#### STAFF REPORT

October 13, 2025

**TO:** Transportation Commission

**FROM:** Jennifer Donofrio, Senior Transportation Planner

**SUBJECT:** City of Davis and Unitrans Short Range Transit Plan proposed

Unitrans route changes

#### **Recommendation**

Staff recommends that the Transportation Commission;

- 1. Receive a presentation from consultant team on the Short-Range Transit Plan project; and
- 2. Provide feedback on recommendations regarding proposed route and schedule changes and the draft Existing Conditions Report.

#### **Background and Analysis**

In October 2024 the staff introduced the Short-Range Transit Plan (SRTP) project to the Transportation Commission. The October 2024 staff report includes information about why the City is required to have this Plan and the elements of the Plan. For context about the purpose of the Plan learn more at 6A- Short Range Transit Plan Introduction - SR.pdf.

Today, staff is sharing the draft Existing Conditions Report (Attachment 1) and proposed changes to Unitrans and Yolobus routes in Davis in an Executive Summary Report(Attachment 2).

The draft Existing Conditions Report provides a comprehensive examination of existing transit operations, service performance, demographic trends, land use, and travel behaviors, focusing on the Unitrans fixed-route system. Evaluating present travel patterns and demographics is a key part of ensuring that the transit network meets the current and future needs of people traveling within, to, and from the City of Davis and UC Davis campus. Understanding the area's land use and the built environment will inform transit's viability as a primary mode of transportation. Transit is most successful when the routes serve a variety of destinations, including housing, job centers, grocery stores, medical facilities, social services, schools, and shopping malls. The information in this Report helps inform future Unitrans route changes to improve the efficiency, equity, and effectiveness of the city's transit offerings.

The goal of the proposed route changes is to better align service with passenger demand and address service reliability issues caused by traffic congestion. The proposed route changes were determined based on several factors including ontime performance, equity, efficiency and effectiveness. Attachment 2 includes a breakdown of the proposed route and schedule changes.

Highlights from the route changes include:

#### South and East Davis

- P & Q Lines will no longer serve South Davis
  - To improve reliability and on-time performance, which is currently lowest among all Unitrans routes due to traffic congestion on and near the Mace Blvd I-80 overpass, both routes would travel along 2nd and 5th streets, no longer going over the overpass or south of I-80. South Davis will be served by the new S line on weekdays and revised O line on weekends, which will continue to connect the area to central Davis and the UC Davis campus.
  - The T line and P/Q supplemental Harper Junior High trips would not change, continuing to travel over the Mace overpass to maintain direct connections from South Davis to schools north of I-80.
  - In East Davis, the counterclockwise P Line would be moved from the Mace/Covell curve to Alhambra Blvd to better serve Mace Ranch. The clockwise Q line would remain on its current Mace/Covell route to maintain service to Harper Junior High School.
  - There are no proposed changes to the P & Q line outside of South and East Davis.
- S Line, New Weekday Bus Route in South Davis
  - Using 5th Street, Lillard Drive, and Cowell Blvd, S Line would operate every 30 minutes on weekdays, giving South Davis residents direct access to downtown, Amtrak, and the UC Davis Memorial Union Bus Terminal.
  - If riders travelling from Downtown or UC Davis need to get to 2nd or 5th Street east of Pole Line Road, the Unitrans Z line serves both 2<sup>nd</sup> and 5<sup>th</sup> Street, new Unitrans P and Q Lines operate via 5<sup>th</sup> Street, Cantrill Drive and 2<sup>nd</sup> Street, and Yolobus Route 42 will operate and the length of 5<sup>th</sup> Street.
- O Line, Modified Weekend Bus Route to serve South Davis
  - The O line would now go to South Davis, continuing south on Pole Line to cross I-80 instead of turning east to serve 2<sup>nd</sup> and 5<sup>th</sup> Streets as it does currently.
  - Service along 5th Street on weekends would be provided by the P and Q lines (west of Cantrill Drive) and Yolobus Route 42. Service along 2nd Street and to Target would be provided by the P and Q Lines, which would stop at the shopping center entrance instead of today's more distant Mace and 2<sup>nd</sup> stop.
  - There would be no changes to the O Line between Memorial Union and Pole Line, with the route continuing to serve Downtown via 2<sup>nd</sup> St and Grocery Outlet via 8<sup>th</sup> St.

- UC Davis undergraduate students can ride Route 42 fare-free using their undergraduate AggieCard and any Unitrans passholders can ride Route 42 within Davis city limits without paying another fare.
- Yolobus will Serve Area Formerly Served by the Weekday A Line
  - A Line service will be discontinued, but new and modified routes will maintain bus service at all current A Line stops.
  - For service to the UC Davis Memorial Union along 5th Street currently served by the A line, the Yolobus Route 42 will provide service every 30 minutes under the proposal all day long. Riders west of 5th Street at Cantrill Drive can also use the modified P and Q lines to connect to the UC Davis Memorial Union Bus Terminal.
  - South Davis A line riders will use the new S Line to connect to Downtown Davis and UC Davis Memorial Union. Instead of crossing I-80 at Mace and traveling through East Davis, the route will traverse South Davis and cross I-80 at Pole Line.
  - Service on the Z line will remain unchanged for those traveling between 5th St. and the Silo Terminal
  - UC Davis undergraduate students can ride Route 42 fare-free using their undergraduate AggieCard and any Unitrans passholders can ride Route 42 within Davis city limits without paying another fare.

#### **Central Davis**

The proposals below impact Memorial Union Bus Terminal based routes only. There are no proposed changes to Central Davis routes serving the Silo Bus Terminal.

- B line discontinuation and G Line Alternatives
  - The B line would be discontinued due to low ridership and productivity. Unitrans proposes two alternatives for current B line riders.
  - Alternative 1: To avoid duplication with Yolobus 42 A/B, the G line between Russel Blvd and Alvarado Avenue would move from Anderson Rd to Sycamore Ln., serving Trader Joe's and The Marketplace. Yolobus 42A/B would operate on an adjusted schedule, every 30 minutes all day on weekdays and every 60 minutes on weekends, on Anderson Road.
  - Alternative 2: The G line would continue to operate on Anderson Rd. B line riders would still have access to transit on Anderson Road, within 0.5 miles, or the C line which connects the southern end of the Sycamore corridor with Silo Terminal.
- F Line, More Convenient Service in Central Davis
  - The F line would provide more convenient two-way service along both W.
     14th Street and F Street, offering more direct service to Davis Senior High School and the Yolo County Library.
  - The F line would also improve transit access in North Davis by providing service on Catalina Drive. Currently there is no transit on Catalina Drive.

- This change is possible because the new R Line would serve the area near Anderson Rd. and Alvarado Avenue currently served by the F line
- J Line, No Changes
  - No J line changes are proposed
- R Line, New Route in Central Davis
  - Connecting UC Davis Memorial Union and Alvarado Avenue via Oak Avenue, the new R line would offer a direct and convenient link for residents and students on Alvarado Avenue east of Anderson Road.
- Yolobus 42 Line will Now Serve Sutter Davis Hospital on John Jones Rd
  - Yolobus Route 42 would now take exit 31 southbound on SR-113 and continue south on the frontage road to John Jones Rd where it will turn left and continue on the existing alignment on Covell Blvd and Anderson Rd through Davis. Northbound buses would turn right on John Jones Rd, to County Road 29 where they would enter SR-113.
  - This realignment is not expected to significantly impact travel times between Davis and Woodland on Route 42.
  - UC Davis undergraduate students can ride Route 42 fare-free using their undergraduate AggieCard and any Unitrans passholders can ride Route 42 within Davis city limits without paying another fare.

As part of the community survey in fall 2024 riders and non-riders were asked about their preferred changes to the existing service hours. Based on the survey feedback staff is proposing the following:

- Currently on Friday the last departure from a UC Davis terminal is around 8 p.m., earlier than on other weekdays. The proposal would extend Friday service hours to be consistent with other weekdays, with the last run departing close to 10 p.m. or after 10 p.m.
- On Saturday and Sunday, the current last departure from the Memorial Union Terminal is after 6 p.m. and the proposed last departure would be after 8 p.m.

Also, YoloTD staff are proposing changes to Route 42's schedule. Currently, Route 42 operates the same schedule 7 days per week, every 30 minutes during morning and afternoon peak periods and every 45 minutes during middays and evenings. However, average daily Route 42 ridership is 20% lower on weekends than on weekdays. Accordingly, the proposed schedule would create distinct weekday and weekend schedules, as follows:

 On weekdays, Route 42 would operate every 30 minutes all day, including middays and evenings. This would constitute a 50% increase to weekday midday and evening service levels. On weekends, Route 42 would operate every 60 minutes all day. This
would constitute a 50% decrease to weekend morning and afternoon
service, and a 25% decrease to weekend midday and evening service.
Yolobus previously operated hourly service on Route 42 until 2022.

 The proposed Route 42 weekday service levels align with requirements of the Yolo 80 Managed Lanes Project's VMT Mitigation Plan.

#### Project Schedule and Next Steps

Today, a community-wide survey launched asking for feedback on the proposed Unitrans route and schedule changes. The survey will be available for one month and posted on the City's website, social media, in the newspaper, and on Unitrans buses. Staff is hosting events at the Memorial Union Terminal, Silo Terminal and the Davis Food Co-op this fall to engage with riders and non-riders.

As part of the community outreach staff will reach out to residents on Catalina Drive, which currently does not have bus service. The northern part of Catalina Drive had Yolobus express service until January 2025 and Unitrans operated a bus line along the full length of Catalina Drive until 2013. The route change proposal includes adding bus service on Catalina Drive from 6:55 a.m. to 8:30 p.m. Monday through Friday every 30 to 60 minutes. Residents living within a quarter-mile of Catalina route will be mailed a survey as well as door hangers will be distributed to hear feedback on the proposed route change.

Once the community outreach is completed the consultant team will analyze the results to determine interest in these proposed changes. The results will be included in the final Short Range Transit Plan. The final Short Range Transit Plan will be presented to City Council in June 2026.

#### **Attachments**

- 1. Draft Existing Conditions Report
- 2. Executive Summary of Proposed Route and Schedule Changes



# City of Davis Short Range Transit Plan

Existing Conditions Report - Draft

December 2024

Prepared by:



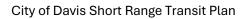




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# Introduction

This Existing Conditions Report serves as a foundational component for the City of Davis's Short Range Transit Plan (SRTP), analyzing the current state of transit services and identifying areas of opportunity to enhance mobility and accessibility within Davis and its surrounding regions.

The report provides a comprehensive examination of existing transit operations, service performance, demographic trends, land use, and travel behaviors, focusing on the Unitrans fixed-route system and Davis Community Transit (DCT) paratransit services. By capturing key insights into travel patterns, ridership trends, and community needs, this document lays the groundwork for targeted strategies to improve the efficiency, equity, and effectiveness of the city's transit offerings.

The findings from this report will inform strategic recommendations aimed at addressing current challenges, leveraging strengths, and meeting the evolving mobility demands of the Davis community.

# Market Assessment

Evaluating present travel patterns and demographics is a key part of ensuring the transit network meets the current and future needs of the City of Davis and the University of California, Davis. Understanding how travel patterns may have shifted following recent growth, and the COVID-19 pandemic is also essential.

This Market Assessment focuses on the land use, demographic makeup, and travel patterns within Davis to gather insights into where people live and how they choose to travel. This section of the report follows the outline of the 4 D's – Design, Density, Destinations, and Diversity. Understanding the area's land use and the built environment will inform transit's viability as a primary mode of transportation. Ultimately, this chapter will help us to better understand Davis's mobility needs and its market for transit and will inform future recommendations for public transportation services in the City of Davis and UC Davis.

Data for the Market Assessment primarily came from the U.S. Census American Community Survey from 2022 and Replica, an online platform aggregating location-based services, credit card transactions, and census data into comprehensive regional travel pattern dashboards for use in transportation planning projects. Other data sources include responses from the community surveys conducted in 2024 as well as information available on The City of Davis's, Unitrans's, and Davis Community Transit's website.

# **Design Analysis**

The City of Davis is a small college town in the northern California county of Yolo. The University of California–Davis plays a significant role in the community's fabric, with students making up 40 percent of the population while school is in session. The campus is nestled just to the west of the center of downtown

<sup>&</sup>lt;sup>1</sup> The Collegiest College Town in Every State



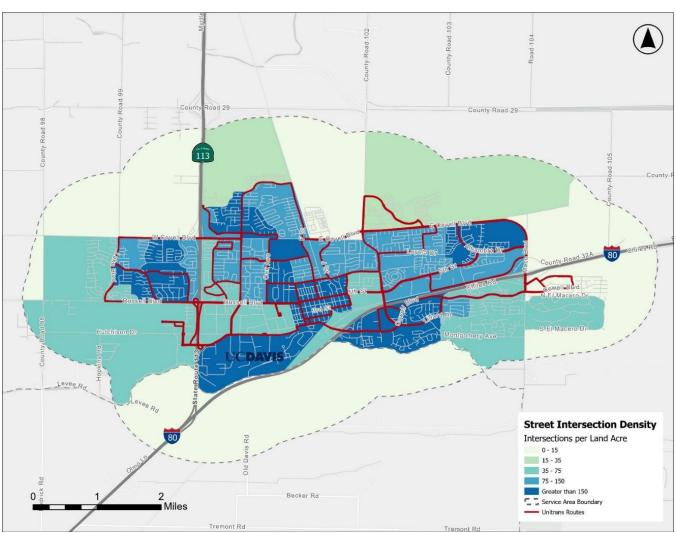


Davis, making it a part of the city's heart. This proximity allows for a strong and close relationship between the University and the larger community. Davis is known for being one of the most bicycle-friendly towns in America; there are over 100 miles of bike lanes within the 11-square-mile city.<sup>2</sup>

#### STREET NETWORK DESIGN

Street network design plays a significant role in the accessibility of public transportation. Understanding the region's street intersection density is essential as most riders walk to and from the bus stop to their destinations. There is better walkability when street intersections are more densely located. According to Figure 1 intersection densities are highest in the City of Davis, primarily on and near the UC Davis campus, in North Davis, and on the city's far eastern side as well.

Figure 1 - Street Intersection Density, Unitrans Service Area



<sup>&</sup>lt;sup>2</sup> High wheel Bicycle





#### WALKABILITY

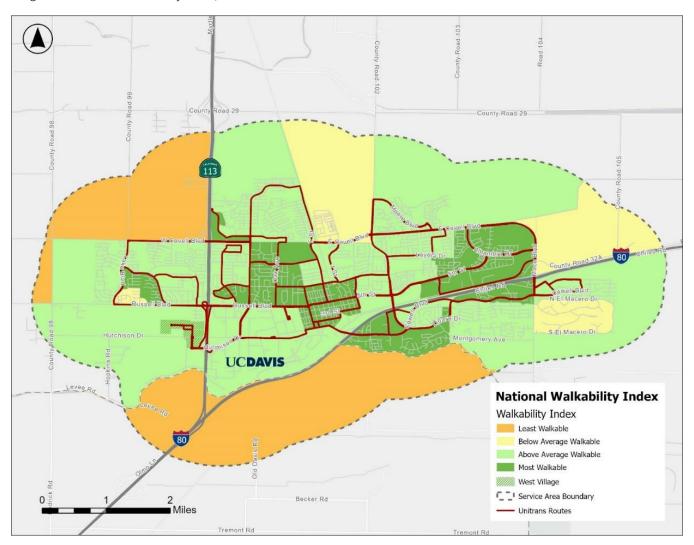
The National Walkability Index, developed by the Environmental Protection Agency, creates a walkability score based on intersection density, proximity to transit stops, and diversity of employment and housing types. Figure 2 shows which areas of Davis are considered walkable based on this index. The regions of Davis with the highest walkability are the downtown centers of the major cities in the region. We can see this pattern, particularly in Downtown Davis, where street densities and sidewalk connectivity are more supportive of pedestrians. Many areas of Davis, like the Northeast, may seem un-walkable due to cul-desacs and unconnected streets, but actually, there is an extensive and well-connected network of bike and pedestrian paths that move people through the neighborhood quickly. Additionally, access to schools and shopping destinations makes this area more walkable. Surprisingly, the UC Davis campus does not score as "Most Walkable," which could be due to the lack of diversity of employment and the lower mix of housing and employment compared to other census block groups. It also does not take into account the closure to auto traffic which makes UC Davis campus very walkable.

Most survey respondents said they walk to and from the bus stop, so ensuring that riders have this connectivity between bus stops and their destinations is vital. In Davis, all of the transit routes and bus stops are in areas that are "Most Walkable" or "Above Average Walkable," which is good news. Understanding these patterns in Davis will help make informed decisions about where bus routes are feasible and will be connected to a transit-supportive pedestrian network. Building up the walkability will be imperative in areas that are below average to get more community members access to transit. This could be accomplished in newer neighborhoods that have a network of pedestrian paths by locating bus stops at locations that optimize access to transit utilizing these paths. Bikes are not allowed on Unitrans buses, so most riders are walking or rolling to bus stops; this further emphasizes the need for a well-connected pedestrian network in Davis.





