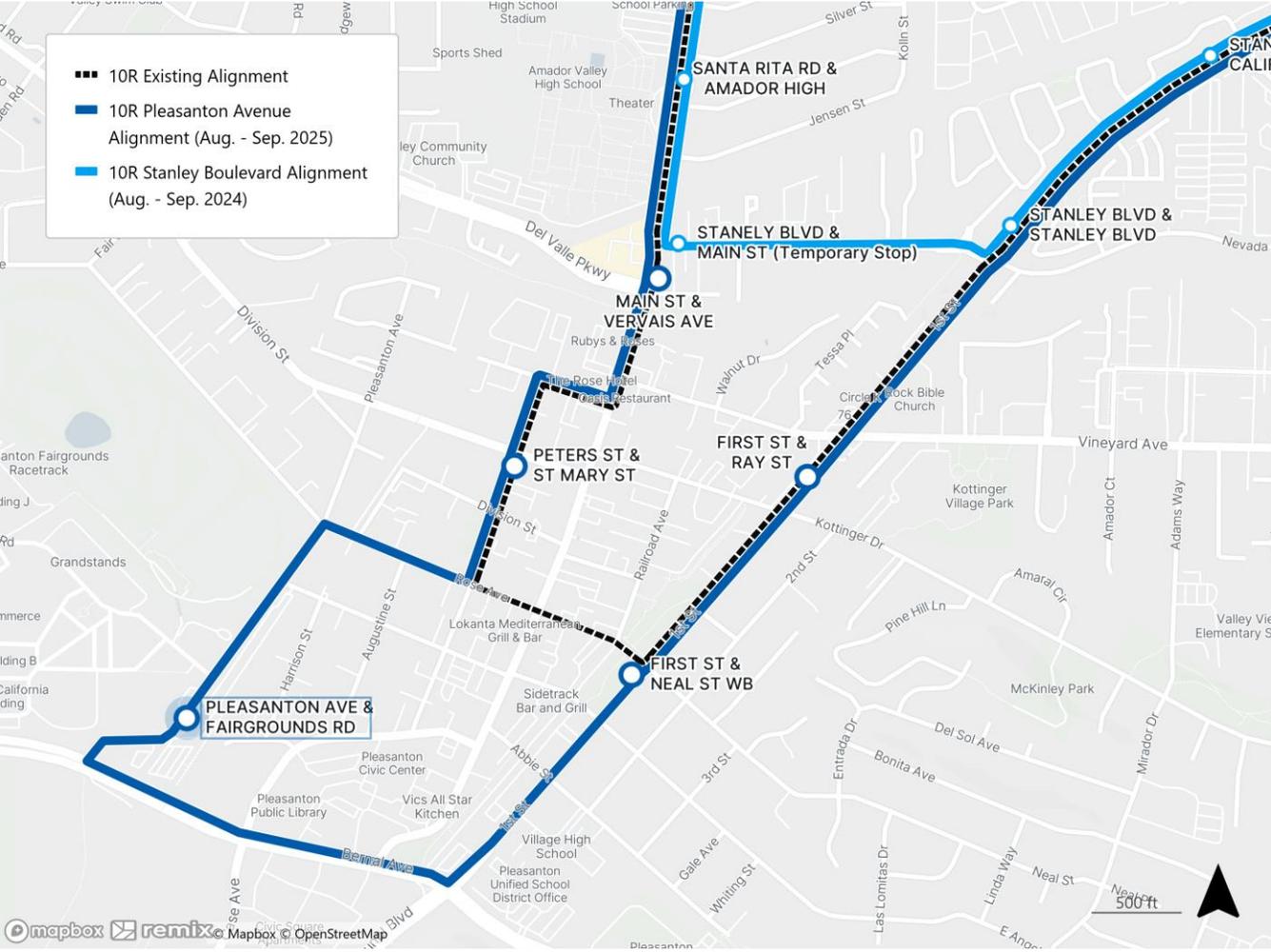
- Traffic can delay buses by up to 3 minutes



Existing Conditions

Challenges:

- LAVTA has detoured Route 10R over the past two summers (WB only)
 - This is confusing for passengers and can make it harder to access downtown
- **This project will propose a permanent, long-term solution for Route 10R**



