

STAFF REPORT

SUBJECT: Route 10R Permanent Routing Change – Final Recommendation

FROM: Michael Tobin, Director of Operations & Planning
Cyrus Shiek, Senior Transit Planner

DATE: February 23, 2026

Action Requested

Staff request that the Projects and Service Committee forward Resolution 09-2026 to the Board of Directors for approval, authorizing a permanent routing change to Route 10R in downtown Pleasanton.

Background and Discussion

In November 2025, LAVTA contracted with Nelson\Nygaard, a transportation planning consulting firm, to analyze and develop recommendations for a permanent reroute of Route 10R in downtown Pleasanton, as well as to evaluate existing Pleasanton school service.

The downtown Pleasanton area has presented increasing operational challenges for Wheels service, particularly for Route 10R, which currently serves the core downtown streets including Neal Street, Peters Avenue, and Main Street. Numerous street closure events occur throughout the year along and around Main Street, requiring frequent detours both within and outside of downtown. In addition, vehicle queues from the Meadowlark Dairy drive-thru regularly block a high-ridership Route 10R bus stop on Neal Street, particularly during summer months and intermittently throughout the year.

To identify a long-term solution to these operational constraints, LAVTA engaged Nelson\Nygaard to develop service alternatives that balance operational reliability with maintaining access for riders. As part of this effort, the consultant team is also evaluating Pleasanton school bus service in response to increased demand in recent years and recent school boundary changes. This analysis will result in recommendations to improve the efficiency of existing school routes.

In December 2025, the consultant team conducted field assessments to document existing conditions and identify potential alternative routings for Route 10R in downtown Pleasanton.

Public Outreach

A public survey was conducted from January 5 through January 23, 2026.

On January 13, 2026, a public workshop was held at the Historic Pleasanton Firehouse Arts Center, located at 4444 Railroad Avenue adjacent to a Route 10R stop. The workshop included

a presentation, informational materials, and a question-and-answer session regarding the proposed Route 10R alternatives and the broader Pleasanton service planning effort.

Additional details are provided in the Nelson\Nygaard Final Report, which is included as Attachment 1. Key survey findings include:

- Over 80% of respondents are regular Route 10R riders.
- Concept Two (Pleasanton Avenue) was preferred by 71% of respondents, compared to 29% for Concept One (Stanley Boulevard).
- For Concept One, approximately 40% of respondents indicated they would no longer be able to ride Route 10R if implemented; nearly all of these respondents (97%) are current riders.

Final Recommendation

Based on public feedback, operational considerations, impacts on ridership and on-time performance and staff evaluation, Concept Two (Pleasanton Avenue) is being recommended. This option maintains convenient access to downtown Pleasanton while improving operational reliability and can be implemented within existing resources.

Ridership Impacts

It is estimated that fewer than five riders per day in each direction may discontinue use of the service due to slightly increased travel times. This impact is expected to be offset by new ridership from improved access to key downtown destinations.

Consultant analysis estimates each new Route 10R stop would generate approximately 10 to 17 new weekday boardings, representing about 1.0% to 1.7% of total Route 10R average weekday ridership per stop. The range reflects uncertainty in rider response, including both shifts from nearby stops and potential new riders such as ACE commuters and patrons of nearby civic destinations as well as yearlong event-goers at the Alameda County Fairgrounds.

The two new stops would also expand the Route 10R's service coverage, increasing the population within one-quarter mile of a stop by approximately 900 residents (4.3%) and the number of nearby jobs by about 1,000 (5.7%), supporting potential long-term ridership growth.

Schedule Impacts

The revised routing will require additional running time compared to the existing alignment. In developing the proposed schedule, staff prioritized maintaining reliable westbound connections to BART at the Dublin/Pleasanton station, as this represents the highest-demand transfer movement for the route. Eastbound trips may experience slightly longer transfer windows as a result of this scheduling approach.

Staff also evaluated whether retaining the existing Stanley Boulevard alignment would allow for earlier connections to BART trains. Analysis determined that the travel time savings associated with the Stanley alignment are not sufficient to reliably meet an earlier BART departure, particularly when accounting for normal traffic variability. As such, the proposed Pleasanton Avenue route does not materially change the achievable BART connection window.

Operational Impacts

With Scenario 2, the 10R bus will now serve the Alameda County fairgrounds, where increased congestion during activity at the fairgrounds can affect operations. In addition, the right-turn movement from Pleasanton Ave onto Rose is somewhat constrained and will require operator caution due to limited turning clearance.

ADA Impact

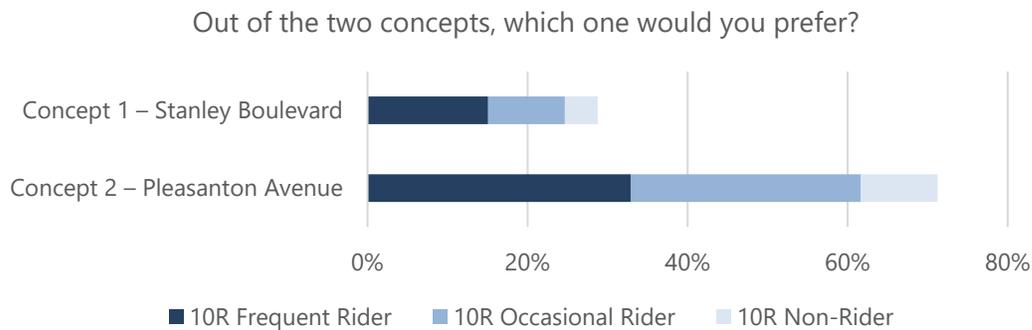
Based on recent ride check data, the existing stop at First Street and Neal Street averages fewer than one wheelchair boarding per day, indicating minimal anticipated ADA impacts from the proposed routing change.

Customer Impacts

Respondents were then asked which of the two concepts they preferred. Concept Two: Pleasanton Avenue was preferred (71% of responses) over Concept One – Stanley Boulevard (29%).

Of the 71% that preferred Concept Two, 33% were frequent riders, 29% were occasional riders, and 10% were non riders.

Those who selected Concept Two expressed a need to prioritize transit coverage over shorter travel times. They commented that removing Downtown Pleasanton stops would be difficult for older adults and riders with disabilities as the longer walk to the bus stop (up to 15 minutes) could be challenging. Several also commented that they liked the improved access to destinations in Downtown Pleasanton such as the Pleasanton Library, Pleasanton Middle School, the Fairgrounds, the ACE station, and other local businesses.



Fiscal Impact

The recommended alignment can be accommodated within the existing budgeted resources allocated to Route 10R. Additionally, under the recommended routing, Route 10R will directly serve the Alameda County Fairgrounds from the Dublin/Pleasanton BART station. As a result, seasonal Route 52 service would no longer be required, generating operational cost savings.

Next Steps

The service change will be implemented in alignment with the Summer bid which is scheduled to go into effect on May 31st, 2026. Staff and our Operations Contractor are assessing whether the changes can be implemented earlier.

Recommendation

Staff recommend that the Projects and Service Committee forward Resolution 09-2026 to the Board of Directors for approval, authorizing a permanent routing change to Route 10R in downtown Pleasanton.

Strategic Plan Goals

Service Development priorities.

Attachments:

1. Downtown Pleasanton Bus Service Planning – DRAFT Final Report
2. Reso 09-2026

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY Downtown Pleasanton Bus Service Planning

FINAL REPORT

February 2026



Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

Contents

Introduction.....	2
Existing Conditions.....	5
On-Time Performance	6
10R Run Time Variability Due to The Dairy	7
Previous Summer Alternative Alignments	8
Ridership	11
Onboard Load.....	22
Concepts for Future Route 10R.....	27
Community Feedback.....	34
Community Meeting	34
Online Survey Results.....	35
Bus Operator Input	40
Recommended Alignment.....	41
Ridership Impacts of the Recommended Alignment.....	41
Schedule Impacts of The Recommended Aligment.....	41
Implementation Next Steps.....	42
Appendix A: Open-Ended Response Questions	46

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

INTRODUCTION

In summer 2023, the Meadowlark Dairy was listed #8 in Yelp's Top 100 Ice Cream Shops in the country. Since then, the Dairy has exploded in popularity. Vehicles queuing up for the Dairy's drive through have posed operational challenges to LAVTA's Route 10R which currently operates along Neal Street where the Dairy is located.

Since the increase in vehicular traffic, the City of Pleasanton has worked with the Dairy to manage traffic flow by only allowing queuing vehicles to utilize the westbound shoulder of Neal Street. The queue often extends onto First Street, where the parallel parking on southbound First Street typically functions as an extension of the vehicle queuing area. This makes bus service turning onto and traveling along Neal Street challenge.

To mitigate this, LAVTA has detoured Route 10R off Neal Street during the summer. When the detour is not in place, the vehicle queue sometimes still blocks the westbound Route 10R bus stop at Neal Street and First Street, making service at the stop unreliable.

There are several operational impacts facing Route 10R, which include:

1. Narrow streets, delivery vehicles, and high pedestrian activity, including Dairy staff taking orders in the queue on Neal Street, which present safety concerns.
2. Queuing vehicles for Meadowlark Dairy block the westbound bus stop on Neal Street at First Street, necessitating an alternative bus stop location.
3. Queuing vehicles also make it difficult for buses to execute a right turn from First Street onto Neal Street.
4. Delays of up to 3 minutes at this location are common as buses try to navigate the congested area around the Dairy.

Figure 1 illustrates some of these challenges.

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Figure 1 Photos of Operating Challenges in Downtown Pleasanton



Top Left: A narrow portion of Neal Street in an area with high pedestrian activity

Middle Left: Queuing vehicles along Neal Street make right hand turns for westbound 10R buses challenging

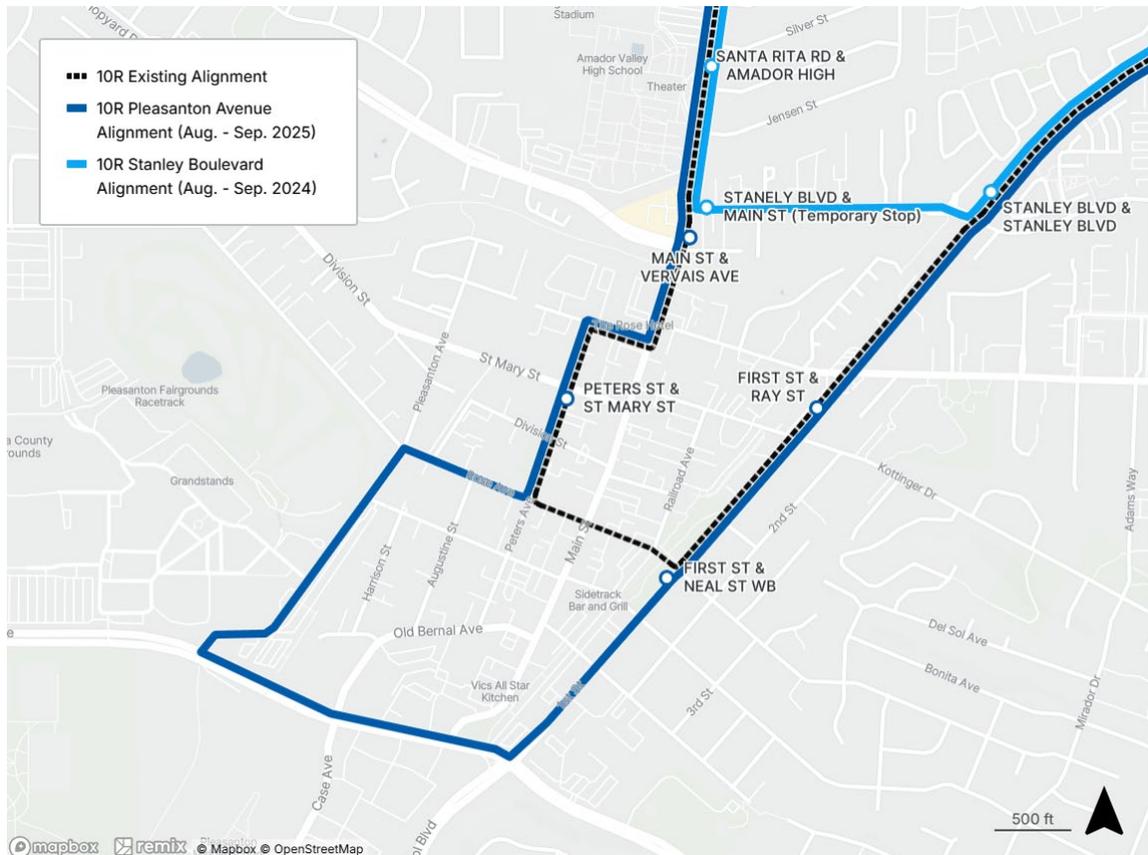
Top Right: A sign indicating the alternative bus stop location at First Street and Arendt Way

Bottom: A Route 10R vehicle must wait for queued cars to go into the Dairy, being unable to go around on Neal Street while a delivery truck unloads

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 Livermore Amador Valley Transit Authority

To address these concerns, which are particularly acute in the summer when Downtown Pleasanton is most busy, LAVTA has previously detoured westbound Route 10R service (toward Dublin/Pleasanton BART station). These westbound summer detours are shown in Figure 2. Eastbound service continued to use the existing alignment while these detours were in effect.

Figure 2 Route 10R Westbound Pleasanton Avenue Alignment and Stanley Boulevard Alignment



This project will propose a permanent, long-term solution for the alignment of Route 10R that permanently removes service from Neal Street, informed by existing conditions, community feedback, and best practices. The alignment and service levels of Route 8 may also be adjusted to improve connections to the future alignment of Route 10R and to best serve riders in Downtown Pleasanton.

