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2022-2023 Campus Travel Survey Brief Report on Commuters' Perspective about Transportation at UC Davis

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June 2023

A Research Report from the National Center
for Sustainable Transportation

Alexander Kenichi Hu, University of California, Davis

Aakansha Jain, University of California, Davis



National Center
for Sustainable
Transportation



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A National Center for Sustainable Transportation Research Report

June 2023

Alexander Kenichi Hu, College of Engineering, University of California, Davis

Aakansha Jain, Institute of Transportation Studies, University of California, Davis



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2022-23 Campus Travel Survey

Brief Report on Commuters' Perspective about Transportation at UC Davis

Institute of Transportation Studies

and

Transportation Services

University of California, Davis

Prepared by

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College of Engineering

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June 2023

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Introduction

This report presents the views expressed by UC Davis commuters related to various issues, challenges, and concerns that they have with the transportation facilities and services in the community in an open-ended question on the 2022-23 Campus Travel Survey. We analyzed the contents of comments provided by survey respondents and identified common themes to group the comments. Based on this content analysis we have grouped the views of students and employees across the themes of safety, parking facilities, transportation for people with disabilities, transit issues, biking, challenges with micro-mobility, and EV charging facilities. Only selected comments are included. We present the comments unedited and anonymously, indicating only whether the comment was provided by an Undergraduate Student (U), Graduate Student (G), Faculty (F), Post-Doc (P), or Staff (S).

Safety

With thousands of students, faculty, and staff commuting to the UC Davis campus every day, the safety of different mode users is a concern. On the main campus, cyclists and micro-mobility users share the same roads with pedestrians crossing these streets at intersections, which has inevitably led to congestion and crashes. In the city, some roads lack protected bike lanes, which has led to safety concerns for cyclists and micro-mobility users. To improve overall road safety and educate people about safely riding bicycles, UC Davis Transportation Services (TS) has designed a set of initiatives such as the BEEP (Bicycle Education and Enforcement Program) video series, educational events, and the Cycling Savvy online course. However, while TS has made these resources available to the student body, the comments suggest that a lack of outreach and direct interaction for these initiatives has resulted in little improvement in cyclist etiquette and behavior.

Across role groups, people expressed concern over unsafe bicyclist behavior witnessed on campus that deterred them from biking and walking.

- **F18:**“ As a long time faculty member who primarily walks on campus, I would like to see more monitoring of bicyclists and enforcement of the CVC. I routinely see cyclists who (1) do not use proper hand signals when turning; and (2) fail to yield to pedestrians in crosswalks; (3) fail to use the bike lanes and, instead, use sidewalks intended for pedestrians only”.
- **G16:** Bicyclists rarely honor traffic signs and laws. Most seem to think they have the same protections as pedestrians in non-designated zones. Particularly are the 4 way stop of Hutchinson Drive and Old Davis Round. I've had 3 separate instances of a bicyclist not honoring their stop sign, let alone the 4 way stop as a whole, and just going right into oncoming traffic at that location. I've also seen a bicyclist go right in front of an incoming bus in the crosswalk section despite the bus having the green light, and the crosswalk having the red hand stop sign well before the arrival of the cyclist.

There are also some aggressive drivers in Davis. After leaving parallel parking and then waiting for a pedestrian to cross, I've had a car come up on the side of me in the incoming traffic lane (maybe they thought I was being slow or something and wanted to pass) causing a traffic issue because there was incoming traffic. I've also had issues at 4 way stops downtown with both bicyclist vehicle drivers not honoring the 4 way pattern or even the stop signs.

Also at the yield due to the crossing bike lane at California Ave and Russell Blvd I've seen a few cars nearly hit the bicyclists crossing in the protected lane. I've noticed that the cars in this specific location that don't yield tend to be extremely loud, souped up cars and expensive sports cars.

These experiences have made me choose not to bike, and instead to either drive or walk. With driving, I'm protected if I get hit by a car or a bike. With walking, I'm moving slow enough, and I'm not on the road, I'm not worried about getting hit.

I also think UC Davis should impose a noise restriction of vehicles on campus. Nobody likes the extremely loud and obnoxious sounds cars make to begin with, and it's even worse when someone thinks having a loud vehicle is cool and modified to be that way".

- **G46:** " Many students don't know how to ride bikes safely. They don't follow the rules, step on brakes, let pedestrians pass on crossings, and often have earphones and phones in their hands and wear no protection. I see it every day when on campus. As a pedestrian, half of the time I am wary of navigating around campus during the rush hour. Since I got my bike, I am trying to ride in areas with less traffic.

However, overall I feel the campus is safe: bike lanes and no cars really contribute to a more comfortable setting than riding in downtown".

Students also feel that there is a need for having more protected bike lanes with separate walkways rather than shared use paths as they endanger both cyclists and pedestrians.

