

STAFF REPORT

SUBJECT: Proposed Modifications to Wheels School Routes in Pleasanton for Fall 2026

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

DATE: March 23, 2026

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**Action Requested**

Staff requests that the Projects and Services Committee review and provide feedback on the proposed changes to LAVTA's Pleasanton School Tripper service for the 2026/27 academic year.

**Background**

LAVTA operates a network of dedicated school routes serving middle schools and high schools within the City of Pleasanton and the Pleasanton Unified School District. These routes provide an important transportation option for students traveling to and from school while also helping reduce traffic congestion around school campuses.

Shortly after the end of the pandemic, the passenger loads on the Wheels supplemental (school tripper routes) in Pleasanton have been significantly higher than in years past – a 44% increase from pre-pandemic loads – and high enough that additional resources have been deployed to help transport students.

Parallel to this, the Pleasanton Unified School District (PUSD) is adjusting some of its school catchment boundaries – particularly for the high schools – a transition that is currently ongoing and is anticipated to be complete by the fall of next year (2027).

In October 2025, LAVTA selected and retained the services of Nelson Nygaard Consulting to review the Wheels supplemental routes in Pleasanton with the following objectives:

- Review current passenger load data and identify potential efficiency measures, and
- Review the boundary changes and propose route modifications that correspond with the new school assignments, where applicable

Also, as part of this effort, a survey was conducted to receive input on travelers' preference regarding the supplemental routes – including questions related to route directness vs. pick-up/drop-off proximity to passengers' residences.

The consulting team has now concluded its work and has a number of recommendations that LAVTA could implement in the fall.

### **Route Recommendations Summary**

The Consultant team will provide a detailed virtual (and visual) presentation at the meeting.

Several routes would be streamlined by removing low-ridership deviations or shortening neighborhood loops. These changes would reduce travel times and improve schedule reliability while still maintaining reasonable walking distances for most riders.

Staff also identified several routes experiencing crowding during the afternoon peak period. As resources permit, additional buses may be added to selected routes to increase capacity and reduce overcrowding.

Additionally, two routes with relatively low ridership and overlapping service areas would be combined in order to improve efficiency and reduce the number of buses required during the morning peak period.

Overall, the proposed changes would:

- Improve on-time performance and reduce delays
- Address overcrowding on the busiest school routes
- Streamline route patterns to improve operational efficiency
- Adjust service to reflect updated school attendance boundaries
- Maintain convenient access for the majority of student riders

The following is a summary of the recommendations:

#### Pleasanton Middle School (PMS)

- \* Modify the alignment of the #601 to Vineyard Ave in order to reduce crowding on #606
- \* Modify the alignment of the #606 in conjunction with the #601 adjustment

#### Foothill High School (FHS)

- \* Shorten the Parkside loop of the #602 to Arthur Drive to speed up the route
- \* Shorten the #602 to end at Sunol Boulevard, a segment which will no longer be assigned to FHS
- \* Consolidate the three p.m. patterns (variations) of the #602 into two patterns
- \* Add a third bus to the #604 in the p.m. due to loads, as resources permit

#### Hart Middle School (HMS)

- \* Modify the #610 alignment to serve a portion of Stoneridge Drive
- \* Add one bus in the p.m. to each of the #603 and #610 routes, as resources permit
- \* Combine the #607 and #609 into a single route to save a bus in the a.m.
- \* Shorten the Parkside loop of the combined 607/609 route to speed up the route
- \* Shorten the Laguna Oaks loop of the combined 607/609 route to speed up the route

#### Harvest Park Middle School (HPMS)

- \* Remove the Martin Avenue deviation of the #608 and stay on Kamp Drive
- \* Extend the #608 to Del Prado Park due to the new school boundaries

#### Amador Valley High School (AVHS)

- \* Remove the Fairlands loop of the #605 due to the new school boundaries
- \* Remove the Martin Avenue deviation of the #605 and stay on Kamp Drive
- \* Extend the #605 to Del Prado Park due to the new school boundaries

#### **On-Time Performance (OTP) Issues**

It is recommended that re-timings be done for routes with 25% of monthly trips that are late to school. For the Pleasanton supplemental service, routes 605, 607, 608, 609, and 611 were identified as such routes.

It is also recommended to investigate operational issues at AVHS to understand the cause of a high percentage of late departures from the school in the afternoon on routes 605 and 611.

#### **Fiscal Impact**

In total, the recommended plan would remove one bus in the morning and add three buses in the afternoon to service. During scheduling, Staff would use interlining (route linking) and iterative scheduling approaches in order to maximize efficiency of resources. The total number of bus service hours is not anticipated to go up significantly and will be in line with the overall budgeted hours for FY2027.

#### **Next Steps**

After feedback is incorporated from the Committee, the proposed modifications would take effect in conjunction with school-starts this coming August 2026. LAVTA's major service change policy requires a public hearing and formal approval process for introduction of any new route, elimination of a route, or a 25% or more reduction in route miles. Staff will complete the public hearing process within six months of the start of service for any route triggering the major service change policy.

A robust public outreach process will be undertaken to inform parents of the changes and the impacts to students' travel patterns. This will include working directly with PUSD schools to disseminate information, as well as utilizing Peachjar and setting up a landing page where parents can access information regarding the changes.

**Recommendation**

Staff recommends that the Projects and Services Committee review and provide feedback on the proposed changes to LAVTA's Pleasanton School Tripper service for the 2026/27 academic year.

**Strategic Plan Goal:**

Service Development: Assess LAVTA's service area network, monitor ridership trends, evaluate routes, and make recommendations for meeting current demand and community priorities.

**Attachments:**

1. Draft Final Report



# MEMORANDUM

**To:** LAVTA Staff  
**From:** Nelson\Nygaard Consulting Associates  
**Date:** March 16, 2026  
**Subject:** Service Change Recommendations on Pleasanton School-Focused Routes

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LAVTA engaged the services of Nelson\Nygaard Consulting Associates to evaluate the performance of LAVTA's school-focused bus services in Pleasanton to identify opportunities to reduce crowding, improve efficiency, and realign routes with current school boundaries.