Figure 2 - National Walkability Index, Unitrans Service Area



# **Destinations Analysis and Major Activity Generators**

Transit is most successful when the routes serve a variety of destinations, including housing, job centers, grocery stores, medical facilities, social services, schools, and shopping malls. A bus route that travels entirely through a residential neighborhood will not carry many riders as there are no destinations. The most significant driver of trips in Davis is the university campus, with students, staff, and faculty traveling for work and school. Aside from the university campus in Davis, there are key destinations in downtown Davis and shopping centers such as El Macero Shopping Center that generate trips in those areas.

#### **EXISTING AND FUTURE LAND USES/ZONING**

In the City of Davis, the zoning is mainly Residential Low Density with Residential High Density along the major corridors. To the east of the Downtown Davis Specific Plan is zoning for industrial and Business Park areas along I-80. The University of California–Davis is not within the city boundaries but is adjacent to Downtown.



Figure 3 - Zoning Map, City of Davis



The planned developments in the City of Davis are spread out across the city, but more developments are concentrated in downtown Davis and to the north of Covell Boulevard.<sup>3</sup> In Figure 4, the developments in light green are approved projects pending construction, those in dark green zones are under construction, the blue zones are completed, the yellow zones are pending review, and the tan are in Planning Review (subject to voter approval). The downtown developments will add 506 total units, and 39 will be affordable units. This area of Davis is served by transit either by the Unitrans local service or the Yolobus regional fixed route service. The developments along Covell Boulevard will add approximately 4,000 new units, with 762 units designated affordable housing. These new developments are within ½ mile of Lines P and Q but only provide indirect service to Downtown Davis and the University.

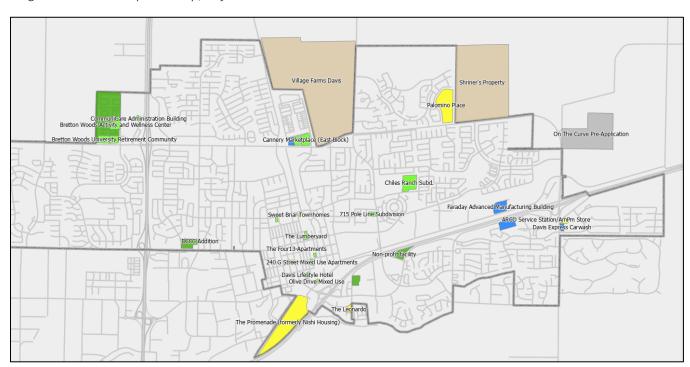


Figure 4 - New Development Map, City of Davis

# **Density Analysis**

Denser areas have more people concentrated together; the more people there are, the larger the potential rider base. Denser areas are ideal for transit because they concentrate more people within a smaller geography, so the bus does not have to deviate to attract riders.

#### **POPULATION**

The City of Davis has a total population of 65,832 residents.<sup>4</sup> Davis has the highest population density of people in Yolo County, with 6,703 people per square mile. This is about twice as dense as Woodland and three times as dense as West Sacramento. In Figure 5, more substantial densities of people are towards the

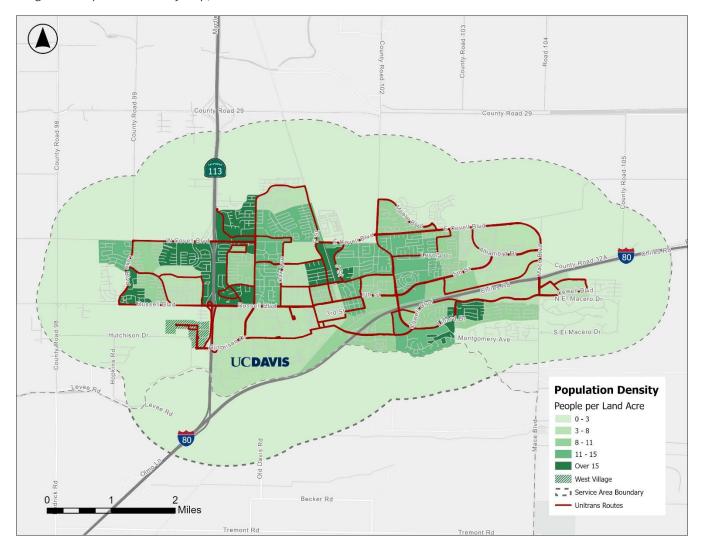
<sup>3 2021 - 2029</sup> Housing Element City of Davis

<sup>&</sup>lt;sup>4</sup> Census Bureau Quick Facts



west of the city, along SR-113 and along F & J Streets just north of Downtown Davis. One area that is not being reflected on the maps is West Village. This new high-density housing provided by the university houses students in apartments. This area does not stand out on a map due to the census tract includes the agricultural land with lower population density to the west of West Village.

Figure 5 - Population Density Map, Unitrans Service Area



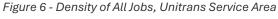
The Sacramento Area Council of Governments (SACOG) board of directors adopted the 2025 Blueprint Land Use assumptions, which project changes in population, jobs, and housing by 2050. In these assumptions, SACOG predicted an average annual population growth rate of 0.66 percent, which is down from the 2020 prediction of 0.97 percent. However, the region is predicted to outpace state and national population growth rates. Between 2016 and 2020, the region saw the highest population growth rate of any California region, as seen in Figure 8 below. Understanding the growing and changing nature of the region will allow Unitrans and DCT to better plan for the future.

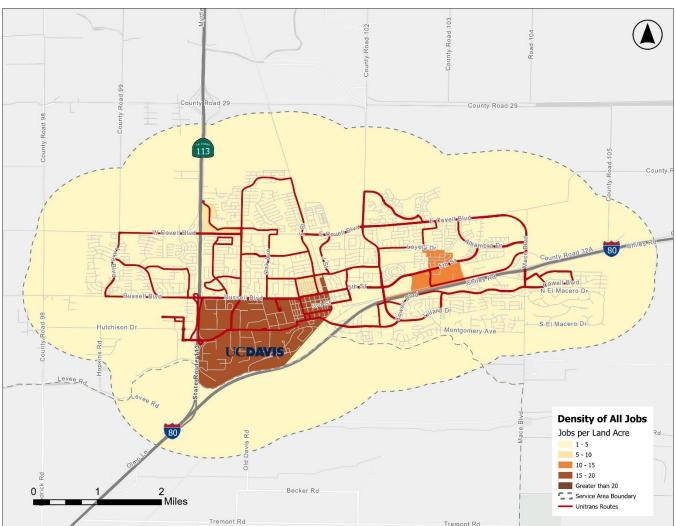




#### **EMPLOYMENT**

Aside from commuting to school, commuting to work is the top transit trip generator in Davis. According to the 2024 Community Survey riders responded that they were coming from or going to work/school at higher rates than any other trip purpose. In Davis, the highest concentration of employers is the University and Downtown Davis. The University employs 25,000 staff and faculty members at the Davis campus and the UC Davis Health in Sacramento.<sup>5</sup> Sutter Davis Hospital is also a large employer in the city with 205 employees. There is an additional pocket of job density between 2<sup>nd</sup> and 5<sup>th</sup> Streets to the east of downtown Davis. This area is zoned for business parks and has many large office buildings and manufacturing sites. Similar to the population growth rate estimates, SACOG estimates that the region will capture an increased share of jobs and, therefore, outgrow the state and nation. The region is estimated to have a 6.2 percent share of jobs in the state by 2050, which is a 0.2 percent increase from 2018 to 2019.





<sup>&</sup>lt;sup>5</sup> CHANCELL-ING: High Honors for Our Workplace





# **Relevant Demographic Groups**

While the design and makeup of the service area can affect Unitrans' and Davis Community Transit's rider base, it is important to consider **who** is more likely to use transit and the demographic factors that are closely tied to transit demand.

Based on past research and transit industry experience, certain demographic groups are seen as more likely to use transit based on age, economic status, private vehicle access, and other factors. Actual transit customer demographics and incomes vary between transit agencies and markets, but in more rural U.S. transit markets where private automobile trips are the dominant travel mode, transit use generally increases among those without access to a car due to economic circumstances, or who cannot drive due to age or disability. The following seven sections focus on demographic groups that may be more likely to use Unitrans' services:

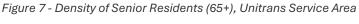
- Seniors
- Youth
- · Young adults and college students
- Persons with disabilities
- Zero-vehicle households
- Low-income households
- Minority households
- Limited English Proficiency Households

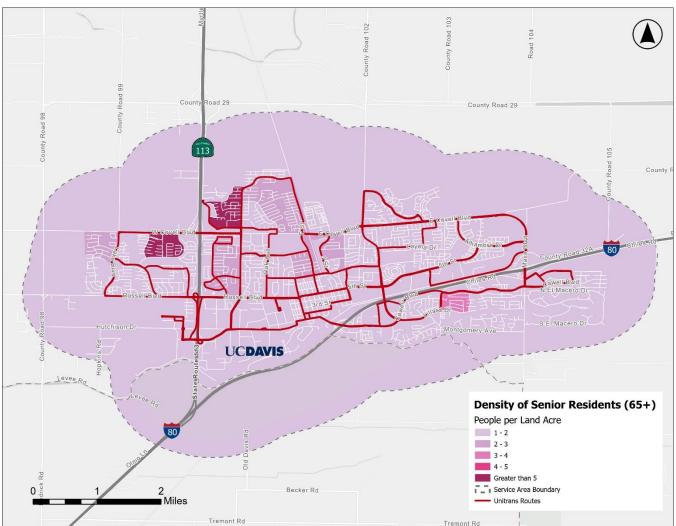




#### **SENIORS**

According to the U.S. Census, 13.3 percent of the population of Davis residents are over the age of 65. These seniors are more likely to be transit-reliant and take the bus for their mobility needs as they age out of the ability to drive, and biking or walking is less feasible. In Davis, senior residents live closer to the Sutter Davis Hospital in the northwest part of the city along SR-113. The senior population in this area is projected to grow as well as the Bretton Woods senior living development is completed. In the Community Survey conducted in Fall 2024, 17 respondents who identified as over the age of 65 used a variety of routes across Davis, but Route Q stood out. Their primary trip purposes were shopping or other commercial activities. Providing connections between their homes and shopping destinations will be important for providing mobility for seniors.





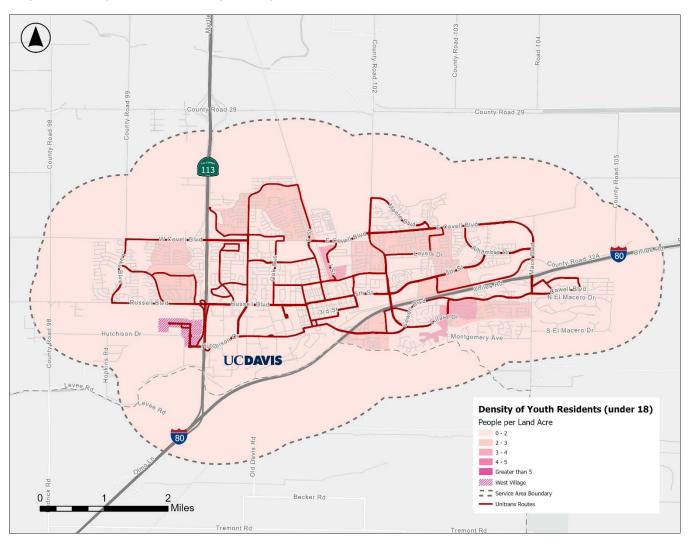




#### YOUTH

The under-18 population can also be more transit-reliant, as they may not have access to a car or are too young to drive but still want to travel independently. Davis residents under the age of 18 make-up 14.1 percent of the total population. In Davis, the population of Youth residents is generally spread across the city, and they are served by transit services. Respondents to the Community Survey who identify as under the age of 18 use the bus primarily to commute to school, primarily on Route P. Davis Joint Unified School District does not provide school buses to their students, so those who live too far to walk to school, using Unitrans, could be a good option. All of the public schools in the city are within ½ mile of a Unitrans route.

Figure 8 - Density of Youth Residents (under 18), Unitrans Service Area



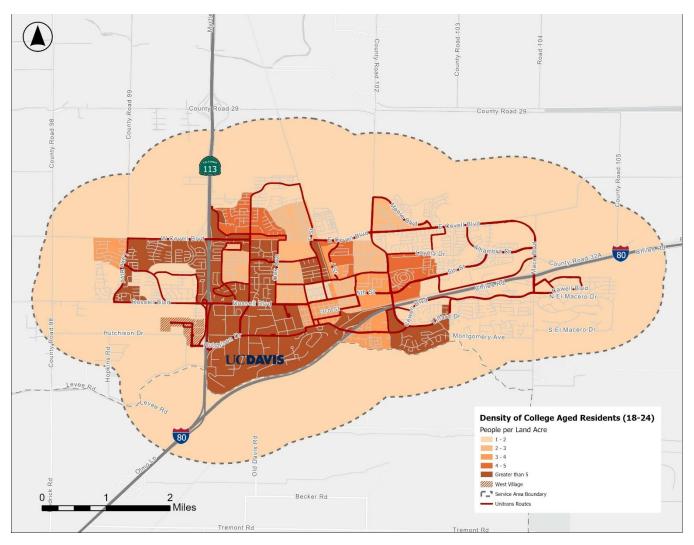




#### **COLLEGE-AGED RESIDENTS**

As a college town, Davis has a high density of college-aged residents living on or near campus, who will utilize public transportation at higher rates. Many college-aged students may have driver's licenses but do not have full-time access to an automobile, especially if they live on campus and/or are not allowed to park by the university. 78 percent of Community Survey respondents who are riders are current UC Davis students compared to 19.2 percent of the total population. College-aged residents are concentrated in areas closest to UC Davis due to the short commute and the surrounding housing catered towards students. Unitrans is designed to serve the University, which is clear in the way all of the routes either serve Memorial Union or the Silo Bus Terminals. There has been growth in campus housing in the UC Davis West Village, which is not reflected in the data used in this analysis.

Figure 9 - Density of College-Aged Residents (18-24), Unitrans Service Area



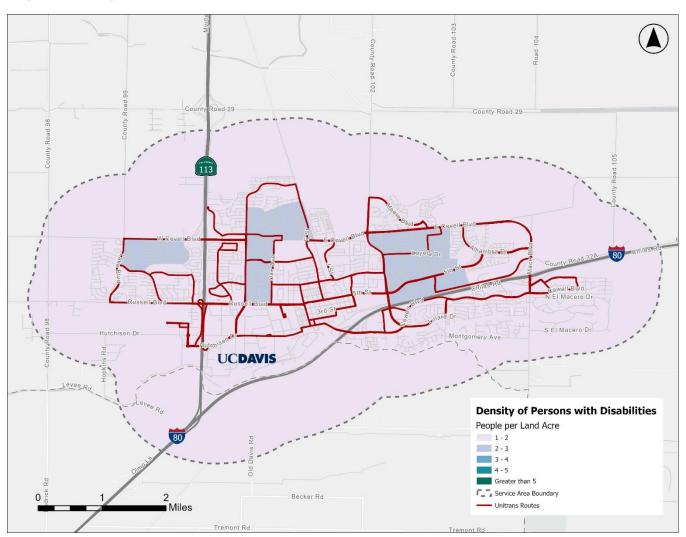




#### **PERSONS WITH DISABILITIES**

Persons with disabilities are more likely to be reliant on transit, as they may not be able to or choose not to drive. In Davis, 5.2 percent of people under the age of 65 have a disability. The density of persons with disabilities in Davis is concentrated north of Russell Blvd and 5<sup>th</sup> St. However, these densities are not extremely high, with only about 2-3 people per land acre. Even though eligible residents of Davis with disabilities have access to Davis Community Transit within a mile of fixed route transit services, providing fixed route service is important for Persons with disabilities who do not need the additional assistance provided by Davis Community Transit services. We received only six survey responses from DCT customers, and they said they use the service to commute to work and school.

Figure 10 - Density of Persons with Disabilities, Unitrans Service Area



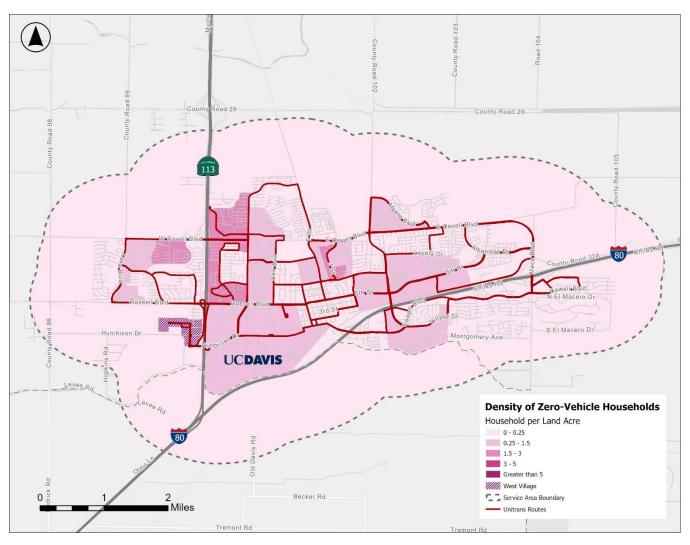




#### **ZERO-VEHICLE HOUSEHOLDS (ZVH)**

Lack of access to a private vehicle is one of the top indicators of someone's likelihood to utilize transit. There are only two census tracts in the service area, which have a density greater than two ZVHs per land acre, and that is in the northeast neighborhood of the city near SR-113. The V line and the J line were the two most popular routes amongst Community Survey Respondents who did not have access to a vehicle to make their trips. Commuting to work and school was the top purpose amongst survey respondents, followed by shopping/other commercial activities.