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Figure 4 outlines the span of service for both routes for weekdays, Saturdays, and Sundays. Figure 5 shows the frequency and Figure 6 shows number of trips for Routes 8 and 10R. Both routes are timed to make connections to/from BART.

Figure 4 Service Span by Day of Week

Route Name	Service Type	Weekday Service Span	Saturday Service Span	Sunday Service Span
Route 8	Local	6:20 AM to 8:57 PM	8:00 AM to 8:52 PM	8:00AM to 8:52 PM
Route 10R	Rapid	4:14 AM to 11:55 PM	4:59 AM to 11:36 PM	4:59 AM to 10:55 PM

Figure 5 Service Frequency by Day of Week

Route Name	Service Type	Weekday Frequency	Saturday Frequency	Sunday Frequency
Route 8	Local	AM/PM Peak: 40 min Midday: 60 min	60 min	60 min
Route 10R	Rapid	Early AM: 40 min Daytime: 20 min Night: 60 min	Early AM: 40 min Daytime: 20 min Night: 60 min	Daytime: 40 min Night: 60 min

Figure 6 Number of Trips by Day of Week

Route Name	Service Type	Weekday Number of Trips	Saturday Number of Trips	Sunday Number of Trips
Route 8	Local	Eastbound: 18 Westbound: 20	Eastbound: 13 Westbound: 13	Eastbound: 13 Westbound: 13
Route 10R	Rapid	Eastbound: 47 Westbound: 49	Eastbound: 38 Westbound: 39	Eastbound: 24 Westbound: 25

ON-TIME PERFORMANCE

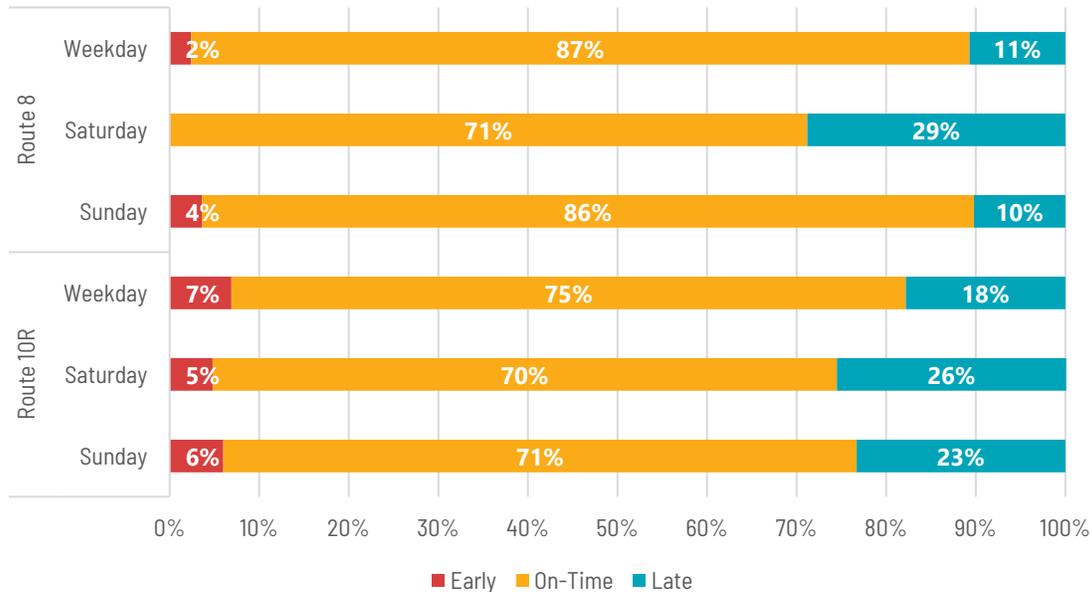
LAVTA's target for average on-time performance is 85%. A trip is considered on time if it leaves timepoints between one minute early and five minutes late. On-time performance data for Routes 8 and 10R are shown in Figure 7.

In October 2025, Route 8 met LAVTA's on-time performance target on weekdays and Sundays, but not on Saturdays.

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Livermore Amador Valley Transit Authority

During the same time period, Route 10R, which serves Downtown Pleasanton directly, hit between 70 and 75 percent of its timepoints on time. Across all seven days of the week, Route 10R did not meet LAVTA's on-time performance target. Route 10R exhibited both early and late running, depending on the time of day.

Figure 7 On-Time Performance by Route and Day of Week



Data Source: LAVTA (October 2025)

Today, 15% of weekday Route 10R trips arrive late at Dublin/Pleasanton BART and 25% of Route 10R trips arrive late at Livermore Transit Center. However, 95% of Route 10R trips leave Livermore Transit Center on time.

10R RUN TIME VARIABILITY DUE TO THE DAIRY

Analyzing westbound run time data for Route 10R can help quantify the delay of the Dairy traffic on buses. Using Swiftly data, Nelson\Nygaard looked at run times between the First Street & Ray Street stop and the Neal Street & First Street stop. This segment captures when Route 10R buses must navigate queuing traffic as they turn right from First Street onto Neal Street.

Using December 2024 and March 2025 data compares a lower traffic month for the Dairy (December) with a higher traffic month (March). This analysis examined run times in the afternoon (3 to 6 PM) as this is when overall travel times were the longest.

The results of the analysis show travel times are:

- 0.1 minutes longer on weekdays

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Livermore Amador Valley Transit Authority

- 1.1 minutes longer on Saturdays
- 2.7 minutes longer on Sundays

PREVIOUS SUMMER ALTERNATIVE ALIGNMENTS

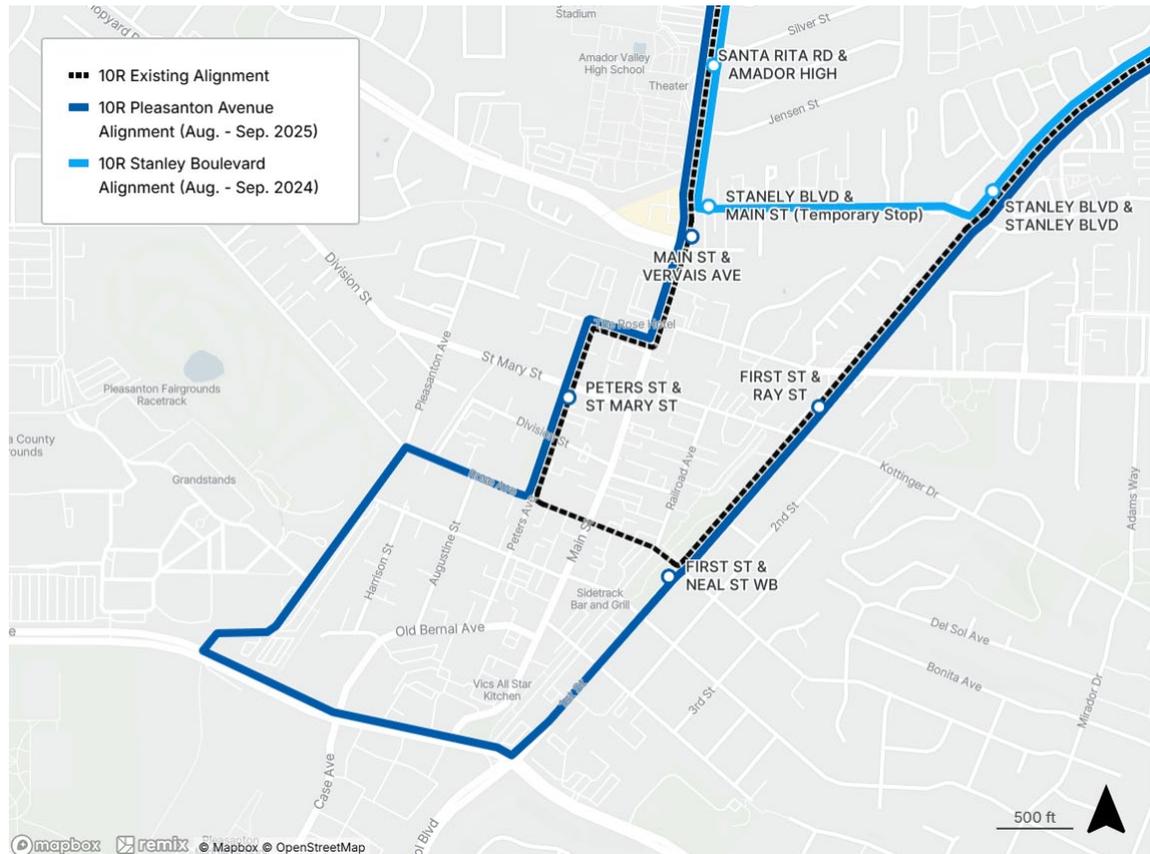
As shown in Figure 8, LAVTA has previously implemented two alternative alignments for Route 10R over the last two summers when vehicle queuing and pedestrian activity would make it more challenging to operate service on Neal Street. The Stanley Boulevard alignment was used between August and September 2024. The Pleasanton Avenue alignment was used between August and September 2025. These alignments were only used in the westbound direction. Route 10R buses going eastbound continued to use the existing alignment.

The Stanley Boulevard alignment shortens the alignment of the existing Route 10R. This alignment skips four westbound stops which are served by the existing 10R alignment: First Street & Ray Street, Neal Street & First Street, Peters Street & St Mary Street, and Main Street & Vervais Avenue, reducing access to Downtown.

For the Pleasanton Avenue alignment, aside from a new temporary stop on First Street near intersection of First Street & Neal Street, no new stops were added when the alignment was operated in the summer of 2025.

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Livermore Amador Valley Transit Authority

Figure 8 Route 10R Westbound Pleasanton Avenue Alignment and Stanley Boulevard Alignment



These alternative summer alignments impacted total travel time on **Route 10R**.

On weekdays, using the Stanley Boulevard alignment, buses traveling between the stop at the corner of Stanley Boulevard & First Street (shown as STANLEY BLVD & STANLEY BLVD in the map) and the stop at Santa Rita Road & Amador Valley High School (shown as SANTA RITA RD & AMADOR HIGH in the map) took approximately 2.6 minutes (Figure 9). This is about 5 minutes shorter than the existing alignment, when measured between the same two stops. On weekends, using the Stanley Boulevard alignment was 5.8 minutes faster on Saturdays and 5.9 minutes faster on Sundays.

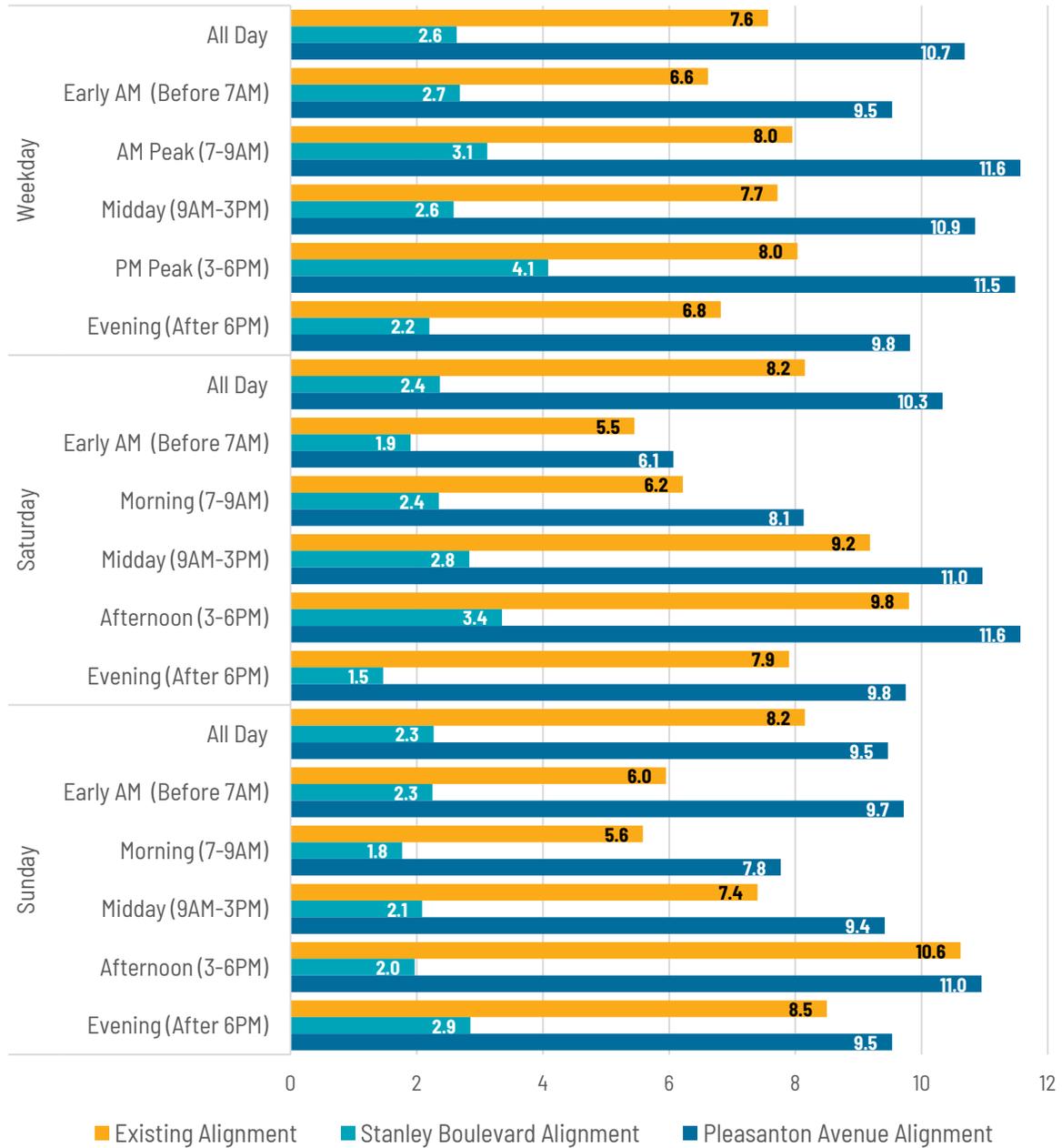
Using the Pleasanton Avenue alignment, buses typically took about 10.7 minutes to travel between those two stops on weekdays. This is about 3.1 minutes longer than the existing alignment. On weekends, using the Pleasanton Avenue alignment was 2.1 minutes longer on Saturdays and 1.3 minutes longer on Sundays.

