



Across the Causeway Transit Riders Collective

Safety

WHAT YES LOOKS LIKE: All bus seats have lap and shoulder belts.

- Unlike intra-city buses, these buses travel at 70 mph on the freeway, increasing the risk to riders by not having seat belts or forcing them to stand
- “Because of safety concerns, the university does not allow people to ride while standing in the aisle,” Contreras said. In other words: no seat, no ride ([UCD Shuttle Article 2008](#))
- In 2017, Governor Brown signed a law (SB20) requiring passengers to use seatbelts on transit buses when they are provided, indicating the risk in not wearing a seatbelt is recognized by California. In the very near future, *all* transit buses will be required to have seatbelts.
- Seatbelts are the single most effective traffic safety device for preventing death and injury in the event of a crash. ([US Department of Transportation, National Highway Traffic Safety Administration](#))
- For example, Russell (long time rider with accessibility needs) and patients at UCDMC require a seatbelt. From Russell: “[T]he reduced seating capacity and lack of seat belts on the new electric buses recently purchased by the University, through a grant from Electrify America, present safety concerns for me and other shuttle users with disabilities because riders could be required to stand, which could result in falling, or be thrown forward if seated, when the driver needs to suddenly stop to avoid a collision with another vehicle.”



Example of seatbelts on public transit



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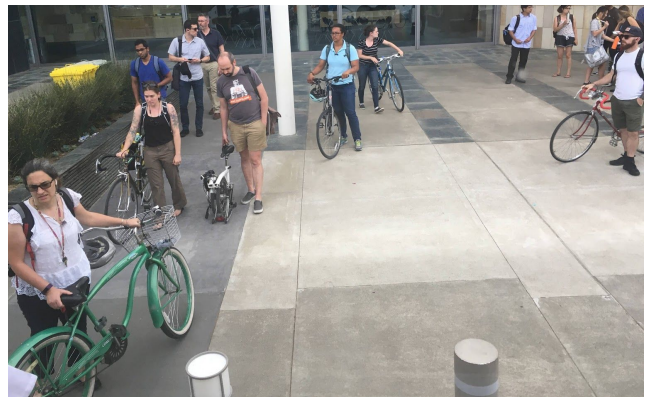
Bicycles

WHAT YES LOOKS LIKE: Current capacity for direct hourly express service should be at least matched (8 full size bikes per vehicle).

- Environmentally friendly: Since we are looking to reduce overall emissions and be a model of environmentally responsible transit in the future, this is an opportunity to showcase the future of public transit by being as green as possible.
- Increases ridership: This is an effective way to solve the issue of “First Mile, Last Mile” which can be a barrier to transit and aligns with Davis’s notability as the Bicycle Capital of the USA. Given the number of riders who currently take bikes (and the fact that frequently bikes are turned away even with a capacity of 8 and previous capacity of 15), it is clear the demand is present for bike capacity on this route. Allowing more bikes expands the distance around each stop where riders are willing/able to travel from home/work to the stop, which will increase ridership.
- Current bike capacity is 120 full sized bikes per day (15 runs and 8 bikes per bus) while new bike capacity is only 78 (26 runs with only 3 bikes per run) leaving unacceptably limited bike capacity in the express service where it is most needed.
- While helpful, more storage isn’t an adequate solution since many people use bikes on both sides of their commute, to/from home and to/from work. Both secure storage at the bus stops and use of public bike share (as suggested by UCD administration) increases costs.
- Increasing bike capacity decreases the need for people to drive to the shuttle which represents a cost savings to the university as they will need to build fewer parking structures/lots (along with the added health benefit of biking)



Example: Swiss Poste Bus - Six bike rack capacity



Six bicycles wait to board at UC Davis Mondavi Center



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UCD's Commitment to Students, Employees, Patients

WHAT YES LOOKS LIKE: UCD makes a formal commitment that it will continue to provide direct connectivity between campuses and that the form of connectivity (e.g., public transit, charter buses) will be driven by UCD affiliate needs. UCD will collect and analyze data.

The MOU should include:

- UCD will develop a data collection plan and measurable criteria for determining whether the new transit model can meet the needs of current and potential future riders.
- UCD will monitor UCD affiliate transit usage separately, so that it can determine whether UCD needs are being met.
- UCD will adjust routes or modes of transit to meet UCD stakeholder needs (based on data findings).
- State explicitly how UCD will ensure its stakeholders retain access to intercampus express transit if SacRT and YCTD cease to provide intercampus express transit service during or at the end of the MOU period.
- UCD will retain FTEs dedicated to analyzing data and using the data to represent the needs of UCD employees/students/staff/faculty/patients on both campuses. Communication and collaboration across campuses is key.
- UCD will have a formal role in SacRT/YCTD decision making
- State explicitly what UCD will do to meet its stakeholders' needs if there is a significant reduction in mass transit usage after the shuttle is cancelled.
- UCD will adequately advertise service using printed and electronic communications
- *Current riders will be given the opportunity to review the MOU prior to finalization to confirm that it meets the needs of current riders.*



UC Davis Sacramento connection (including future Aggie Square)



Values and green goals



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Fare

WHAT YES LOOKS LIKE: Maintain current fare structure (\$1.50/single ride and \$45/month) for UCD affiliates. If SacRT/YCTD change fares in the future, UC Davis affiliates will continue to pay a proportionally scaled fare. This arrangement should be explicitly stated in the MOU.

- In order to better connect the UC Davis and UCDCM campus, fares should be consistent. Asking one campus to pay more/less than other can create uncomfortable dynamics and asymmetries.

BOARDING PASSES

ONE WAY PASS	\$1.50
TEN RIDE PASS	\$15.00
MONTHLY PASS (unlimited rides)	\$45.00

Current Fare Structure as displayed on UC Davis Intercampus Shuttle Website

UC Davis is continuing to evaluate options for equalizing the fare structure for Davis and Sacramento-based employees.

UC Davis is working to ensure UC Davis affiliates pay the same low fares for the Causeway Connection as they currently pay on the intercampus shuttle. We expect to announce a final fare structure in December.

Announcement regarding fare structure for proposed Causeway Connection as displayed on Causeway Connection UC Davis website



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Schedule, Route, and Passenger Capacity

WHAT YES LOOKS LIKE: Hourly (or more frequent) direct service that is capable of meeting current demand (i.e. no UCD affiliate is left at the curb). We propose that the best way to ensure this is by doing a pilot study blending existing service and the proposed new service.

- A pilot study that has been optimized using objective measures of usage and surveys of riders should be used to design any new service (e.g. run during the academic year, tested for long enough to allow riders to try options).
- Since this is also incorporating new service areas, SacRT and Yolobus should provide data that shows a current unmet need from their existing ridership.
- Comparing the existing service directly with the new service will provide clear evidence whether this new service solves an unmet transit need, while not eliminating any needed attributes from existing ridership during the trial.
- The trial should maintain three existing UCD stops OR equivalent stops so that no UC Davis affiliates have to travel more than they currently do to their final destination or if that's not possible UCD will provide means to add travel around campus (e.g. shuttles similar to the UCDMC shuttles around the parking lots).
- The trial period should not end until the long-term service begins operating following the parameters and findings determined by the pilot.



Autonomous Olli bus at Sacramento State transports community throughout campus



UCD Health System Shuttles transport community to parking, light rail, Midtown