Figure 11 - Density of Zero-Vehicle Households, Unitrans Service Area



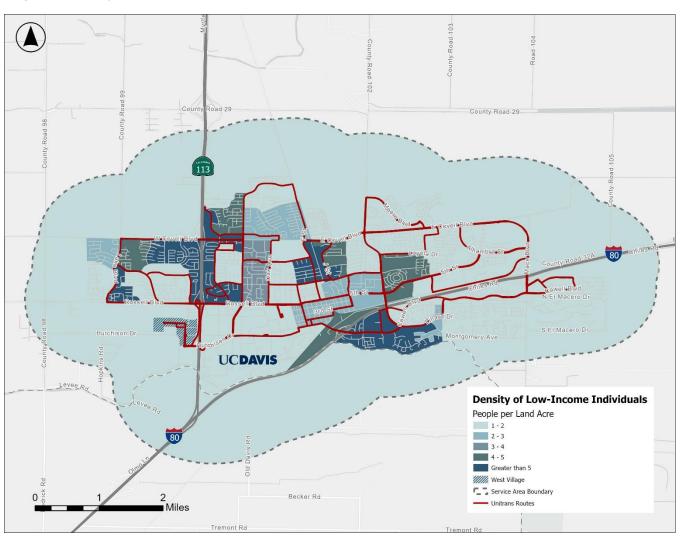




#### LOW-INCOME INDIVIDUALS

Low-income individuals are a demographic group that is more likely to take transit. Because car ownership is expensive, low-income households generally have fewer cars and, therefore, may rely on other modes to meet all their mobility needs. Low-income Davis residents make up 26.3 percent of the total population, and they are generally centered around central and western Davis. Lines Q and V are most popular among respondents to the Community Survey, who reported that their household earned less than \$25,000 annually. Commuting to school was by far the top trip purpose on Unitrans by low-income individuals. One group of people that are not showing up on the map due to census tract size is low-income students who live on campus and in West Village.

Figure 12 - Density of Low-Income Individuals, Unitrans Service Area



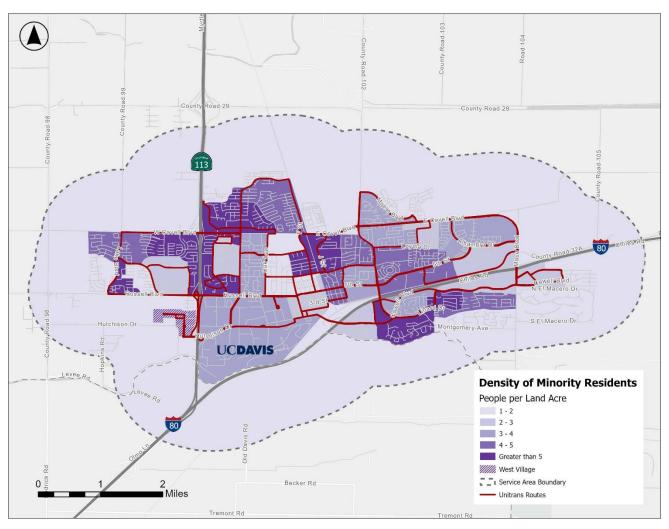




#### MINORITY RESIDENTS

While identifying as a minority household is not a direct indicator of higher transit use, it is important to pay close attention to the concentration and distribution of minority households in the service area for two reasons. The first is the City of Davis is committed to providing equitable transit service. The second is to protect these communities from Title VI implications. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin by an entity that receives funding from the federal government, including transit agencies. When transit agencies make service changes, they must ensure that service changes do not have a disparate impact on minority populations. Davis residents who identify as non-white make up 48.3 percent of the total population. These populations are concentrated in South Davis and in the neighborhoods north of UC Davis along SR-113. The V line, which serves West Village, was the most popular route by non-white riders based on the community survey, followed by the J Line and Q Line. Commuting to school or work was by far the top purpose, followed by shopping/other commercial activities and personal/social. As noted in previous maps, the census tract that includes West Village also includes undeveloped agricultural land to the west and, therefore, does not stand out as showing a high minority population.

Figure 13 - Density of Minority Residents, Unitrans Service Area







#### LIMITED ENGLISH PROFICIENCY HOUSEHOLDS

Limited English Proficiency (LEP) is not necessarily an indicator of increased transit usage, but as a demographic group protected under Title VI, it is important to understand where there are concentrations of people with LEP. Unitrans outlines a Language Assistance Plan in their Title VI program, which commits them to ensuring meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP). 11.8 percent of the population of Davis speaks English less than very well, with 5.1 percent of residents primarily speaking Chinese (incl. Mandarin, Cantonese) and 2.3 percent of residents primarily speaking Spanish. Of Community Survey respondents who identified speaking a language other than English at their current primary residence, the route they primarily used was Line V, followed by Line Z and Line Q. Commuting to work and school was the top purpose, followed by shopping and other commercial activities.

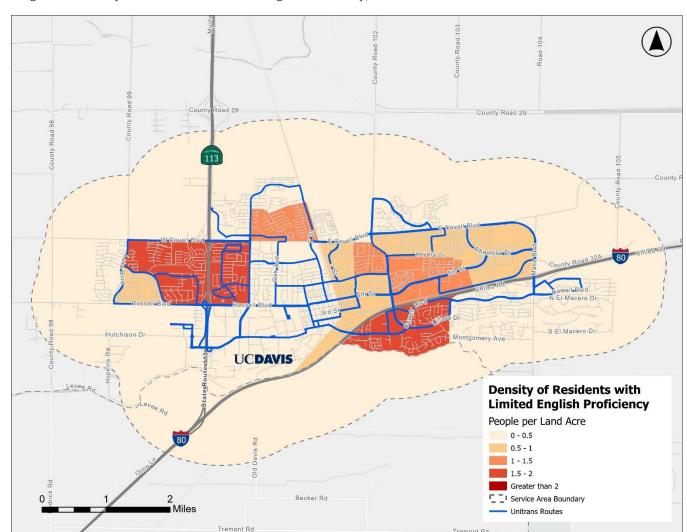


Figure 14 - Density of Residents with Limited English Proficiency, Unitrans Service Area





# **Replica Travel Demand Analysis**

Advancements in data collection and technology have made it possible to better understand and document travel behavior. Replica, an online software program, utilizes location-based data from cell phones, credit card transaction data, US Census data, and other sources to provide comprehensive and representative databases of local travel patterns. As a part of the analysis, trips with distances less than 0.5 miles have been excluded from the analysis because they are unlikely to be taken on public transit. The focus is to understand the demand for trips that could be captured by transit in the service area. This does not mean that trips under 0.5 miles are not made on transit generally, but that it is not a travel market that we will look at specifically to add service.

Overall, 196,000 trips took place in the service area across all modes on an average weekday in the Fall of 2023. The number of trips has increased since 2019 despite the COVID-19 pandemic in 2020, which impacted travel demand worldwide. Figure 15 shows that in the Fall of 2023, 196,000 trips took place in Davis on an average weekday, which is an increase from 174,000 trips in the Fall of 2019. Weekend trips have also changed since 2019, increasing by 25 percent between 2019 and 2023. This trend is not unique to Davis; cities across the country are seeing more trips on weekends than prior to the pandemic. Weekend demand for trips is similar to weekday travel demand in Davis, and there could be opportunities to capture more trips on transit in Davis by matching weekend service to weekday service.

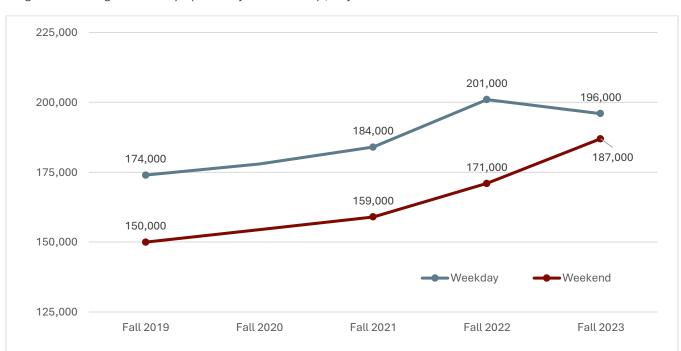


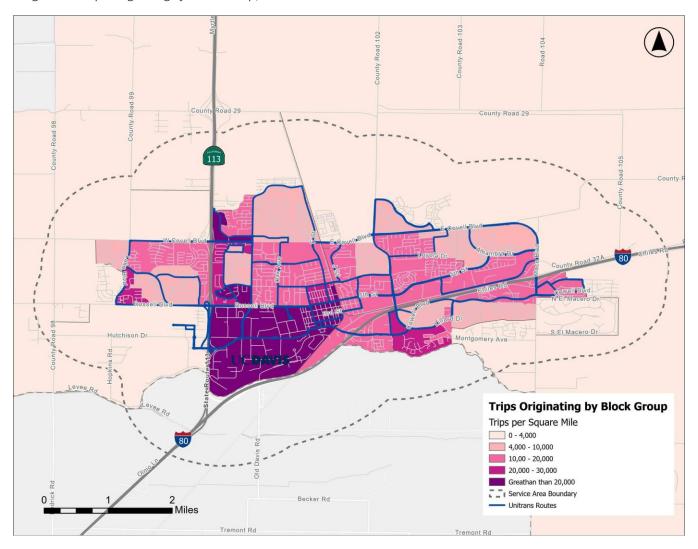
Figure 15 - Change in Total Trips (Weekday vs. Weekend)<sup>6</sup>, City of Davis

<sup>&</sup>lt;sup>6</sup> No Replica data from Fall 2020





Figure 16 - Trips Originating by Block Group, Unitrans Service Area



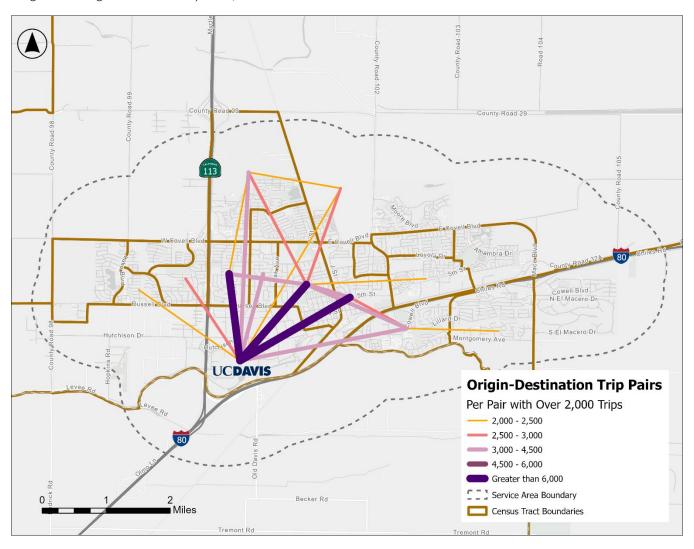
#### **ORIGIN-DESTINATION PAIRS**

It is important to understand not only where trips originate but also where the strongest travel flows are between neighborhoods, origin-destination pairs (O-D pair), in the service area. Figure 17 below displays travel flows of bidirectional trips between census tracts in the Unitrans service area with over 2,000 trips per O-D. The endpoints of the flows are the centers of each census tract, not necessarily the actual destination. The strongest flows are between UC Davis and the neighborhoods to the northeast of campus in Central Davis. The census tracts in the northeast and northwest corners of the city did not have OD pairs that stood out in this analysis, which shows that travel demand may be generally lower in these areas or travel to a broader range of areas.





Figure 17 - Origin-Destination Trip Pairs, Unitrans Service Area



#### YOLO COUNTY REGIONAL TRAVEL

Although Unitrans and Davis Community Transit only serve riders near and within the City of Davis, understanding regional travel patterns will allow better connectivity between transit systems in the region. Providing riders with the proper connections between local and regional bus services is important. By analyzing the bi-directional trips to/from the City of Davis and the UC Davis campus, it is clear that Woodland and Sacramento are where the region has the most demand for travel. Yolobus Route 42A/B provides service between Woodland, Davis, and Sacramento, so ensuring prompt connections between Unitrans and Yolobus will be vital.





Figure 18 - Yolo County Origin-Destination Pairs Average Weekday Fall 2023

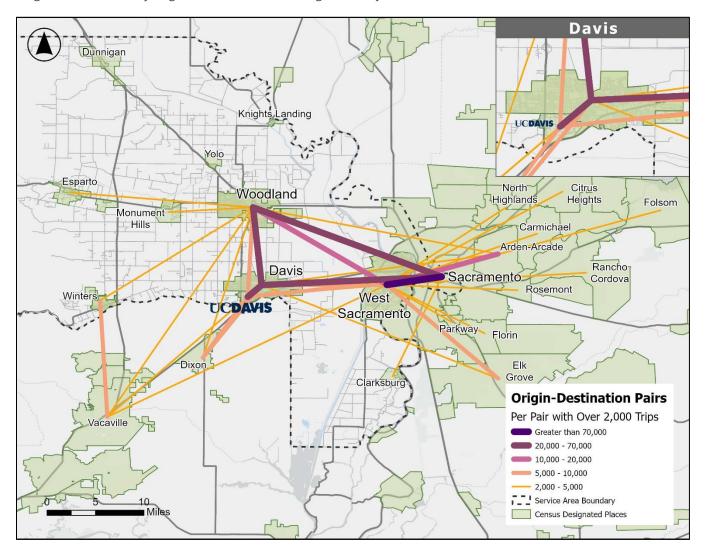


Table 1 - Origin-Destination Pairs

Origin - Destination Pair	Total Bi-Directional Trips
Davis - UC Davis	66,945
Davis - Woodland	35,198
Davis - Sacramento	21,180
Woodland – UC Davis	9,888

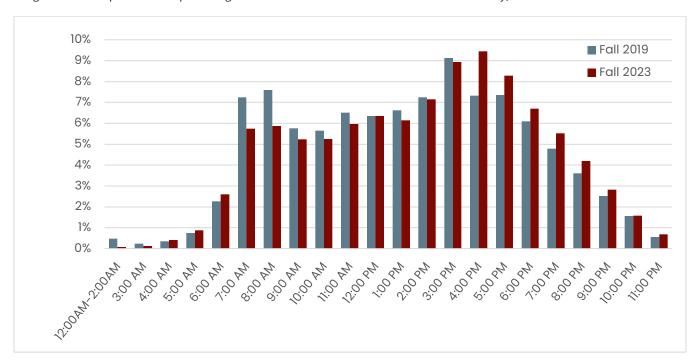




#### TRIP STARTING BY TIME OF DAY

The distribution of trips by hour of the day has changed since 2019. More people were making trips in the afternoon and evening in Fall 2023, and fewer trips in the morning than they were making in Fall 2019. This could be due to changing work schedules with more people working from home and more classes offering online learning options. It is likely that those who work from home are no longer making their morning commute and then leaving the house for the first time in the afternoon and evening for recreation and errands, shifting trip demand later.

Figure 19 - Comparison of Trip Starting Times between Fall 2019 and Fall 2023 – Weekday, Unitrans Service Area

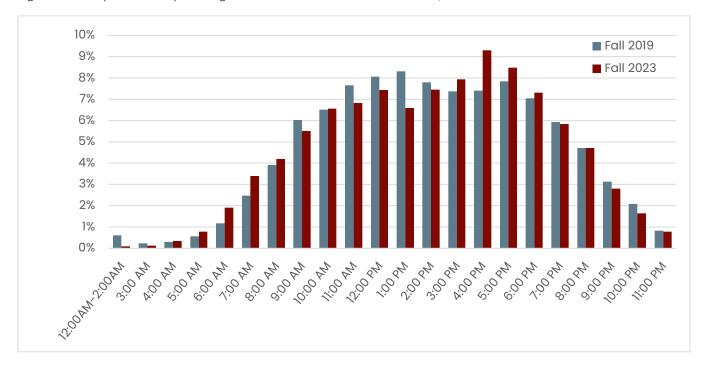


The share of weekend trips across an average day has also changed. Fewer trips are being made in the morning, and more trips are being made in the late afternoon and evening, especially during the 4 pm hour. These changing trip demands may call for changing transit schedules to best match weekend demand.





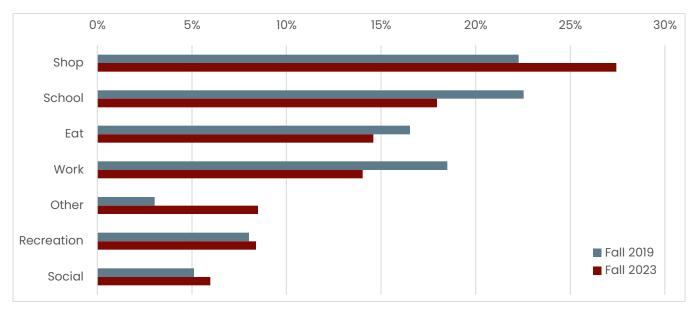
Figure 20 - Comparison of Trip Starting Times between Fall 2019 and Fall 2023, Unitrans Service Area - Weekend



#### TRIP PURPOSE

People in Davis are making more trips for shopping, recreation, and social trips in the Fall of 2023 than they were in 2019. The demand for school and work trips has fallen the most since 2019. With working-from-home options and more opportunities for online classes, it makes sense that the demand for commuting to work, and school has fallen. Understanding this growth in non-work and school trip purposes will help Unitrans and DCT to better serve more travel needs in Davis.