Project Process

Downtown Pleasanton Bus Service Planning

Dec 2025

TODAY

FUTURE

Evaluate existing conditions

Review evaluation of alternatives and trade-offs

Review public feedback and select preferred alternative

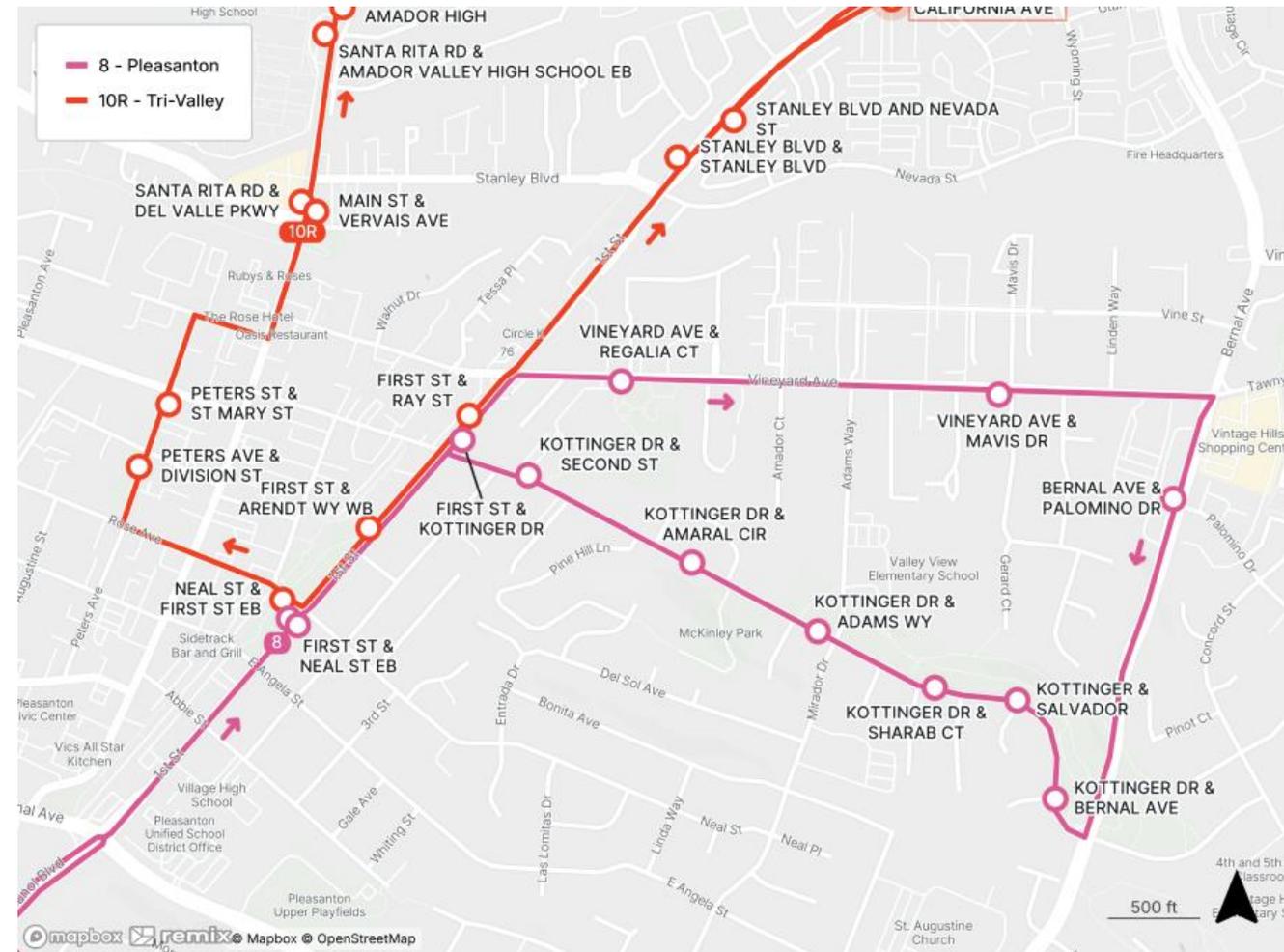
Develop final report



Downtown Pleasanton Bus Service

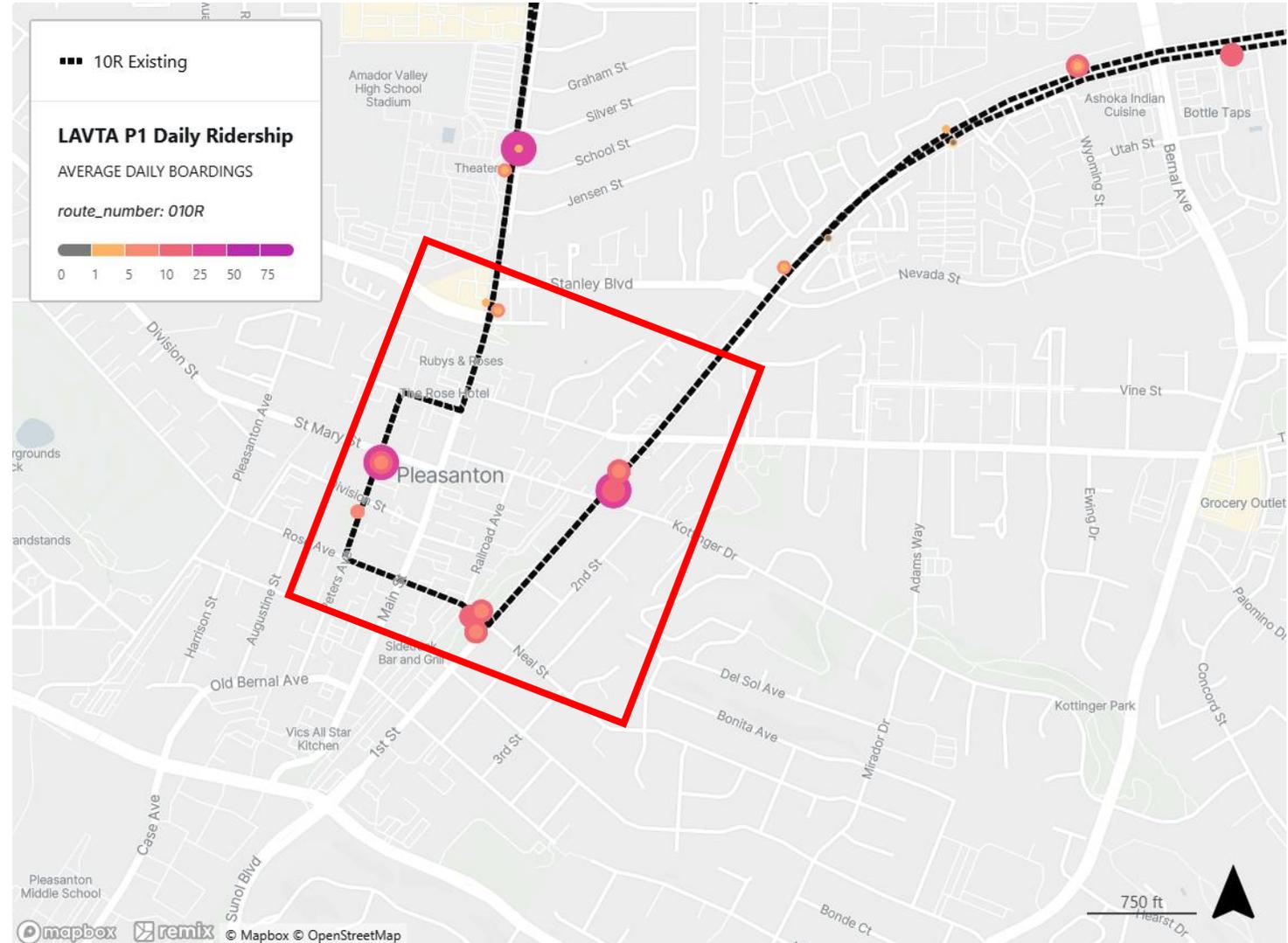
Existing Conditions

- Downtown Pleasanton is served by two routes: Route 8 and Route 10R
 - **Route 8:** Pleasanton to Dublin/Pleasanton BART station
 - **Route 10R:** Dublin/Pleasanton BART station to Livermore Transit Center
- Both services operate seven days a week
 - **Route 8:** Every 40 min on weekdays and hourly on weekends
 - **Route 10R:** Every 20 min on weekdays and Saturday, every 40 min on Sunday