- **G42:** "The BEST thing that could happen on campus is having dedicated bikeways that are separate from pedestrian walkways. There are a number of places on campus where these intersect or, at the very least, are not clearly indicated. This results in students walking in or having to cross bikeways to the danger of both bikes and pedestrians. Paint indicating where bikes are supposed to be vs where pedestrians are supposed to walk would be very useful.

As for pedestrians trying to cross the roundabouts - many try to go through the middle of the circle (insane!) but I'm also not sure how to make their lives easier crossing at the actual crosswalks. It seems like a major oversight of how campus is set up.

- **U3:** " All accidents/sketchy situations I found myself in while on my bike were fully avoidable. I collided with someone because they were biking ahead and to the right of me as we approached a roundabout and they took a sharp and illegal left turn to go counterclockwise through the roundabout. People don't seem to care or understand traffic rules when riding their bikes.

Another major concern is how long traffic lights take to change at intersections such as the one that crosses from Russell Boulevard to Sycamore Lane. Either isolate bike lanes entirely or prioritize bicycles at stoplights that are on the edge of campus. It's pretty obvious at these intersections that the city does not consider bikes a priority and favors car drivers instead. This will remove a *massive* annoyance for people who are trying to bike more often.

The bike path between Segundo Dining Commons and the ARC also needs a serious amount of work. It has bikes going off the bike lane, through a patch of grass (which has worn down to mud

where everyone bikes over it) and across a parking lot with tiny little ramps to get back onto the bike lane. I have seen multiple people almost crash into cars here and this area is often trafficked up to the brim since the tiny ramps create an annoying bottle neck during high traffic hours (which are often because this is directly next to the ARC).

I also want to use public transport (read Unitrans) a lot more but the frequency at which it operates is absolute garbage. The schedules have the buses coming virtually every hour. This makes it unbelievably irritating to schedule trips to places that might take slightly longer than an hour. If I use the bus to go somewhere, I have an hour to walk across a sea of parking lots, do whatever I need to do (often bulk grocery shopping) and walk back to the stop. If I miss the bus, I have to wait a whole hour in whatever weather conditions exist outside that day. I find walking back home to be quicker than waiting for the bus to arrive and taking that back. Buses should be scheduled at every 15 minutes in order to actually make them truly usable and increase ridership. And market these things better. I didn't know such a vast bus network existed at all in my first year at UC Davis”.

One faculty member suggested that there is a need for additional pedestrian infrastructure in the southwest portion of campus that includes the Vet Center and scientific store, with current conditions putting pedestrians at risk.

- **F29:**“ It is very upsetting how little thought there is for pedestrians on campus, especially around the vet med part or the scientific store. There is no pedestrian access to the store!! It is ridiculous. Pedestrians need to cross a 30 mph street to get to it without a crossing. It is very dangerous and totally unacceptable for a university campus! The lack of sidewalks getting to vet med is also unacceptable. Sidewalks should be present on both sides of the street. Pedestrian crossings should be present at reasonable intervals, not make them walk an extra 500 yards to get to a light! It is clear that pedestrians are second class citizens. Very sad”.

Some faculty and staff members expressed concern over the speed of e-bikes and e-scooters creating an unsafe environment for other road users.

- **S14:**“ The increase in e-bikes, e-scooters and e-skateboards is disconcerting with how fast they move. They have made biking and walking on campus feel a bit more harrowing given the number of people and the lack of training and regulations around using these types of vehicles. I wish the campus would incorporate some kind of training/permit process both for drivers of these vehicles and for new students on traditional bikes during Orientation so they can learn the rules of the road”.
- **F13:** “I like ParkMobile in general, and I appreciate paying only for the days I park on campus. But there should be a way for the system to deduct automatically, if I forget to pay when leaving my car and am later scanned by TAPS, rather than getting a \$55 ticket. Obviously I'm in the system, I'm a faculty member, and I have ParkMobile. Why can't it just deduct the daily rate?”

This feels like a ploy to get extra revenue, in what otherwise seems like a pretty equitable system.

Also, there should be air compressors available at every single bike repair station. What's more common than a flat tire? It makes no sense that there are all these other tools at every station and yet no air.

Please don't tout e-bikes or electric scooters as legitimate options for people who aren't fit enough to ride a regular bike, because at the speeds those things go, a crash is going to be devastating. I see so many older male faculty members riding e-bikes and going ridiculously fast, and I think to myself, "oh, there's a hip replacement waiting to happen."

Thank you for including the "multiple destinations" reason for driving a car to campus in this survey. Today, in fact, I'm driving rather than riding my bike, because I have to leave in the middle of the afternoon to take my son to the dentist. Transportation is about how we accomplish our whole lives. And life isn't just about the home-to-work route".