Figure 21 - Comparison of Weekday Trip Purposes in Fall 2019 and Fall 2023, Unitrans Service Area







### **Transit Demand Potential**

Specific populations have higher rates of transit usage. An essential part of designing an effective bus network is identifying where these populations live and planning services that connect them to their destinations effectively. A "Transit Demand Potential" score was developed for each census block group in the Unitrans service area based on the key demographics shown in Table 2. These demographics were weighted based on how closely the variable correlated to existing fixed-route boardings, as seen in the table below. Current Unitrans ridership correlates strongly with overall trip activity and job density. Street intersection density, density of persons with disabilities, and youth density had the lowest correlation to existing fixed-route boardings, meaning areas with higher densities of these demographics have less transit demand potential. Youth population density and street intersection density were the only variables negatively correlated with current fixed-route boardings. This was not true across the board; a couple of block groups with high densities of youth residents also had high ridership, but this was outweighed by the large number of block groups that did not have high youth densities and high ridership. The street intersection density weight was also negative for reasons similar to those of youth densities. Additionally, the youth densities and street intersection density weights are small in absolute value compared to the other transit demand potential variables and will have minimal impact on the findings.

Table 2 - Transit Demand Potential Variable Weights

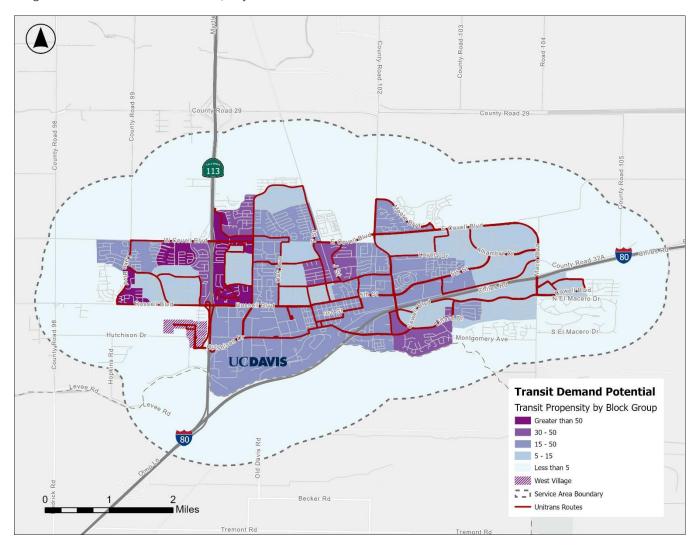
Variable	Weight	Description (Source)
Population Density	57%	Total Population (2022 ACS)
Youth Density	-8%	Under Age 18 (2022 ACS)
College Density	72%	Ages 18-24 (2022 ACS)
Senior Density	13%	Age 65+ (2022 ACS)
Low-Income Density	70%	Less than 150% Poverty Level (ACS 2022)
Density of Persons of Color	67%	Minority Residents (ACS 2022)
ZVH Density	61%	Household with Zero Vehicles (ACS 2022)
Density of Persons with Disabilities	0%	Persons with Disabilities (ACS 2022)
Job Density	18%	LEHD LODES8 (2020)
Street Intersection Density	-4%	US EPA Intersection Density
Weekly Trip Density	57%	Density of All Trips (Replica Fall 2023)

Areas outlined in Figure 22 have shown a high propensity for transit use. The areas in Davis with the highest propensity are in the neighborhoods next to SR-113. There is a lesser need for transit in the eastern part of the city. The areas of high transit demand potential are currently served by transit routes in the region. However, further study is required to determine if the level and design of service meet the accessibility needs of those neighborhoods.





Figure 22 - Transit Demand Potential, City of Davis







# **Market Assessment Key Findings**

- Commuting to work and school is the largest part of transit trips but not the overall amount of travel in Davis. It is important to serve commute trips well as it makes up a large portion of current travel demand, but there could be opportunities to serve other trip destinations and capture more trips using transit services in Davis.
- Transit routes serve "Most Walkable" and "Above Average Walkable" areas in Davis. Easy and safe access to community members' bus stops will promote the success of transit in the region.
- The areas with the highest densities of transit-reliant populations and groups that are more likely to take transit coincide with public transportation services in the area. However, further study is required to determine if the level and design of service meets the accessibility needs of those neighborhoods.
- Trip times are changing from 2019 to 2023 on both weekdays and weekends to later in the day. Providing adequate service frequency and span to cover these trips will help Unitrans capture this unmet demand.
- The strongest trip demand in the city is between UC Davis and the surrounding neighborhoods. Work and school trips primarily drive these travel flows. Guaranteeing that community members can get to work and school on time will ensure a strong commuting cohort of riders.





## Service Evaluation

This section presents an in-depth evaluation of the service performance for the City of Davis's public transit offerings, including both the Unitrans fixed-route bus system and the Davis Community Transit (DCT) paratransit services. The analysis aims to provide a comprehensive understanding of how these services currently perform, identify areas for improvement, and establish a foundation for informed decision-making in the Short-Range Transit Plan (SRTP).

### **Unitrans Bus Services**

#### **SERVICE DESIGN**

#### **Service Summary**

The Unitrans network is composed of 21 fixed-route bus routes. Service primarily caters to travel to and from the UC Davis campus with all but one route serving either Memorial Union or the Silo bus terminals on the UC Davis Campus. Bus service is primarily contained within the city limits of Davis and connects the UC Davis campus to destinations throughout the city. The V Line is unique in that it has trip variants that serve particular apartment complexes in West Village. The list of routes in the Unitrans system and relevant service details can be found in Table 3.

Table 3 - Unitrans Route Summary

Route	Destinations Served	Main Terminal
Α	Amtrak / 5th / Alhambra	Memorial Union
В	Sycamore/Drake	Memorial Union
С	Sycamore/Wake Forest Cuarto Dorms	Silo
D	Lake/Arlington	Silo
E	Downtown/F St/J St	Memorial Union
F	Oak/Anderson/F St	Memorial Union
G	Anderson/Alvarado/N Sycamore/MU Terminal	Memorial Union
J	Anderson/Alvarado/N Sycamore/Silo Terminal	Silo
K	Lake/Arlington/Arthur	Memorial Union
L	E 8th/Pole Line/Moore/Loyola	Silo
M	B St/Cowell/Drew	Memorial Union
0	Amtrak/5th/Alhambra/Target	Memorial Union
Р	Davis Perimeter Counterclockwise	Memorial Union
Q	Davis Perimeter Clockwise	Memorial Union
Т	Davis Senior High School	Davis High & Jr High
U	West Village Via MU Terminal	Memorial Union
V	West Village Via Silo Terminal	Silo
VL	West Village Limited - Sol/Ramble Only	Silo
VX	West Village Express - The Green Only	Silo
W	Cowell/Lillard/Drummond	Silo
Z	Amtrak/Cantrill/5th	Silo





#### **Service Availability**

Unitrans operates five different schedules throughout the year that affect the level of service it provides:

- Regular Service: These are core weekday hours during the normal academic school year.
- **Finals Service:** The Regular schedule with additional trips operating after 8 PM Monday through Friday.
- Summer Service: During the summer academic term, Unitrans continues to operate the same routes as they do during the regular school year, but service is operated at lower frequencies.
- Break Service: During breaks in the academic year, such as Winter and Spring break, Unitrans
  operates a more limited service both in the number of routes operated and the frequency with
  which it is operated with all service operating exclusively to/from the Memorial Union Bus
  Terminal.
- Weekend Service: Unitrans operates a limited service on weekends year-round with spans, frequency and number of routes lower compared to the rest of the year. The same schedule is operated on Saturdays and Sundays as well as select holidays.

Table 4 - Unitrans Service Schedules and Service Design

Schedule	Number of Routes Operated	Frequency	Span
Regular Service	19	Primarily 30-minute, 60-minute evening	6:30 AM - 10 PM Mon-Thu; 7 AM - 8 PM Fri
Finals Service	19	Primarily 30-minute, 60-minute evening	6:30 AM - 11 PM
Summer Service	17	50% service 30 minute, 50% 60 minute	7 AM - 10 PM Mon-Thu; 7 AM - 8 PM Fri
Break Service	12	Mostly 60 minutes, 4 routes operating at 30-minutes	7 AM - 10 PM Mon-Thu; 7 AM - 8 PM Fri
Weekend Service	7	60-minute service	8 AM - 6 PM

Unitrans also offers a shuttle between Memorial Union and the Sacramento International Airport the day before Thanksgiving.

#### Frequency

Unitrans service generally operates every 30 minutes during the academic year. During the Summer Quarter and during academic breaks, routes operate either at 30-minute or 60-minute headways. During weekends, service is provided every 60 minutes. Several routes (F, G, K, M, D, and U Lines) operate at alternating 25 and 35 minute headways while routes J and W operate with alternating 20- and 40-minute headways.

<sup>&</sup>lt;sup>7</sup> Routes J and W began operating with 20-minute frequencies on January 6<sup>th</sup>, 2025.



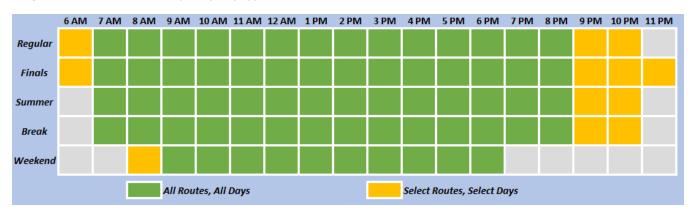


Figure 22 - Unitrans Frequency by Day Type



#### **Span**

Figure 23 - Unitrans Service Span by Day Type



Unitrans' service availability varies based on the time of year and the day of the week, catering service to the fluctuating level of demand inherent in a service that is primarily used by university students. On regular weekdays service operates from 7 AM to 8 PM, with select routes operating until 10 PM from Monday to Thursday. The system is designed for all routes to get to campus in time for 7:30 AM classes, routes that have an hour-long run time, Lines L, P, Q and Z, begin service at 6:30 AM. During Finals, Unitrans extends its service span on several routes to 11:00 PM ensuring additional availability for students with late exams or late study sessions.

However, weekend service is more limited with service offered primarily from 9 AM to 6 PM, significantly reducing the span of service compared to weekdays. This reduced availability may limit options for riders needing early morning, evening, or more frequent service on weekends, potentially affecting students, workers, and residents who rely on public transportation outside of the standard weekday schedule.





#### **Network Connectivity/Transfers**

Unitrans connects with several transit systems and services in Davis.

#### **Yolobus**

Yolobus provides service to Sacramento, Woodland, the Sacramento Airport, as well as within Davis and throughout Yolo County. Yolobus connects with Unitrans at the Memorial Union and at several common stop locations throughout Davis.

The Memorial Union Bus Terminal provides a transfer point between several Unitrans buses and Yolobus routes 43 and 43R which provide peak hour service to Sacramento and Routes 42A and 42B which provides all day service seven days per week to Woodland, West Sacramento, Sacramento, and the Airport.

Yolobus accepts Unitrans passes and transfers as valid fare payment within the City of Davis on all of their services, including any Unitrans route temporarily operated by Yolobus. UC Davis undergraduate students have unlimited access to Yolobus fixed route services.

#### **Amtrak/Capitol Corridor**

The Capitol Corridor Amtrak train serves downtown Davis and Unitrans provides direct service to the station with the A, O, and Z lines.

#### **Causeway Connection**

The Causeway Connection provides service between the UC Davis Silo Terminal, the Mondavi Center, and the UC Davis Medical Center in Sacramento. The service is operated jointly by Yolobus and Sacramento Regional Transit in partnership with UC Davis.

#### Solano Express Blue Line

The Blue Line provides service to/from the UC Davis Mondavi Center, Dixon, Vacaville, Fairfield, Benicia, and Walnut Creek BART.

#### Paratransit (DCT, Yolobus Special)

Unitrans passengers can also transfer to and from regional paratransit services but requires an additional fare to use each service.

#### **Fares**

Unitrans offers a variety of transit passes though all services cost the same price. A significant portion of Unitrans riders do not pay for their service at the farebox but rather use one of three unlimited access passes, the majority of them being UC Davis Undergraduate students. The 2023 Unitrans Customer Survey reported that 88 percent of users used their UC Davis Undergraduate Aggie Card to access Unitrans services. Outside of Undergraduate fares, the most common forms of fare payment were the ZipPass mobile app and cash.

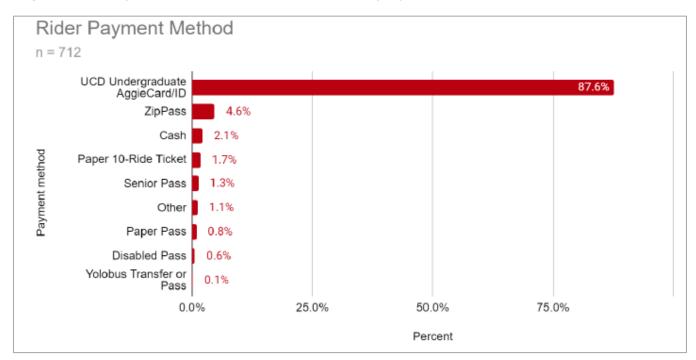




Table 5: Unitrans Fare Types

Fare Type	Fare
Single Ride	\$1.50
Ten Ride Ticket	\$8.50
Monthly Pass	\$34
Quarterly Pass	\$87
Annual Pass	\$245
UC Davis Undergraduate Student	Unlimited Access
Access Pass (60 and Older or with Disabilities)	Unlimited Access
Youth Pass (Under 18)	Unlimited Access

Figure 24 - Rider Payment Method, 2023 Unitrans Customer Survey Report



#### **Facilities and Terminals**

Unitrans operates using a hub and spoke system, with every route serving one of two transit terminals on the UC Davis campus, the Silo Terminal, and the Memorial Union Terminal.

#### Silo

The Silo terminal is located in the center of the UC Davis campus and is served by 9 Unitrans routes. The Silo terminal is served by the highest ridership routes, V, VL and VX along with routes C, D, J, L, W, and Z. The Silo is also served by the Causeway Connection route operated jointly by Yolobus and Sacramento Regional





Transit. The Causeway Connection provides service between UC Davis and the UC Davis Medical Center in Sacramento. The Silo Terminal may be relocated within the planning horizon of the SRTP, bus operations to the new location must be optimized to ensure that impacts on service reliability are mitigated.

#### **Memorial Union**

The Memorial Union terminal is located at the north end of the UC Davis Campus and is served by 11 Unitrans routes and 4 Yolobus routes. The Memorial Union connects to Yolobus routes 42A and 42B, key transit connections to destinations throughout Yolo County.

#### SERVICE PERFORMANCE

#### Ridership

Ridership on the Unitrans system was 3.5 million annual trips in FY 2024, nearly returning to pre-pandemic ridership levels. In FY 2019, the last complete fiscal year before the pandemic, there were 3,741,776 passengers. However, in FY 2020, ridership dropped to 2,857,127, a decrease of roughly 24%. The impact of the COVID-19 pandemic is evident in FY 2021, when ridership plummeted to just 350,421, a sharp decline caused by lockdowns and reduced public transportation demand. Recovery began in FY 2022 when UC Davis resumed in person instruction, with ridership rising to 1,985,107, though still significantly below prepandemic levels. By FY 2023, the system saw further growth with 3,028,186 passengers, marking a strong recovery. In FY 2024, ridership increased again to 3,478,874, nearing pre-pandemic figures, indicating a continued rebound and suggesting a positive trend in transit usage as normalcy returns. Unitrans has had an above average recovery in ridership when compared to national and California bus ridership as seen in Figure 26. Unitrans ridership in 2024 was 94 percent of 2019 ridership while 2024 bus ridership in California was 82 percent of 2019 and national bus ridership was 81 percent of 2019 ridership.