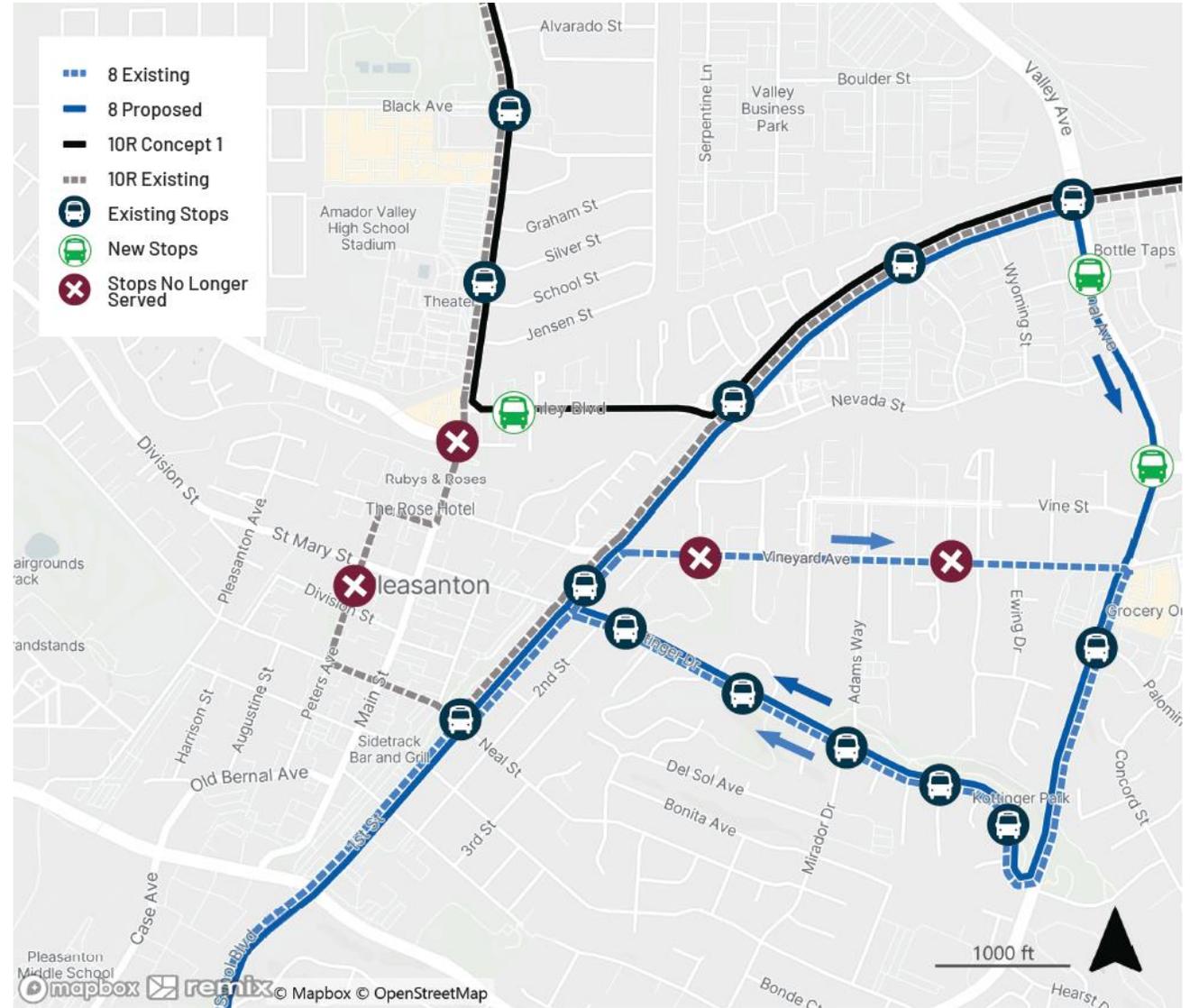
Existing Conditions

- On an average weekday:
 - 182 people board/alight** at a Route 10R stop in Downtown Pleasanton
 - 181 people** ride through Downtown Pleasanton on Route 10R in both directions



Concept 1: Stanley Boulevard

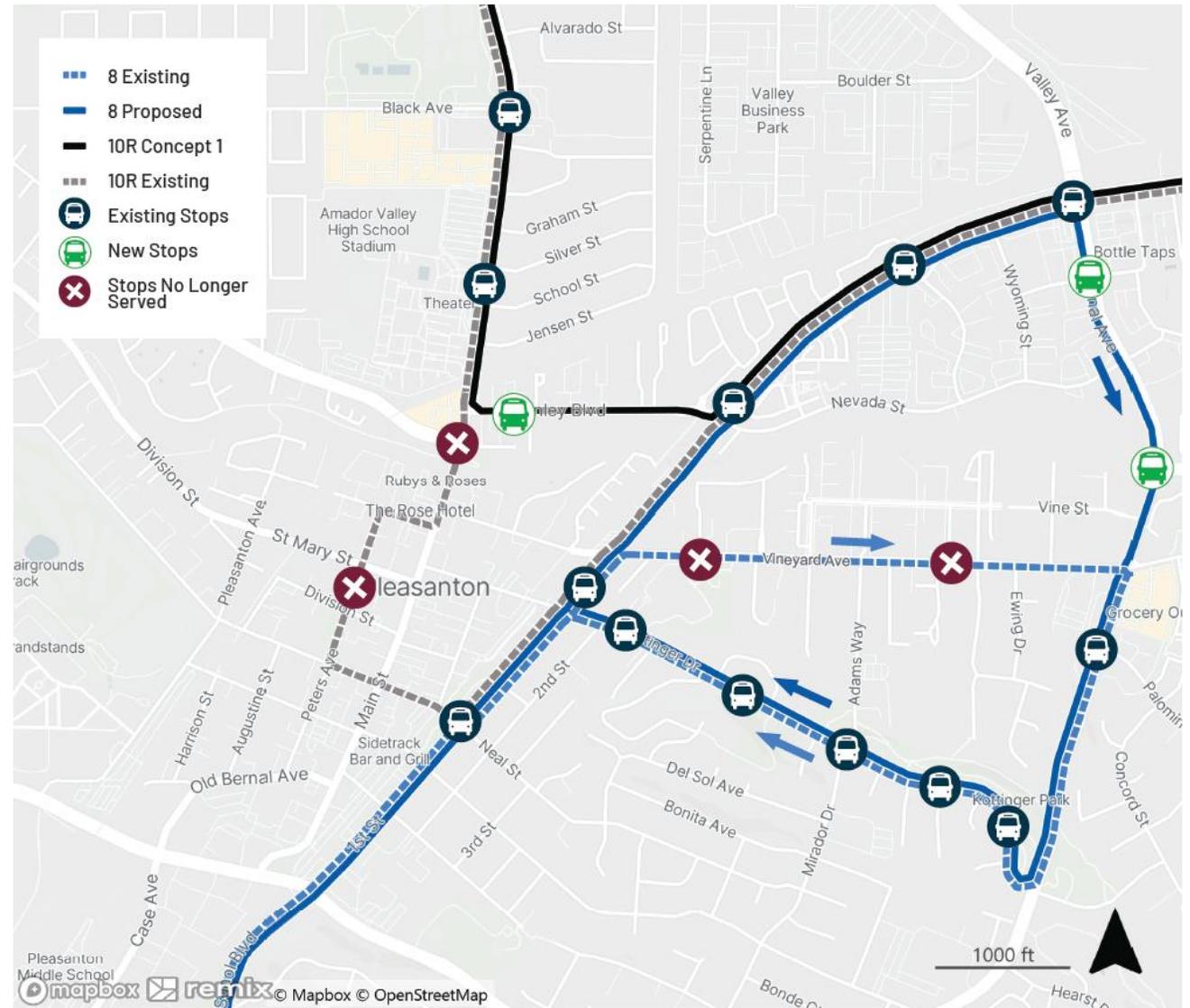
- Route 10R would serve the northern part of Downtown Pleasanton using Stanley Boulevard
- Route 8 would be modified to improve connections to the new Route 10R