Some undergraduates and graduates are less likely to bike in areas without protected infrastructure.

- **U30:** "The biking infrastructure on Hutchison, near Hutchison field and the parking structure, as well as near the pools is scary to ride on and not safe. It is uncomfortable to ride my bike so close to quickly moving traffic and near the large busses. I purposely do not ride my bike on Hutchison because it makes me anxious even though it would be more convenient for me to take that route. I would really like to see better biking infrastructure on Hutchison closer to the field, like a biking lane that is separated from the road or a clearly painted and protected biking lane".
- **G24:** "I used to be a 3 times / week bike rider, but after I nearly got hit by a car that looked in my direction but didn't see me (they didn't have right of way) and I almost fell into the middle of the road from that, I decided it was not worth risking a head injury to save \$4/day on a commute. I tried the bus, but the P and Q line station stop at the MU, adding 15-20 minutes of walking, and the evening hours to go home are not flexible for my schedule".

Some undergraduates feel that poor maintenance around the parking lots and garages has created an unsafe environment for both drivers and other road users.

- **U43:** When driving to parking lots/structures, particularly to and from the Pavilion structure on La Rue Road, there are many blind spots due to overgrown bushes and trees. This makes it extremely difficult to see bikers, pedestrians, utility vehicles, and oncoming traffic. In addition, parking fees are becoming very expensive and often times, I am on campus for only about an hour or two for one class. If there was a lower rate for hourly parking, I would enjoy parking on campus, but I commute from outside the city of Davis, and I have no other option.

Concerns of people with disabilities

Students, faculty, and staff with disabilities face unique mobility challenges while arriving at, leaving from, and traveling within the UC Davis campus. Infrastructure does not always accommodate the needs of disabled community members adequately, and the wide geographic spread of the campus can place classes, offices, and other workplaces far away from each other. UC Davis Transportation Services (TS) has sought to make accommodations by allocating parking spaces specifically for disabled people as well as operating the Mobility Assistance Shuttle, which provides transportation to the members of UC Davis with documented disabilities. However, the Mobility Assistance Shuttle often cannot accommodate requests due to high ridership during peak hours and rides must be arranged ahead of time and only on weekdays. Unitrans provides free unlimited rides for those with disabilities and has a ramp/lift and kneeling feature for all of its buses except 4 vintage London double deck buses.

Students and employees expressed concerns over the accessibility of UC Davis's bike racks for adaptive transportation.

- **S12:** "There should be more bike parking available for people who use quadricycles and other mobility-assistance cycles that do not fit in UCD's current bike racks".
- **G9:** "I am disabled and high risk for COVID. I had planned to take the train when I enrolled in 2020 before the pandemic. The pandemic made taking train unsafe for me. Had hoped to take train in 2022, but they got rid of mask mandate, so it is not safe for me. The bike racks on campus are also not accessible for disabled colleagues with trikes, recumbent bikes, and other adaptive transportation. UC Davis needs to do better for disabled community members."

Some faculty members expressed concern over recent increases in daily parking rates affecting disabled community members reliant on motor vehicles for mobility.

- **F25:** "The parking rate increases have been absurd. I have a macular condition that makes me entirely dependent upon my husband for transportation anywhere. We therefore need to drive, but we work together on campus, so we carpool. There used to be a great monthly option for carpooling, but you did away with this. To get rid of programs such as those in addition to substantially raising rates on daily parking in an effort to force everyone to bike is albeit and exclusionary. I feel like I'm being punished and shamed for my condition, and I feel this every time we park at UC Davis: 5 days a week. I understand the reasoning behind these efforts, but you've overcompensated and taken this too far".

One Graduate student raised concern over the current Unitrans operating schedule not accommodating disabled community members.

- **G1:**“ I use a motorized wheelchair and I need to race from class (finishing on the hour) to catch the Unitrans bus that leaves 10 minutes after the hour. I think it would be good from an accessibility perspective to shift Unitrans back ~5-10 minutes for those with mobility issues”.

Some undergraduates expressed concern over the consistency and operation of the Mobility Assistance Shuttle.

- **U1:**“ I know a concern myself and a lot of my peers have is the reliability of the Unitrans buses. I would take them a lot more if they came more frequently, if they ran on time, and if they were less crowded. There are often times when I plan to take the bus but it is running late so I drive instead of waiting around. There are also times where I plan to take the bus but I miss it because it comes early or on time when it typically runs behind”.
- **U35:** I have a disability so traveling to/from campus and around campus has become increasingly difficult and sometimes prevents me from going to class altogether to avoid such struggle. I just signed up for Mobility Shuttle rides but I don’t always know when I will have a flare-up so requesting them in advance can be difficult. The campus is so large and even with my partner dropping me off at school, it is never close enough to my classes.