This memo summarizes the work Nelson\Nygaard performed, along with the recommended changes.

Nelson\Nygaard's analysis started by conducting an existing conditions analysis, which included reviewing recent ridership data and on-time performance. Public outreach was also conducted. Outreach included meeting with the Pleasanton Unified School District, conducting a public meeting, and setting up a public survey. The findings from the existing conditions work and the feedback gathered during public outreach were direct inputs into the recommendations that were developed.

## Existing Conditions Analysis

Nelson\Nygaard performed a comprehensive review of each school-focused route in Pleasanton to identify key issues and challenges to be addressed. Nelson\Nygaard reviewed each route for:

- Route alignment.
- On-time performance.
- Boardings by stop (using October 2025 data), to identify any segments with low ridership.
- Passenger load, to identify any crowding issues.

More detail can be found in the Existing Conditions Report: [Pleasanton School-Focused Bus Service - Existing Conditions Report FINAL.pdf](#).

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## Public Outreach

Nelson\Nygaard met with Pleasanton Unified School District staff to understand enrollment trends and any upcoming changes to bell times or school boundaries. Key findings include:

- Student enrollment throughout the district is declining, except at the high school level, where it is expected to remain steady in the coming years.
- The Del Prado neighborhood, currently served by Foothill High School, will eventually transition to Amador Valley High School. It is currently a “choice area” that allows students to choose which high school to attend.
- The Fairlands neighborhood also underwent a shift in boundaries. It previously was served by Amador Valley High School but is now part of the Foothill High School district.
- No changes in bell times are anticipated in the foreseeable future.

Nelson\Nygaard and LAVTA also conducted a public meeting in January 2026 to review the work conducted as part of the existing conditions analysis. Attendees were invited to participate in an online survey to provide their feedback on the school-focused routes as well as a separate project looking at changes to Route 10R in Downtown Pleasanton. The survey was available for approximately four weeks. A total of 194 responses were received on the school-focused portion of the survey. Key takeaways from the survey include:

- Over 80% of respondents prefer a shorter walk to a bus stop and a longer bus ride to school.
- 91% of respondents are willing to accept a ride that is at least 10 to 20 minutes long.
- There were several requests for service from the Del Prado neighborhood to Amador Valley High School and Harvest Park Middle School.

More detail on the survey, including a breakdown of responses by question and the raw open-ended responses, is included here: [Pleasanton School-Focused Bus Service - Survey Results Report.docx](#).

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## School-Focused Service Key Challenges

Nelson\Nygaard identified three key challenges for the school-focused routes in Pleasanton.

- **On-time performance is a challenge.** Some routes are arriving to school later than scheduled more than 25% of the time in October 2025. A couple of routes also departed school late 15% or more of the time in October 2025. Schedule adjustments may be needed to improve service reliability.
- **School-focused routes have uneven ridership and overcrowding.** While all of LAVTA's Pleasanton school-focused routes exceed the agency's minimum target of 15 passengers per trip, some routes perform better than others. Some routes have excess capacity in the morning and/or afternoon. Meanwhile, some buses are overcrowded and need an additional bus to provide additional capacity. There is an opportunity to make alignment changes to better match capacity with observed ridership demand, and fully utilize every bus that is put into service.
- **Some routes no longer match existing school boundaries.** School boundaries have changed. Some routes now serve neighborhoods that are no longer in a school's district. Meanwhile, other neighborhoods do not have service to their assigned school. There is an opportunity to revise the alignments to match current school boundaries.

## Summary of Service Change Recommendations

This section summarizes service change recommendations for LAVTA's school-focused routes in Pleasanton, grouped by school. See a separate deliverable for more detailed maps showing the existing and proposed alignments for all route changes

[School Recommendations Final.pdf](#). Figure 1 summarizes the changes for each route.

## Pleasanton School-Focused Routes Service Change Recommendations Memo

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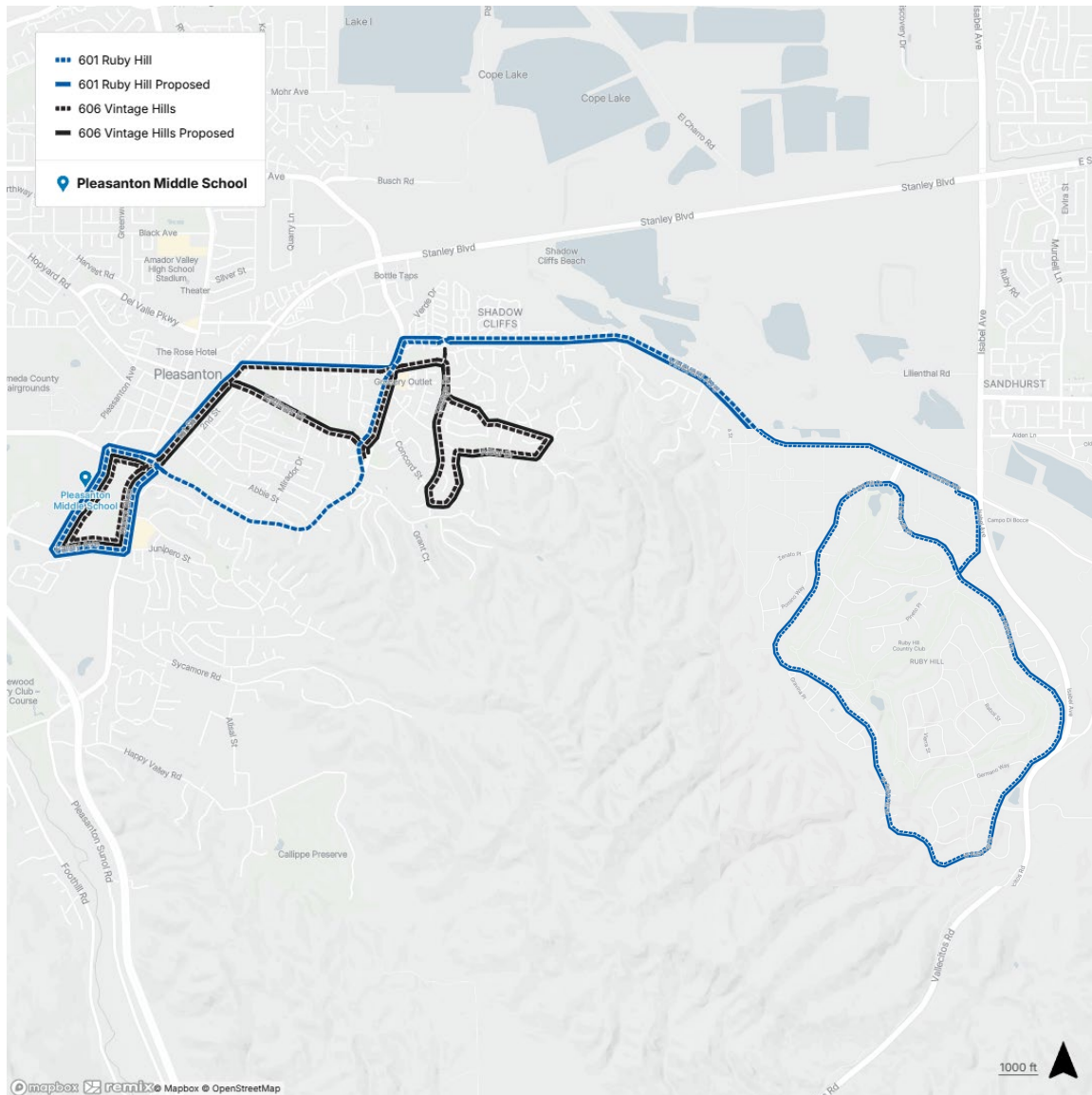
Figure 1 Summary of Changes by Route