Figure 25 - Unitrans Annual System Level Ridership, Fiscal Years 2019-2024

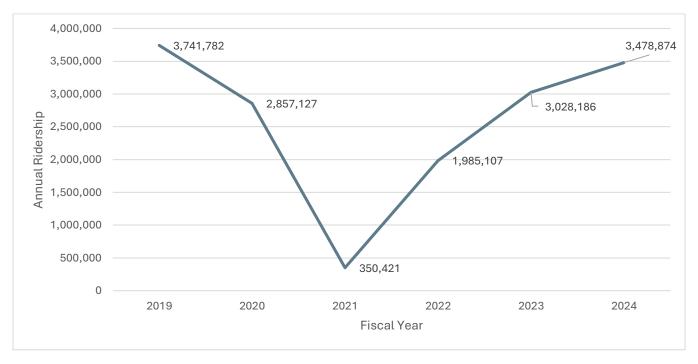
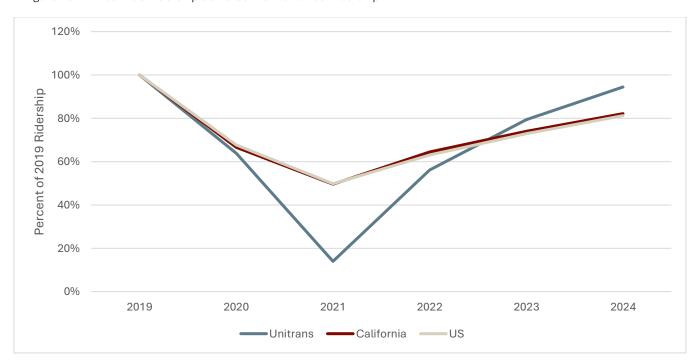


Figure 26 - Annual Bus Ridership as Percent of 2019 Bus Ridership



#### **Route Level Ridership**

Figure 27 shows Unitrans ridership by route. Analyzing Unitrans ridership at the route level reveals that the Silo bus terminal consistently serves routes with higher ridership, such as Route V (732,051) and Route J (340,015), which connect densely populated areas like West Village and Sycamore/Alvarado. Despite not





offering weekend service, these routes outperform others, likely due to their importance in student commuting. Routes which offer additional weekend service, like P, Q, and G, also see strong ridership. Routes without weekend service generally see lower ridership. The lowest ridership routes were either weekend only, Routes U (50,815) and O (42,552) or served a narrow trip purpose, such as Route T (9,604).

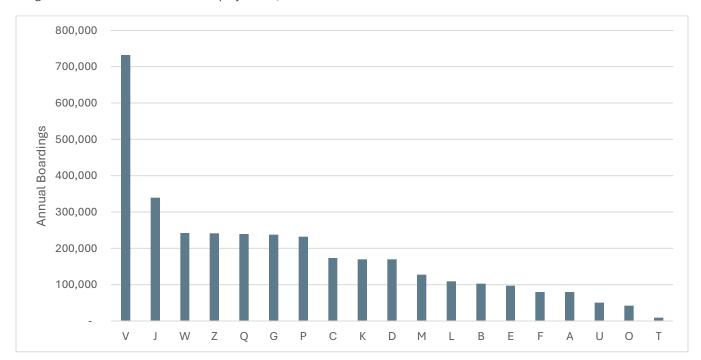


Figure 27 - Unitrans Annual Ridership by Route, FY 2024

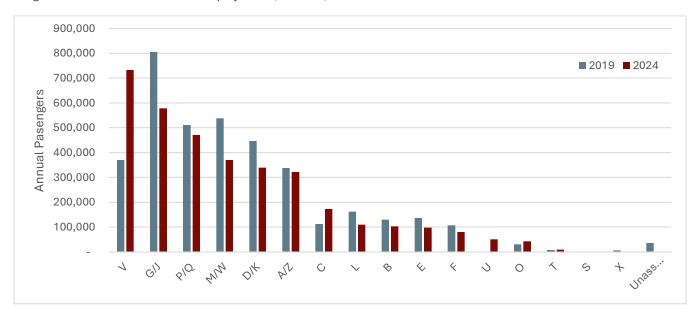
Figure 28 shows ridership for each route in FY 2019 and FY 2024. Ridership trends between these time periods show significant fluctuations at the route level in the Unitrans system. Route V experienced a dramatic increase, more than doubling its ridership to 732,051, reflecting the rapid growth of West Village. Conversely, Routes J and G saw a combined drop in ridership from 805,000 to 578,000, despite remaining two of the most popular routes. Routes M and W was the corridor with the largest decline in ridership, dropping 31 percent from 539,000 passengers to 370,000 passengers. These shifts suggest changing transit demand patterns, possibly influenced by population growth in certain areas and evolving commuter preferences.

Several development patterns in Davis and changes at UC Davis could help explain the ridership trends. The expansion of West Village, a large student housing area, has likely contributed to the significant increase in Route V's ridership. Meanwhile, ridership declines on Routes G/J and M/W may reflect shifts in student housing preferences, with more students living in newer developments like West Village, reducing demand for these routes. Additionally, UC Davis's shift toward remote and hybrid learning during the COVID-19 pandemic may have impacted ridership patterns, particularly on campus-centered routes.





Figure 28 - Unitrans Annual Ridership by Route, FY 2019, and FY 2024

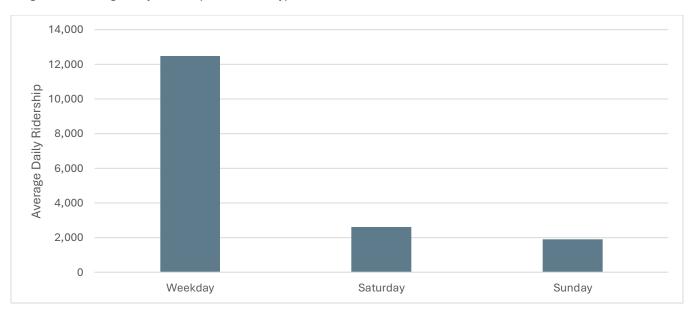


#### Ridership by Day of Week and Time of Day

#### Ridership by Day Type

Since Unitrans ridership is predominately utilized by students, ridership is significantly higher on weekdays than on weekends. In FY 2024 there were an average of 12,500 boardings per weekday throughout the year, compared to an average of 2,600 boardings per Saturday and 1,900 boardings per Sunday. Service is significantly reduced on weekends in terms of routes operating, span of service and frequency of service.

Figure 29 - Average Daily Ridership, All Service Types, Unitrans, FY 2024



Since Unitrans' service varies significantly throughout the year, it is also important to understand ridership demand by the time of year. Ridership is significantly higher when classes are in session, average daily





ridership is highest on weekdays during the regular academic year, with an average of 17,900 average daily riders, followed by ridership during finals with an average of 11,600 average daily riders. Ridership is reduced when classes are not in session, with lowest average daily ridership during breaks with an average of 1,200 average daily riders, followed by weekend demand of 2,200 average daily riders and riders during the summer session of 3,900 average daily riders.

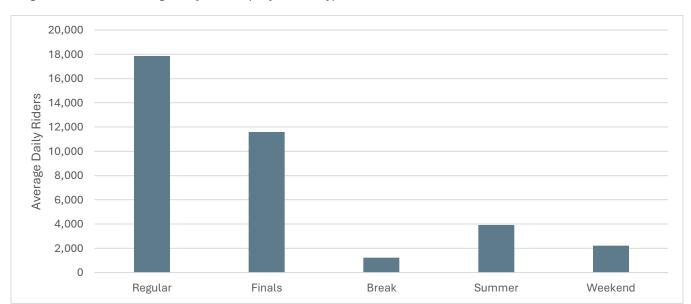


Figure 30 - Unitrans Average Daily Ridership, by Service Type, FY 2024

#### Ridership by Time of Day

Ridership on Unitrans services tends to peak on weekdays during the morning when there is the highest concentrated demand for travel to the UC Davis campus. Demand later during weekdays is more dispersed with no identifiable PM peak.

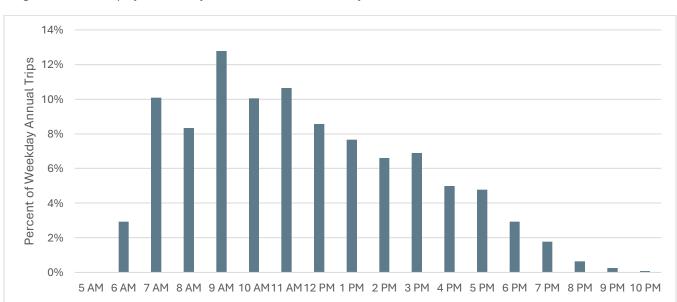


Figure 31 - Ridership by Time of Day, Unitrans, FY 2024, Weekdays





Weekend ridership on Unitrans services exhibit similar temporal patterns with one singular peak, although the peak during weekends occurs later, around 11 AM and 12 PM. This aligns with stated preferences from current Unitrans riders who expressed limited desire for early morning weekend services.

Figure 32 - Ridership by Time of Day, Unitrans, FY 2024, Saturdays

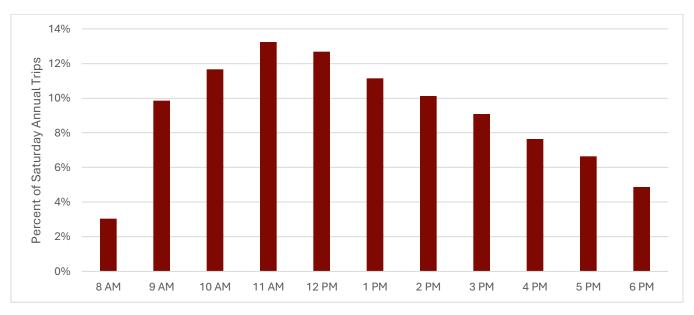
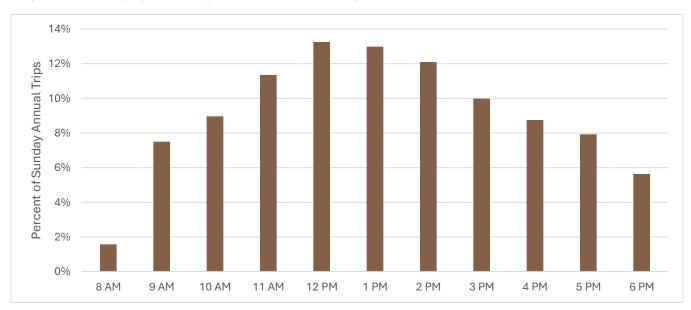


Figure 33 - Ridership by Time of Day, Unitrans, FY 2024, Sundays



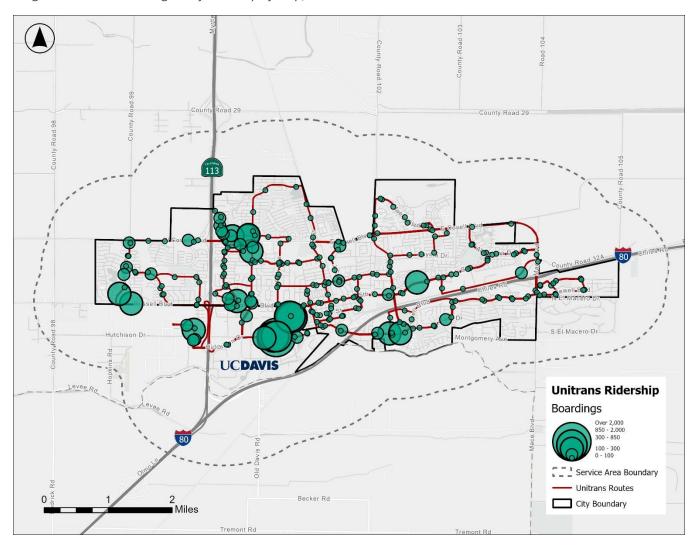




#### Ridership by Stop

The highest ridership stops for Unitrans are the Silo and Memorial Union terminals. Both are located on the UC Davis campus and serve as the major hubs of the Unitrans system, with every route (with few exceptions) serving them. Together these routes accounted for 37 percent of average daily boardings in October 2019<sup>8</sup>. Other areas with high boardings include apartments located on Alvarado Ave, the West Village, and areas with shopping destinations such as Anderson & Hanover and Cowell & Valdora. Ridership is fairly geographically constrained with 60 percent of boardings occurring on the 10 highest ridership routes.

Figure 34 - Unitrans Average Daily Ridership by Stop, October 2019



<sup>&</sup>lt;sup>8</sup> October 2019 was used as the date for data analysis since this was the most recent timeframe for which APC data is available; October 2021 APC data is also available but was not used due to lowered ridership demand.



42



Table 6 - Top 10 Stop by Average Daily Boardings, October 2019

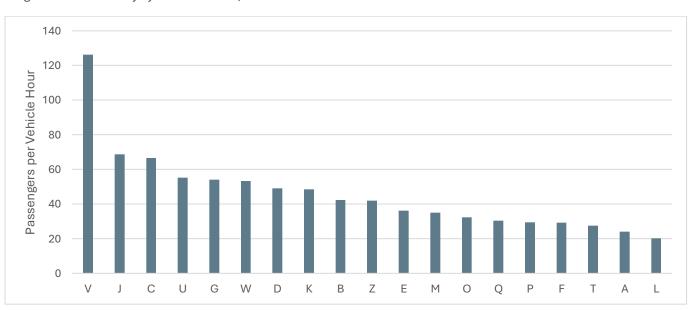
Stop	Average Daily Boardings	Percent of Daily Boardings (Cumulative)
Silo Terminal	4,740	19.6%
Memorial Union	4,313	37.4%
Alvarado Ave & Anderson	975	41.4%
Cowell Blvd & Drew Ave	777	44.6%
Alvarado Ave & Sycamore	749	47.7%
Cowell Blvd & Valdora St	676	50.5%
Anderson Rd & Hanover Dr	674	53.3%
5th St & Cantrill	573	55.6%
West Village Sq & Community College	462	57.5%
Russell Blvd & Arlington Farm	406	59.2%

#### **Service Efficiency and Effectiveness**

#### **Productivity**

In FY 2024 the Unitrans system carried 45 passengers per revenue hour. The most productive service was the V Line, which averaged 122 passengers per revenue hour. The V Line carries a significantly greater number of passengers than the next most productive route, the J Line, which carries 70 passengers per hour. Due to the nature of Unitrans service which circulates passengers to and from the UC Davis campus, the most productive routes (V, J, C, W, U) tend to be the shorter routes that connect nearby apartments/dorms and commercial centers to campus. The least productive routes (P, T, F, A, L) are the longer routes in the network which require more revenue hours to carry passengers from campus to their destinations throughout Davis.

Figure 35 - Productivity by Unitrans Route, FY 2024







#### **Farebox Recovery**

The Unitrans system is able to cover a significant portion of its operating costs through farebox revenue. In FY 2023 the Unitrans system recovered 73% of its operating expenses through ridership revenue. This high level of ridership revenue is possible through undergraduate fees dedicated to Unitrans service which are included in each of UC Davis's student tuition costs. Two routes earn more revenue than the cost incurred by providing the service, the V Line (198%), and the C Line (102%). The routes with the lowest farebox recovery ratios are the P/Q Lines (45%), the T Line (44%), the F Line (42%), and the L Line (29%).

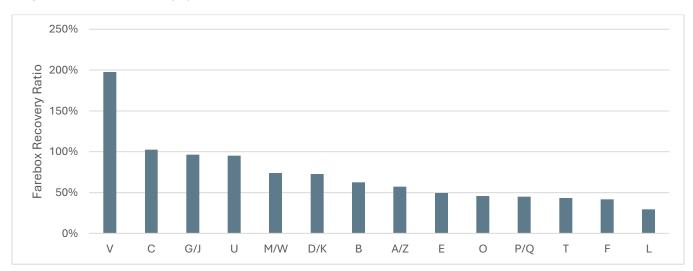


Figure 36 - Farebox Recovery by Unitrans Route, FY 2023

#### **Subsidy per Passenger**

When viewing cost-effectiveness via subsidy per passenger, in FY 2023 a trip on Unitrans required an average of \$0.67 subsidy per passenger. Routes that did not require subsidies included the V Line (\$0.92 profit per trip), and the C Line (\$0.04). Routes which required the largest subsidies per trip were the P/Q Lines (\$2.30 subsidy per trip), T Line (\$2.42), F Line (\$2.63), and the L Line (\$4.46).

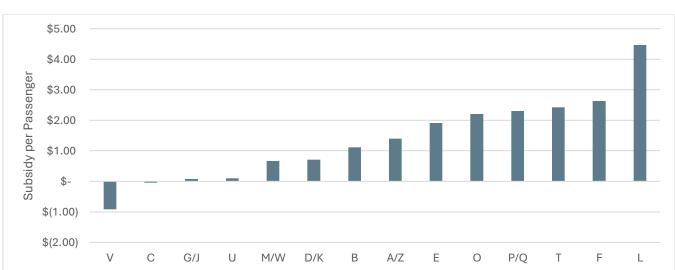


Figure 37 - Subsidy per Passenger by Unitrans Route, FY 2023





#### **Service Quality**

#### **On-Time Performance**

Unitrans defines a trip as being on time if it arrives at a stop no later than 5 minutes after its scheduled time. Analyzing the on-time performance of Unitrans routes reveals notable variability across the system. Routes like VL, V, and VX perform well, with over 77% of trips being on time and fewer than 10% running late. In contrast, several routes, such as W, L, P, and Q, have significant reliability issues, with more than 30% of trips arriving late. Route P and Q perform the worst, with only about half of their trips being on time; reliability on these routes in particular may be impacted by their long alignments.