Biking

UC Davis and the surrounding Davis community are renowned worldwide for bikeability, hosting a cycling rate ten times the average American city as well as having the most bikes per capita of any city in the nation¹. The high mode share of bikes in Davis can largely be attributed to the presence of robust cycling infrastructure, with separate bike traffic signals, protected bike lanes and bikeways, and grade-separated crossings all located on or around the UC Davis campus. However, with the use of bicycles on the UC Davis campus being so frequent and widespread, cyclists have expressed concerns over worn-down infrastructure, lack of bike parking during peak hours, and unsafe behavior from fellow bikers. Additionally, Davis’s bikeability has also made the city and campus a prominent target for bike theft.

Some undergraduates raised concerns over the condition of bike paths in and around the UC Davis campus.

- **U20:**“ The bike trails around Davis are in need of repair. There are lots of tree roots pushing up the pavement on the bike paths which can easily throw riders when hit at speed. There are also places around the trails with large cracks that make riding uncomfortable. I'd also like to see separated bike infrastructure in more parts of Davis especially downtown. I'd like to see

¹ Reid, Carlton. “Davis, California – the American City Which Fell in Love with the Bicycle.” *The Guardian*, 3 Aug. 2015, www.theguardian.com/cities/2015/aug/03/davis-california-the-american-city-which-fell-in-love-with-the-bicycle.

downtown more pedestrianized with greater parts of it being pedestrian only. A good first step to this would be to remove free parking from downtown”.

- **U39:** Please repave the roads. This didn't come up in your survey but the second worst part about riding a bike across campus is that there are so many bumps, cracks, and potholes that can either damage your bike or lead to unsafe riding habits. Dirt roads would literally be more optimal for bike paths than the pavement we have now”.

Several respondents expressed concern over the lack of bike parking available on campus and in the surrounding city.

- **G18:**“ More bike parking please! The school keeps admitting new people but there are the same amount of bike parking spots in high traffic areas (the dcs, Wellman hall, etc). It’s difficult to find parking during busy hours. Also my apartment doesn't have bike parking and I have to chain my bike to the stair rail. It would be nice if bike racks were required for all apartments in Davis since so many of us students use bikes as our only transport”.
- **F626:** More bike parking please! Related, please remove abandoned bikes as regularly as you can to free up parking space for us daily bike commuters. Thank you.

-

Some students felt more comfortable and safer after biking infrastructure was installed.

- **G38:** I've been here for 8 years now, and the changes to the bike path on West Russell and on Health Sciences Drive have made it so much more pleasant and safe to bike around town! It's a shame the construction took so long but I'm very happy with the result and love living in a town where cycling is treated as an important aspect of the town's culture!
- **U558:** Transportation has been without problems via bike. The infrastructure is excellent for a cycling commuter. I would comment on the sheer amount of bicycle commuters on campus. It certainly impacts my travel time.

Micro-mobility

Over the past few years, micro-mobility modes have gained popularity, with e-bike and e-scooter usage rapidly increasing. The newfound popularity of micro-mobility has become increasingly visible on and around the UC Davis campus and can be attributed to the vehicles 'speed, sustainability, and accessibility to people of all physical abilities. However, the rapid rise in popularity of these modes has brought with it new challenges to the UC Davis campus, including mode conflicts due to speed, safety concerns, and a new target for theft.

Some Undergraduates feel that a significant barrier to widespread usage of micro-mobility is the weight of backpacks, which can vary greatly based on whether students can afford tablets.

- **624 (U):** I think more people would use a bike/scooter to get to and around campus if tablets were more accessible. Without a tablet to use for taking notes and accessing the internet/ebooks, backpacks get very heavy. I personally am unable to ride my escooter to campus due to this, as I must utilize multiple notebooks and a heavy laptop right now. I have chronic back and shoulder problems, and lugging around a heavy backpack all day exacerbates these injuries, causing me severe pain. In order for me to be able to rely solely on my escooter, I need to significantly reduce the weight of my backpack. Chronic pain makes school even harder than it is, so I have to try and mitigate it as much as possible. That said, I would much rather use my escooter than drive to campus every day.

Staff members expressed concern over micro-mobility theft on campus and suggested the need for more secure parking options.

- **471 (S):** "I ride a cargo e-bike to campus, that I paid about \$6k in total for. That bike is the best way for me and my wife to combine school drop off (our kids are 7 and 4) and get to campus (fastest, cheapest, most fun way to commute). However I do not feel comfortable parking that bike at a regular bike rack on campus because of the risk of theft. I park my cargo ebike in a fenced area in Facilities Management; when my wife rides our family bike, she parks it inside her office (Ghausi 3rd floor, luckily the elevator is big enough to fit it). If those parking options were not available to us, we would likely be reluctant to park that bike on campus, or possibly wouldn't ride it to campus at all. Existing bike lockers are not conveniently located, cumbersome to rent, and wouldn't fit our longtail cargo bike.