Route	Alignment Change	Add Bus for Capacity	Consolidation	Schedule Adjustments for Better On-Time Performance
Route 601: Ruby Hill to Pleasanton Middle School	X			
Route 602: Del Prado Park to Foothill High School	X			
Route 603: Muirwood Park to Hart Middle School		X		
Route 604: Fairlands to Foothill High School		X		
Route 605: Fairlands to Amador Valley High School	X			X
Route 606: Vintage Hills to Pleasanton Middle School	X			
Route 607: Laguna Oaks to Hart Middle School	X		X – Consolidate with Route 609 and make minor alignment changes	X
Route 608: Amaral Park to Harvest Park Middle School	X			X
Route 609: Del Prado Park to Hart Middle School	X		X – Consolidate with Route 607 and make minor alignment changes	X
Route 610: Fairlands to Hart Middle School	X	X		
Route 611: Ruby Hill to Amador Valley High School				X

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# Pleasanton Middle School

There are two routes serving Pleasanton Middle School, Route 601 and 606. Route 601 has space for additional riders while Route 606 is overcrowded. The proposed changes would modify the alignments of both routes to shift some riders to Route 601 to reduce crowding on Route 606. All riders would continue to have service to Pleasanton Middle School except for 1 afternoon rider who would need to walk up to 15 minutes from the nearest stop.



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**Route 601: Ruby Hill**

- **Change alignment to serve Vineyard Avenue, previously served by Route 606.**  
This change would shift approximately 14 morning riders and 18 afternoon riders from Route 606 to Route 601. One afternoon rider at Bernal Avenue and Independence Drive would need to walk up to 15 minutes from the nearest stop on Kottinger Drive (new Route 606).