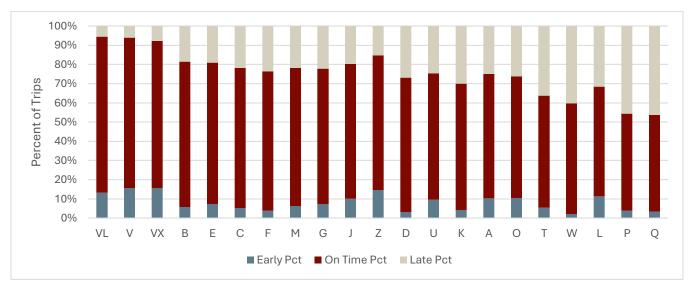


Table 7 shows the timepoints with the highest percentage of late arrivals between July 1<sup>st</sup>, 2023, and June 30<sup>th</sup>, 2024. Stops with late arrivals are mostly those served by routes P and Q, which is primarily a function of the length of the route. Timepoints with high percentages of late arrivals served by P and Q are located throughout the Unitrans service area, signifying that these are not issues with specific issues with the road network. Stops with high percentages of late arrivals that are served by routes beyond P and Q include 5<sup>th</sup> and D Street / Downtown (WB), Russell Blvd and Sycamore Lane/Trader Joe's (EB), 1<sup>st</sup> St & D St/Downtown (WB) and 14<sup>th</sup> St and Davis High School (WB). These stops tend to be in areas with higher traffic volumes such as Downtown and Russell Blvd near Trader Joe's and are also for routes traveling in the direction of campus.





Figure 39 - Top Ten Unitrans Stops in Late Arrivals

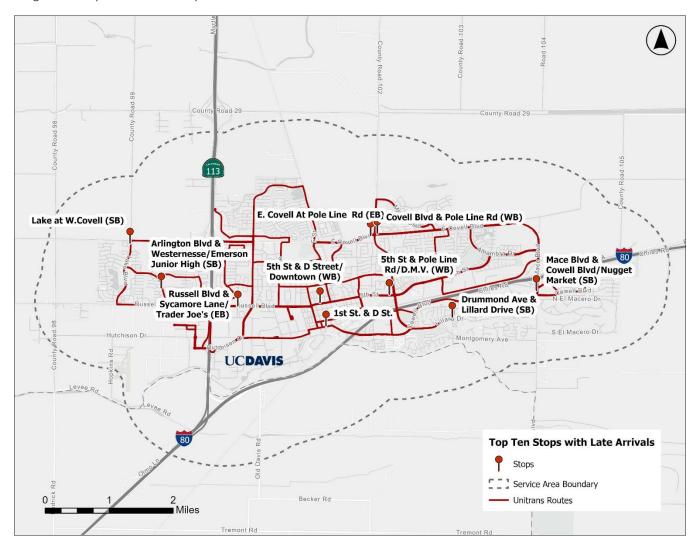






Table 7 - Timepoint with Highest Percentage of Late Arrivals, FY 2024

Rank	Routes Serving Stop	Timepoint	Late Arrivals
1st	Р	Lake Blvd & Covell Blvd (SB)	62%
2nd	P, Q	Covell Blvd & Pole Line Rd (EB)	61%
3rd	P, Q	Arlington Blvd & Westernesse/Emerson Junior High (SB)	60%
4th	P, Q	5th St & Pole Line Rd/DMV (WB)	59%
5th	E, P, Q	5th Street & D Street / Downtown (WB)	57%
6th	Р	Covell Blvd & Pole Line Rd (WB)	56%
7th	P, Q	Mace Blvd & Chiles Road/El Macero/Nugget (SB)	55%
8th	P, Q	Drummond Ave & Lillard Drive (SB)	54%
9th	K, P, U	Russell Blvd & Sycamore Lane/Trader Joe's (EB)	53%
10th	M, W	1st St & D St / Downtown (WB)	52%

#### Crowding

Figure 40 shows the percentage of trips on each Unitrans trips overcapacity; Unitrans defines the capacity of their regular buses as 60 passengers and the capacity of their double-decker buses as 120 passengers. The analysis of the Unitrans network's crowding data highlights several key routes that experience higher percentages of crowded trips throughout the year, particularly around the UC Davis campus. Route Z, which has the highest percentage of crowded trips at 5.4%, provides a critical connection between the campus, downtown, and apartments at 5<sup>th</sup> and Cantrill. Route U, with 5.1% crowded trips, serves as the weekend connection between campus and the West Village dorms. Despite its relatively low ridership overall, the crowding on Route U suggests that its hourly service on weekends may need to be reconsidered to better accommodate demand.

Route W, which has 3.9% crowded trips, offers an important connection within South Davis, contributing to its moderate crowding levels. Other routes, such as Route C (3.4%) experience moderate crowding, while less frequently used routes like P (0.7%) and K (0.5%) show much lower percentages of crowding. Route V also experiences some crowding, with 3.1% of trip overcapacity, but it is mitigated somewhat through the use of double-decker buses. The least crowded routes include Routes T (0.0%), A, F, and E (each with 0.1%).





Figure 40 - Percent of Trips with Crowding, FY 2024

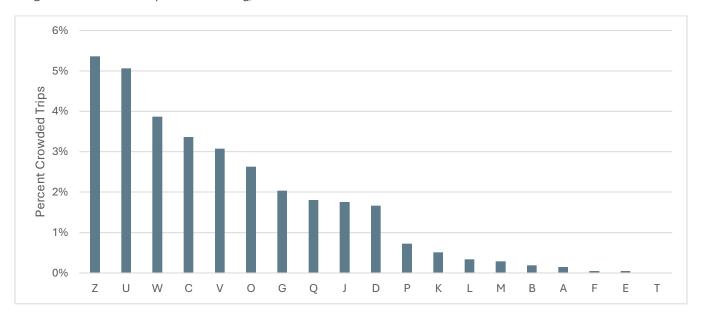


Figure 41 compares crowding by route in FY 2024 with the change in crowding since FY 2019. Routes C and O are the only routes that have had significant increases in crowding since FY 2019. Route G and Route W have seen significant decreases in ridership, with the percentage of trips that were crowded declining by 5 and 4 percent respectively since 2019.

Figure 41 - Percent of FY 2023 Trips With Crowding and Change in Percent Trip With Crowding Since FY 2018

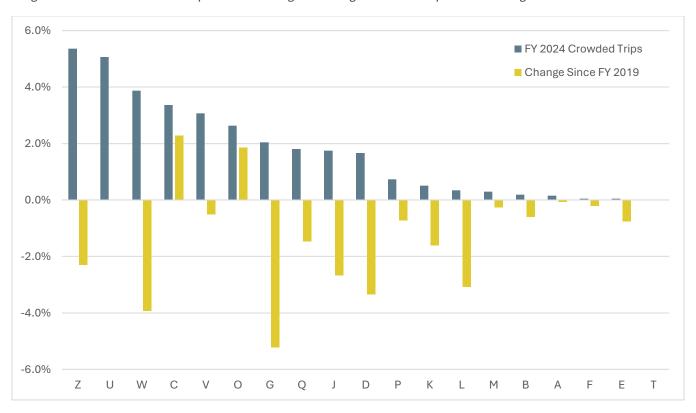






Figure 42 shows that crowding over the past six fiscal years shows significant fluctuations following impacts of the COVID-19 pandemic and shifts to working and learning from home. In FY 2019, crowding levels were relatively consistent, with 3.5% and 3.7% of trips classified as crowded, respectively. This FY 2022 a steady demand for the service and potential capacity challenges during peak times. By FY 2022 the percentage of crowded trips increased to 0.9%. This gradual recovery continued into FY 2023 and FY 2024, where crowding levels stabilized at 1.8%.

While these levels are lower than pre-pandemic years, the increase from FY 2022 indicates a growing demand for services as more people return to in-person activities, particularly around the UC Davis campus.

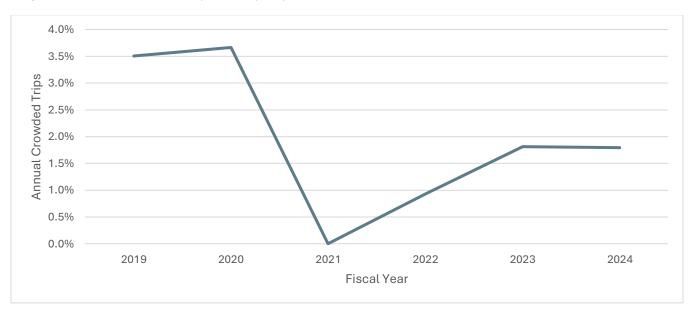


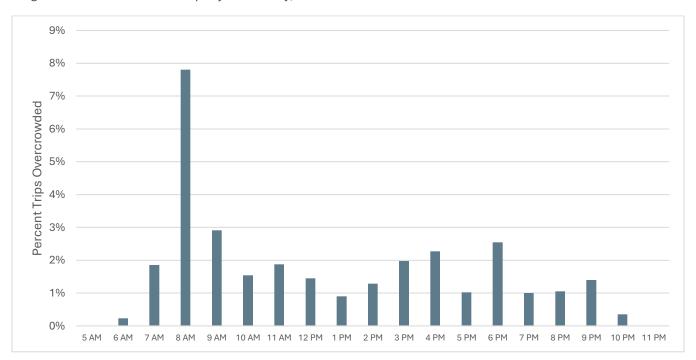
Figure 42 - Percent of Unitrans Trips Overcapacity, FY 2019 - 2024

Figure 43 shows the percentage of Unitrans trips that are crowded by the hour of trip start time. Given that 90% of Unitrans riders are students and all routes service the UC Davis campus, the crowding patterns likely reflect student commuting behavior, especially around class schedules. The peak in crowded trips at 8 AM (7.8%) coincides with the start of morning classes, as students travel to campus for early lectures. Following this peak, the crowding drops significantly by 9 AM (2.9%) and remains relatively low during the midday, likely due to students already being on campus. Crowding picks up slightly in the late afternoon around 3 to 6 PM, with 2.0% to 2.5% of trips being crowded, possibly reflecting students heading home after afternoon classes or campus activities. Evening and late-night crowding remains minimal. The data highlights how the academic schedule influences crowding patterns, particularly around morning and afternoon class times, while midday and late evenings experience lighter transit use.





Figure 43 - Crowded Unitrans Trips by Time of Day, FY 2024







### **DCT Service Evaluation**

Davis Community Transit (DCT) is the complementary paratransit provider for Unitrans and Yolobus within the city of Davis. It is a shared ride, origin-to-destination paratransit service for qualified customers and visitors in the Davis area.

#### **POLICIES**

#### Service Area

DCT provides service in the city limits of Davis within one mile of active, regular service fixed route bus lines. This service area policy is beyond that mandated by the Americans Disabilities Act (ADA), which require paratransit service to be provided within three-quarters of a mile of fixed route bus service.

#### Eligibility

DCT service is available for customers who qualify under ADA requirements. Disabled customers may be accompanied by a personal attendant at no extra charge. One unregistered companion may accompany a certified customer but must pay a one-way fare.

Customers can apply to use DCT service by calling the DCT Paratransit Coordinator or by emailing the Paratransit Coordinator. Customers must recertify every three years.

#### Reservations

Customers make reservations by phone. Customers can make a reservation 1 to 14 days in advance of their appointment and must call before 5:00 PM for rides the following day. Same-day riders are only given if time and space permit, and then customers must pay a same-day fare of \$6.00.

DCT can schedule rides up to an hour before or after the requested pick-up time.

DCT provides a 20-minute window for pick up, customers are advised that their pick-up time may be ten minutes before and ten minutes after their scheduled pick-up time.

#### **Fares**

DCT has three different tiers of fares: regular, premium (for rides requested when Unitrans is not operated but Yolobus is, and then only within a mile of local portions of a Yolobus line), and same day. Customers can also purchase multi-ride tickets in denominations of \$15, \$30, and \$60.

Table 8 - Fares for DCT Service

Fare Type	Cost
Regular	\$3.00
Premium	\$4.50
Same Day	\$6.00
Multi-ride Tickets	\$15/\$30/\$60





#### **Cancellations and No-Shows**

Customers must cancel their trips at least 30 minutes prior to their scheduled pick-up time. If customers do not board the DCT vehicle after it has waited three minutes, the vehicle may leave, and the customer will be issued a no-show. A customer who accumulates sufficient no-shows or late cancellations over a 45-day period can result in a suspension of service for the customer.

#### **DCT PERFORMANCE**

#### Ridership

Figure 44 shows annual ridership on DCT. Between 2019 and 2024 DCT ridership experienced significant fluctuations. Since peak ridership of 17,884 in 2019 and the subsequent decline in ridership due to COVID-19, a recovery began in 2022, with ridership rebounding to 11,036, followed by continued growth to 12,956 in 2023 and 14,396 in 2024. By 2024, ridership reached 80% pre-pandemic levels, reflecting the service's steady return to normal operations.

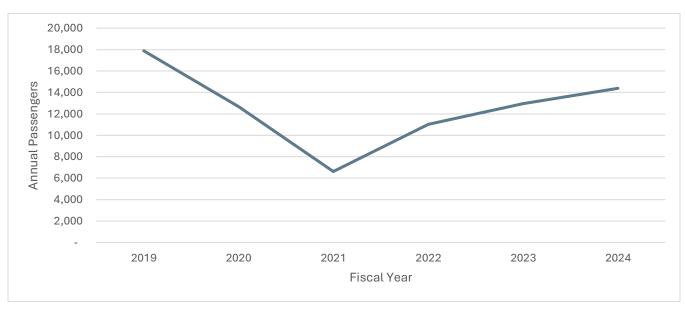


Figure 44 - DCT Annual Boardings, FY 2019-2024

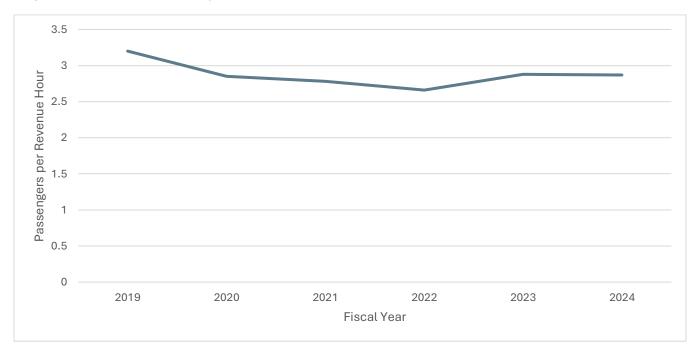
#### **Service Efficiency**

Productivity on DCT services has been relatively stable in recent years, with a slight decline following the COVID-19 pandemic as seen in Figure 45. In 2024, DCT services carried 2.9 passengers per revenue hour, down slightly from the 3.2 passengers per revenue hour the service was carrying in 2019 but still above the 2024 national average of 1.9 passengers per revenue hour.





Figure 45 - DCT Annual Productivity, 2019-2024



The cost-effectiveness of DCT services was significantly impacted by reduced demand during the COVID-19 pandemic. Figure 46 shows that farebox recovery hit a low of 1.7% in 2021 and Figure 43 shows that subsidies per passenger hit a high of \$102.87 in 2021. Cost-effectiveness has increased somewhat since 2021, but cost efficiency was still much lower in 2023 than in 2019; the subsidy per passenger in 2023 of \$67.85 was more than double the subsidy required in 2019 of \$33.42 per passenger, while farebox recovery ratios increased to 3.6 percent in 2023. This is still lower than other paratransit providers in the region, the subsidy required per passenger on Yolobus special was \$84.43 during the same time period.

Figure 46 - DCT Farebox Recovery Ratio, 2019-2023

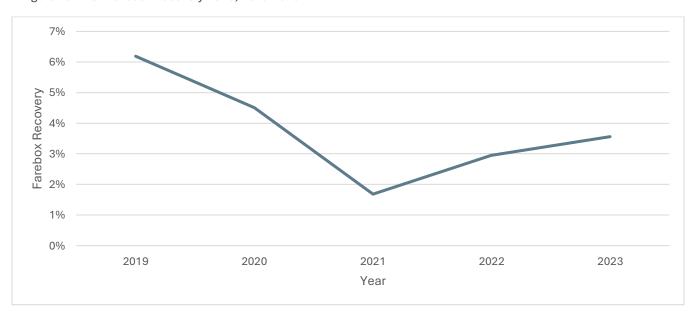
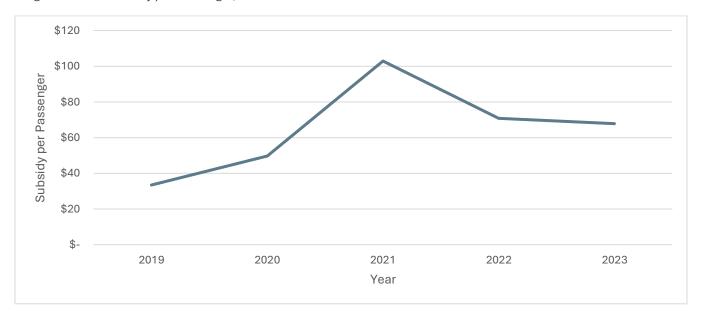






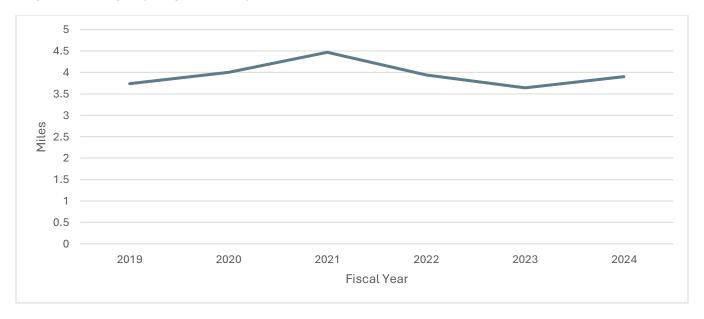
Figure 47 - DCT Subsidy per Passenger, 2019-2023



#### **Average Trip Length**

The average trip length on DCT trips has remained relatively stable since 2019, averaging 3.9 miles per trip in 2024. The stable trip lengths seen on DCT trips are a result of the limited-service area of the services.