Travel times vary by time of day. Figure 9 shows how the running times between the two stops fluctuate throughout the day for the different alignments. Weekday westbound runtimes between these two stops were typically highest during the AM and PM peak

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Livermore Amador Valley Transit Authority

periods, and lowest early in the morning and in the evening. This was less true for weekend trips, when runtimes typically were highest during the midday and afternoon.

Figure 9 Travel Times along the 10R Stanley Boulevard and Pleasanton Avenue Alignments



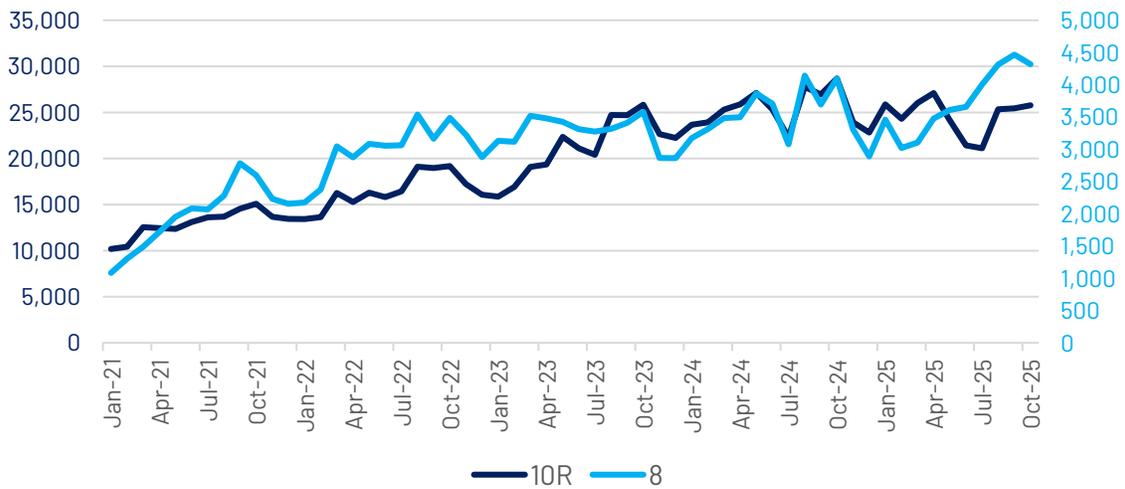
Data Source: Swiftly (June 1 to 30, 2023; August 1 to September 7, 2024; August 1 to September 8, 2025)

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Livermore Amador Valley Transit Authority

RIDERSHIP

Ridership on Route 8 and Route 10R has been steadily increasing between January 2021 and October 2025 (Figure 10). Ridership varies slightly seasonally, with the summer months seeing slightly higher ridership than the winter months. As of October 2025, Route 8 had approximately 4,300 riders per month and Route 10R had approximately 25,800 riders per month.

Figure 10 Route 8 and 10R Monthly Historical Ridership



Data Source: LAVTA (January 2021 to October 2025)

Figure 11 includes average daily ridership by route. Ridership at the stop level is explored in greater detail on the next page.

Figure 11 Average Daily Ridership by Day of Week

Route	Weekday	Saturday	Sunday
Route 8	161	71	82
Route 10R	987	453	315

Data Source: LAVTA (October 2025)

Further analysis was focused on the bus stops for Route 8 and Route 10R in or near Downtown Pleasanton, particularly those that would be most impacted by potential alignment changes for either route. For Route 8, this includes the twelve stops along First Street, Vineyard Avenue, Bernal Avenue, and Kottinger Drive. For Route 10R, this includes the four stops in each direction that are in Downtown Pleasanton south of Stanley Boulevard.

Figure 12 shows the average weekday daily ridership of stops along Route 8 and Route 10R. Each circle represents the total number of people who board the bus on a typical weekday at each stop. Figure 13 and Figure 14 show the same data but for Saturday and Sunday service.

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Figure 12 Average Weekday Daily Ridership



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Data Source: LAVTA (October 2025)

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Figure 13 Average Saturday Daily Ridership



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Data Source: LAVTA (October 2025)

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Figure 14 Average Sunday Daily Ridership



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Data Source: LAVTA (October 2025)

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Livermore Amador Valley Transit Authority

Route 8 Ridership

Route 8 serves Downtown Pleasanton along First Street, before completing a loop to reverse direction along Vineyard Avenue, Bernal Avenue, and Kottinger Drive.

Average weekday daily total boardings and alightings for Route 8 stops within Downtown Pleasanton or the loop are shown in Figure 15. Around 49 passengers board a Route 8 bus (24% of total Route 8 boardings) and approximately 41 passengers alight a Route 8 bus (20% of total Route 8 alightings) at one of the stops in Downtown Pleasanton or in the loop on an average weekday.

Figure 15 Average Weekday Daily Route 8 Boardings and Alightings by Roadway

Street Name		Number of Stops	Average Weekday Boardings (X% of total boardings)	Average Weekday Alightings (X% of total alightings)
	First Street (NB)	2	2.6 (1.3%)	16.1 (8.0%)
LOOP	Vineyard Avenue	2	6.9 (3.3%)	9.7 (4.8%)
	Bernal Avenue	1	13.6 (6.5%)	11.4 (5.6%)
	Kottinger Drive	6	12.5 (6.0%)	2.0 (1.0%)
	First Street (SB)	1	13.6 (6.5%)	2.0 (1.0%)
Subtotal		12	49.2 (23.7%)	41.2 (20.4%)
Route Total		41	207.7	202.3

Data Source: LAVTA (October 2025)

Weekend Route 8 ridership through Downtown Pleasanton is lower than weekday ridership. On Sundays, less passenger trips begin or end Downtown or in the loop than on weekdays. Saturday data should be interpreted with caution due to data issues that limited the sample size for the month.

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

Figure 16 Average Weekend Daily Route 8 Boardings and Alightings by Roadway

Street Name		Number of Stops	Average Saturday Boardings*	Average Saturday Alightings*	Average Sunday Boardings	Average Sunday Alightings
First Street (NB)		2	3.0 (7.4%)	14.0 (16.7%)	2.7 (2.3%)	8.6 (7.7%)
LOOP	Vineyard Avenue	2	4.0 (9.8%)	8.0 (9.6%)	2.8 (2.4%)	4.2 (3.8%)
	Bernal Avenue	1	2.0 (4.9%)	0 (0.0%)	8.5 (7.3%)	2.4 (2.2%)
	Kottinger Drive	6	4.0 (9.8%)	0 (0.0%)	4.8 (4.1%)	2.0 (1.8%)
First Street (SB)		1	11.0 (27.0%)	5.0 (6.0%)	4.5 (3.9%)	0.2 (0.2%)
Subtotal		12	24.0 (58.8%)	27.0 (32.3%)	23.3 (20.1%)	17.4 (15.6%)
Route 8 Total		41	123.0	128.0	115.7	111.3

*Note: Limited sample size. Please interpret with caution.

Data Source: LAVTA (October 2025)

Route 10R Ridership

Route 10R makes four stops south of Stanley Boulevard in each direction as it passes through Downtown Pleasanton. Those stops are listed in Figure 17 by direction.

Figure 17 Downtown Pleasanton Route 10R Stops

From Dublin/Pleasanton BART (EB)	To Dublin/Pleasanton BART (WB)
Main Street & Del Valle Parkway	First Street & Ray Street
Peters Avenue & Division Street	First Street & Neal Street
Neal Street & First Street	Peters Avenue & Saint Mary Street
First Street & Kottinger Drive	Main Street & Vervais Avenue

The average weekday daily total boardings and alightings for Route 10R stops within Downtown Pleasanton are shown in Figure 18. On a typical weekday, approximately 164 riders board and 182 riders alight Route 10R at a stop in Downtown Pleasanton.

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Livermore Amador Valley Transit Authority

Figure 18 Average Weekday Daily Route 10R Boardings and Alightings by Stop

Stop Name	Stop Direction	Average Daily Weekday Boardings	Average Daily Weekday Alightings
Main Street & Del Valle Parkway	EB	1.3	5.8
Peters Avenue & Division Street	EB	9.0	36.4
Neal Street & First Street	EB	22.0	32.0
First Street & Kottinger Drive	EB	38.0	33.0
Eastbound Subtotal	4	70.3	107.2
First Street & Ray Street	WB	26.9	39.5
First Street & Neal Street	WB	24.9	27.8
Peters Avenue & Saint Mary Street	WB	32.6	5.9
Main Street & Vervais Avenue	WB	9.1	1.6
Westbound Subtotal	4	93.5	74.8
Downtown Pleasanton Total	8	163.8	182.0

Data Source: LAVTA (October 2025)

Similarly, the average Saturday and Sunday daily total boardings and alightings for Route 10R stops within Downtown Pleasanton are shown in Figure 19 and Figure 20.

On a typical Saturday, approximately 105 riders board and 116 riders alight Route 10R in Downtown Pleasanton. On a typical Sunday, approximately 88 riders board and 98 riders alight Route 10R in Downtown Pleasanton.

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Livermore Amador Valley Transit Authority

Figure 19 Average Saturday Daily Route 10R Boardings and Alightings by Stop

Stop Name	Stop Direction	Average Daily Saturday Boardings	Average Daily Saturday Alightings
Main Street & Del Valle Parkway	EB	3.1	11.5
Peters Avenue & Division Street	EB	6.1	20.7
Neal Street & First Street	EB	12.5	19.5
First Street & Kottinger Drive	EB	28.5	16.7
Eastbound Subtotal	4	50.2	68.4
First Street & Ray Street	WB	22.9	26.7
First Street & Neal Street	WB	7.0	16.0
Peters Avenue & Saint Mary Street	WB	17.9	3.3
Main Street & Vervais Avenue	WB	6.6	1.2
Westbound Subtotal	4	54.4	47.2
Downtown Pleasanton Total	8	104.6	115.6

Data Source: LAVTA (October 2025)

Figure 20 Average Sunday Daily Route 10R Boardings and Alightings by Stop

Stop Name	Stop Direction	Average Daily Saturday Boardings	Average Daily Saturday Alightings
Main Street & Del Valle Parkway	EB	2.7	3.7
Peters Avenue & Division Street	EB	5.5	14.0
Neal Street & First Street	EB	11.7	9.8
First Street & Kottinger Drive	EB	18.8	9.0
Eastbound Subtotal	4	38.7	36.5
First Street & Ray Street	WB	14.4	33.8
First Street & Neal Street	WB	13.0	23.5
Peters Avenue & Saint Mary Street	WB	17.2	3.0
Main Street & Vervais Avenue	WB	4.4	1.2
Westbound Subtotal	4	49.0	61.5
Downtown Pleasanton Total	8	87.7	98.0

Data Source: LAVTA (October 2025)

Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Figure 21 highlights the number of riders that start or end their trip in Downtown Pleasanton. One out of every seven Route 10R passenger trips either originates or is destined for one of the eight Downtown stops.

Figure 21 Route 10R Trip Boardings and Alightings in Downtown Pleasanton by Direction and Day

Day of the Week	From Dublin/Pleasanton BART		To Dublin/Pleasanton BART		Both Directions
	Boardings in Downtown Pleasanton	Alightings in Downtown Pleasanton	Boardings in Downtown Pleasanton	Alightings in Downtown Pleasanton	Boardings and Alightings in Downtown Pleasanton
Weekday	12%	18%	15%	12%	14%
Saturday	13%	18%	16%	14%	15%
Sunday	17%	16%	13%	15%	15%

Data Source: LAVTA (October 2025)

ONBOARD LOAD

In addition to evaluating ridership at the stop level, it is also important to understand how many passengers are traveling through Downtown Pleasanton. Average daily load measures the number of riders on the bus at any given point along the route, which helps us to identify how many potential riders would be affected by any changes in travel time or alignment changes.

Route 8 Onboard Load

Weekday (Figure 22 and Figure 23): The average weekday load on Route 8 in the eastbound direction peaks near Hopyard Road and Stoneridge Drive before declining gradually approaching the loop around Vineyard Avenue, Bernal Avenue, and Kottinger Drive. The average weekday load on Route 8 in the westbound direction is lowest in the loop and peaks near Hopyard Road and Parkside Drive.

There are approximately 40 eastbound riders per weekday on Route 8 buses as they enter the loop at First Street and Kottinger Drive. Of those, 23 exit the bus within the loop and 17 ride through the full loop duration to return toward Dublin/Pleasanton BART station.

Weekend (Figure 24 and Figure 25): The average weekend load on Route 8 in the eastbound direction peaks near Hopyard Road and Las Positas Boulevard before declining steadily approaching the loop. The average weekday load on Route 8 in the westbound direction is lowest in the loop and peaks near Valley Avenue and Hansen Drive.

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Livermore Amador Valley Transit Authority

There are approximately 33 eastbound riders per weekend day on Route 8 buses as they enter the loop at First Street and Kottlinger Drive. Of those, approximately eight exit the bus within the loop and 25 ride through the full loop duration to return toward Dublin/Pleasanton BART station.