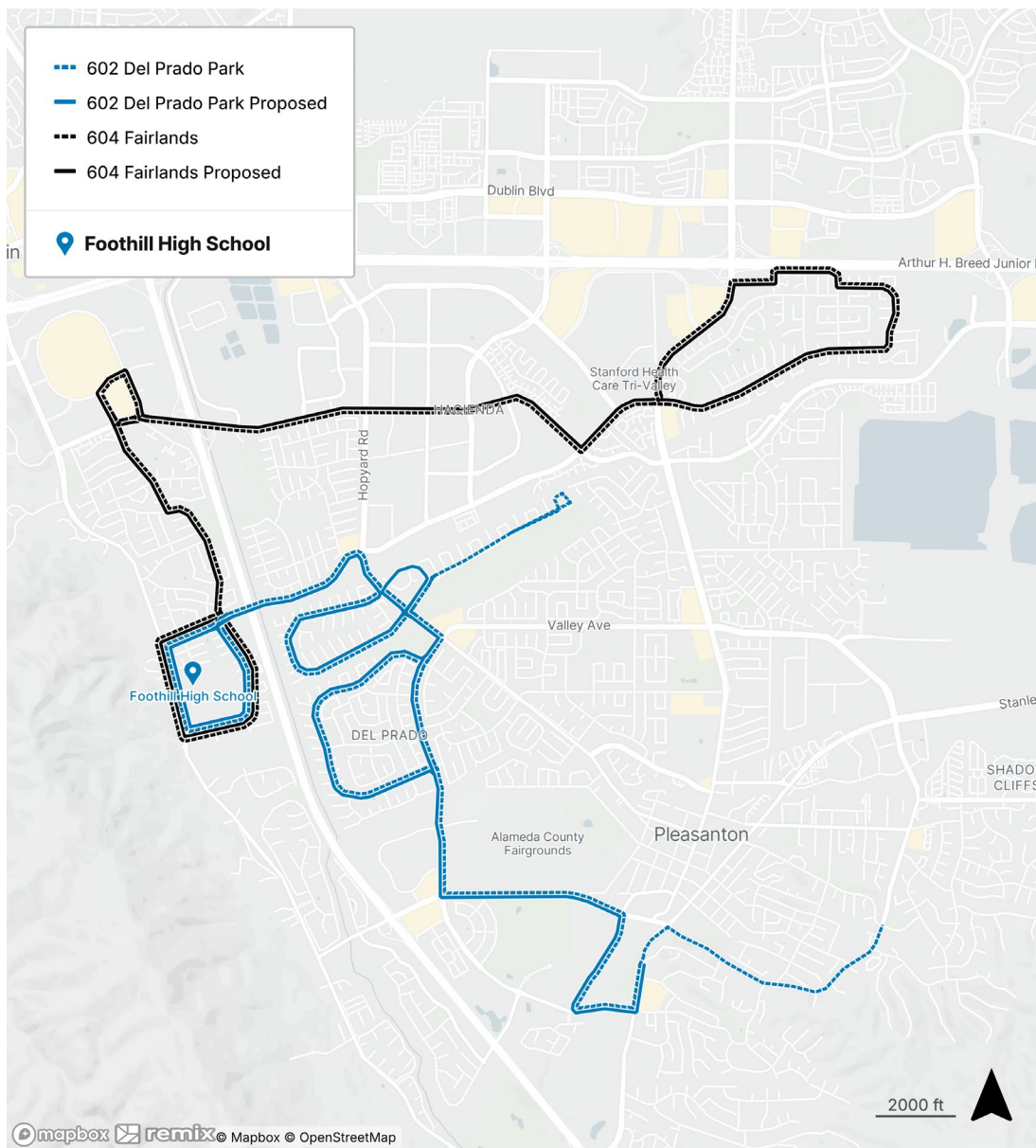
**Route 606: Vintage Hills**

- **Provide bi-directional service on Kottinger Drive** to avoid duplication with Route 601's new alignment. A new set of eastbound bus stops will be needed on Kottinger Drive. The rest of Route 606's alignment will continue to be served.

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# Foothill High School

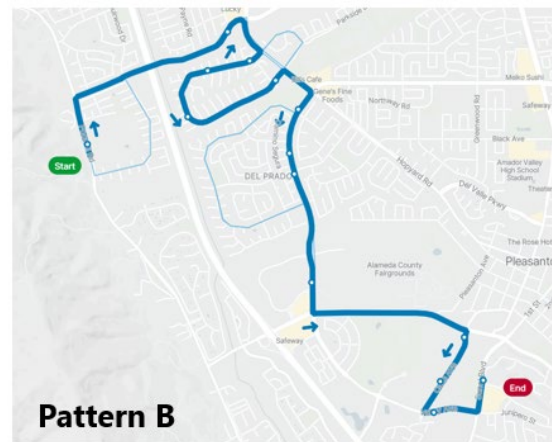
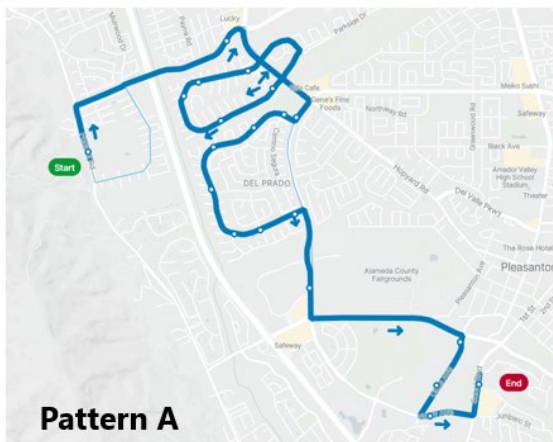
There are two routes serving Foothill High School, Route 602 and 604. Route 602 and 604 are both overcrowded, with crowding worse in the afternoon. Route 602 has three alignment patterns in the afternoon which are confusing for both drivers and riders to understand. A portion of Route 602 is also no longer in the Foothill High School district. Both routes have segments with low ridership which require full buses (often standing room only) to deviate to pick up and drop off students. The proposed changes that follow help to address capacity issues, reduce driver/rider confusion, and reduce the amount of time riders spend on board a crowded bus to serve low ridership segments.



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## Route 602: Del Prado Park

- **Streamline afternoon trips to two patterns.**
  - The three existing patterns in the afternoon have caused confusion for both riders and bus operators.
  - Two new patterns would be established in the afternoon to simplify service. Pattern A would serve the entire alignment. Pattern A would start at Foothill High School and then drop off at the Valley Trails neighborhood, then the Parkside and Del Prado neighborhoods, and then proceed to the end of the route. Pattern B would only provide service to Valley Trails (skipping Parkside and Del Prado) and then continue to the end of the route.
  - Morning service will continue to have one pattern running the entire route.



- **Shorten the Parkside loop.**
  - Ridership is low (5 in the morning and 8 in the afternoon) at the various stops on Parkside Drive, and the deviation takes 7 minutes to complete the loop.
  - This change would reduce the amount of time riders spend onboard a crowded, standing room only bus in the afternoon.
  - The route would turn around on Arthur Drive instead of Omega Circle. A new stop will be needed near Arthur Drive & Parkside Drive, which is up to a 10-minute walk from the stops that would no longer be served.
- **Shorten route to end at Sunol Boulevard/Bernal Avenue.**
  - Bernal Avenue east of Sunol Boulevard is no longer part of Foothill High School district and is reflected in the low ridership (1 passenger in the morning and 6 passengers in the afternoon).
- **Use natural attrition to Amador Valley High School to address capacity issues.**
  - The Del Prado neighborhood is transitioning from Foothill High School to Amador Valley High School. This transition is expected to be complete in a few

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years but should result in a gradual reduction in ridership over time, which should help relieve overcrowding on this route.

- Currently, ridership in the Del Prado neighborhood is too high to remove the segment immediately (5 passengers in the morning, 16 in the afternoon).
- LAVTA should monitor ridership and remove service to this neighborhood as ridership declines.
- A corresponding change to Route 605 is also being recommended to connect the Del Prado neighborhood with Amador Valley High School.