There is a dire lack of secure bike parking for high-value e-bikes / cargo bikes on campus. I am confident that this lack is limiting the potential for e-bikes / cargo (e) bikes to displace car trips for the ~5,000 people who drive from within Davis to campus every day. "

- **745 (S):** I don't ride a bike or ebike to campus because I am afraid of theft. UCD police do not do a good job of ensuring the safety of people and belongings on campus because they don't patrol enough and don't allow cameras anywhere.

I bought a \$600 electric scooter for my lab so lab members can get around campus, and it got stolen by people breaking into my lab. UCD police did nothing and we were forced to eat the loss. We were not allowed by them to install cameras in our lab or even out signs up to deter future thefts. The deductible for burglary is \$5000 and the process was a nightmare. I know of several lab burglaries in recent memory and bicycle thefts on campus. A colleague had his bike stolen TWICE. I cannot bring myself to buy an expensive ebike or ride my bike to campus because I am sure it will get stolen and no one will help me.

My car got dented while parked on a campus parking lot, and I can't even do anything about it because there were no cameras to show that the dent is not my fault. I came back to my car at the end of the day with the damage. UCD needs to do better for their employees and students. Park mobile app depends on good signal which sometimes drops for no reason or doesn't connect. I got a ticket because the pay transaction didn't complete and I didn't notice it one day.

TAPS needs to alert people by email if they have tickets and remind them to pay before they get charged fees. Talking to colleagues it seems like we don't get alerted about existing tickets. The system seems like it's there to maximize money made for UCD instead of giving people a fair chance to rectify issues.

We need options to pay for 1 week, multi day, and monthly for Park Mobile. Remembering to pay each day and making sure the transaction goes through each day sets busy professionals up for failure. I just dropped my kid off usually and need to run to teach or to meetings, so every day using Park Mobile is a chore. And yet if I want to do a monthly pass there is no pro-ration and it opts out of Park Mobile. Absolutely archaic and inconvenient that the two systems don't work together. We need more parking choices!

I tried doing bus but found out that the hours are bad and some buses stop running. I had to wait 45 minutes in the dark once for an alternate bus. Never again.

If you want us to ride bikes to campus make sure our bikes don't get stolen or vandalized, or if they do, we get help with the replacement. I'd love to bike more but can't feel safe right now.

Also keep in mind people with kids usually need to drive because of car seats. For those of us wanting to switch to electric car, I heard the chargers are always occupied and that we have to pay to charge, which is fine he opposite of incentivizing electric cars."

Some faculty members expressed interest in micro-mobility options if affordability and speed are competitive with driving.

- **580 (F):** Yes.
 - 1) Thank you for working on this issue. It is very important.
 - 2) The 'days per week' questions do not really apply to all of us that have clinical positions within UC Davis. We have weeks 'on-clinics' where many of us are here 7 days a week, often coming and going from campus after hours due to on-call duties or long shifts, and weeks 'off clinics' where we often have a mix of on-campus work and days where we can work remotely. If you are looking to design access for people to get to campus, it should be available 7 days a week, at all hours.

3) If there were affordable, fast (this is key), e-bikes, I would ride one from Winters to campus. Need to safely go at least 40mph or so to make commute times from outside Davis manageable.

4) More e-vehicle charging stations are needed, especially near the vet school campus. I am considering investing in an electric car when my current car finally dies. However, I am worried there is no where near work (UCD Vet med campus) to plug it in. I have heard from co-workers that it is very hard to get a spot with a plug in the area, and that people sometimes un-plug others' cars to charge their own.

Thanks!

Public Transit

UC Davis and the surrounding Davis community have several options for both intra city and regional public transportation. Unitrans, abbreviated from University Transport System is a student-driven public transportation service serving the City of Davis and the University of California, Davis. The Causeway Connection bus service also connects students to destinations on South Campus, such as the Genome Facility and the Mondavi Center, as well as the UC Davis Medical Center in Sacramento. For regional transit, YoloBus provides bus service connecting Davis to Woodland, Winters, Sacramento, and other destinations in Yolo County. Additionally, Davis's Amtrak station provides access to Sacramento, the San Francisco Bay Area, Los Angeles, and other cities through the Capitol Corridor, California Zephyr, and Coast Starlight train services.

Several respondents expressed concern over the frequency of Unitrans bus routes, which has resulted in overcrowding.