Route 10R Onboard Load

Eastbound Weekday (Figure 26): The average weekday load on Route 10R in the eastbound direction peaks north of Downtown Pleasanton, near Santa Rita Road and Mohr Avenue before declining gradually approaching Downtown Pleasanton.

There are approximately 158 eastbound Route 10R weekday riders who ride through all four of the eastbound Downtown Pleasanton stops.

Westbound Weekday (Figure 27): The average weekday load on Route 10R in the westbound direction is steady approaching Downtown Pleasanton and peaks after the bus leaves Downtown, near Santa Rita Road and Iron Horse Trail.

There are approximately 205 westbound Route 10R weekday riders who pass through all four westbound Downtown Pleasanton stops.

Eastbound Weekend (Figure 28): The average weekday load on Route 10R in the eastbound direction peaks north of Downtown Pleasanton, near Santa Rita Road and Mohr Avenue, and remains steadily near that peak approaching Downtown Pleasanton.

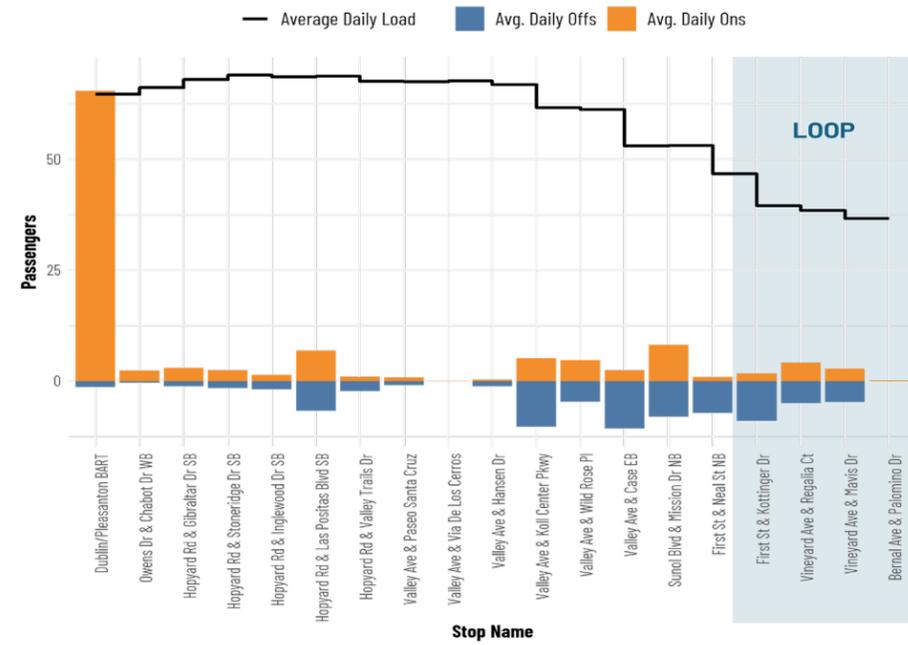
There are approximately 118 eastbound Route 10R weekend riders who pass through all four eastbound Downtown Pleasanton stops.

Westbound Weekend (Figure 29): The average weekend load on Route 10R in the westbound direction is steady approaching Downtown Pleasanton and peaks after the bus leaves Downtown Pleasanton, near Santa Rita Road and Mohr Avenue.

There are approximately 140 westbound Route 10R weekday riders who pass through all four westbound Downtown Pleasanton stops.

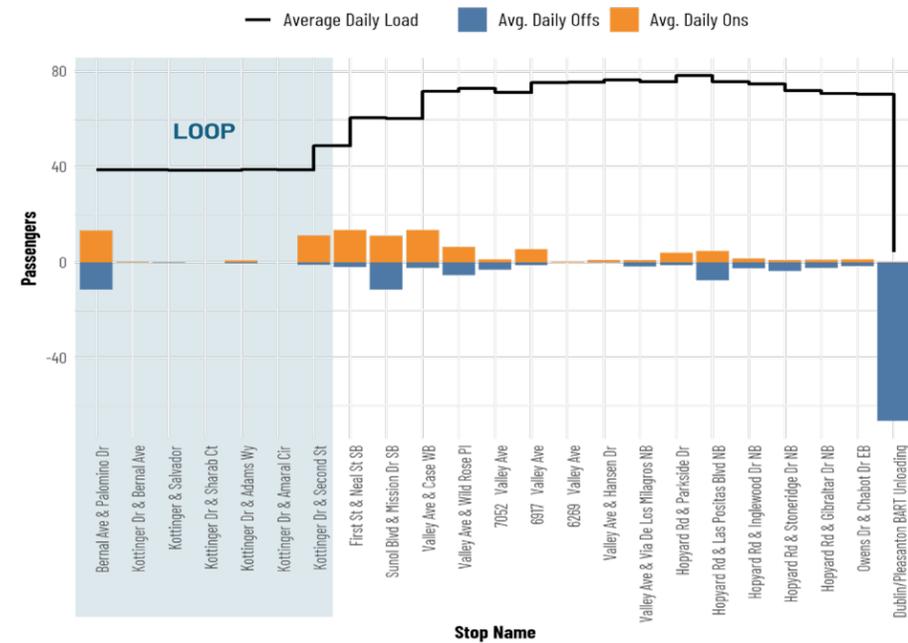
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Livermore Amador Valley Transit Authority

Figure 22 Weekday Route 8 from Dublin/Pleasanton BART Ridership and Load by Stop



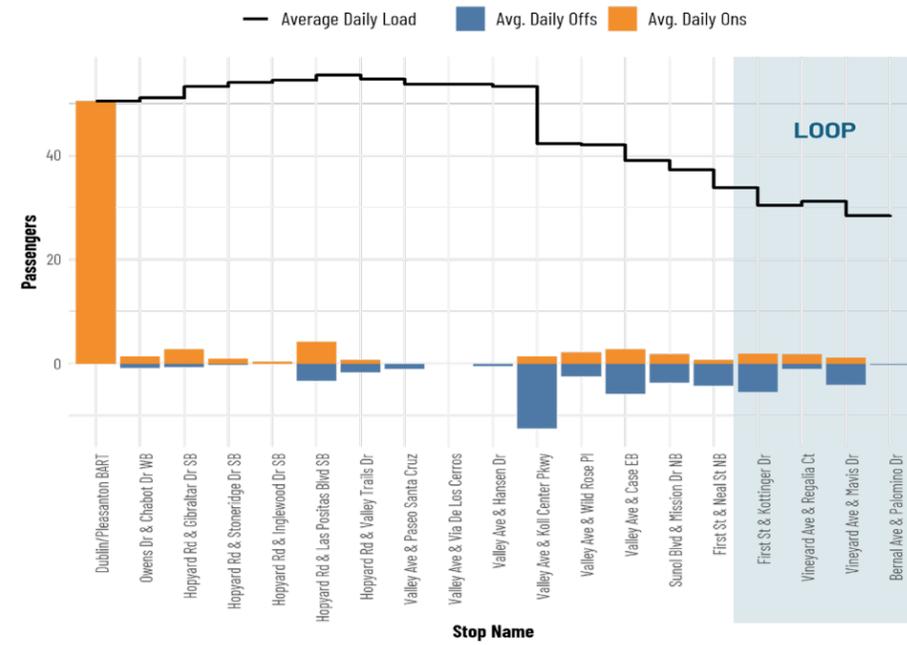
Data Source: LAVTA (October 2025)

Figure 23 Weekday Route 8 to Dublin/Pleasanton BART Ridership and Load by Stop



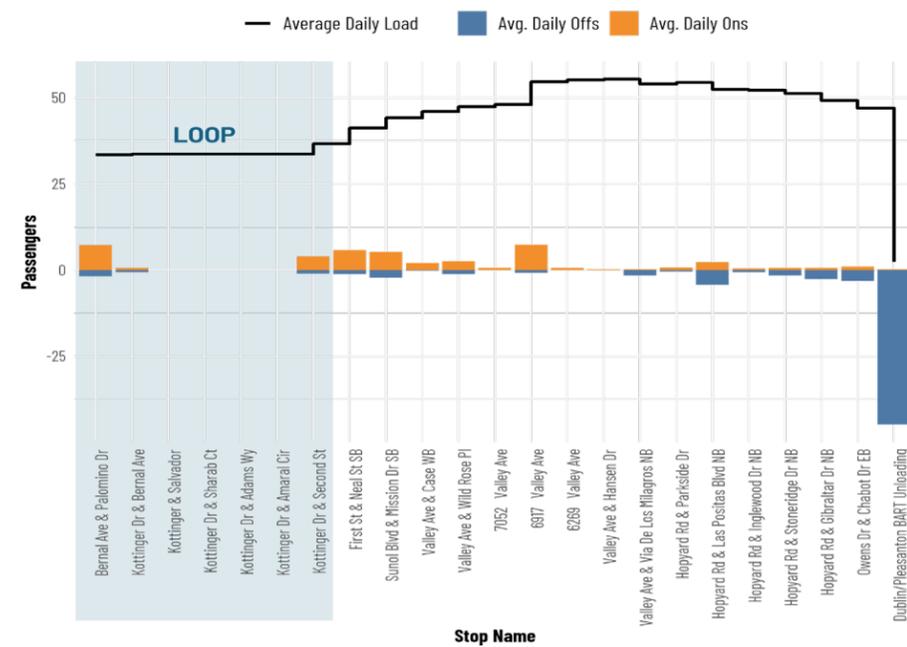
Data Source: LAVTA (October 2025)

Figure 24 Weekend Route 8 from Dublin/Pleasanton BART Ridership and Load by Stop



Data Source: LAVTA (October 2025)

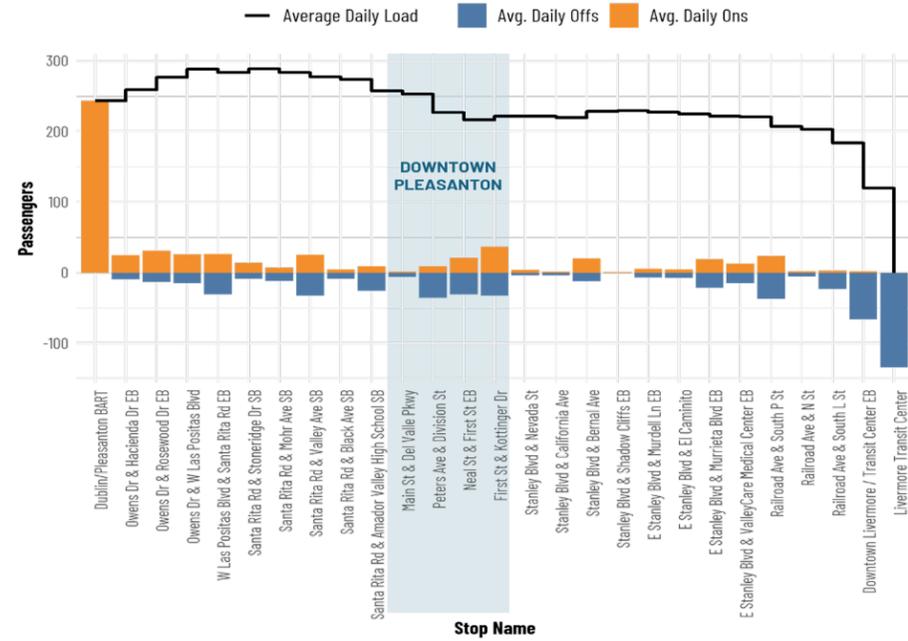
Figure 25 Weekend Route 8 to Dublin/Pleasanton BART Ridership and Load by Stop



Downtown Pleasanton Bus Service Planning Final Report
 Livermore Amador Valley Transit Authority

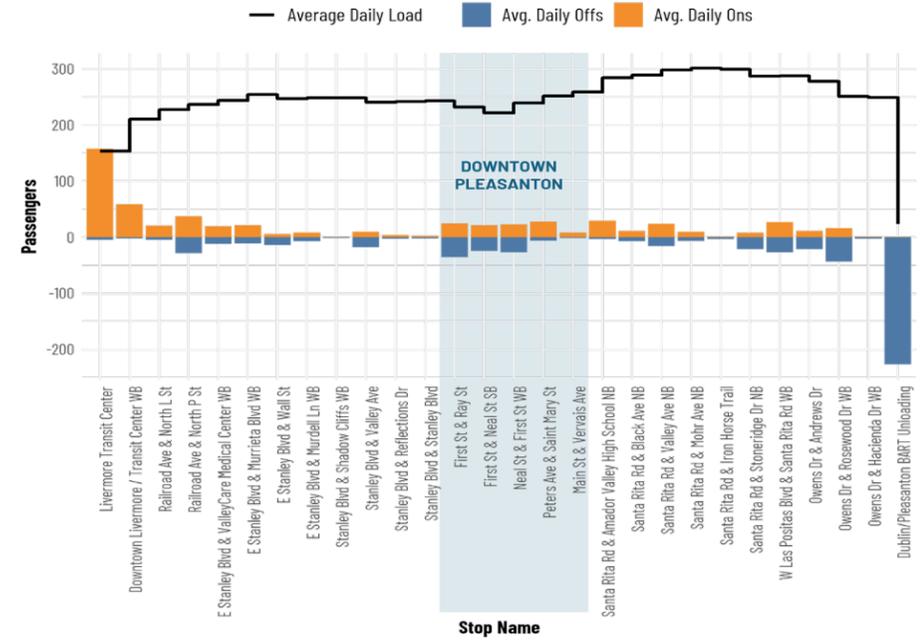
Data Source: LAVTA (October 2025)

Figure 26 Weekday Route 10R Eastbound from Dublin/Pleasanton BART Ridership and Load by Stop