Figure 48 - Average Trip Length of DCT Trips, FY 2019-2024



#### Same Day Trips

Figure 49 shows that from 2019 to 2021, there was a decline in the number of same-day trips, dropping from 154 in 2019 to just 78 in 2021. However, starting in 2022, the number of same-day trips began to rise, reaching 92, and then sharply increased to 170 in 2023 and further to 246 in FY 2024. The increase from 2022 onward may reflect a recovery in demand as services normalized post-pandemic. The fact that same-day





0

2019

trips require a premium fare might suggest that more passengers are willing to pay for this added convenience, indicating a growing need for spontaneous transportation options among DCT users. The significant growth in 2024 shows that this service is increasingly in demand, reflecting users' reliance on more immediate access to transportation.

300 — 250 —

Figure 49 - Same Trips Provided by Year on DCT, FY 2019-2024

The ability of DCT to satisfy requests for same-day trips has remained more or less stable since 2019. Figure 50 shows that the percentage of same day trips that were satisfied has increased since 2022, with 58 percent of same day trip requests fulfilled in 2024.

Fiscal Year

2022

2023

2024

2021

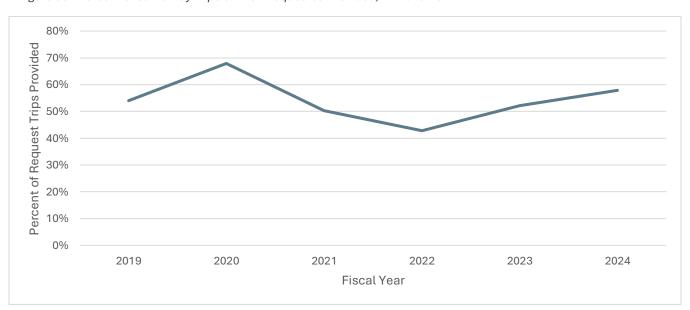


Figure 50 - Percent of Same Day Trips on DCT Requested Provided, FY 2019-2024

2020





#### **Canceled Trips and No Shows**

The data on canceled trips and no-shows reveals trends in user behavior that could impact service efficiency. Figure 51 shows canceled trips, which are trips the passengers proactively cancel, show a notable increase over time. In 2019, there were 2,433 cancellations, decreasing slightly in 2020 to 2,236. After 2021, cancellations increased, reaching 2,551 in 2022, 3,111 in 2023, and peaking at 3,406 in 2024. This growth in cancellations suggests increased flexibility for passengers to change their plans as more users cancel trips in advance.

No-shows, while much fewer in number compared to cancellations, follow a different trend. Figure 20 shows that they decreased significantly between 2019 and 2021. After 2021, no-shows rose slightly, stabilizing between 201 and 235 from 2022 to 2024. The consistency in no-show numbers in recent years implies that while some passengers continue to miss their rides without canceling, the issue has remained relatively stable.

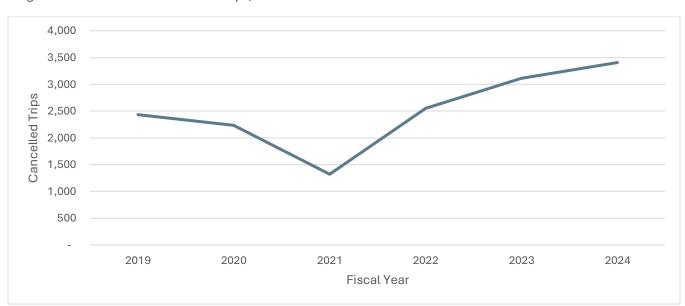


Figure 51 - Number of Cancelled DCT Trips, FY 2019-2024





Figure 52 - Number of No-Shows on DCT Service, FY 2019-2024

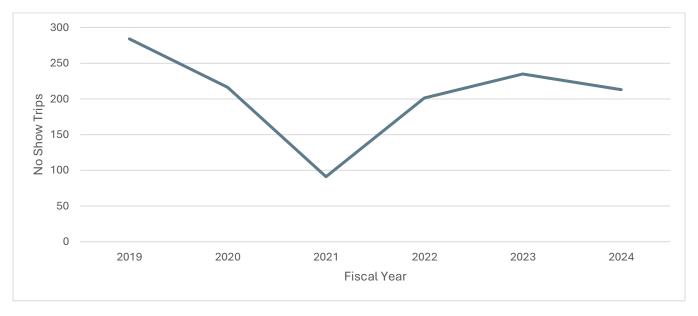


Figure 53 shows that the percentage of requested trips that were cancelled has increased from 2019, rising from 12 percent of trips to 19 percent of requested trips being cancelled in 2024. The percentage of trips that were no-shows has remained stable since 2019 when no-shows were 1.4 percent of requested trips to 2024 when no-shows were 1.2 percent of requested trips.

Overall, the sharp increase in cancellations paired with the stable no-show numbers may suggest that passengers are increasingly proactive in managing their trips, potentially benefiting DCT by allowing more efficient use of resources. However, the high cancellation rates in recent years may also indicate variability in rider schedules, which could affect service planning and reliability.

Figure 53 - Percent of Requested DCT Trips Cancelled, FY 2019-2024

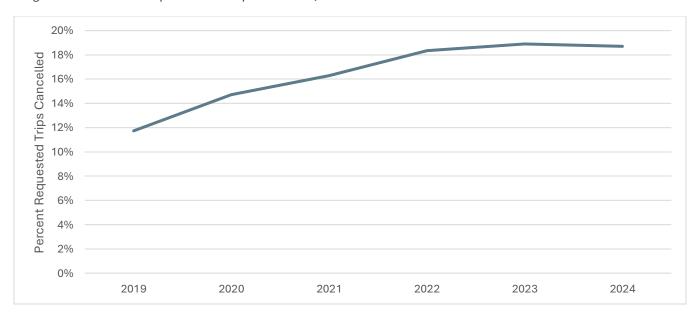
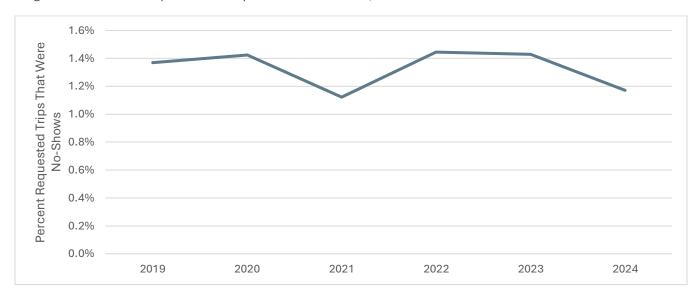






Figure 54 - Percent of Requested DCT Trips that were No-Shows, FY 2019-2024

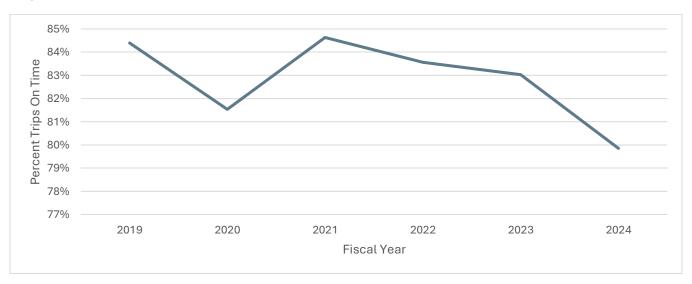


#### **Service Reliability**

The on-time performance of DCT services has remained relatively stable over the past six fiscal years, though there has been a slight downward trend in recent years. In 2019, DCT achieved an 84% on-time rate, with a minor drop to 82% in 2020. On-time performance improved in 2021 to 85%, which may reflect reduced traffic or lower ridership during the COVID-19 pandemic. However, after 2021, performance gradually declined, reaching 84% in 2022, 83% in 2023, and falling to a low of 80% in 2024.

The policy defining a trip as on-time if it arrives within ten minutes before or after the scheduled time indicates that DCT generally maintains a reasonable standard for reliability. Still, the gradual decline from 2022 to 2024 may suggest operational challenges or rising demand, leading to slight delays. The dip to 80% in 2024 could signal a need for attention to service efficiency and scheduling to prevent further declines and ensure continued reliability for passengers who rely on timely pickups.

Figure 55 - DCT On Time Performance, FY 2019-2024







#### **Popular Destinations**

The top destinations for Davis Community Transit's (DCT) paratransit service reveal a diverse range of essential services, shopping areas, and community spaces that are highly frequented by paratransit users. Many of these locations include large retail stores and medical facilities, highlighting the importance of both healthcare access and grocery shopping for DCT's clientele. For example, popular shopping centers such as Target, T.J. Maxx, Nugget Market, Safeway, and CVS provide DCT customers access to essential goods, while healthcare destinations like Sutter Walk-In-Care, the Kaiser Medical Offices, and Sutter Hospital ensure access to medical services. These locations suggest that DCT serves a population that relies on access to healthcare and daily necessities, often in close proximity to central retail and medical hubs.

In addition, community-oriented locations such as the Senior Center at 646 A Street, Davis Veterans Memorial Center, and Mary L. Stephens Davis Library are also significant, indicating that social services, recreational, and community activities play a role in the mobility needs of DCT users. Religious institutions like St. James Catholic Church, Davis Lutheran Church ELCA, and The Church of Jesus Christ of Latterday Saints further emphasize the role of paratransit in supporting access to spiritual and social networks. Moreover, connections to UC Davis reflect a likely demographic that includes students, staff, or community members requiring access to the university's medical, recreational, and dining facilities.

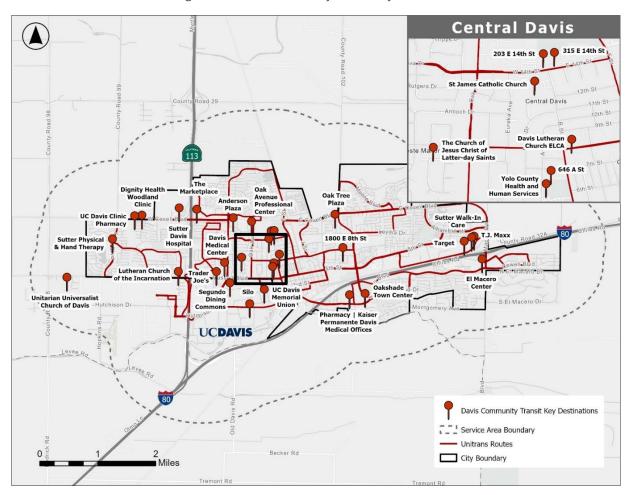


Figure 56 - Davis Community Transit Key Destinations





### **Service Evaluation Key Takeaways**

- Unitrans ridership has been recovering well from the COVID-19 pandemic. Ridership in FY 2024 was nearly 3.5 million, 94 percent of pre-covid ridership of 3.7 million in FY 2019. This recovery was stronger than both the national (81 percent of 2019 passengers) and state (82 percent of 2019 passengers) rates of recovery.
- Student commuters are a strong source of ridership. Routes V and J see high ridership from the Silo terminal.
- Weekend service can boost ridership. Routes P, Q, and G all see strong ridership from Memorial Union, while routes that only run weekdays or weekends see lower ridership.
- Ridership is highly concentrated geographically. The top 10 stops account for nearly 60 percent of daily riders with 37 percent of average daily riders occurring at the two main terminals for the Unitrans system.
- Ridership patterns are changing. Routes V and Z experienced substantial increases in ridership, while routes J, W and G saw notable declines, fueled by changes in commuting patterns, population density, and UC Davis hybrid learning policies.
- Shorter routes have higher productivity. Due to their shorter nature and serving high-demand destinations near campus, these routes carry more passengers per revenue hour.
- Farebox recovery rates are high, mostly due to UC Davis undergraduate dedicated tuition fees, which also keeps subsidy per passenger low systemwide.
- On-time performance varies across the system. Longer routes, such as Routes P and Q, have significant delays, especially along high-traffic corridors.
- Crowding occurs occasionally systemwide. The most crowded routes include routes Z, U, W, C, V, O, and G, which can experience up to 5% of trips over capacity. Crowding levels have changed to reflect ridership changes since 2019 and are usually during AM and PM peak periods.
- **Weekend service is limited.** With only seven routes operating on hourly schedules and ending at 6 PM, the lack of service makes Unitrans a less viable option for many riders.
- Paratransit ridership is recovering. Davis Community Transit reports 80% of pre-pandemic ridership in 2024, but subsidy per passenger is still more than double of 2019, at \$67.85 in 2023.
- Same-day DCT trips are on the rise. With 246 in 2024 versus 154 in 2019, the need for spontaneous travel options is apparent. This is also suggested by recent high cancellation rates.
- DCT serves a variety of trips, usually for essential purposes. The main trend in DCT trips shows connections to shopping and medical facilities, with additional demand to community and religious buildings and the UC Davis campus.





# City of Davis Short Range Transit Plan

Executive Summary – Existing Conditions and Draft Unitrans Recommendations

## Agenda

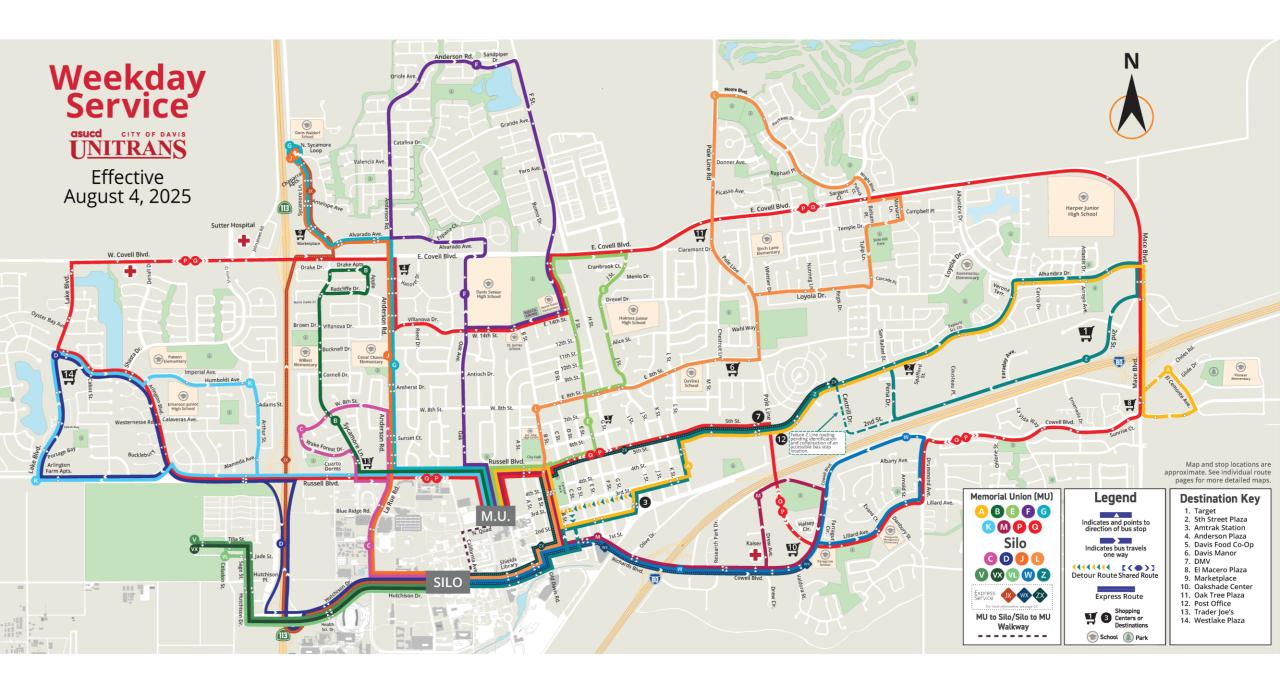
- 1. Introduction
- 2. Unitrans Background
- 3. Existing Conditions and Outreach Key Findings
- 4. Draft Unitrans and Yolobus Service Recommendations
- 5. Public Outreach
- 6. Next Steps