- **G8:** I really like the Unitrans bus system and used it all last year (W/M). It was inconvenient in the summer when the W line wasn't running (that area of campus was where I worked). Now that I have moved to be in the E/L line region, it is really inconvenient that the bus doesn't come every half hour in the morning so I can make it on time to class. I would use the bus more if it came every half hour.
- **G12:** I live at Adobe Apartments and the Q and P bus are the only options; they are usually late and only come every 40 minutes or so; in order to get to campus I have to leave the house a whole hour ahead. It takes away enough time and sleep such that I sometimes opt to spend money paying for rideshare services instead. And usually the Q/P lines are packed and overcrowded. It doesn't feel COVID safe or comfortable especially on rainy days. I think there should be more buses for Q/P lines.
- **U45:** I like using the bus but the J and G lines are extremely overcrowded and I have a disability that prevents me from being able to stand for extended periods of time. Since my disability is

invisible and disabled seating is limited when seats are up to increase standing room, it puts me in an uncomfortable position and has deterred me from using Unitrans this quarter.

- **P2:** The reason I gave up using Unitrans buses is that they all start their journey on campus at the same time which does not make sense to me. I can use either of J, G, F lines to get back home, but since they all start at the same time, it is as if there was only one line available thus not frequent enough. I was usually late for the bus because I am teaching and have to answer student's questions after the lecture. This meant that I usually have to wait extra 20-30 minutes for the next bus.

Some graduates feel that the current Unitrans payment system is inconvenient and prevents them from using the bus regularly.

- **G19:** I feel that the 10-ride bus tickets and cash are not convenient to use. It would be nice if grad students can have a card or apps that shows the fares have been paid like undergrads. It's a waste of time for the bus driver to wait until the passengers can find the coins or the ticket. It's true that you should be prepared for the fares if you plan on using the public transportation. However, that's the reason why I only use the bus when I have to or when I am super prepared. There's time when I went to Target or the supermarkets and wanted to use the bus, but I didn't have the change or forgot the tickets at home. Then, I would either choose to call Lyft or walk instead of using the bus.

Some students feel that Unitrans's hours of service are too limited, especially on weekends and early mornings.

- **G33:** Z, A, and Q lines do not run as early as it is needed it. I do not have bus options to get to campus at 7:30 am. Last Tuesday (11/8) I had to walk to campus through the rain. One of those lines should work a little bit early in the morning for the ones that are from east Davis and need to be in campus at 7:30 in the morning.
- **U48:** I wish there were more busses on the weekend. Where I live there is no bus that takes me to campus on weekends or anywhere in the city. Now yolo bus has changed their route and there is no bus that runs near me. Getting anywhere in this city on the weekends is almost impossible.

Several students expressed concern over the reliability and punctuality of Unitrans buses.

- **G51:** Unitrans is often slow to update their live tracking of buses. Sometimes, it will display no buses being active on a given route, when in actuality there is a bus active that hasn't updated. When I see an empty route, it feels like a gamble of whether or not there is actually a bus, which can waste a lot of time.

- **U9:** Unitrans busses in West Davis are routinely late by 10-15 minutes. Bus stops often do not have benches or any shade, which is particularly tough when it's very hot out and you have a condition that is worsened by heat and prolonged standing. It is hard to know when your stop is coming. In some buses (I believe it's the double decker ones) there is no way to push the stop request button if you are sitting in the disability/accessible seats.
- **U49:** "Walking is usually just as practical as taking the bus. It takes ~30 minutes to walk where I need to be on campus, and it seems taking the bus takes just as long or longer, incorporating walking to the bus stop and to my location on campus and waiting for the bus. The bus schedule may be off by a few minutes on a certain day, and I can end up missing it or waiting extra."

Several students and staff members feel that the bike storage available on the Causeway Connection buses is insufficient due to demand from riders and worsened by a lack of service coverage, racks, and frequency.

- **G20:** "Adding more stops to Causeway Connection bus line would be extremely helpful! Many graduate students live in Midtown Sacramento and Causeway Connection removed the midtown stop in June 2021. There are only three bike spots on the bus, which fill up extremely quickly, making it so we cannot use the bus. If we could walk to the midtown stop, the need to transport a bike would be eliminated, allowing more students to use the bus.
- **G14:** Most often, I take the Causeway Connection but I have two issues with it. One, I often cannot put my bike on it because of the limited bike space, which then makes my commute home much longer and/or I have to wait many extra hours on campus until there is a spot. Two, the afternoon and evening buses tend to be up to 35 minutes late, which results in a lot of wasted time.

I would much prefer to take the Capitol Corridor, but the cost is somewhat prohibitive. As is the cost of driving to and parking on campus. I wonder if there's a deal UC Davis could work out for students taking Amtrak?

- **S6:** Please strongly consider keeping the Causeway Connection free to students and staff past May 2023. It is a wonderful way to reduce the environmental impact of so many UC Davis staff and students commuting between Davis and Sacramento, and I think it should be expanded rather than made more cost prohibited. Our university has such a strong commitment to reducing our carbon footprint, and for employees and students based outside of Davis biking is just not an option. The buses are the best way for us to do our part, and I would love to see continued support of that through keeping the cost free.