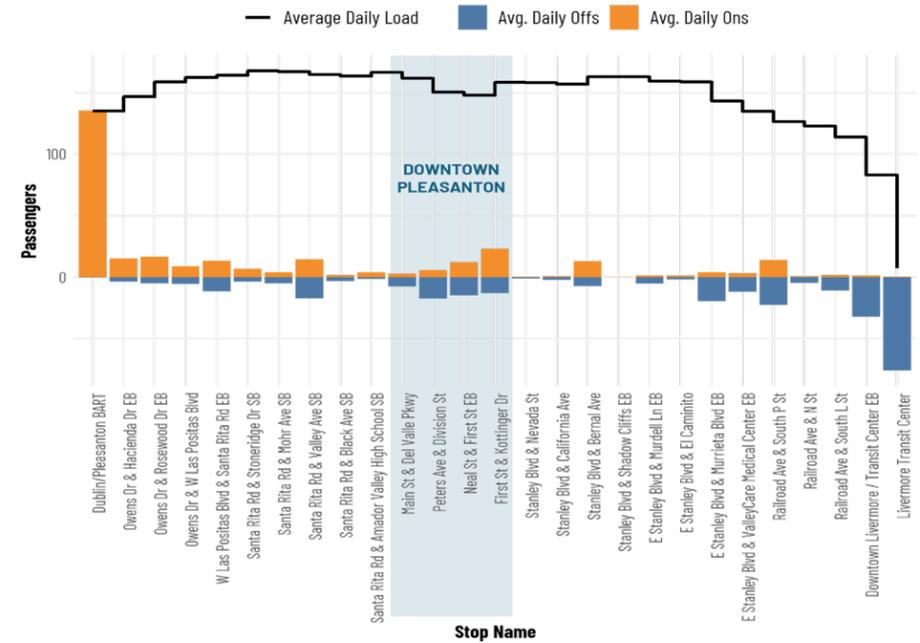
Data Source: LAVTA (October 2025)

Figure 27 Weekday Route 10R Westbound to Dublin/Pleasanton BART Ridership and Load by Stop



Data Source: LAVTA (October 2025)

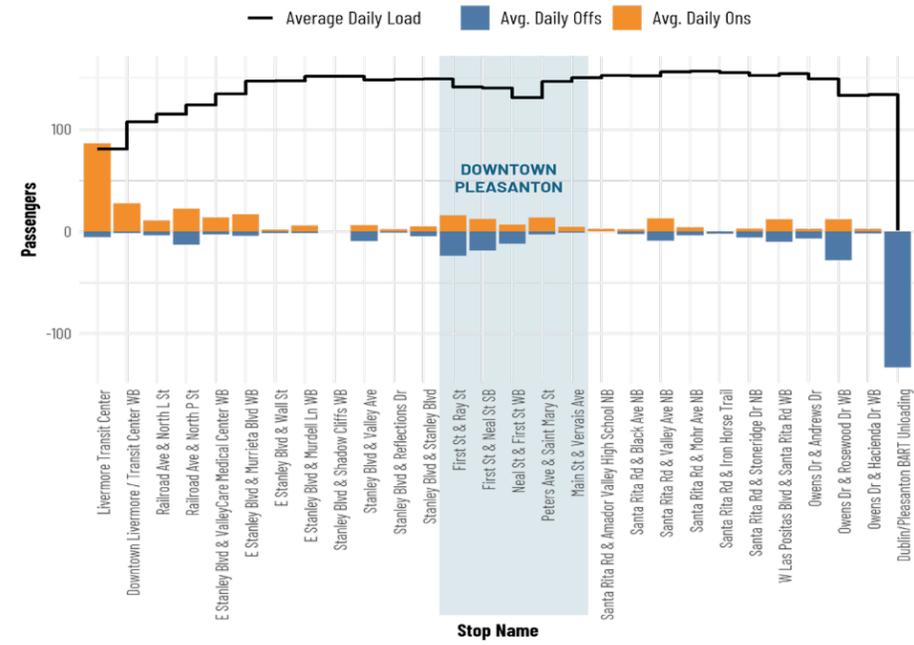
Figure 28 Weekend Route 10R Eastbound from Dublin/Pleasanton BART Ridership and Load by Stop



Downtown Pleasanton Bus Service Planning Final Report
 Livermore Amador Valley Transit Authority

Data Source: LAVTA (October 2025)

Figure 29 Weekend Route 10R Westbound to Dublin/Pleasanton BART Ridership and Load by Stop



Data Source: LAVTA (October 2025)

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

CONCEPTS FOR FUTURE ROUTE 10R

Based on the findings of the existing conditions analysis and in consultation with LAVTA staff, Nelson\Nygaard advanced two different concepts for future Route 10R service through Downtown Pleasanton.

The first concept was the Stanley Boulevard alignment, which mirrors the service LAVTA operated Downtown in August and September 2024.

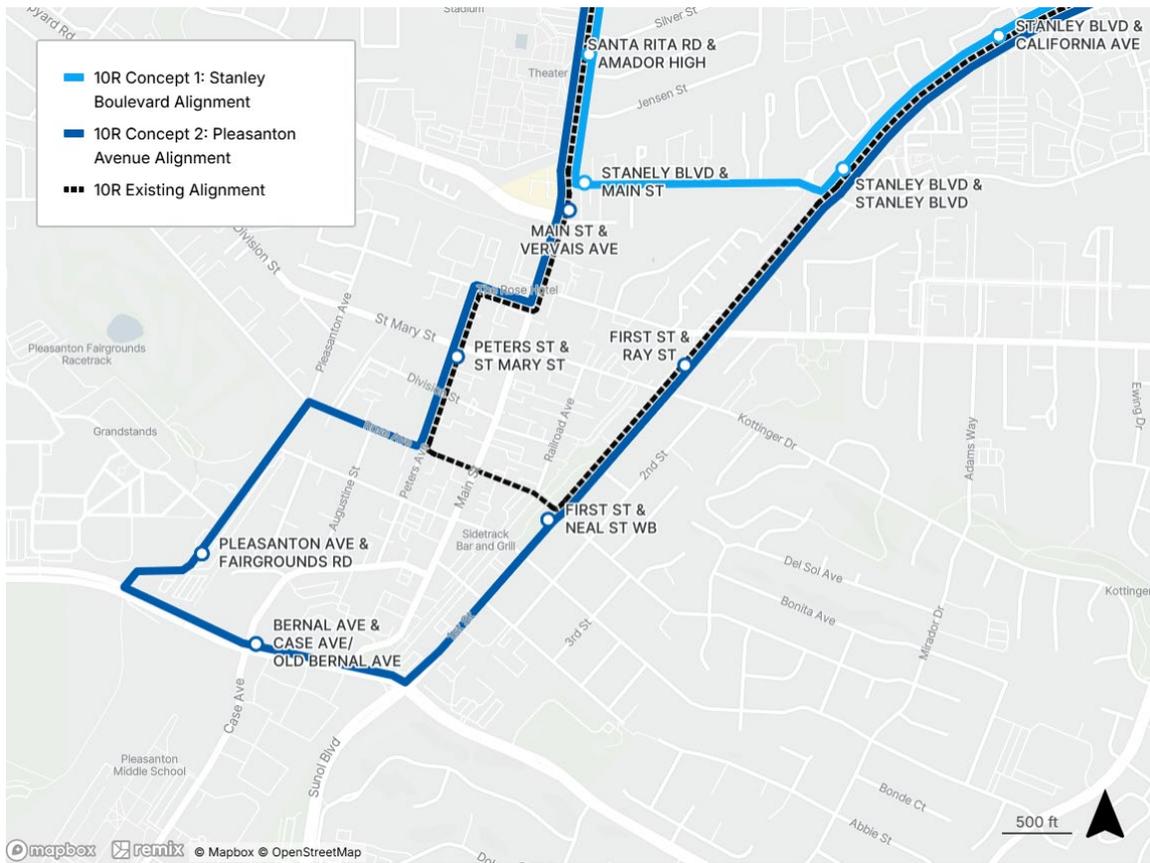
The second concept was the Pleasanton Avenue alignment, which mirrors the service LAVTA operated Downtown in August and September 2025.

Both concepts, along with potential new stops, are shown in Figure 30. A more detailed description of the two concepts is included in the pages that follow. The evaluation that was performed on each concept is also included.

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Livermore Amador Valley Transit Authority

Figure 30 Concepts One and Two for Future Route 10R Service in Downtown Pleasanton



Concept One: Stanley Boulevard Alignment

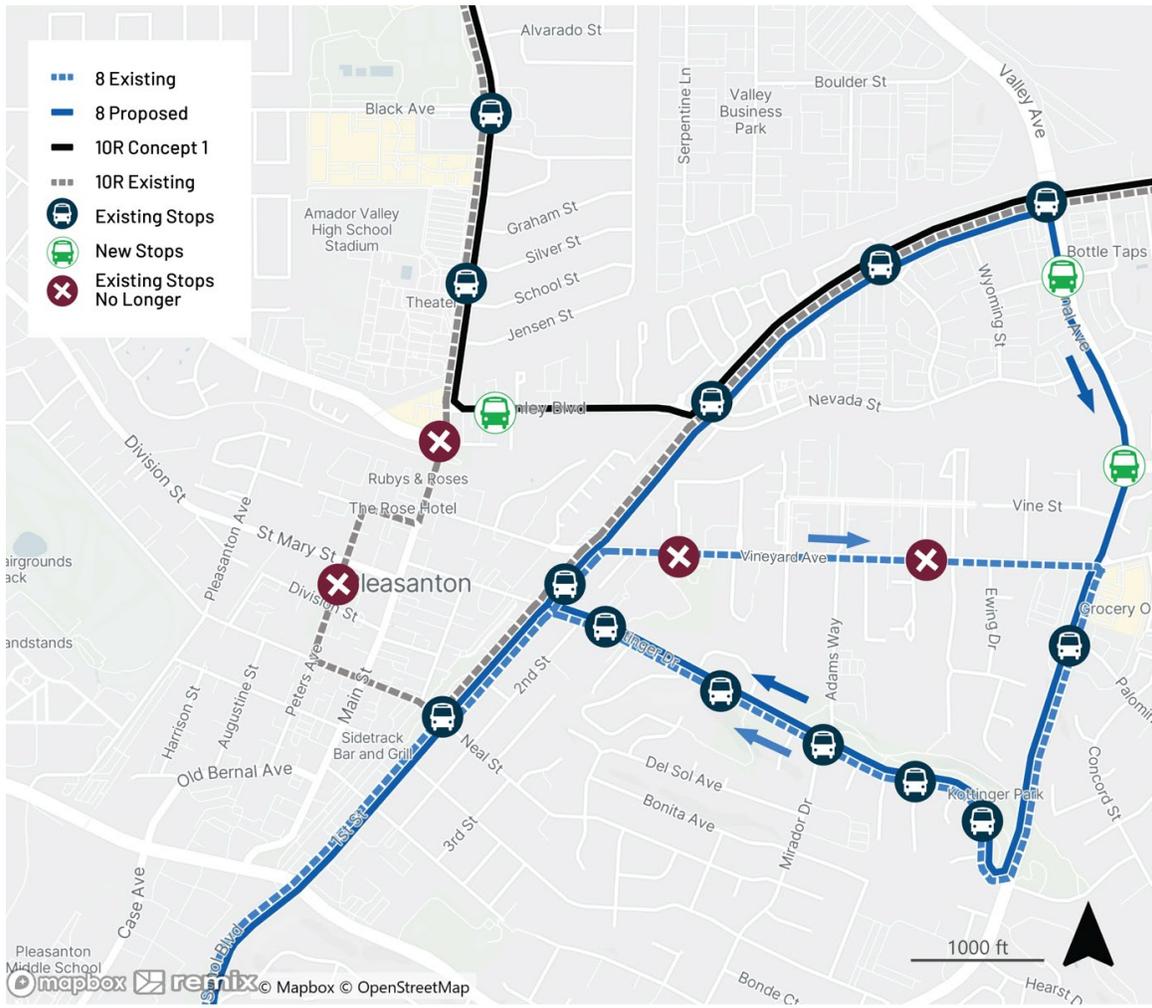
Concept 1, shown in Figure 31, would have Route 10R serve the northern part of Downtown Pleasanton using Stanley Boulevard. A new stop in both directions would be needed near the intersection of Stanley Boulevard and Main Street.

To continue to allow transfers to be made between Route 8 and Route 10R, the alignment of Route 8 would also be modified to continue past Vineyard Avenue, overlapping with Route 10R on Stanley Boulevard. Route 8 would turn right onto Bernal Avenue and resume the rest of the original alignment. Two new stops for Route 8 could potentially be added on Bernal Avenue, as indicated by the green bus stop icons in the figure.

Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Figure 31 Route 10R Concept One Map – Stanley Boulevard Alignment



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Livermore Amador Valley Transit Authority

Based on existing conditions, Nelson\Nygaard performed an evaluation to determine the benefits and tradeoffs of implementing Concept One:

Figure 32 Concept One: Stanley Boulevard Evaluation

Evaluation Criteria	Finding/Assessment
Change in Travel Time Between BART and Livermore	Three to four minutes faster than Existing Route 10R alignment
Exposure to Unplanned Delays	<p>Lower compared to Existing Route 10R and Concept Two</p> <ul style="list-style-type: none"> • No additional train crossings, Dairy, Downtown, or Fairgrounds traffic impacts • No detours needed for Downtown Pleasanton special events
Downtown Access Points	<p>Would require a new stop at Main Street and Stanley Boulevard</p> <ul style="list-style-type: none"> • This new stop would be a ten-to-fifteen-minute walk from existing stops or up to a five-minute bike ride
Potential Change in Ridership	<p>Potential for decrease in ridership. Route serves only northern portion of Downtown with one stop at Main Street and Stanley Boulevard. This is up to a fifteen minute walk or five minute bike ride depending where in Downtown riders are headed. This could discourage ridership.</p>
Impacts on Weekday Riders	<p>On a typical weekday, 181 riders who travel through all four Downtown Pleasanton stop today would see three to four minutes of travel time savings</p> <p>On a typical weekday, 182 people who currently board or alight the bus in Downtown Pleasanton would need to walk up to 15 minutes or bike up to 5 minutes from an existing stop to the new stops on Stanley Boulevard to access Route 10R service</p> <p>On a typical weekday, seven to ten Route 8 riders would need to walk five minutes to another nearby stop after service is eliminated on Vineyard Avenue</p>
Other Considerations	<p>A new pair of Route 10R stops would need to be constructed at Main Street & Stanley Boulevard to access Downtown Pleasanton</p> <p>Two new Route 8 stops could be constructed on Bernal Avenue to improve access to the route</p>

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

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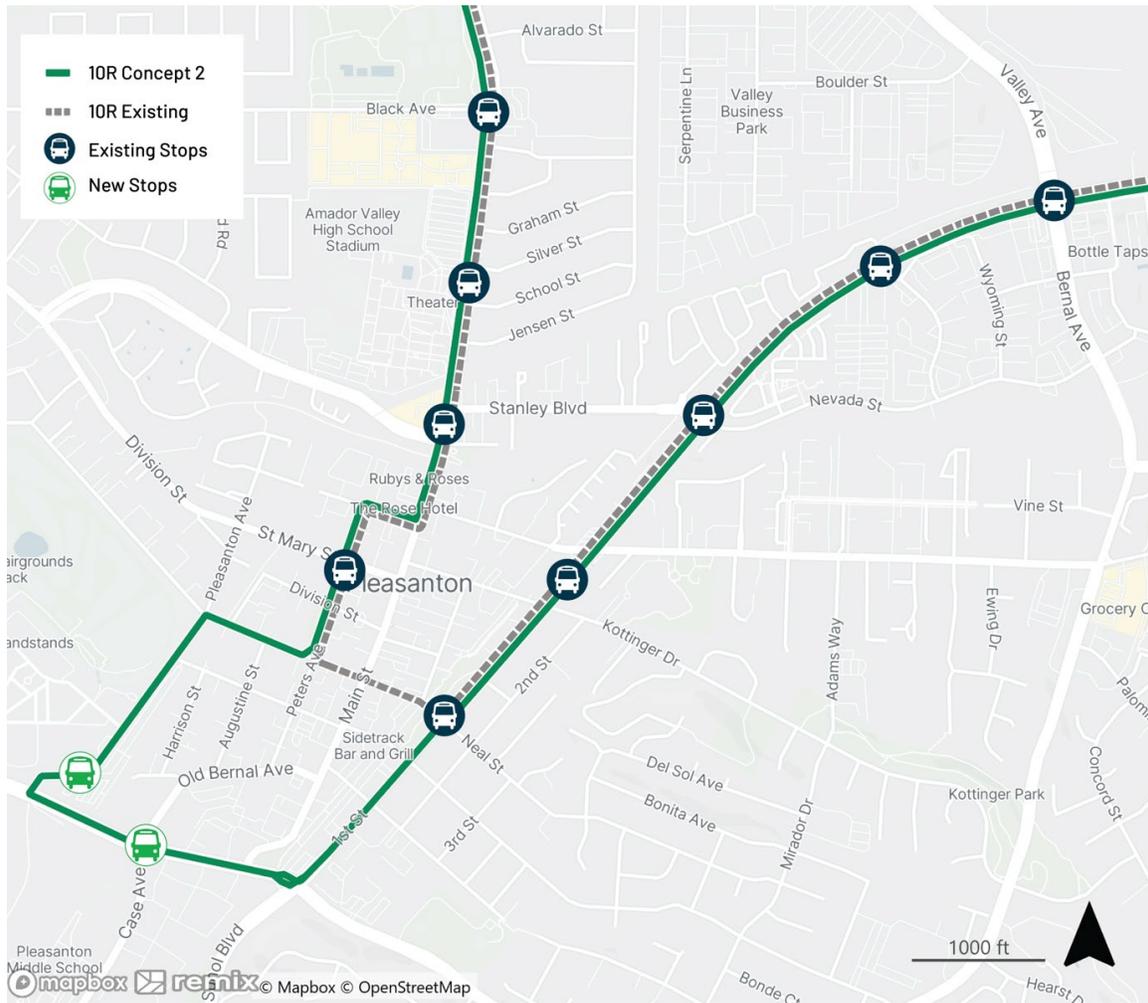
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 Livermore Amador Valley Transit Authority

Concept Two: Pleasanton Avenue Alignment

Concept Two, shown in Figure 33, would extend Route 10R further south and use Rose Avenue, Pleasanton Avenue, and Bernal Avenue to connect First Street and Peters Avenue. Two new stops in each direction are proposed with this alignment. One would be on Pleasanton Avenue to serve the ACE Station and Fairgrounds. The other would be at the intersection of Bernal Avenue and Old Bernal Avenue/Case Avenue.

No changes to Route 8 would be needed in this concept.

Figure 33 Route 10R Concept Two Map – Pleasanton Avenue Alignment



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Livermore Amador Valley Transit Authority

Based on existing conditions, Nelson\Nygaard performed an evaluation to determine the benefits and tradeoffs of implementing Concept Two:

Figure 34 Concept Two: Pleasanton Avenue Evaluation

Evaluation Criteria	Finding/Assessment
Change in Travel Time Between BART and Livermore	Three to four minutes slower than Existing Route 10R alignment
Exposure to Unplanned Delays	Higher compared to Concept One <ul style="list-style-type: none"> • Possible delays due to traffic from Pleasanton Middle School, additional train crossing on Rose Avenue, Fairgrounds, and Downtown
Downtown Access Points	Access to Downtown Pleasanton maintained and expanded
Potential Change in Ridership	Potential to generate new ridership <ul style="list-style-type: none"> • All existing Route 10R stops would be served • Concept Two would serve new destinations at the Fairgrounds, ACE Station, Pleasanton Middle School, apartments by Case Avenue, the Pleasanton Library, and Pleasanton Civic Center, all of which could generate new ridership
Impacts on Weekday Riders	On a typical weekday, 181 riders who travel through all four Downtown Pleasanton stops today would see increased travel times of three to four minutes
Other Considerations	This concept would require a schedule that has less time for transfers at the BART Station and Livermore Transit Center This concept could reduce on-time performance of Route 10R, making the route less reliable

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Livermore Amador Valley Transit Authority

COMMUNITY FEEDBACK

Both Route 10R concepts were presented to the community for consideration and feedback. The goal with the outreach effort was to determine which of the two concepts the community preferred.

Community outreach involved three different approaches: an in-person public meeting, an online survey, and conversations with Route 10R operators. Each is described in further detail on subsequent pages.

COMMUNITY MEETING

On January 13, 2026, LAVTA hosted a community meeting at the Firehouse Arts Center in Downtown Pleasanton. In addition to discussing the two concepts for Route 10R service through Downtown, the meeting encouraged feedback on LAVTA's school-focused routes in Pleasanton as part of a separate, concurrent project.

In advance of the meeting, LAVTA notified members of the community in a variety of ways. Flyers were distributed door-to-door to businesses in Downtown Pleasanton. The flyer included information on the community meeting and a link to take the accompanying survey.

Flyers were also posted at Route 10R bus stops throughout Downtown Pleasanton, at the Dublin/Pleasanton BART station, and at the Livermore Transit Center (Figure 35).

LAVTA also made electronic announcements. Notices were posted on LAVTA's website with homepage notices and promotional boxes, and a landing page with information on the project. LAVTA also posted on social media and sponsored the posts to reach a broader audience. In the week the post was sponsored, it was seen by 2,763 people on Instagram and 7,597 people on Facebook.

Figure 35 Flyer Posted at a 10R Bus Stop



Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Because the community meeting also covered LAVTA's school-focused routes in Pleasanton, parents of students in Pleasanton Unified School District also received communications through Parent Square, a school-home communications platform.

Approximately ten to fifteen people attended the portion of the community meeting focused on service in Downtown Pleasanton.

At the meeting, the Nelson\Nygaard team presented the findings of the existing conditions analysis and engaged with attendees regarding their preference between the two Route 10R concepts. Attendees were then encouraged to fill out the survey to record their thoughts and opinions.

Figure 36 Community Meeting



ONLINE SURVEY RESULTS

Overview

An online survey was conducted to gather community preferences on the two potential Route 10R service change concepts. In the same survey, participants could also provide feedback on LAVTA's school-focused routes, which were the subject of another concurrent project.

Responses were gathered from December 31, 2025, to January 25, 2026. The survey was accessible in English, Spanish, and Chinese. 255 responses were recorded. Of these, 133 responses gave opinions on the Route 10R Downtown Pleasanton alignments. (Figure 37)

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Livermore Amador Valley Transit Authority

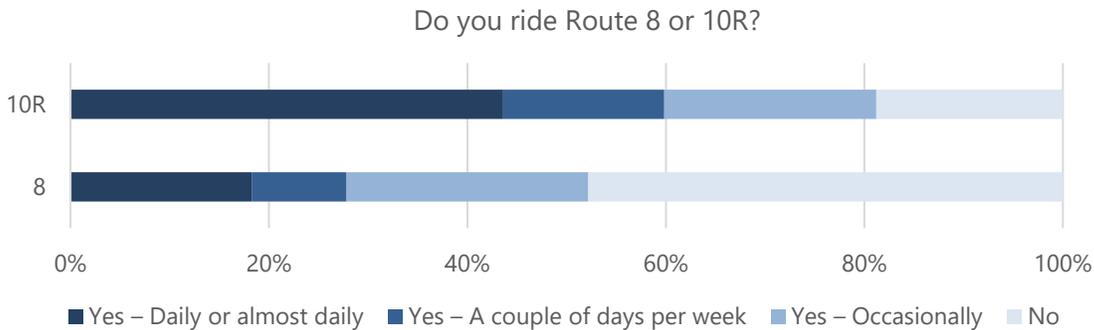
Figure 37 Total Number of Participants by Project

This survey consists of two parts. Would you like to provide input on proposed Route 10R changes in Downtown Pleasanton or the Pleasanton school-focused routes?



Figure 38 shows the breakdown of survey respondents who ride Routes 8 and 10R, along with the frequency in which they do so. Over 80% of survey respondents are regular Route 10R riders.

Figure 38 Use of Route 10R and Route 8



Route 10R Downtown Pleasanton Changes

Survey participants were asked about their thoughts on the potential Route 10R changes and how it would impact them.

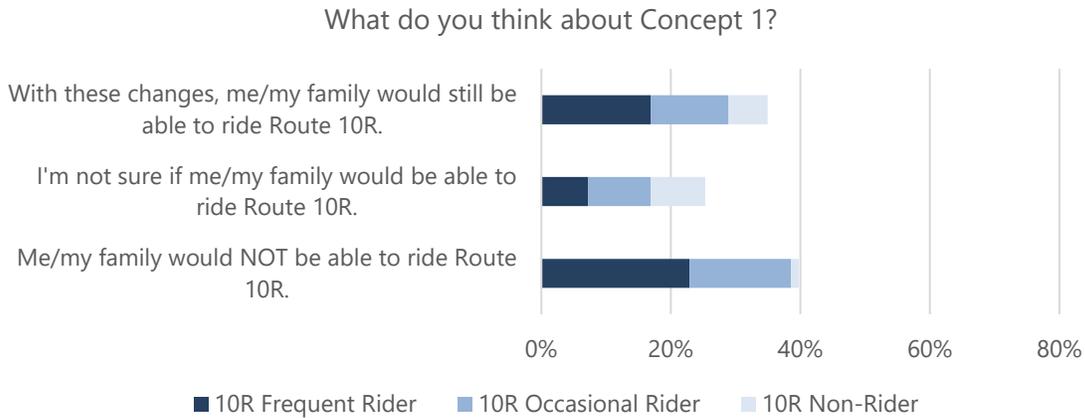
Survey respondents were then asked whether they would be able to ride Route 10R under each scenario.

For Concept One: Stanley Bouelvard, 40% of respondents indicated they will NOT be able to ride Route 10R if the change is implemented (Figure 39). Almost all of those who responded they would not be able to ride Route 10R are existing riders today (97%).

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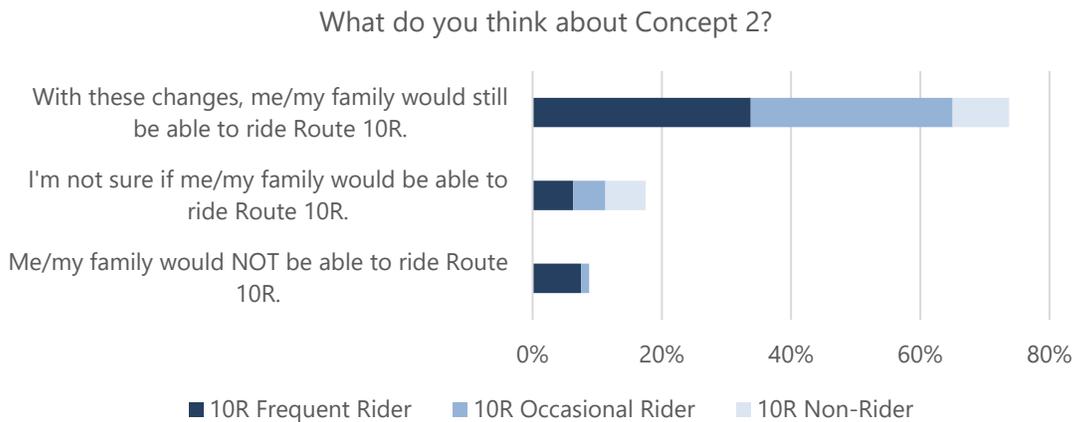
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Figure 39 Ability to Ride Route 10R for Concept One



For Concept Two: Pleasanton Avenue, 74% of respondents indicated that they would still be able to ride Route 10R (Figure 40), a much larger percentage compared to Concept One.

