

**TRANSIT NEEDS COMMUNITY OUTREACH EVENT IN
YOLO COUNTY, INCLUDING THE CITIES OF DAVIS,
WEST SACRAMENTO, WINTERS, AND WOODLAND
MINUTES**

**October 22, 2022 – 8:00 A.M.
Community Outreach Event – Davis Farmer’s Market**

The Community Outreach Event at the Davis Farmer’s Market was held by Barbara VaughanBechtold, SACOG staff; Erik Reitz representing the Yolo County Transportation District (YCTD); and Jeff Flynn representing Unitrans and the Yolo County Social Service Transportation Advisory Council (SSTAC).

Thirteen (13) people provided comments at the event and seven items of correspondence were received. Sixteen comments were submitted from YCTD staff based on their outreach.

Ms. VaughanBechtold and other transit agency staff arrived at the Davis Farmer’s Market at 8 AM and spoke to interested members of the public until 12 PM.

SUMMARY OF PUBLIC TESTIMONY

1. Anonymous, Davis, CA

The commenter stated that the discontinuation of route 42 A/B service on Cowell Blvd. is especially difficult for disabled riders to get to the nearest bus stop on Mace Blvd. and 2nd Street due to having to cross over the freeway overcrossing at Mace Blvd. and I-80.

2. Anonymous, Davis, CA

Bring back Yolobus Express Services (Davis/Sacramento) frequencies/options as they were pre-pandemic. There are not enough options now to make taking the Express services viable especially for those who must work a standard 8 AM – 5 PM schedule.

3. Anonymous, Davis, CA

More ride sharing services are needed with possible public sponsorship.

4. Anonymous, Davis, CA

More bus/transit stops with bicycle amenities like tire air inflation and minor bike repair facilities that are in working order.

5. Maura Metz, Davis, CA

We in Davis need connections to all the Kaiser facilities outside of Davis. A lot of us are getting old and there will come a time when we can’t drive, or are afraid to drive the freeways. Also, there are younger people who don’t drive or don’t have cars and need to get to Kaiser.

6. Anonymous, Davis, CA

Have a trolley style shuttle service in Central Davis. Light rail should run between Sacramento and Davis as something more frequent and affordable than the existing Amtrak service.

7. Maribel Cruz, Davis, CA

We need buses that leave/arrive every 15 minutes rather than 30 minutes or more.

8. Nala Haley, Davis, CA

There are many bus routes to Cowell Blvd. that make transit there more efficient; however bus lines to sites like Target (Unitrans route O and Z) take a longer time to arrive because of fewer bus lines, and the buses themselves can often be impacted/full.

9. Donna, Davis, CA

Why did Unitrans change its route away from Catalina? I used to walk two blocks to a stop and now I have to walk ½ a mile to the nearest stop.

10. Jane Schafer-Kramer, Davis, CA

Yolobus 42 service – please have the buses stop at newly constructed stops at 2100 5th Street. There are lots of people there who don't have cars, including families with children.

11. Marilu Carter, Davis, CA

Bring back the bus that ran from Davis to Vacaville to the factory/discount stores there.

12. Anonymous, Davis, CA

Why is the stop at the Nugget Market in East Davis near Cowell Blvd. closing (Unitrans/Yolobus stop)? If we want to reduce emissions and get people to ride transit don't close bus stops and make transit less convenient.

13. Julia Cox, Davis, CA

Unitrans: I've been using Unitrans pretty much daily for about twenty years. I get met where I need to go anywhere in Davis pretty close to on time. I know when and which buses are too crowded or traffic congested so I can avoid those potential problems usually. New (inexperienced) drivers (mostly in 2021 and 2022) are often oblivious to passenger needs for example, 1) Allowing people to board while someone needing the ramp is trying to exit. I have experiences and witnesses shoving many times this year. 2) Some drivers don't know what the double ringer indicates. Most new drivers toe-in to bus stops. This puts the rear of the bus still in the traffic lane also the side mirrors are not very effective at that angle. Many trainers do not acknowledge let alone address the issues I've mentioned here.

Yolobus: The new 42 is so hard to figure out. The printed schedule and actual service often do not match. Drivers often have to park a few minutes. There are many nice human beings who drive Yolobus, but the 42 long run seems to collect a high number of drivers with personality problems: misogyny, huge egos, general superiority, and rage. I stay in Davis anymore where I feel safe on a bus and know I can get home again.

CORRESPONDENCE

1. Larry Chandler, Davis, CA

Glad you asked for feedback on bus services. The latest change you (Yolobus) made, removal of the 42A and 42B bus stops from most of Covell Blvd. is a terrible thing. Not everyone has a car, nor can everyone afford an Uber.

There are many student-housing projects (and not just students live in them, many seniors do also) and there is no convenient way to get to the airport.

All this was done in the name of faster bus service. But simply making buses run faster is not and should not be your priority. Your priority should be service, not speed. A taxi or Uber from the airport to North Davis cost us \$60. The phrase "making the trains run on time" is from Mussolini's fascist Italy.