I know there is a severe driver shortage at the moment, but I do think there is enough demand that the Causeway Connection could even be expanded to run every 30 minutes. Since the start of the academic fall quarter I have even witnessed several bicycle riders who had to be turned

away because the bike rack was full. Most days the bus itself is completely full as well - if they could run every 30 minutes I think you would increase use of them even more and, again, help to decrease our carbon footprint.

Thank you for all that you do!

One staff member feel that the cost of parking at Amtrak stations is unaffordable and prevents regular usage when commuting to Davis.

- **S9:** I enjoy taking Amtrak to work. It reduces the stress of driving especially the Friday commutes. The cost of parking and availability at the Sacramento station makes it cost prohibitive. It is more economical to drive to campus. When I lived in Davis (rental home my first year at UC Davis), I took Amtrak often as it has exceptional parking, and my bike was always safe when left there even for a weekend. I would love to live in Davis again, but the housing is not affordable and what inventory there is often run down and not well cared for and homes needs upkeep. I currently live in Natomas and access to transportation is very limited. The days I commute in for work take about two extra hours from my day that when working from home, I put into my work day and find to be very productive. As a middle class family with kids in college and no financial aid, it is really tough to make ends meet.

When I lived in Davis, I walked the 5 miles to work or biked. It was the best mental health experience as I could decompress and process as I transitioned to and from work. Not to mention the flowers and trees are amazing!

If UC Davis made an agreement with Amtrak Sac for parking, I would hop onto that commuter train every day even though the schedule is challenging. I do have flexibility in my hours and really in person with my staff and students. My staff all work hybrid 3/2 weeks but most of us also have to work on weekends due to the nature of our work.

Some staff members feel that current public transportation options are too expensive and not flexible enough compared to driving.

- **S16:** I would commute to UCDavis using a commuter bus or yolo bus and then biking from the bus stop to my work site if a bus pass were cheaper or subsidized or if a commuter bus was available. I believe there was a commuter bus but with covid it was discontinued. Currently the cost to commute via the bus is more than the cost for me to drive in my own car. This cost and the fact that the bus is less flexible makes me choose driving. If a convenient transportation option were available, I would strongly consider using public transit.

Parking Issues

To meet the demands of those commuting to campus via car and other motor vehicles, UC Davis has designated lots across campus as well as multistory garages in the Pavillon, Quad, and Gateway areas for parking. To fund the operations of the parking facilities, a fee system has been implemented, where users can pay for parking at a daily fee, an hourly rate, or a monthly permit, with the price of a specific space depending on the location and campus role of the driver. Parking fees are paid for using the app ParkMobile with compliance being enforced by UC Davis Transportation Services (TS). In previous years, UC Davis Transportation Services (TS) offered the GoClub Program, which discounted parking for those who traveled to campus either car-free or through carpooling a majority of the time, but it was discontinued during the pandemic.

Some faculty members feel that the discontinuation of the GoClub program has discouraged biking through the lack of incentive to reach campus car-free.

- **F23:** I am disappointed that the Go Bike program was taken away. It was an excellent way to encourage bike riding and allow bike riders to have occasional parking rights on campus in case of rain or other need. The new system (ParkDaily or whatever it is called) ends up punishing those of us who regularly ride bikes to campus because we have to pay for a full day of parking even if we are just there to pick something up briefly, etc. Please consider a better system for bike riders to use a car once or twice a month without penalty or expense.
- **F41:** The old system gave my husband and I (who both work at UCD) an incentive to bike since we got a carpool pass. We would either come in together or bike since we only had one parking pass. Now, with the ParkMobile app it doesn't feel like as much of an incentive to bike. Cost to park for one day isn't onerous, but when you do the calculation we are spending A LOT more to park on campus than we used to. We liked the old system!

On the contrary, some other faculty members feel that the new payment system under ParkMobile encourages biking, as users are able to pay per use instead of paying for a monthly permit.

- **F28:** The transition to ParkMobile greatly increased the number of times I bike to work per month. I have to use my car 1-3 times per week to transport sensitive samples to south campus, and before ParkMobile the cheapest option was to pay for monthly parking. Now that it is pay-per-use, I bike a lot more and spend less.

Some students living in campus-affiliated housing feel that the cost of on-campus parking is unaffordable compared to the parking rates students commuting pay.