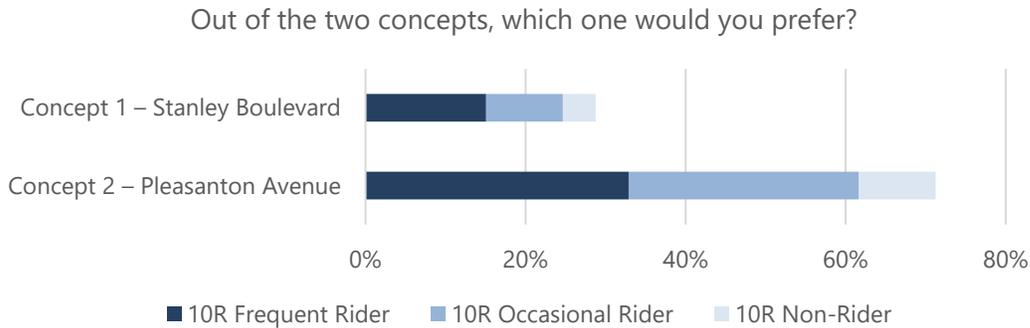
Figure 40 Ability to Ride Route 10R for Concept Two



Respondents were then asked which of the two concepts they preferred. **Concept Two: Pleasanton Avenue was preferred** (71% of responses) over Concept One – Stanley Boulevard (29%).

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 Livermore Amador Valley Transit Authority

Figure 41 Concept Preference



The survey also asked why the respondents chose their preferred concept.

Many of the respondents who selected Concept One stated that its shorter travel time would reduce their commute going to/from the BART station, especially during peak times, and that the alignment was more appropriate for a route branded as “Rapid”.

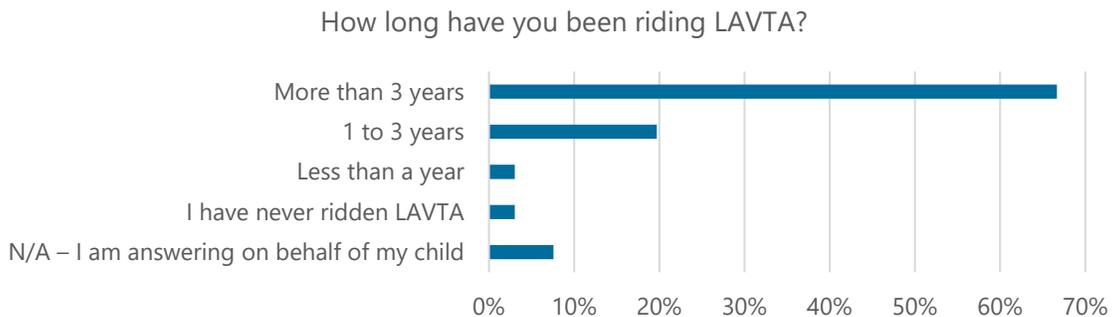
Those who selected Concept Two expressed a need to prioritize transit coverage over shorter travel times. They commented that removing Downtown Pleasanton stops would be difficult for older adults and riders with disabilities as the longer walk to the bus stop (up to 15 minutes) could be challenging. Several also commented that they liked the improved access to destinations in Downtown Pleasanton such as the Pleasanton Library, Pleasanton Middle School, the Fairgrounds, the ACE station, and other local businesses.

All the open-ended response comments are included in Appendix A.

Respondent Demographics

This section summarizes the demographics of the respondents who responded to the Route 10R section of the survey. Almost 70% of respondents are long-term riders who have been using LAVTA for more than 3 years (Figure 42).

Figure 42 Length of LAVTA Ridership



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Livermore Amador Valley Transit Authority

As shown in Figure 43, more than 40% of the respondents do not have access to a car.

Figure 43 Access to a Car

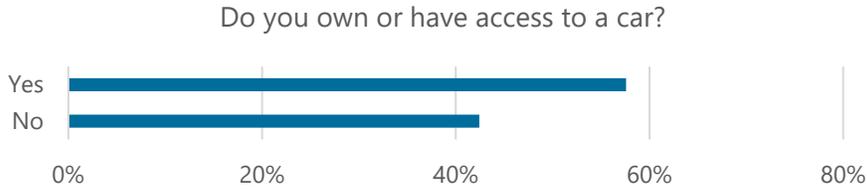


Figure 44 shows the age of survey respondents. More than half of the respondents are between 35 and 54 years old.

Figure 44 Respondent Age

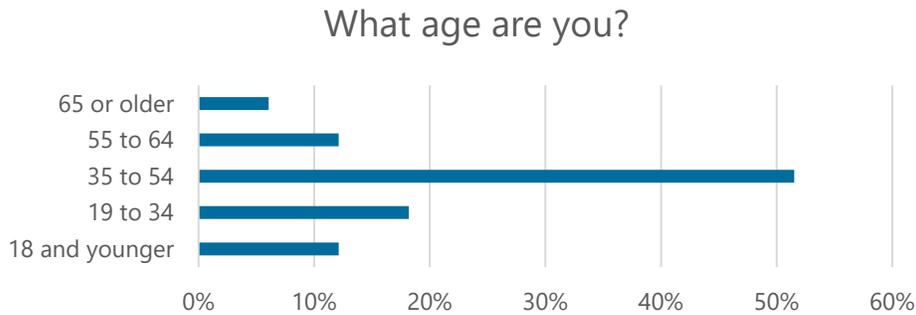
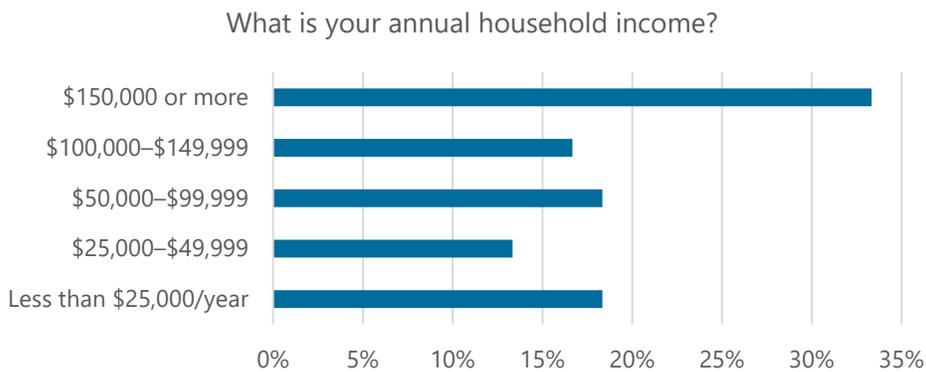


Figure 45 shows the household income distribution for respondents. The largest income group is \$150,000 or more per year.

Figure 45 Respondent Household Income



Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

BUS OPERATOR INPUT

In addition to feedback from the public, on December 11, 2025, Nelson\Nygaard also met with LAVTA bus operators to discuss challenges with operating Route 10R along Neal Street. The operators shared the following concerns:

Buses having difficulty turning right from First Street onto Neal Street – Specifically, operators noted that since vehicles queue on the right side of First Street, buses must execute a wide right turn using a portion of the left turn lane onto Neal Street. Drivers must wait for the left turn lane to be clear of vehicles, which can delay service. While executing the right turn, operators also noted that some queuing vehicles try to also turn right from the queue lane, causing the bus to get stuck. Operators must call dispatch to get a road supervisor out to help get the bus unstuck.

Queuing vehicles block the bus stop at Neal Street & First Street to Dublin - During times of the year when LAVTA was not operating the detour for Route 10R, queuing vehicles would sometimes block the bus stop. Operators are instructed that if the bus stop is blocked, they cannot pick up and drop off passengers at that stop. Operators must radio into dispatch for approval to skip the stop. Operators then proceed to the next stop (Peters Avenue & St. Mary Street). Riders at the affected stop must wait for the next bus.

Neal Street is narrow and has high pedestrian activity – Operators noted that Neal Street is narrow. There are delivery vehicles, queuing vehicles and lots of pedestrians crossing the street and operators are concerned about hitting something or someone while driving through. Another safety concern raised was that the Dairy has staff taking orders from queuing vehicles in the street.

Bus operators estimated that the travel time impacts from queuing vehicles added between 3 to 4 minutes of additional travel time.

Bus operators were also asked about their experience with driving both the Pleasanton Avenue and Stanley Boulevard alignments. Operators noted that both alignments worked well operationally but **cited a preference for Concept Two: Pleasanton Avenue to preserve access to Downtown Pleasanton for their riders**. A few drivers noted the only minor concern they had with this alignment was that the intersection of Pleasanton Avenue and Rose Avenue can be dark at night, making it hard to see.

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

RECOMMENDED ALIGNMENT

Based on public feedback, staff input, and an assessment of the relative impacts, **Concept Two: Pleasanton Avenue is recommended.** The Pleasanton Avenue alignment can be done within existing resources. It also retains access to almost all customers and ensures more reliable service for all users. There are, however, some impacts to Route 10R customers in Livermore.

RIDERSHIP IMPACTS OF THE RECOMMENDED ALIGNMENT

The Pleasanton Avenue extension will have both positive and negative impacts on Route 10R ridership. Overall, however, the ridership impacts of changing Route 10R are limited, with a slight increase in ridership expected.

All existing downtown Pleasanton Route 10R riders will continue to have access to the service, so there should be no change in existing downtown Pleasanton riders.

There are approximately weekday 180 riders on Route 10R in each direction travelling through downtown Pleasanton. The additional 3-4 minutes of run time might cause some riders to no longer ride. However, the impact is limited. Less than 5 riders a day in each direction are expected to cease riding due to increase travel times. The Route 10R extension could add two new bus stops – at the ACE Station and at Bernal Avenue and Old Bernal Avenue/Case Avenue. These two new stops will likely add more than 5 riders a day in each direction. The additional ridership from the two new stops offsets any losses due to longer trip times.

SCHEDULE IMPACTS OF THE RECOMMENDED ALIGNMENT

To implement Concept Two, the Pleasanton Avenue alignment, some schedule adjustments would need to be made to operate the route within existing resources. The following schedule adjustments are recommended:

- An additional four minutes of run time in the westbound direction to accommodate the Pleasanton Ave routing
- An additional three minutes of run time in the eastbound direction to accommodate the Pleasanton Ave routing

Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

- An additional three minutes of run time during weekday afternoons in the eastbound direction to support the on-time performance of arrivals at Livermore Transit Center
- Optimized running times between timepoints that don't require additional time end to end.

The 10R's recommended schedule should prioritize transfers to/from BART, as 60% of all transfers are to BART. The existing nine-minute transfer window to BART (measured from when a Route 10R bus is scheduled to arrive at the Dublin/Pleasanton Station to when a BART train is scheduled to depart), is reduced slightly to eight minutes in the new schedule. The existing eight-minute transfer from BART (measured from when a BART train arrives at Dublin/Pleasanton Station to when a Route 10R bus is scheduled to leave) remains as is today. **Quick transfers should work in both directions between BART and 10R seven days a week.**

The increased Route 10R running times will impact layover and transfer times at the Livermore Transit Center. During weekday afternoons, Route 10R layovers at the Livermore Transit Center could drop below five minutes for several trips. This will reduce the amount of time that operators have for restroom breaks, potentially impact the timeliness of the trip back to Pleasanton and BART, and impact connections to Route 15.

On weekdays, there may be times when Route 10R and 15 connections do not match anymore, or times when being 3 minutes behind schedule on either route causes a missed transfer. During lower-demand times (evenings/weekends), transfer times should work in both directions between Routes 10R and 15.

IMPLEMENTATION NEXT STEPS

In anticipation of implementing the Pleasanton Avenue alignment on Route 10R beginning on May 31, 2026, LAVTA will need to work on the following items:

- Create an operator bid package for the realigned Route 10R.
- Update software (CAD/AVL, GTFS, etc.) to reflect the change.
- Identify any training and field preparation needs for operators, including operator bulletins and supervisor and dispatcher briefings.
- Develop public facing materials communicating the change to riders, including new timetables and maps, updates to websites and trip planners, and flyers and notices on Route 10R vehicles and at stops. LAVTA will have to share the alignment change with customer service staff in case riders call in with questions.

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Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

In addition to these internal actions, LAVTA will need to coordinate with the City of Pleasanton to install new bus stops for Route 10R along the extended route. This could include permitting, new concrete landing pads, stop signage, and other streetscape improvements. The proposed bus stops are shown below.

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

Pleasanton Avenue at Fairgrounds Road

Inbound (Toward BART)



Traveling north, Route 10R would serve the existing bus stop on Pleasanton Avenue. No changes would be needed to add service to this location.

Outbound (Toward Livermore)



Traveling south, a new bus stop would be needed for Route 10R. The proposed location would need new signage and striping to prohibit existing on-street parking. It would also need bus stop signs, and a review to ensure ADA compliance.

Bernal Avenue at Old Bernal Avenue/Case Avenue

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

Inbound (Toward BART)



This near-side location was selected because far-side of the intersection is an embankment. This location is also closer to the library.

This location would need a new bus stop sign, a concrete landing pad through the grass planting strip, and an ADA compliance review.