Concept 1: Stanley Boulevard

Concept 1 Benefits:

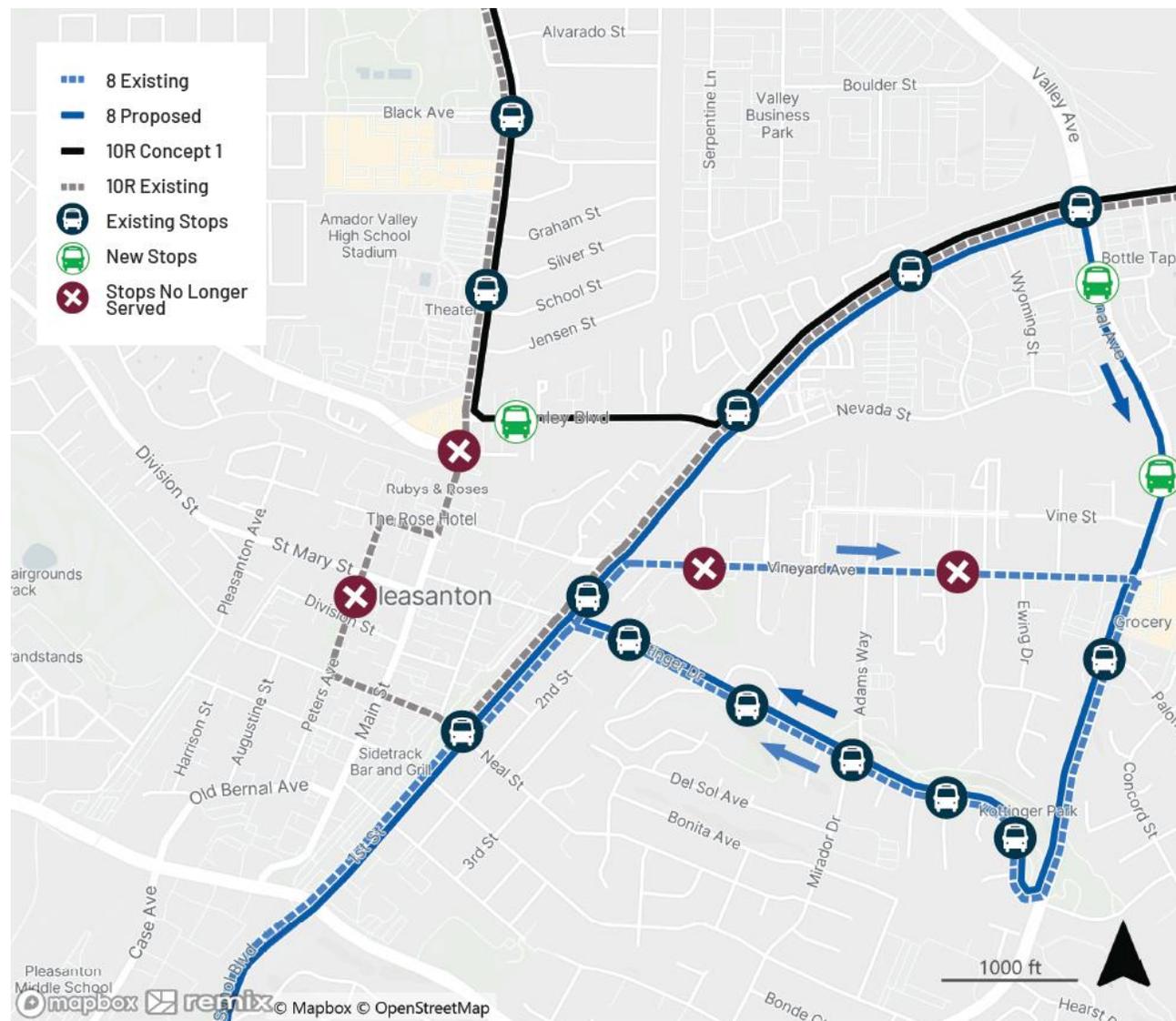
- Reduces travel time between BART and Livermore by 3-4 min for 181 people through downtown Pleasanton
- No additional train crossings, Dairy, downtown, or fairgrounds traffic impacts
- No temporary detours needed for special events in downtown