- **G26:** Driving is my only option to get to campus given my schedule and extra activities that I'm involved in off-campus. I technically live on campus in the Primero Grove apartments, but I live significantly further away from the law school than most of my friends who live in off-campus

housing. I'm also currently receiving a rent subsidy, and my rent subsidy is basically being entirely eaten up by a \$15 daily parking charge. The disparity between the cost for parking when you're an off-campus student (\$3.50/day) versus an on-campus resident (\$15/day) is so severe to the point that it feels like I'm being punished for living on campus.

- **U22:** The non-affiliate parking rate for 'on-campus' housing is really difficult to manage. When I need to drive to my job from class (or vice versa), paying \$15 means that I am often parking illegally in the residential neighborhood instead. Additionally, my friends who live 'on campus' but in places like West Village struggle with similar things-- the campus is not in walking distance, and \$15 parking means they miss more classes when walking is difficult or not an option.

Some staff members expressed concern over the current parking system requiring employees who drive to and park on-campus to pay in order to perform their job duties.

- **S19:** The old parking payment system was far better than the parkmobile system for some of us because it made allowances for all. Campus should consider all people who work on campus not just the majority. For those of us who have to use their personal vehicles at work regularly we should be allowed to purchase multi year permits and have the expense taken out of our wages pre taxed like the old system.
- **S21:** I think the university needs to understand that many employees have no real choice but to drive to work if they live outside of Davis. Biking, walking, and public transportation are not realistic options as this is not a large urban environment. Charging them to park to do their jobs is ridiculous. Raising the price of that by almost 30% this year is punitive. In a time where there are major labor shortages across campus, penalizing a segment of your employees seems rather short-sighted.

Some graduates feel that there is a lack of parking available to students in comparison to the parking available to faculty and staff.

- **G27:** As a student parent, parking on campus is a nightmare. I cannot get to campus super early because I have to drop my kids off at school. By the time I get here, there is no convenient student parking left. BUT, since I need to be able to get to my car promptly after class in order to get to my kids at the end of the school day, I often find myself needing to park in the virtually EMPTY faculty/staff lot and risk a huge ticket. Since student parking is incredibly oversubscribed and faculty/staff parking is under subscribed (near Sproul Hall), it would make sense to at least offer those students who are responsible for dependents the option to purchase a permit or to pay for parking in the faculty/staff lot.

EV charging

Over the past decade, the adoption of hybrid and electric vehicles (EVs) across the country has rapidly increased. Adoption of EVs is also increasing among UC Davis commuters. To meet this growing demand, UC Davis has constructed EV charging stations in parking lots and garages across campus and around residence halls. EVs are permitted to charge for up to 4 hours with either 120V or 240V chargers and must be moved elsewhere after this time limit. However, with rising EV ownership, drivers have expressed concern over the demand for chargers exceeding the current supply available on campus.

Across role groups, respondents expressed concern over the lack of electric vehicles chargers, forcing users to charge off campus, use gasoline vehicles, or find charging stations at inconvenient locations.

- **F15:** EV charging options are too limited. I do not charge on campus because it is impossible to get a spot.

I am seriously considering and would have liked to purchase a hydrogen fuel cell car, but there are no fueling options for these within a reasonable radius. Since UCD already has this particular fueling capability for its own vehicle fleet, it would be a social service if UCD were to support adoption of this technology by opening up this fuel option to the community for private vehicles as well (with appropriate charges).

- **S7:** I chose to purchase a hybrid vehicle in hopes that my commute to work and back would be fully covered by electric miles (charging my car on campus). However, when I come to park on campus at the MU Parking Structure, there is rarely a charging station available. This is really frustrating, especially when UC Davis promotes "green". There are only 5 charging stations at the MU Parking Structure, and currently one of them is not working.

Therefore, I am having to use and pay for gasoline for my commute.

- **U28:** More chargers for electric cars should be available in all major parking garages as well as lots. I often get late to class because it is hard to find a park, and when I need to charge my car for my commute, there is often not a charging space near my classes. More EV chargers need to be installed.

Some respondents feel that requiring electric vehicles to move after charging for four hours has made the process both inconvenient and expensive.

- **F19:** For EV charging on campus, a huge barrier is the need to move cars after 4 h. There needs to be a way for people to leave their cars in place. More 110 outlets would be great. People can charge for 8 h at 110V. This will get them far. For those who need more they can use the 220's.

The Amtrak station in town needs a major infrastructure upgrade for bike parking for those who commute from Davis to elsewhere. Sure, there are racks, but there needs to be some option where people can store their bikes out of the rain and with much less fear of theft.

- **G31:** I wish there were more EV charging stations. Also, it's unclear to me how I'm supposed to reasonably and fairly pay for EV charging - without double paying. When I get to campus and EV isn't available I have to pay to park, but then if I move to an EV Charger later, I have to pay to park again. Or, if I anticipate parking in an EV spot, and go ahead and pay the 4.50 price but then when I move there's still no EV charger available then I'm overpaying for parking.