

## YOLO TRANSPORTATION DISTRICT CITIZEN ADVISORY COMMITTEE AGENDA

**Members:** Lisa Baker (Winters), Olin Woods (Yolo County), Stephen Streeter (Davis), Patrick Guild (West Sacramento), Mollie D’Agostino (Woodland), Andrew Furillo (At Large), Vacant x 3 (At Large)

This Citizens Advisory Committee Meeting will be held in person at the location below. Members of the public who wish to participate remotely may use the zoom link or phone number below.

### IN-PERSON INFORMATION

**Meeting Date:** Monday, July 22, 2024  
**Meeting Time:** 6:00 PM  
**Meeting Place:** Yolo Transportation District  
 350 Industrial Way  
 Woodland CA

### ZOOM INFORMATION

**Link:** <https://us06web.zoom.us/j/85063533143>  
**Phone Number:** (669) 900-6833  
**Webinar ID:** 850 6353 3143

All participants will be entered into the webinar as attendees.

YoloTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YoloTD CAC are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the YoloTD CAC reserves the right to continue the meeting without remote access.

Further instructions on how to electronically participate and submit your public comments can be found in the Public Participation Instructions note at the end of this agenda.

To submit a comment in writing, please email to [public-comment@yctd.org](mailto:public-comment@yctd.org) and write “For CAC Public Comment” in the subject line. In the body of the email, include the item number and/or title of the item (if applicable) with your comments. All comments received by 4:00 PM on Monday, July 22, 2024, will be provided to the YoloTD Citizens Advisory Committee in advance and comments submitted during the meeting shall made part of the record of the meeting, but will not be read aloud or otherwise distributed during the meeting.

Estimated Time	Agenda Item	Informational	Action Item
6:00 PM	1. Call to order/roll call		
	Jurisdiction	Member	
	County	Olin Woods	
	Woodland	Mollie D’Agostino	
	West Sacramento	Patrick Guild	
	Winters	Lisa Baker	
	Davis	Stephen Streeter	

		At Large	Andrew Furillo		
		At Large	Vacant		
		At Large	Vacant		
		At Large	Vacant		
6:05	2.	Comments from the public regarding matters NOT on the Agenda, but within the purview of YoloTD (Comments will be limited to two (2) minutes per person— please identify yourself and in which community you live before providing your comments)		X	

**CONSENT CALENDAR**

	3a.	Approval of Minutes of CAC’s Regular Meeting on May 7, 2024 <i>(Bernstein, pp 6-9)</i>		X
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**REGULAR CALENDAR**

6:10 PM	4.	Yolo Active Transportation Corridors (YATC) Project: Results of Existing Conditions Analysis and Phase 1 Community Outreach <i>(Lomeli, pp 10-23)</i>	X	
6:45 PM	5.	BeeLine Microtransit Progress Report <i>(Romero, pp 24-34)</i>	X	
7:15 PM	6.	Updates to ADA Policy, Rider Information, Application and Service Changes <i>(Williams, pp 35-60)</i>	X	
7:50 PM	7.	<b>Administrative Reports</b> <i>(Bernstein xx-xx)</i> Discussion regarding subjects not specifically listed is limited to clarifying questions. A. CAC Members’ Reports B. Executive Director’s Report C. Long-range Calendar	X	
8:00	8.	Adjournment	X	

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, July 19, 2024, at the Yolo Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were FAXED or transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.

*Autumn Bernstein*

Autumn Bernstein, Executive Director

## **Public Participation Instructions**

Members of the public shall be provided with an opportunity to directly address the committee on items of interest to the public that are within the subject matter jurisdiction of the CAC. Depending on the length of the agenda and number of speakers, the Chair reserves the right to limit the time each member of the public is allowed to speak to three minutes or less.

### **ON ZOOM:**

If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press \*9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment.

