

To: Operations and Scheduling Committee

Date: 6/28/2019

From: Sean Hedgpeth – Manager of Planning

Reviewed by:



SUBJECT: Dublin/Pleasanton BART Bus Bay Discussions with LAVTA

Background:

In March 2019, County Connection implemented service changes to Routes 35 and 36, with service between Dublin/Pleasanton BART and San Ramon. While the hourly Route 36 was discontinued, Route 35 got increased frequencies during peak periods, going from every 30 minutes to every 15-20 minutes. County Connection has been sharing bus bays with LAVTA on the north end of Dublin/Pleasanton BART for decades. LAVTA has restructured their routes several times over last decade, increasing service to Santa Rita Jail on LAVTA Route 1 and upgrading Route 2 from a cutaway vehicle to a full sized transit bus. LAVTA routes operate on a 'pulse' which means all of their buses arrive at a set time on the hour at all bays in order facilitate bus to bus transfers and to connect with BART.

Congestion at Bus Bays:

Now that Route 35 is more frequent and is timed as best as possible to connect to BART, it is now in conflict with LAVTA Routes 1 and 2. Operationally, this has required drivers to queue up behind other buses, often alighting passengers on the street to allow them to catch BART on time. Staff has received several complaints from LAVTA staff noting that dropping these passengers off blocks all of the northern bus bays and holds up LAVTA buses. In addition, the buses have breaks, or layover periods, where they must remain parked to provide a rest period for drivers, and to allow the next trip to start on time in case the bus was running late in the previous trip. Over five hours of Route 35 layover is required at Dublin BART on weekdays, ranging from 6 to 15 minutes each trip. The table included at Attachment 1 outlines the conflicts with LAVTA (highlighted in yellow) as well as times when two Route 35s could possibly overlap if they are running late or early (highlighted in red).

There are a total of twelve Route 35 arriving trips that are within 5 minutes of an arriving LAVTA bus at the same bus bay. In addition to LAVTA-County Connection conflicts, there's also the potential for Route 35 conflicts when trips are early or late. For example, the 7:18am Route 35 arrival at BART is within one and two minutes of a LAVTA Route 1 and 2, while arriving at the same time as a 7:18am Route 35 departure. If the arriving bus was running late it would have no curb space to drop off passengers, most of whom are attempting to connect to BART as

soon as possible. The same congestion is a problem for the bus departing at 7:18am. If it is late to leave, due to a wheelchair boarding for example, none of the other buses can access the bay.

Alternatives:

Staff travelled down to Dublin/Pleasanton BART and performed field work in order to determine a series of alternatives to work with LAVTA on a solution to the bus bay congestion. Attachment 2 offers three potential solutions, in the order staff would pursue. Each option requires additional coordination with at least one other agency to relocate bus bay assignment. Unfortunately, all of these alternatives degrade the passenger and/or operator experience in some way. Attachment 3 is the existing bay map at BART for reference.

Financial Implications:

None at this time.

Recommendation:

None at this time. Staff will work with the respective transit agencies and operations staff to determine the best alternative, possibly with short and long term solutions that will be incorporated into a bid. This item is informational only.

Attachments:

Attachment 1: Table of Bus Bay Schedule Conflicts

Attachment 2: Alternatives Matrix

Attachment 3: Dublin/Pleasanton BART Bus Bay Map

Attachment 1:

County Connection Bus Bay Conflicts with LAVTA at Dublin/Pleasanton BART

Route	Arrive Dublin Pleasanton BART	Route	Arrive Dublin Pleasanton BART
1	6:20 AM	1	2:20 PM
35	6:33 AM	35	2:37 PM
35	6:48 AM	1	2:50 PM
1	6:50 AM	35	3:17 PM
35	7:03 AM	1	3:20 PM
35	7:18 AM	2	3:31 PM
2	7:19 AM	35	3:37 PM
1	7:20 AM	1	3:50 PM
35	7:48 AM	35	4:02 PM
1	7:50 AM	35	4:16 PM
35	8:08 AM	2	4:19 PM
2	8:19 AM	1	4:22 PM
1	8:20 AM	35	4:45 PM
35	8:33 AM	1	4:52 PM
1	8:50 AM	35	4:53 PM
35	8:53 AM	35	5:17 PM
35	9:08 AM	2	5:19 PM
2	9:19 AM	1	5:22 PM
1	9:20 AM	35	5:37 PM
35	9:33 AM	1	5:52 PM
1	9:50 AM	35	5:53 PM
35	9:53 AM	35	6:17 PM
1	10:20 AM	2	6:19 PM
35	10:33 AM	1	6:22 PM
1	10:50 AM	35	6:37 PM
1	11:20 AM	1	6:50 PM
35	11:37 AM	35	6:53 PM
1	11:50 AM	35	7:17 PM
1	12:20 PM	1	7:20 PM
35	12:37 PM	35	7:33 PM
1	12:50 PM	1	7:50 PM
1	1:20 PM	35	8:02 PM
35	1:37 PM	1	8:20 PM
1	1:50 PM	1	8:50 PM