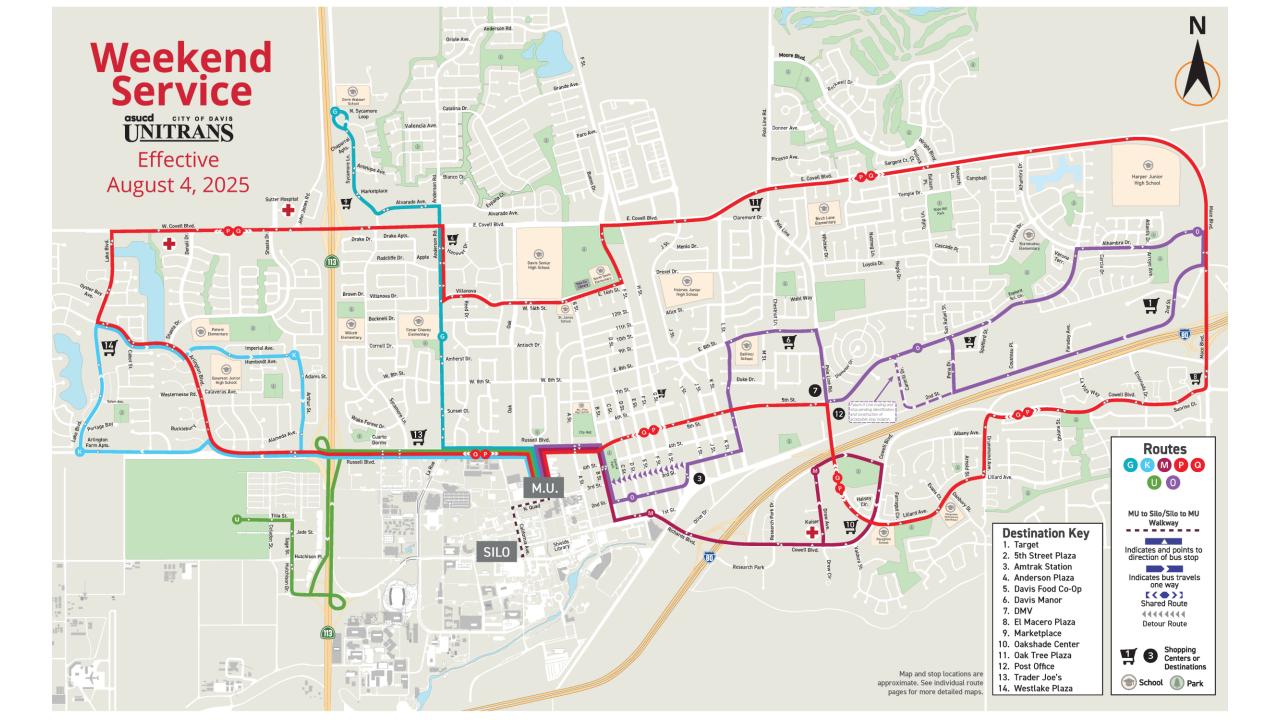
## Introduction

- The Short-Range Transit Plan examines how well Unitrans and Davis Community Transit are performing in the City of Davis and develops recommendations for improving transit service over the next several years
- The Project Team is concurrently developing a separate Short-Range Transit Plan for YoloTD, including Yolobus service in Davis
- These are initial Unitrans recommendations developed in response to resident feedback and an analysis of existing services
- These recommendations for Unitrans service will be presented to the public for their feedback, and final recommendations will incorporate community input

## **Unitrans Background**

- Operated by the Associated Students of UC Davis
  - All Unitrans drivers are undergraduate students
- Provides fixed route bus service within the city of Davis and UC Davis campus out of two on-campus transit centers
  - Yolobus provides regional service to and from Davis
  - Yolobus routes also make local stops within Davis and serve the oncampus transit hubs, complementing Unitrans
- Open to the public
  - Funded through federal and state transit grant programs and a tuition fee for UC Davis undergraduate students
  - Undergraduate students can ride without paying fare





# Existing Conditions and Community Outreach – Key Findings

- Unitrans ridership has recovered from the COVID-19 pandemic
  - Ridership in FY 2025 was 3.8 million, higher than 3.7 million riders in FY 2019
- Longer routes like the P and Q have the most reliability issues
- Weekend service is currently limited, impacting weekend mobility for those using Unitrans service
- Ridership patterns are changing
  - Some routes have increasing ridership, some lower, fueled by changes in commuting patterns, population density, and UC Davis hybrid learning policies.

# Existing Conditions and Community Outreach – Key Findings

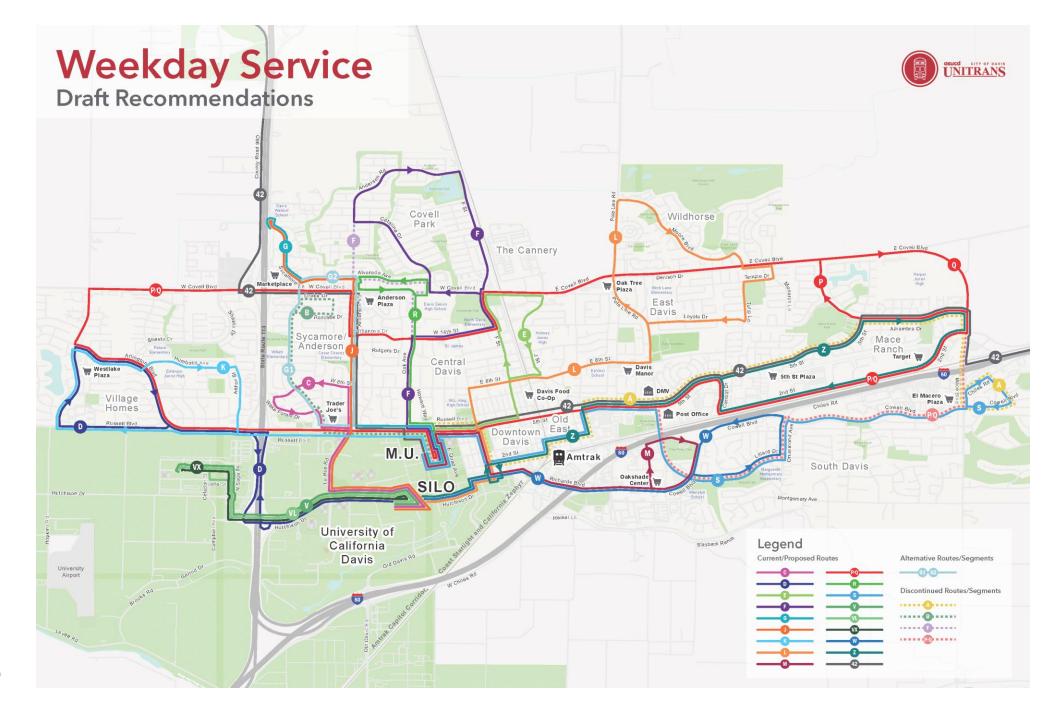
- Frequency, reliability and destinations served are the most significant factors in choosing to ride Unitrans
- Riders want longer weekend spans over increased weekend frequency
- Biggest reasons for not taking Unitrans is due to travel times, origins and destinations being outside of Davis, and the ease of biking and walking
- Improved frequencies and new destinations served seen as biggest priorities for non-riders; earlier morning bus service and more space on the bus were the lowest priority

### Goals and Objectives of the SRTP

- Effectiveness
  - Increasing ridership, reliability and accessibility
- Efficiency
  - Cost-effectiveness, passengers carried per hour
- Integration and Coordination
  - Coordinating with other transit services and transportation options, integration with other planning efforts
- Accessibility
  - Ensuring accessibility of service to people with disabilities and other transportation barriers
- Reduce Transportation Impact on Climate
  - Reduce number of single-occupancy vehicle trips

# Goals of Proposed Unitrans Service Changes

- Enhanced service to high-demand locations
- More reliable service on East and South Davis routes
- 3 Improved coordination with Yolobus service
- Later evening service on Fridays and weekends





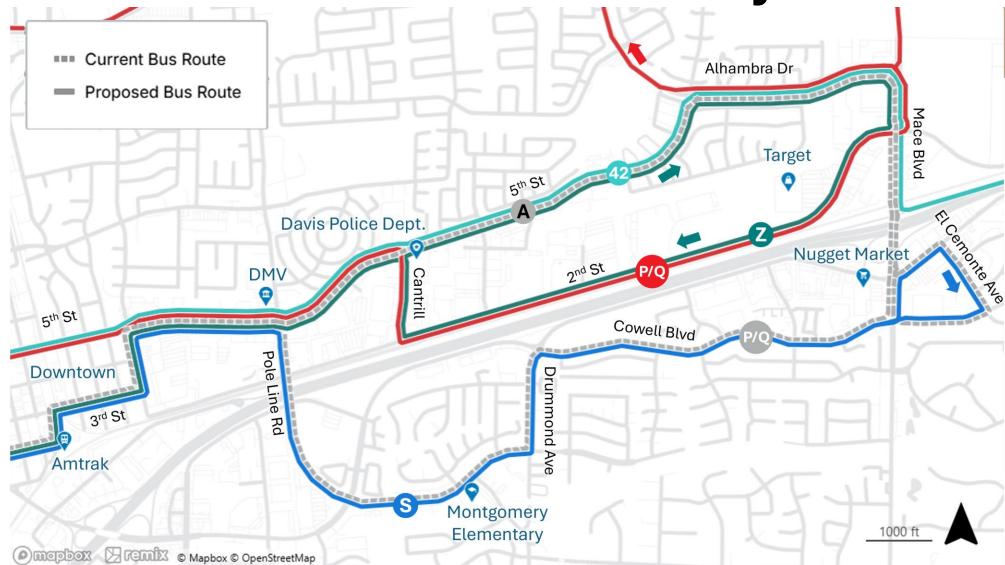
### South and East Davis Service Changes

- P and Q Line no longer to serve South Davis
  - Service between Pole Line and Mace will operate via 2<sup>nd</sup> and 5<sup>th</sup> streets, staying north of I-80
  - Avoids traffic congestion at Mace I-80 overpass, improving reliability and on-time performance for rest of route
  - T Line and P/Q Line supplemental Harper Junior High trips would still serve South Davis on school bell schedules
  - In Mace Ranch, P Line will operate on Alhambra instead of Mace and Covell
- S Line, new weekday bus route in South Davis
  - Will operate every 30 minutes on weekdays on former South Davis portion of P/Q lines

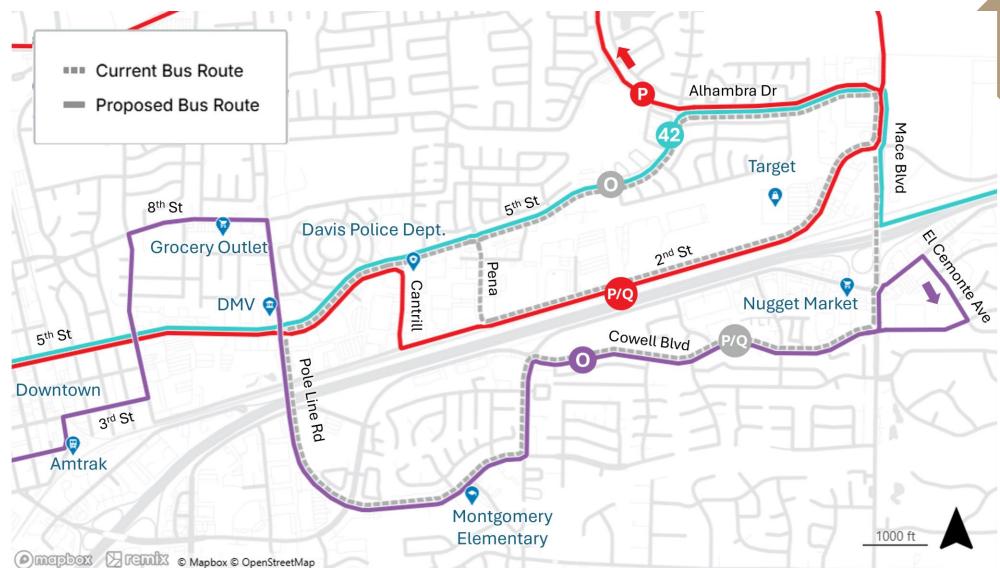
### South and East Davis Service Changes

- O Line modified to serve South Davis on weekends
  - Weekend service along 2<sup>nd</sup> and 5<sup>th</sup> Streets will be provided by modified P/Q Lines and Yolobus Route 42
  - Provides new weekend service to South Davis stops east of Mace
- Weekday A Line discontinued, but all current A Line stops will still have transit service
  - Yolobus Route 42, modified Unitrans P/Q Lines, and Unitrans Z Line to serve East Davis stops
  - S Line to serve South Davis and Downtown Davis stops

South & East Davis - Weekday



### South & East Davis - Weekend



### **Central Davis Service Changes**

- F Line Modified
  - More Convenient Service to Davis High School and Yolo County Library
    - Bi-directional service on W. 14<sup>th</sup> Street and F Street south of Covell
  - New service on Catalina Drive
    - F Line modified to improve transit service in North Davis by providing service along Catalina Drive
- R Line, New Route in Central Davis
  - Connects Memorial Union Bus Terminal and Alvarado Avenue via Oak Avenue, replacing current F Line service on Oak and Alvarado and providing faster inbound service from Alvarado.
- Yolobus Route 42 will now serve Sutter Davis Hospital on John Jones Road

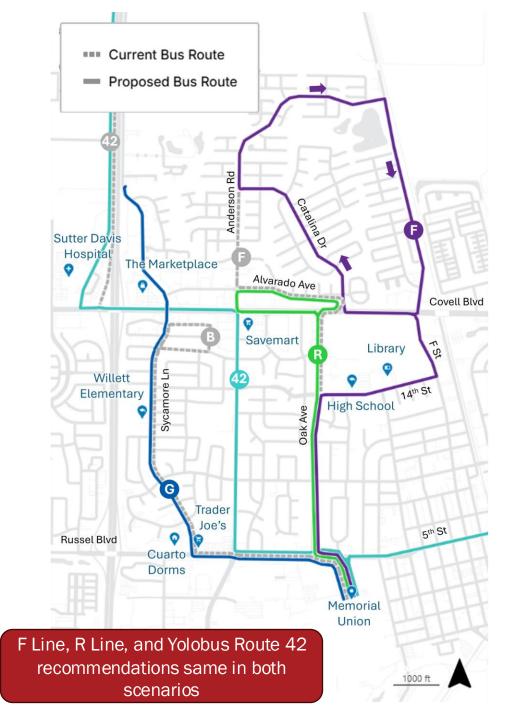
### **Central Davis Service Changes**

- Two alternatives developed based on G Line service changes:
  - Alternative 1: Shift the Anderson Road segment between Russell and Covell to Sycamore, maintaining coverage of the discontinued B Line
  - Alternative 2: Maintain current Anderson Rd alignment between Russell and Covell, facilitating high-frequency weekday service on Anderson in combination with Yolobus Route 42 changes. Discontinuation of B Line leaves Sycamore Lane south of Covell with no service
- Silo Terminal services remain unchanged in both alternatives



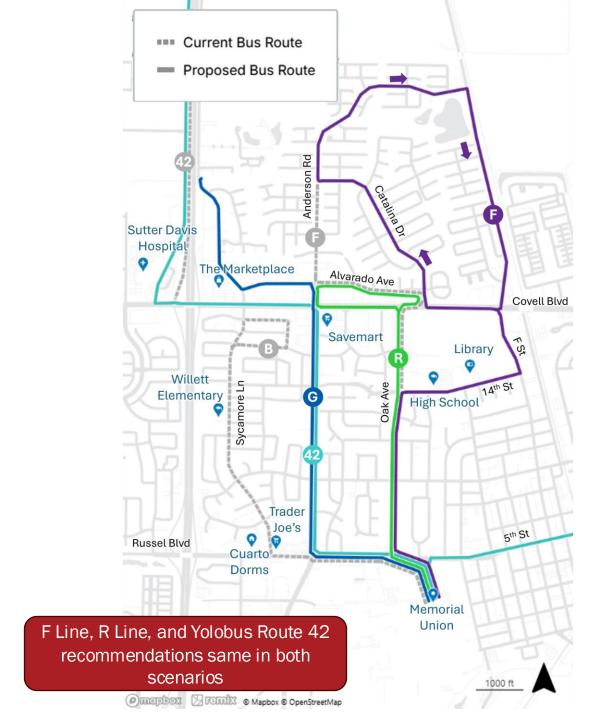
## **Central Davis - G Line Alternative 1**

- G Line moved from Anderson to Sycamore
- B Line discontinued
- Yolobus 42A/B serves
   Anderson every 30
   minutes weekdays,
   every 60 minutes
   weekends



## **Central Davis – G Line Alternative 2**

- G Line continues to operate on Anderson
- B Line discontinued
- Sycamore riders
   within 0.5 miles of
   multiple bus routes on
   Anderson



### **Later Evening Service**

- According to the customer survey, both riders and non-riders had a preference for later evening service over earlier morning service.
- Survey takers preferred 60-minute service with increased service hours over increased frequency on weekends

### **Later Evening Service**

#### Friday

 Service will run as late as on other weekdays, with final departures from UC Davis at ~10 p.m. instead of ~8 p.m.

#### Weekends

• Service will run two hours later, with final departures from Memorial Union at ~8 p.m. instead of ~6 p.m.

### **Community Outreach**

- Survey
  - Conducted online
  - <u>Davis Unitrans Route and Schedule</u>
     <u>Change Survey</u>
- Pop Up Events
  - October 14-15: UC Davis Campus, Silo Bus Terminal and Memorial Union Bus Terminal
  - October 25: Davis Food Co-Op Block
     Party 5 p.m. to 7 p.m.



### **Next Steps**

- Continue to conduct community outreach
- Incorporate community feedback into final Unitrans and Yolobus service recommendations
  - Yolobus recommendations may include restoring Yolobus 220, which provides service between Winters and Davis, which will also serve Sutter Davis Hospital and Memorial Union Bus Terminal.
  - If you have comments on Yolobus, please reach out through the YoloTD Short Range Transit Plan community engagement process.
- Final plan will be presented to the Davis City Council in summer 2026.



### **Thank You**

Clarifying questions?