### **IN ADVANCE OF THE MEETING:**

To submit a comment in writing, please email [public-comment@yctd.org](mailto:public-comment@yctd.org). In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday, July 22, 2024, will be provided to the CAC in advance.

## **Americans With Disabilities Act Notice**

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Yolo Transportation District for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Yolo Transportation District as soon as possible and preferably at least 24 hours prior to the meeting. We may be reached on (530) 402-2819, via email at [public-comment@yctd.org](mailto:public-comment@yctd.org) or at the following address: 350 Industrial Way, Woodland, CA 95776.

# VISION, VALUES AND PRIORITIES



## Vision Statement

*The vision statement tells us what we intend to become or achieve.*

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.



## Core Values

*A core value describes our individual and organizational behaviors and helps us to live out our vision.*

- We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- We prioritize environmental sustainability and climate resilience
- We value efficiency, innovation and responsible stewardship of public funds

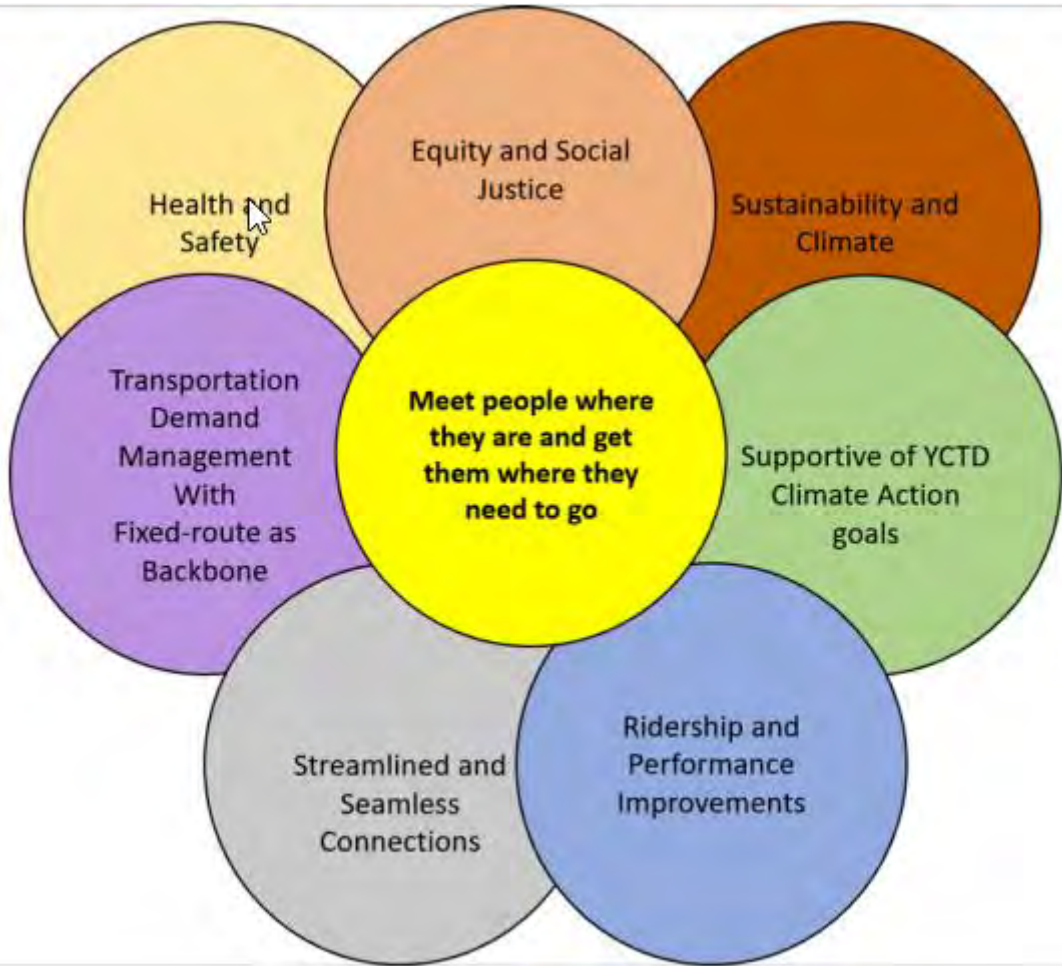


## District-Wide Priorities

*Priorities align our vision and values with our implementation strategies.*

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

# YoloTD Citizens Advisory Committee Framework



**Citizens Advisory Committee**  
**YOLO TRANSPORTATION DISTRICT**  
**350 Industrial Way, Woodland, CA 95776---- (530) 661-0816**