You also altered my local bus. Now I can understand if no one took the Unitrans E Bus which is why you cut service from every 30 minutes to every 60 minutes. But did you even ask anyone about the change? As well as no longer heading into downtown Davis? Yes, you're now on 5th St, rather than 3rd St. (again in the name of speedy service, but no thought of who would be inconvenienced).

While I do drive, I prefer not to take my car downtown. The E bus was very convenient to go downtown for lunch, for coffee, to do some shopping. But it is an extra 4 block walk (2 each way) and I will not do this. So, I rarely go downtown anymore. I still will if going to the movies, but not to do any shopping in the Asian markets or the many other interesting stores in Davis. It is highly inconvenient to have to wait an hour for another bus.

And would it be so terrible if the Causeway Connection stopped at least at one stop along E. Covell? That way people who need to go to UC Davis Medical Center don't have to drive in Sacramento traffic or take multiple buses.

You really need to pay attention to the needs of the community instead of racking up points for being faster. If you eliminated all stops on all lines, think of how fast the buses could now run!

2. Julian Watt, Davis, CA To Whom it May Concern,

I have reached out to Yolobus but I doubt any movement.

Yolobus have developed a new plan to further restrict their bus services between Davis and

Sacramento. The few remaining bus stops 15-20min walk from my house in South Davis are being closed so it requires a drive to get to the bus in NE Davis which defeats the point of a bus. There are now **NO bus stops in South Davis** at all.

<https://yolobus.com/wp-content/uploads/2022/08/Map-Route42AB-Sep2022.pdf>

Davis residents continue to pay increased taxes based on elevated property prices yet our services are continuing to be cut.

During Covid the Yolo 44 express buses were removed. We actually had a bus that was only 5min from my house. Gone and there is no plan for this service to return. I understand that state workers are finally returning to their Sacramento offices and the demand for alternative transport to cars will be needed yet there is no viable option now for all of South Davis. I don't work for the state, my offices were open during Covid. I continue to catch the bus. No more, now I'm forced to use my car as there is no service.

For a City and a State that have challenging carbon reductions a weak public transport service is not helping. We need to provide viable mix-mode transport options to reduce single vehicular use.

Your concerned Davis resident and tax payer,

Julian Watt

3. Elise Herbert, Davis, CA

Hello, my name is Elise Herbert. And I'm contacting you to complain because the L line in Davis (Unitrans) consistently drives past my bus stop most days, even when I'm waiting there. They also drive past it when I'm trying to get off. I've seen them drive past a lot of other bus stops. It's an issue both inbound and outbound and my bus stop is the Moore Boulevard and Rockwell Drive stop that they drive past even sometimes when I'm standing there. I have also had the experience where the stop request line doesn't work, or the driver just ignores it and keeps driving anyway. I hope someone can reach out to the L line (all Unitrans lines really) driver(s) to remind them that they need to stop at each stop requested and when riders are waiting at the stop. Anyways, thank you. Have a great day.

4. Lulu Zhang, Davis, CA

To whomever it may concern,

I hope this email finds you well.

I was wondering if your office had the capability of cleaning up this bus stop (West Covell at Sycamore Yolobus 42B stop)? It has been exceptionally dirty and messy for as long as I can remember. It appears that some homeless people or just people would litter. I have seen clothes, water bottles, cigarette butts... etc. Considering the current MPOX and COVID situation, it's really unsanitary for trash to be scattered all over this bus stop. Therefore, I was wondering if the trash situation could be solved sooner than later?

In addition, there are many tree branches sticking out blocking pedestrians' way, either after they get off a bus or just passing by. It can cause safety hazards, given that buses run pretty close to the curb after they drop off passengers at this location. Can these tree branches please be trimmed?

I really hope to hear from your office about how to solve these two issues.

Thank you,
Lulu

5. Brad Arthur, Davis, CA

Many inaccessible stops for me in Davis and people who use wheelchairs. Grocery stores, medical offices, housing. Still inaccessible. Same comments as last year. Is not being able to get to the doctor and groceries on the bus not an unmet need?
Trader Joe's, Covell Medical Offices, Emerson Junior High, etc.

This comment was found to be an unmet transit need that was reasonable to meet as part of last year's (FY 2022-23) Unmet Transit Needs Process. Unitrans is working with the City of Davis to address ADA inaccessibility of any transit stops to make service accessible for all riders.

6. Jax Williamson, Davis, CA

I would love to take transit more often, but the only Unitrans bus line that comes to my part of Davis comes once an hour until 8 on weekdays, and not at all on weekends. There aren't many destinations on the route, basically just the terminal at the MU near downtown. It means when I want to take Amtrak I have to use another mode of transportation to get to the station, and the station doesn't have a good track record of bikes going un-stolen.

7. Dave, Davis, CA

The UC Davis/Unitrans P-line is the most inconsistent and unreliable bus line. It never runs in the morning, and randomly throughout the day it misses on some of its 30min scheduling. I have missed way too many classes because of this inconsistent bus line.