**Route 604: Fairlands**

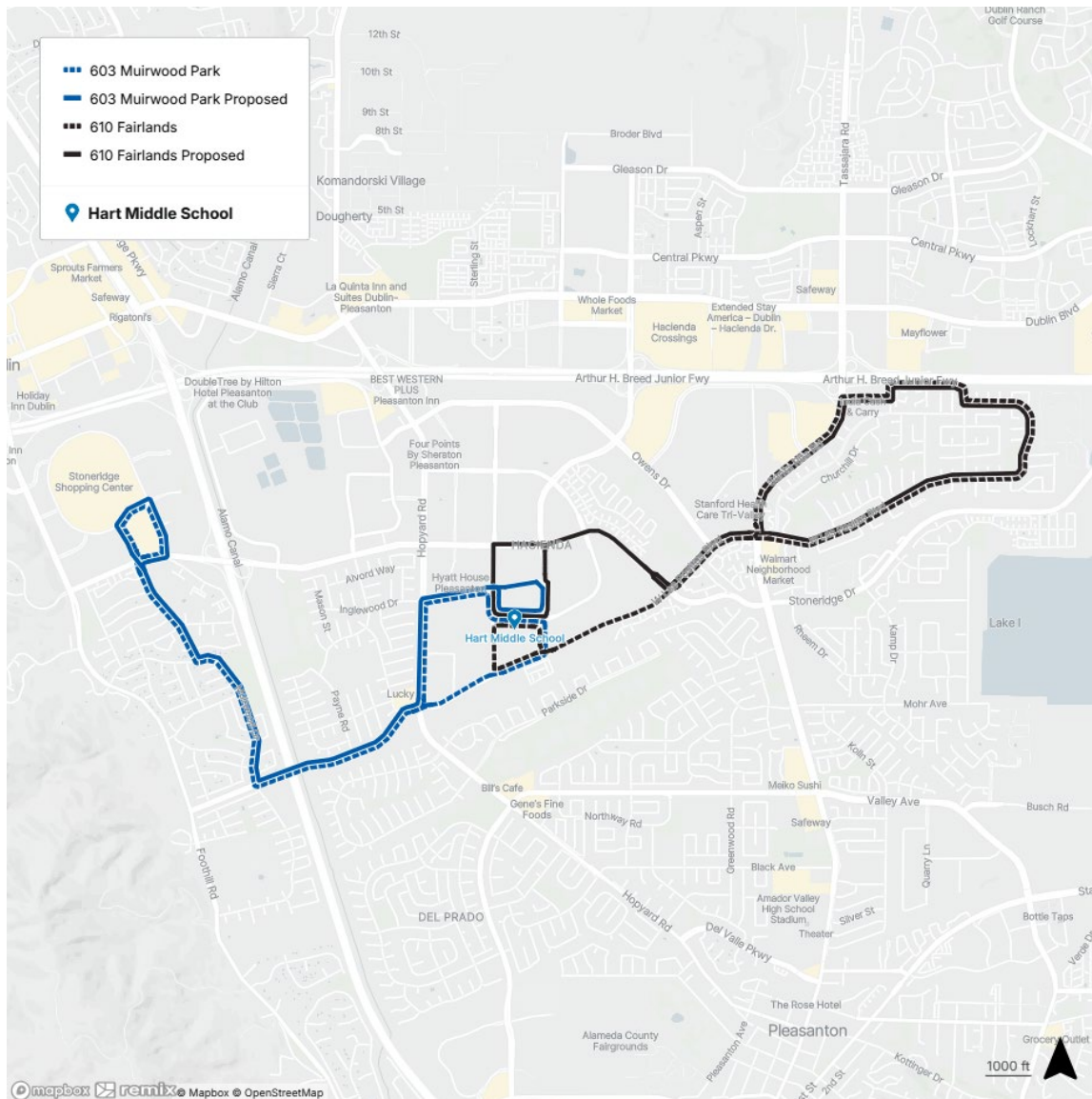
- **Add a third bus in the afternoon** if available to reduce overcrowding, especially on Monday through Thursday, which has higher ridership.
  - In the afternoon, 81-85% of trips in October 2025 were overcrowded.
  - Additional capacity is needed for up to 42 riders, which can be served by one additional bus.

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# Hart Middle School

There are four routes serving Hart Middle School, Route 603, 607, 609, and 610. Route 603 and 610 are overcrowded, with crowding worse in the afternoon. Route 607 and 609 have low ridership in the morning, with space for at least 24 and 37 more morning riders, respectively. Route 607 and 609 also have segments with low ridership. The proposed changes listed below help to address the imbalance in ridership vs. capacity, and reduce the travel time for riders on board to serve low ridership segments.