Concept 1: Stanley Boulevard

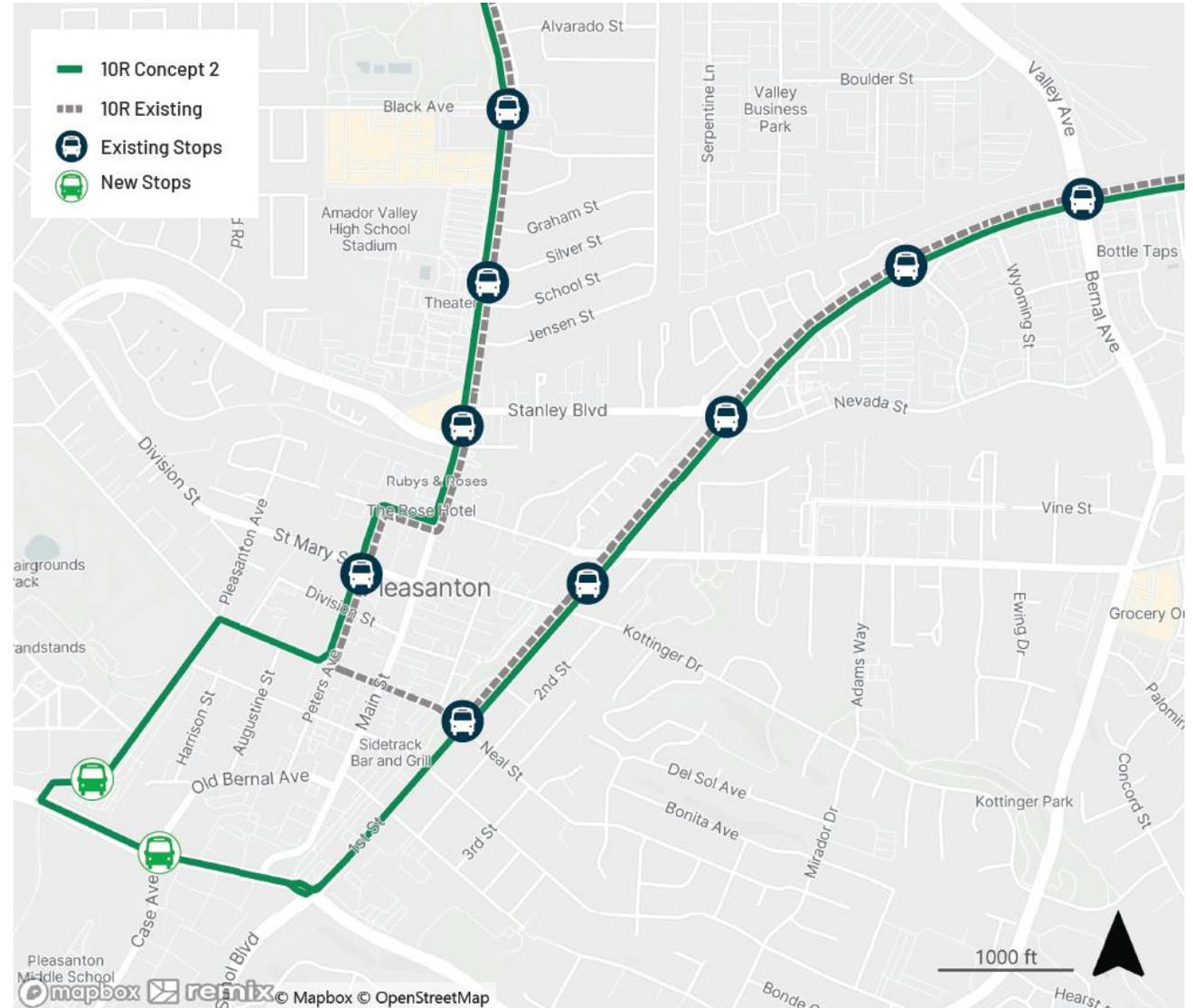
Concept 1 Trade-Offs:

- Need a new stop at Main Street/Stanley Boulevard for downtown access
 - 182 people would need to walk up to 15 min to/from the new stop
- 7 people using Route 8 stops along Vineyard Ave would need to walk ~5 min to another stop
- Limited potential for new ridership