Outbound (Toward Livermore)



These potential far-side locations were selected because the near-side of the intersection has a right turn lane.

This location would need a new bus stop sign, a concrete landing pad, and an ADA compliance review.

Downtown Pleasanton Bus Service Planning Final Report
Livermore Amador Valley Transit Authority

APPENDIX A: OPEN-ENDED RESPONSE QUESTIONS

Open-Ended Response on Reasons for Selecting Preferred Concept

Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 1 – Stanley Boulevard	It saves a lot of time, making the connections to other routes or BART reliable and less stressful.
Concept 1 – Stanley Boulevard	My student mainly uses 10R to get up and down Santa Rita Rd within Pleasanton, to travel between home and Amador. Downtown locations are still walkable from Stanley when needed. Concept 1 is faster without needing to loop around downtown.
Concept 1 – Stanley Boulevard	This concept would make the route faster for those travelling through downtown and trying to get to BART.
Concept 1 – Stanley Boulevard	Faster trip
Concept 1 – Stanley Boulevard	Modify Route 8 to serve neighborhoods surrounding stops abandoned by 10R. Incorporate the Stop at Civic Center / Library during their 'Open' hours.
Concept 1 – Stanley Boulevard	This concept seems to work best for School time routes and rush hours after work, busses would be better aligned getting to Bart station on time and less time consuming!
Concept 1 – Stanley Boulevard	10R supposed to be rapid
Concept 1 – Stanley Boulevard	I think in keeping with the Rapid branding, 10R should serve the straighter and shorter alignment. While I'm not a fan of the new Route 8, it does serve more businesses and keeps the transfer with 10R.
Concept 1 – Stanley Boulevard	It would provide a faster route to my workplace versus concept 2. Which would make the commute longer
Concept 1 – Stanley Boulevard	Shorter time
Concept 1 – Stanley Boulevard	Faster route, but okay with concept 2 if it gets to the bart station on time without missing trains.
Concept 1 – Stanley Boulevard	I need the buses more often!
Concept 2 – Pleasanton Avenue	I would select this one since the first one it would cut the stops that are the most close to me
Concept 2 – Pleasanton Avenue	My PMS attending daughter would have a closer stop to her school and not have to walk so far from the current stop.

Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 2 – Pleasanton Avenue	I am a disabled rider. Eliminating Peters and St Mary's would impede my ability to go to work. This route enables me to connect to Pleasanton BART and go to work in SF.
Concept 2 – Pleasanton Avenue	Because this route circles the downtown, everything in the downtown will be accessible. Rather than the 15 min walk in the first one.
Concept 2 – Pleasanton Avenue	Me queda cerca es uso frecuente para mi familia
Concept 2 – Pleasanton Avenue	Ultimately, faced with only these two options, Old Stanley is too far out of downtown. I'm not sure I accept that these two are the only options.
Concept 2 – Pleasanton Avenue	Seems like Concept 2 brings 10R closer to Pleasanton Middle School which is great
Concept 2 – Pleasanton Avenue	It does not eliminate current stops, and expands access. While I'm able to walk long distances, there are no guarantees that other have this mobility. I'd rather risk being later, than completely eliminating access for someone else. But I'm still hesitant, it is very hard to make a decision without proposed potential timetables, I know you think you've covered this by saying how much longer it would take, but this isn't the same. That's something people who drive, but plan public transit don't understand.
Concept 2 – Pleasanton Avenue	Because it serves the Fairgrounds
Concept 2 – Pleasanton Avenue	Wide range of access is most important for public to ride on the bus. Increasing the ridership is important. As this concept covers new areas, circle downtown making downtown, library and civic square more accessible.
Concept 2 – Pleasanton Avenue	Cutting service to Downtown Pleasanton will be detrimental to local businesses and force riders to walk much longer distances, often impossible for our senior and disabled riders, especially in the summer heat.
Concept 2 – Pleasanton Avenue	less walking
Concept 2 – Pleasanton Avenue	It provides access to more modes of transportation along with access to public services such as the library and civic center.
Concept 2 – Pleasanton Avenue	Creo q sería un poco más cerca para mi esta opción
Concept 2 – Pleasanton Avenue	This is better as than many people are able to go to downtown more
Concept 2 – Pleasanton Avenue	Because route 10 would give access to Alameda County Fairgrounds in Pleasanton.
Concept 2 – Pleasanton Avenue	Access to train station
Concept 2 – Pleasanton Avenue	It would not remove the stop near my house
Concept 2 – Pleasanton Avenue	Concept 1 adds to much time to walk from the bus stop to our vet, rental car company, and mechanic

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Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 2 – Pleasanton Avenue	concept 2 allows for a route to the pleasanton library
Concept 2 – Pleasanton Avenue	I'm commuting from Pleasanton ACE station regularly. So option 2 would be best for me and my friends.
Concept 2 – Pleasanton Avenue	Since the 8 does not arrive as frequently as the 10R (every ~45-50 minutes vs. every ~15 mins), the 8 is not an optimal transfer for 10R. In this way, cutting 10R service to downtown pleasanton limits accessibility, even with the 8 option.
Concept 2 – Pleasanton Avenue	Because it sounds better
Concept 2 – Pleasanton Avenue	More stops with none removed
Concept 2 – Pleasanton Avenue	Because through route 2 the bus stop will be accessible. Route 1 does not work.
Concept 2 – Pleasanton Avenue	Having a direct link from BART to ACE in Pleasanton is generally invaluable. As someone who lives off of Santa Rita Rd near Stoneridge, gaining a direct stop at/near the civic center/library would absolutely impact how much I use those resources.
Concept 2 – Pleasanton Avenue	A few minutes longer travel time is not too bad for serving so many more people. This new route would also serve students at the Pleasanton Library potentially seeking some time in downtown after studying.
Concept 2 – Pleasanton Avenue	Better connection through Pleasanton. Route 30R connects Livermore with Bart.
Concept 2 – Pleasanton Avenue	I don't like numbers one because i'll take out some of the bus stops and I don't think number one is a good idea I like number two. It's way better number two sounds good to me. Please vote a number two.
Concept 2 – Pleasanton Avenue	It's the closest stop to the library and fastest to Nevada st
Concept 2 – Pleasanton Avenue	Concept 2 does not seem to increase walking time to bus stops. I have back issues, and when they are bad, walking 10-15 extra minutes is not always possible.
Concept 2 – Pleasanton Avenue	easier access to the library and train station
Concept 2 – Pleasanton Avenue	Concept 2 serves the downtown area more directly and shortens my walk to the stop to be only 10 min. I'd rather this have the more frequent #10R offer access to downtown. With Concept 1, I could take the #8, but it only runs once per hour which is too infrequent to be useful.
Concept 2 – Pleasanton Avenue	I would like regular routes, usually I am going to central livermore from bus 8 from valley roses (Safeway Bernal). I am stop to Neal and take bus 10 to Central Livermore.
Concept 2 – Pleasanton Avenue	Because of losing access to downtown shopping and city parks for disabled people as they should access to to get to downtown activities and not walk a long distance

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Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 2 – Pleasanton Avenue	Best option for everyone.
Concept 2 – Pleasanton Avenue	Porq la uso
Concept 2 – Pleasanton Avenue	Makes more sense to expand coverage rather than contract.
Concept 2 – Pleasanton Avenue	I've noticed that the 10R seems to be on time , regardless to which way you go.consider myself a regular 10R rider.
Concept 2 – Pleasanton Avenue	Still going towards Downtown
Concept 2 – Pleasanton Avenue	Porque nos conviene a todos es más cerca
Concept 2 – Pleasanton Avenue	Concept 2 is much better as it circles the downtown. Given that it has an easy access to ACE station, people have an option to choose between 53 or 10R for BART connectivity. Given that 53 runs hourly from West Pleasanton and sometimes BART is delayed, people can choose to ride up to Pleasanton, get 10R and catch the ACE train. Whereas option 1 might make the route faster, the connectivity problem is more important. Furthermore, an increase in ridership is expected if the bus moves through ACE station and Pleasanton ave.
Concept 2 – Pleasanton Avenue	Better connects to downtown and transit.

Open-Ended Additional Feedback

Is there anything else you would like to share with us about changing the Route 10R and Route 8 alignments?
If Concept 1 is selected, complementary microtransit solutions—such as bikeshare—could help strengthen first- and last-mile connectivity to the downtown core.
It would be nice for the 8 to stop at the library like it did many years ago
Need a more efficient and more consistent transfer at Railroad/Maple Access point. Either 10R to BART or 30R Las Positas 'miss' the TRANSFER opportunity for passengers off boarding at Railroad/ Maple EB. Almost every WB 10R or 30R has to IDLE at a point down the line. So, why PULL AWAY from Railroad/Maple WB when passenger' from EB stop are 'waving' at you. I 'tag' my SENIOR MONTHLY PASS more than 6x each day -please accept this with constructive theme.
I do wish that the intersection of Hopyard and Black were served by bus. As it stands, you have to walk either half a mile to Valley to use Route 8, or a mile to 10R at Santa Rita.
Can 10R service Pleasanton Middle since I go to school there?
I depend on the bus stop at St Marys and Peters for my independence.
Que pasen frecuentemente de 20 minutos tanto el 10 y el 8 sin retrasos y expulsar a driver racista que trabaja entre ustedes no sabría su nombre Ami me grito una vez y ir iba hablando por teléfono yo hablaba en voz baja

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Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Is there anything else you would like to share with us about changing the Route 10R and Route 8 alignments?
<p>I would strongly encourage considering Ray and Spring as "one way" couplets for the bus route. This gets much closer.</p> <p>I would have preferred communicating Option 1 in terms of an On Time Performance improvement estimate, not a time improvement.</p> <p>I would have preferred communicating that improved on time performance may improve ridership.</p> <p>I would prefer to reconsider this decision once Transit Signal Priority is implemented. If we are still having missed BART transfers that will hurt.</p> <p>The more turns there are on a route, the worse that side-facing seating is for passenger experience.</p>
<p>For people to most adequately respond, knowing timetable information is important. As someone whose personal safety would be at risk if the early morning hours were removed, I was really excited to see that there were not any suggestions of starting the bus later.</p>
<p>Bring back the original 10 from before 10R, I liked that one better, I would like to say that it was a very useful route for me</p>
<p>While a Pleasanton Ave alignment might be slightly longer, the 10R already arrives at Dublin/Pleasanton BART earlier and leaves BART later than other routes. As a result, the additional 3-4 minutes of travel time could be added while still maintaining connections to BART and other Wheels routes</p>
<p>I would like to see how the board members ride the bus, and see how they feel when talking to people riding both the 10R and 8.</p>
<p>Ten un estudiante y ocupo este medio de transporte</p>
<p>I Dont like the first concept as I personally go to downtown a lot and cutting off access and making us go to another bus is not a good idea</p>
<p>Need stops for Pleasanton ACE station</p>
<p>Altering the 8's route to eliminate Vineyard could harshly impact some people's access to their workplace, due to the 8's less frequent service.</p>
<p>Increase 10R to every 30 minutes after 8 pm</p>
<p>Concept 1 cuts off access to downtown. In a time of many businesses closing, it is a bad idea to cut off public transit to one of the most important area's of our town.</p> <p>Planning 5 minutes more to get to Livermore is fine if that means I have direct access to ACE and Downtown.</p>
<p>I do take the eight the eight goes close to my house keep that going and move it back to for Case Avenue. It would be awesome if it was back where it was before or if you can't just make the eight more available.</p>
<p>To reopen the library stop</p>
<p>Please encourage parents to make use of these routes to grow ridership. My oldest used the 10R regular to get to Livermore for classes at Las Positas. 8 is a handy way for kids not old enough to drive to get to the library after school or to Patelco fields.</p>
<p>it's difficult to catch the 8 bus unless the schedule is more frequent</p>
<p>Losing the covered bus shelter on First and Neal is a pity -- it has seating, it's well lit, it's covered for rainy days, and there's a wide sidewalk for people to pass by.</p>

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Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Is there anything else you would like to share with us about changing the Route 10R and Route 8 alignments?

Using the current 8 stops would be better for connectivity between both routes and direct access for fairgrounds activities

Forcing riders to walk 10-15 minutes is unreasonable considering how long riding the bus already takes.

Nos complicaría llegar a tiempo a nuestros trabajos

RESOLUTION NO. 09-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING
THE EXECUTIVE DIRECTOR TO FORMALIZE A PERMANENT CHANGE TO THE
10R IN DOWNTOWN PLEASANTON**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) operates Route 10R to provide local and regional transit connections between Livermore, Pleasanton, and the Dublin/Pleasanton BART station; and

WHEREAS, temporary detours and operational challenges in downtown Pleasanton have prompted evaluation of a permanent routing modification to improve service reliability and downtown access; and

WHEREAS, LAVTA retained a professional planning consultant to analyze routing alternatives, evaluate ridership and operational impacts, and conduct stakeholder outreach; and

WHEREAS, two routing concepts were developed and presented to the public, stakeholders, and the LAVTA Board for review; and

WHEREAS, Concept Two, utilizing Pleasanton Avenue, was identified as the preferred alternative because it:

- Maintains convenient access to key downtown destinations;
- Improves operational reliability and schedule consistency;
- Is expected to increase ridership and connectivity to BART;
- Enhances access to stops near the ACE Station and Bernal Avenue; and
- Can be implemented within existing operating resources; and

WHEREAS, staff is recommending Concept Two be implemented as a permanent reroute of Route 10R in Downtown Pleasanton.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Committee authorizes the Executive Director to formalize a permanent reroute to the Route 10R in downtown Pleasanton.

PASSED AND ADOPTED THIS 2nd DAY OF MARCH 2026.

Julie Testa, Chair

ATTEST

Christy Wegener, Executive Director