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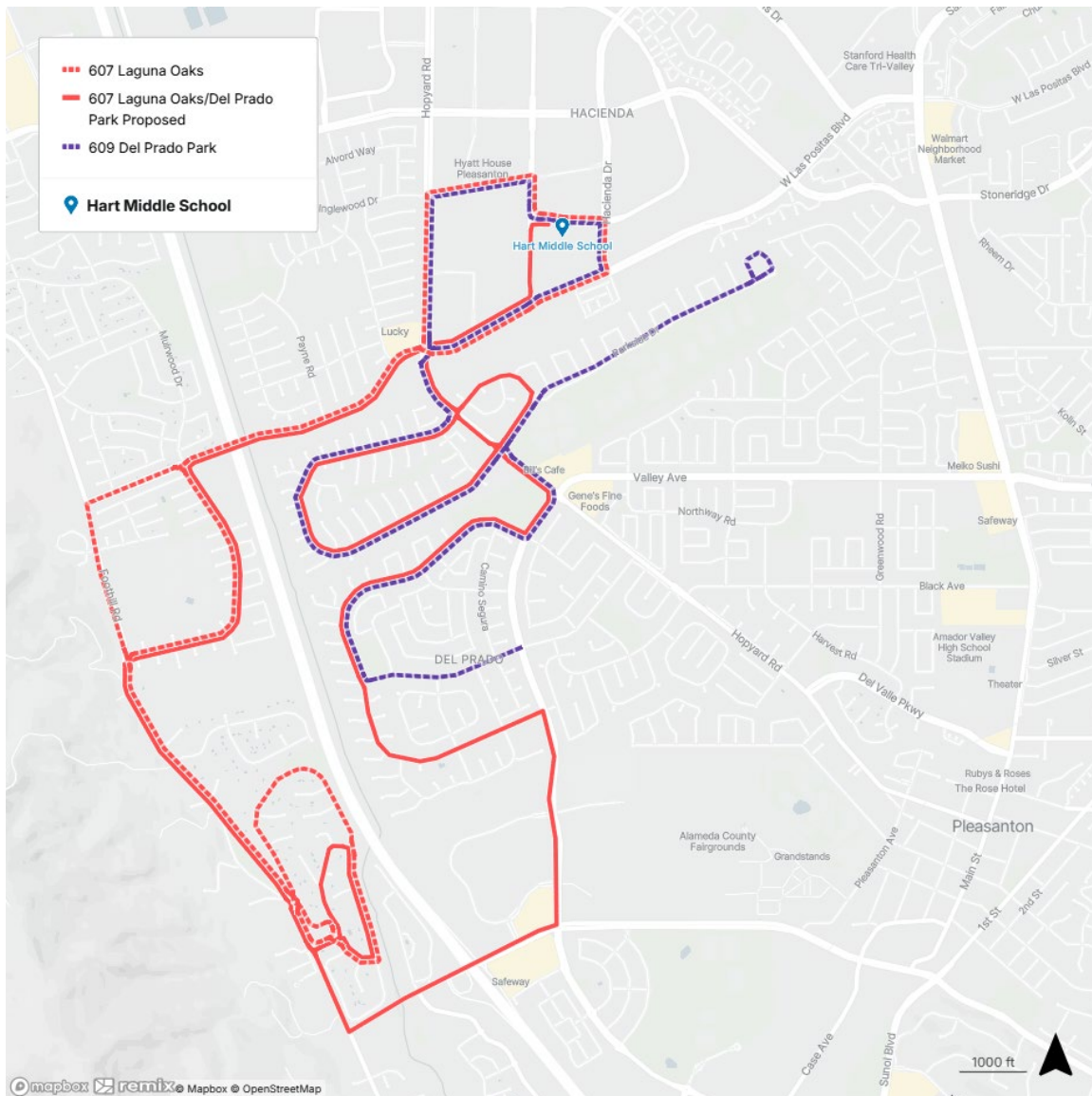
### **Route 603: Muirwood Park**

- **Add a second bus in the afternoon** to address crowding as resources permit.
  - In the afternoon, 64-74% of trips in October 2025 were overcrowded.
  - Additional capacity is needed for up to 20 riders, which can be served by one additional bus.

### **Route 610: Fairlands**

- **Add a second bus in the afternoon** to address crowding as resources permit.
  - In the afternoon, 54-66% of trips in October 2025 were overcrowded.
  - Additional capacity is needed for up to 39 riders, which can be served by one additional bus.
- **Change alignment to serve apartments on Stoneridge Drive.**
  - The residential neighborhood near Stoneridge Drive north of Las Positas Boulevard is in the school boundaries but not served today. It is at least a 1 mile (20 minute) walk to school, possibly longer, depending on where in the neighborhood the student lives.
  - No existing riders would lose service with this change since there is no ridership at stops on Las Positas Boulevard between the middle school and Stoneridge Drive.

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### Route 607: Vintage Hills / Route 609: Del Prado Park

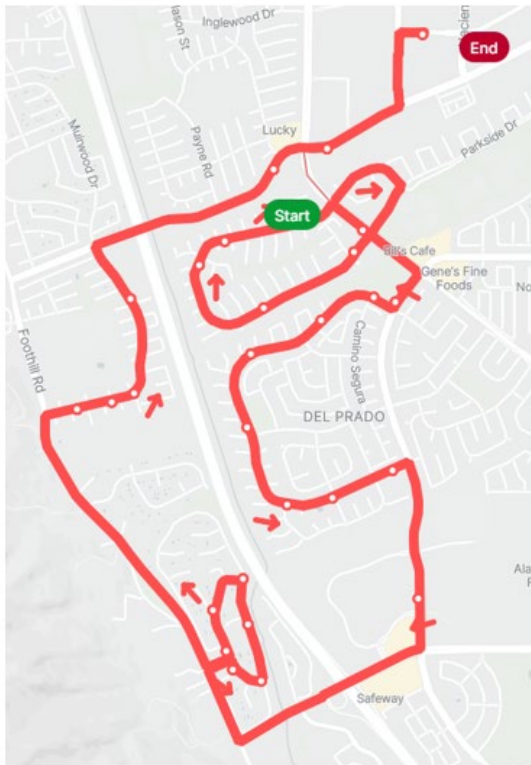
- **Combine the two routes** into new Route 607 to save a bus in the morning.
  - Route 607 and 609 have low ridership in the morning and there is space for more 24 and 37 more riders onboard the bus on an average day, respectively. Combining the two routes into a new Route 607 will save a bus in the morning while meeting ridership demand.
  - Afternoon service would continue to be branded as the new Route 607 but require two buses.

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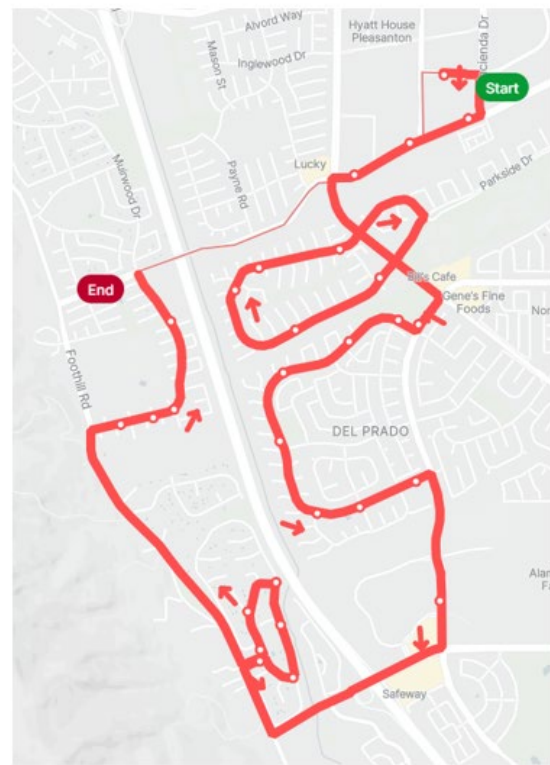
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- All neighborhoods will continue to have service with this change; however, some minor alignment changes in the Parkside and Laguna Oaks neighborhoods would be made to reduce the amount of time riders spend on the bus. Some riders in these neighborhoods would be asked to walk 5 to 10 minutes to access service. More details on these changes are discussed later in this section.
- The new Route 607 loop will be operated in a clockwise direction in both the morning and afternoon to balance out travel times to/from school. Riders will receive a shorter trip in one direction and a longer trip in the other. As an example, in the Parkside neighborhood, riders would be picked up first in the morning, meaning they have the longest ride to school. In the afternoon, they would be the first to be dropped off, thus having the shortest trip.