Concept 2: Pleasanton Avenue

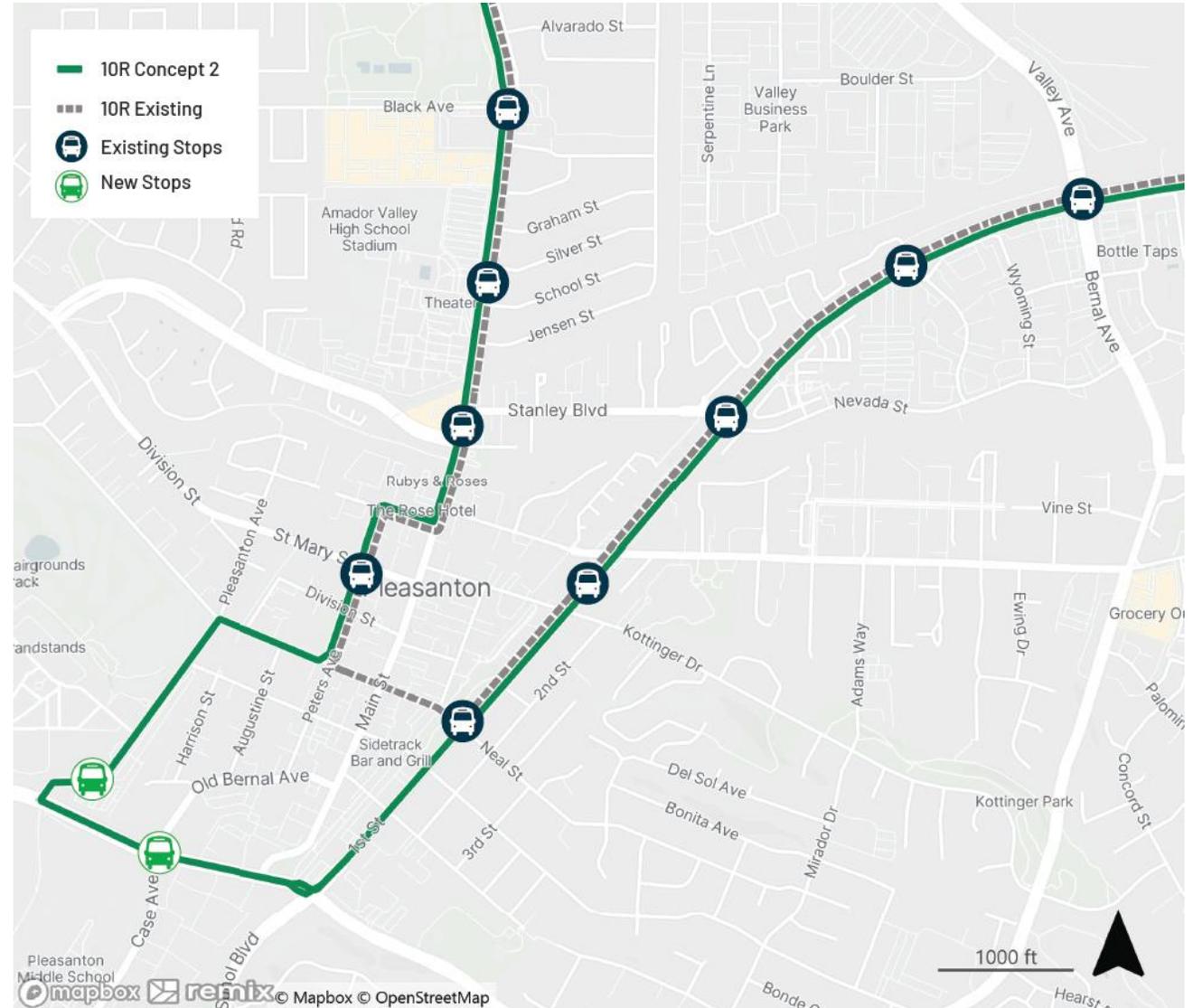
- Route 10R would continue to serve downtown but be extended to Pleasanton Avenue to serve the ACE Station and fairgrounds
- No changes to Route 8



Concept 2: Pleasanton Avenue

Concept 2 Benefits:

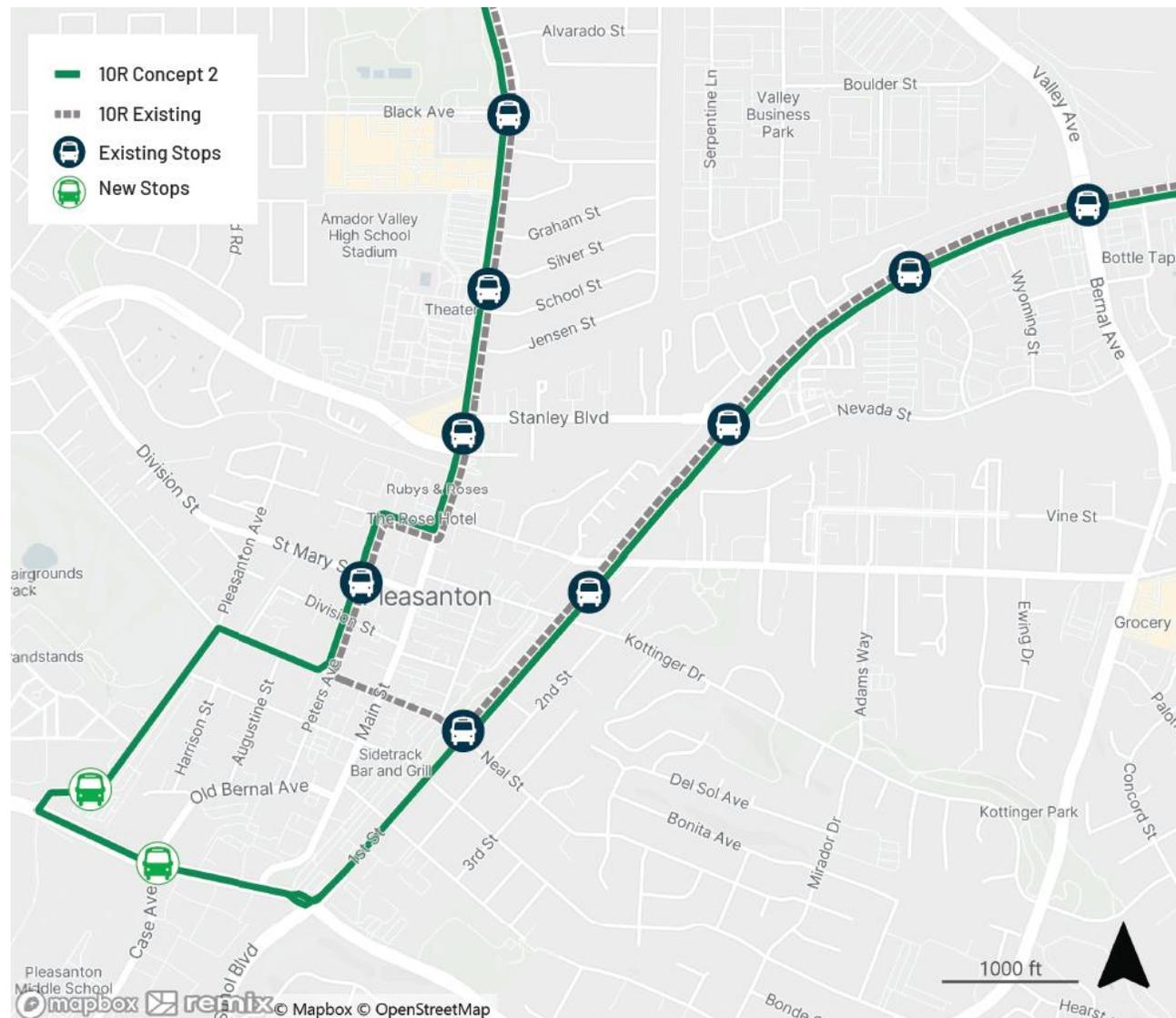
- Access to downtown maintained and expanded
- New service to the fairgrounds, ACE station, apartments by Case Avenue, and civic center