12 CCCTA/LAVTA conflicts of 5min or less

Route	Depart Dublin Pleasanton BART	Route	Depart Dublin Pleasanton BART
1	6:03 AM	1	2:33 PM
35	6:33 AM	35	2:48 PM
1	6:33 AM	1	3:03 PM
2	6:33 AM	35	3:23 PM
35	6:48 AM	1	3:33 PM
35	7:03 AM	2	3:33 PM
1	7:03 AM	35	3:48 PM
35	7:18 AM	1	4:03 PM
35	7:33 AM	35	4:08 PM
1	7:33 AM	35	4:23 PM
2	7:33 AM	1	4:33 PM
35	7:53 AM	2	4:33 PM
1	8:03 AM	35	4:48 PM
35	8:18 AM	1	5:03 PM
1	8:33 AM	35	5:08 PM
2	8:33 AM	35	5:23 PM
35	8:48 AM	1	5:33 PM
1	9:03 AM	2	5:33 PM
35	9:08 AM	35	5:48 PM
35	9:23 AM	1	6:03 PM
1	9:33 AM	35	6:08 PM
1	10:03 AM	35	6:23 PM
1	10:33 AM	1	6:33 PM
35	10:48 AM	2	6:33 PM
1	11:03 AM	35	6:48 PM
1	11:33 AM	1	7:03 PM
35	11:48 AM	35	7:08 PM
1	12:03 PM	35	7:23 PM
1	12:33 PM	1	7:33 PM
35	12:48 PM	35	7:48 PM
1	1:03 PM	1	8:03 PM
1	1:33 PM	35	8:08 PM
35	1:48 PM	1	8:33 PM
1	2:03 PM		

9 CCCTA 35-35 possible conflicts due to OTP

Attachment 2:

Route 35 Dublin BART Bus Bay Congestion Solution Alternatives

#	Description	Bus-BART Transfer Impacts	Bus-Bus Transfer Impacts	Travel Time Impacts	Operator Impacts	Other
1	Move Existing Route 35 stop to Amtrak Bus Bay	The Amtrak bay is about 50 feet closer to the BART Platform	Bus transfers are degraded, with the farthest Wheels local bus over 600ft away as opposed to 75ft from the current bay	Possible a minute or two longer to pull into a bay further east, especially if there is bus congestion	None, existing layover periods will remain the same duration	Need to coordinate with Amtrak
2	Move Route 35 to 97X Bus Bay on south side of the Dublin side of BART	Going to BART, there will be a walking distance of only 30 feet, as the bus can drop off under the freeway. From BART no changes	None, the existing walking distances essentially stay the same	Going to BART, Route 35 must endure an additional 7 traffic lights, using Hopyard/Owens. No changes coming from BART	More consistent Layover, some conflicts however with 97X. Drivers will lose some time going to BART due to the additional traffic lights	Consider moving Route 97X to share Route 3 bay
3	Drop off and Pick-up at Existing Stop, layover at Amtrak stop, pull around back to serve existing stop	No Changes	No Changes	No changes for passengers	This could significantly reduce layover breaks for drivers as they have to drive through two light cycles to pull pack into the bus stop	Need to coordinate with Amtrak

DUBLIN

Attachment 3: Dublin BART Bus Bay Map



Iron Horse Regional Trail

DEMARCUS BLVD

IRON HORSE PKWY

ALTA MIR

Station not shown to scale



Dublin/Pleasanton Station

Paratransit