### Morning



### Afternoon



- **Shorten the Parkside loop.**
  - Ridership is low across all of the stops on Parkside Drive (3 in the morning and 8 in the afternoon), and takes 7 minutes to serve.
  - This change would reduce the amount of time riders spend on a full bus (51 riders in two buses) in the afternoon.

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- The route would turn around on Arthur Drive instead of Omega Circle. A new stop will be needed near Arthur Drive & Parkside Drive, which is up to a 10-minute walk from the stops that would no longer be served.
- **Shorten the Laguna Oaks loop.**
  - To speed up service and shorten the time riders spend on the bus to/from school, the loop in Laguna Oaks would be shortened.
  - The proposed alignment would loop around using Regency Drive and Lylewood Drive instead of a full loop on Regency Drive. This change would save 3 minutes for riders onboard but require some passengers at the affected stops to walk up to 7 minutes to a relocated stop at Regency Drive and Lylewood Drive.
  - In the morning, 8 passengers would need to walk further while 19 riders would have a faster trip with proposed alignment
  - In the afternoon, 11 passengers would need to walk further while 24 riders would have a faster trip with proposed alignment
- **Consider re-timing the morning schedule.** 35% of Route 607 trips and 26% of Route 609 trips arrived late to school in the morning in October 2025.

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# Harvest Park Middle School

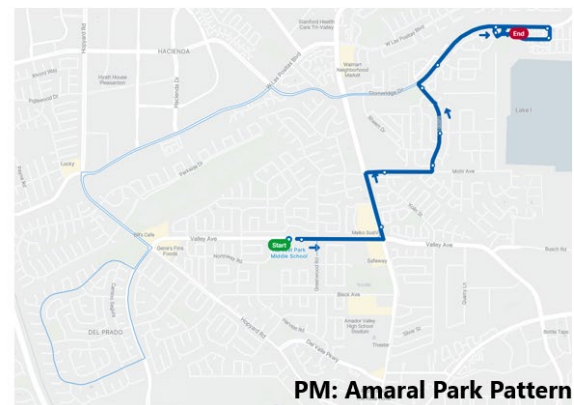
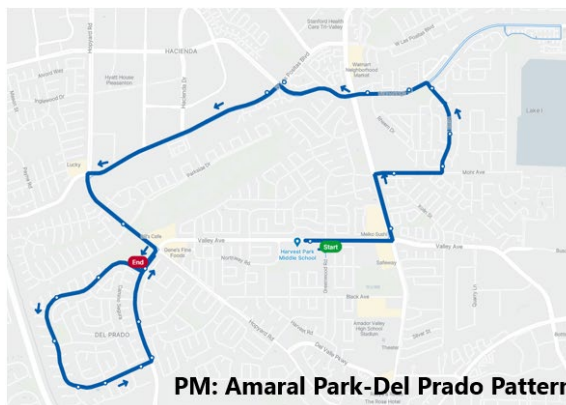
There is one route serving Harvest Park Middle School, Route 608. Ridership on the Martin Avenue deviation is low (3 morning riders and 5 afternoon riders). In the public survey, students and parents in the Del Prado neighborhood have requested service to their neighborhood. The proposed changes that follow help to reduce the travel time for riders onboard to serve low ridership segments and address the service gap due to school boundary changes.



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## Route 608: Amaral Park

- **Remove deviation to Martin Avenue** and have bus stay on Kamp Drive.
  - Ridership is low (3 in the morning and 5 in the afternoon) on Martin Avenue, and the deviation lengthens trips by 3 minutes for 46 morning riders and 37 afternoon riders on board.
  - This change would allow a full bus of riders to have a shorter ride to/from school in exchange for a few riders walking up to 8 more minutes to/from the Mohr Avenue & Kamp Drive stops.
- **Extend route to serve the Del Prado neighborhood.**
  - In the public survey, students and parents in the Del Prado neighborhood have requested service to their neighborhood.
  - In the morning, the route would start in the Del Prado neighborhood, then continue on Hopyard Road, Las Positas Boulevard, and Stoneridge Drive where it would continue using the existing alignment to school.
  - In the afternoon, there will be two patterns (one bus for each), with one serving the Amaral Park and Del Prado neighborhoods and the other serving Amaral Park to Trevor Parkway.