Concept 2: Pleasanton Avenue

Concept 2 Trade-Offs:

- Adds 3-4 min between BART and Livermore for 181 people through Downtown Pleasanton
- Traffic from the middle school, additional train crossing, fairgrounds, and in downtown could lead to delay
- Added run time + delay would leave less time for transfers at the BART Station and Livermore Transit Center
 - Lower on-time performance for Route 10R



Comparing the Concepts

Metric	Concept 1	Concept 2
Travel Time Through Downtown Pleasanton	<ul style="list-style-type: none"> 3-4 minutes faster than existing 	<ul style="list-style-type: none"> 3-4 minutes slower than existing
Exposure to Unplanned Delays	<ul style="list-style-type: none"> No additional train crossing, dairy, downtown, or fairgrounds traffic impacts 	<ul style="list-style-type: none"> Possible traffic delays from middle school, fairgrounds, and downtown + additional train crossing
Downtown Access Points	<ul style="list-style-type: none"> New stop at Main St & Stanley Blvd is a 10-15 min walk to existing downtown stops 	<ul style="list-style-type: none"> Access to downtown maintained and expanded
Potential for New Ridership	<ul style="list-style-type: none"> Limited 	<ul style="list-style-type: none"> New service to fairgrounds, ACE Station, apartments by Case Ave, and civic center
Impacts to Riders on Weekdays	<ul style="list-style-type: none"> 181 people have a faster ride through downtown, while 182 people would need to walk 10-15 min to/from the new stop 7 people using Route 8 stops on Vineyard Ave would need to walk ~5 min to another stop 	<ul style="list-style-type: none"> 181 people would have a longer ride through downtown
Other Considerations	<ul style="list-style-type: none"> Realign Route 8 for better connections 	<ul style="list-style-type: none"> Less time for transfers at the BART Station and Livermore Transit Center Reduced on-time performance

Tonight's Community Workshop

- Review the boards for the two projects
- Ask questions/engage in conversations with us
- **Take the survey to provide your feedback – please help us spread the word!**

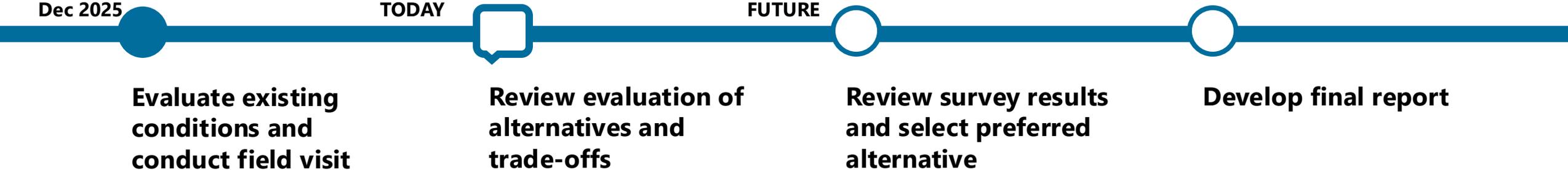


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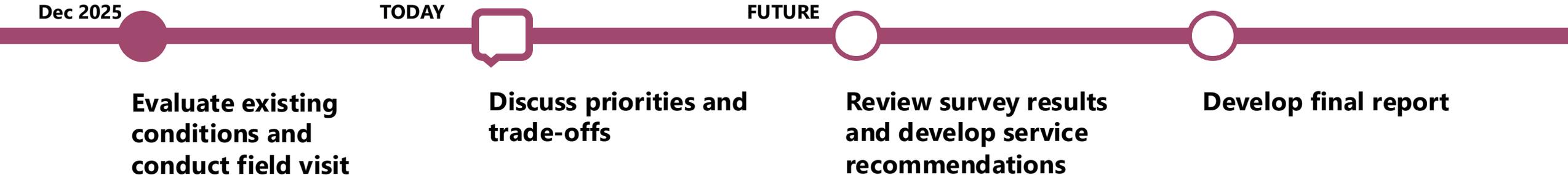
Available in English, Spanish, and Chinese

Project Process

Project 1: Downtown Pleasanton Bus Service Planning



Project 2: Pleasanton School-Focused Bus Service Planning



Thank you!



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