

			Not An Unmet Transit Need	Unmet Transit Need that is Not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
			There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of Yolo County and the cities of Davis, West Sacramento, Winters, and Woodland.			
						All operational comments are shared with the transit operators, and/or the appropriate jurisdiction.
1	Service	Davis	County buses (Yolobus) coming more frequently between 8 AM and 6 PM (route #42) would be extremely helpful.			Yolobus routes 42 A and 42 B operate every 30 minutes seven days per week from approximately 6 AM - 10:30 AM and from 4 PM - 8:30 PM seven days per week. This is not an unmet transit need.
2			A bus to the Concord, CA BART station to allow transit access to San Francisco that operates every ½ hour would be very helpful. This service could even start in Sacramento instead of Davis.wn Sacramento.			Flixbus in partnership with Greyhound offers daily service to/from Davis and San Franciso. Alternatively riders on the Capitol Corridor can transfer to BART at the Richmond Station, or take the Amtrak bus to San Francisco at the Emeryville Station. This is not an unmet transit need.
3			More frequent Unitrans buses are needed – every 15 minutes.			A majority of Unitrans routes operate every 30 minutes with a few routes operating every 40-60 minutes. The level of service may be dependent on the time of day and whether UC Davis is in session or not. In January 2025 15-20 minute services frequencies will be implemented on the highest ridership Unitrans routes - V, J, and W. This is not an unmet transit need.
4			Later weekend service on the Unitrans P/Q, G and U lines is needed until at least 9 PM. The early end of service on the weekends limits my employment opportunities.			The routes listed currently operate every hour until between 6:30-7 PM.The level of service may be dependent on the time of day and whether UC Davis is in session or not. Unitrans is currently doing a Short Range Transit Plan where there will be analysis of later service. This is not an unmet transit need.
5	Service	Woodland	There needs to be a bus that goes up and down County Road 102/Poleline Road to service that east side of Woodland for travel to/from Davis.			Transit service via YTD routes 42A and 42B are currently available between Woodland and Davis with transfers to/from local Woodland (YTD) and Davis (Unitrans) transit routes. Currently there is Beeline Microtransit service available in Woodland allowing residents to connect to the routes 42A and 42B to travel to Davis and other desitnations more easily. This is not an unmet transit need.
6	Service	West Sacramento	A new route serving Sutter Health Park on A's game days should be created and operated jointly by SacRT and Yolobus (new route 140) operating three hours before and three hours after each game between the Sacramento Valley Station and the ballpark financed by a \$1 ticket charge with service provided free to ticket holding riders.			In February Yolo Transportation District (YoloTD) are bringing to their board as proposal for "sweeper" buses operating on the routes 42A and 42B that already serve the ballpark after games to provide additional passenger capacity. These routes, including the additional sweeper buses, will allow riders to travel to the UC Davis Memorial Union and to get within short walking distance of the Sacramento Valley Station. This comment suggests a jointly operated A's game day shuttle jointly operated by Yolobus and SacRT. This comment will be included in both Unmet Transit Needs Comments Summaries. This is not an unmet transit need.

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7	Service	Other	<p>The route 138 should operate on weekends to give more options for travel between Sacramento and Davis.</p>			<p>Transit service via YTD routes 42A and 42B are currently available on weekends between Sacramento and Davis with transfers to/from local Davis (Unitrans) transit routes.</p> <p>The Causeway Connection service is operated jointly by YoloBus and SacRT. This comment will be included in both Unmet Transit Needs Comments Summaries.</p> <p>This is not an unmet transit need.</p>
8	Operations	Davis	<p>The Mondavi-UCD Med Center Shuttle (Causeway Connection) has consistently not had drivers who can operate their wheelchair lift or even had working lifts, even with advance notice it would be needed by a rider.</p>			<p>All Causeway Connection drivers are trained to use the wheelchair lifts and securements.</p> <p>The Causeway Connection service is operated jointly by YoloBus and SacRT. This comment will be included in both Unmet Transit Needs Comments Summaries.</p> <p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
9			<p>Senior accessibility could be better – online schedules are not so helpful especially if the senior doesn’t know how to access them or doesn’t have a smartphone.</p>			<p>Paper schedules are available on all buses, and at many public buildings like libraries, transit centers, community centers. Operators can print out large format schedules by request for those with visual impairments.</p> <p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
10			<p>It is also difficult to learn how to get Connect Cards.</p>			<p>Information on the Connect Card universal transit fare card can be found at https://www.connecttransitcard.com/ or by calling 916.321.BUSS (2877) or TTY: 916.483.4327. Riders can request a card online or contact YTD. Any senior or disabled Connect Card users will need a picture on the card, and for large groups YTD staff may be able to come to those groups for pictures. There is also Connect Card information on the back of YTD brochures.</p> <p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
11			<p>Cleaner Unitrans bus stops are needed.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>

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12			Mandarin speaking Unitrans bus drivers or interpreters on call are needed.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>