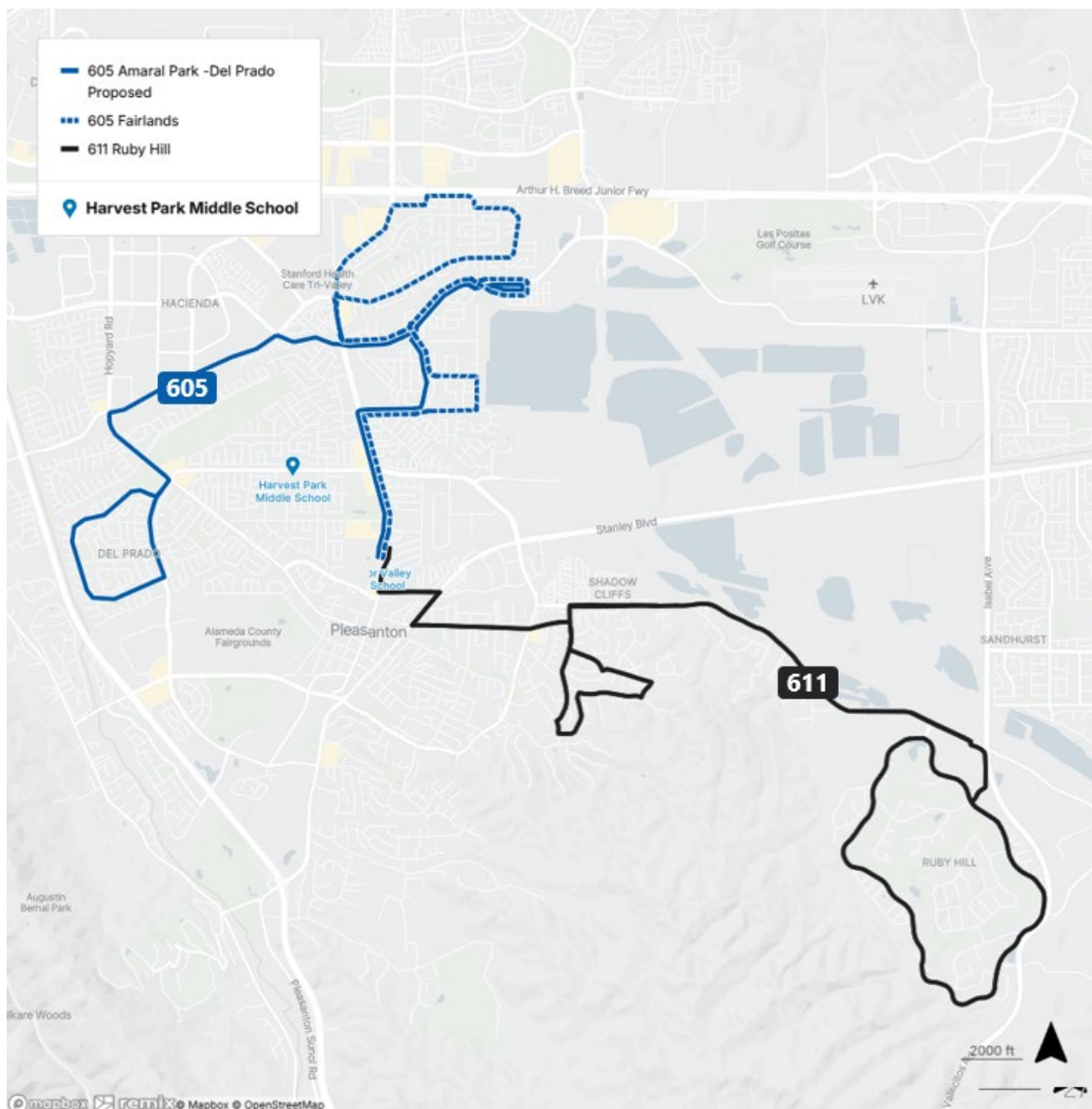
- **Consider re-timing the morning schedule.** 36% of trips arrived late to school in October 2025.

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## Amador Valley High School

There are two routes that serve Amador Valley High School, Route 605 and 611. Route 605 has a segment with low ridership which requires close to full buses (often standing room only) to deviate to pick up and drop off students. In the public survey, students and parents in the Del Prado neighborhood have requested service to their neighborhood. A portion of Route 605 also serves a neighborhood which is no longer part of the school boundaries. The proposed changes listed below help to reduce the travel time for riders onboard to serve low ridership segments and align service with the correct neighborhoods after school boundary changes.



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## Route 605: Fairlands - Amaral Park

- **Remove deviation to Martin Avenue** and have bus stay on Kamp Drive.
  - Ridership is low (0 in the morning and 4 in the afternoon) on Martin Avenue, and the deviation lengthens trips by 3 minutes for 29 morning riders and 67 afternoon riders on board.
  - This change would allow a full bus of riders to have a shorter ride to/from school in exchange for a few riders walking up to 8 more minutes to/from the Mohr Avenue & Kamp Drive stops.
- **Remove loop in Fairlands** due to low ridership.
  - The Fairlands neighborhood is no longer part of the Amador Valley High School district and is reflected in the low ridership (7 passengers in the morning and 5 passengers in the afternoon). This neighborhood now goes to Foothill High School, which already has service with Route 604.
- **Extend route to serve the Del Prado neighborhood.**
  - The Del Prado neighborhood is transitioning from Foothill High School to Amador Valley High School.
  - In the public survey, students and parents in the Del Prado neighborhood have requested service to their neighborhood.
  - With the removal of service to the Fairlands neighborhood, the route can be extended to the Del Prado neighborhood via Las Positas Boulevard and Hopyard Road. The Amaral Park neighborhood would continue to be served.
- **Consider re-timing the morning schedule.** 52% of trips arrived late to school in the morning in October 2025.

## Route 611: Ruby Hill

- **Consider re-timing the morning schedule.** 70% of trips arrived late to school in October 2025.

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## Priorities to Address Crowding Standards

As noted previously, three school-focused routes in Pleasanton have capacity issues. Additional buses are needed to reduce crowding on board buses. Combining Route 607 and 609 would reduce peak pull by one bus in the morning. Figure 2 lists the routes and number of vehicles recommended to be added in order of priority based on the frequency of capacity issues observed in October 2025.

**Figure 2** Priorities to Address Crowding with Additional Vehicles

Route	Capacity Issues	AM Vehicle Needed	PM Vehicle Needed
604	81-85% of afternoon trips are overcrowded. Room for 33-42 more riders is needed to accommodate the maximum afternoon load.	0	+1
610	64-74% of afternoon trips are overcrowded. Room for 30-39 more riders is needed to accommodate the maximum afternoon load.	0	+1
603	54-66% of afternoon trips are overcrowded. Room for 11-20 more riders is needed to accommodate the maximum afternoon load.	0	+1
<b>Total</b>		<b>0</b>	<b>+3</b>