<b>Topic:</b> Approve Meeting Minutes for Regular Meeting of May 7, 2024	<b>Agenda Item#:</b> <b>Agenda Type:</b>	<b>3a</b> <b>Action</b>
		Attachments: <input checked="" type="radio"/> <b>Yes</b> <input type="radio"/> <b>No</b>
<b>Prepared By: A. Bernstein</b>		<b>Meeting Date: July 21, 2024</b>

**RECOMMENDATION:**

Approve Minutes for the Regular Meeting of May 7, 2024

**BACKGROUND:**

The Yolo Transportation District (YoloTD) Citizens Advisory Committee holds regular meetings in compliance with the Brown Act and public records laws. Those meetings are recorded in minutes, which are to be retained, in perpetuity, in the YoloTD archives.

The purpose of this item is to approve minutes of the Citizens Advisory Committee meeting for the historical preservation and posterity for future generations to understand the valuable work considered and accomplished by YoloTD.

**BUDGET IMPACTS:**

There are no anticipated financial impacts.

**Attachments:**

1. Minutes



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## CITIZENS ADVISORY COMMITTEE MEETING MINUTES

May 7, 2024, at 6:00 p.m.  
Yolo Transportation District Board Room  
350 Industrial Way, Woodland, CA

### 1. Roll Call - Determination of Quorum

Chair Baker called the meeting to order at 6:01 p.m.

Committee Members Present:

Lisa Baker, Chair (Winters)  
Stephen Streeter, Vice-Chair (Davis)  
Olin Woods (Yolo County)  
Mollie D'Agostino (Woodland)  
Andrew Furillo (At Large) Committee Members Absent:

Patrick Guild (West Sacramento)

Staff Present:

Autumn Bernstein, Executive Director  
Chas Fadrigio, Director of Finance and Administration  
Daisy Romero, Director of Transit Operations  
Brian Abbanat, Director of Planning  
Daniel Gomez, Acting IT Specialist

### 2. Public Comments

Alan Hirsch spoke about the Environmental Impact Project for the Yolo 80 project and whether the Committee should make a recommendation on the project.

### 4. Consent Calendar

Motion: Committee Member Woods made a motion to approve the consent calendar. Motion was seconded by Director Furillo. The motion was approved by a 5 Yes/0 No vote.

Consent Calendar items:

4a. Approval of Minutes of CAC's Regular Meeting on January 30, 2024

### Regular Calendar

### 5. Draft Workplan for Fiscal Year 2024-25 (Informational)

Executive Director Autumn Bernstein and Director of Transit Operations Daisy Romero gave a presentation on the workplan and fielded inquiries from the Committee.

Chair Baker called for public comment.

Alan Hirsch provided comments about climate change and the need for tree canopy/shading at bus stops.

Seeing no further comments, Chair Baker closed public comments.

General discussion commenced amongst the Committee with a lengthy discussion regarding restoration of fixed route services. The Committee expressed support for restoration of express routes and highlighted the need for more frequent headways on the 42 A/B.

Seeing no further comments or questions from the Committee members, Chair Baker closed discussion on the item.

## **6. Draft Budget for Fiscal Year 2024-25**

Director of Finance and Operations Fadriago presented a robust presentation and fielded inquiries from the Committee.

Chair Baker called for public comment.

Alan Hirsch made comments about the need for metrics such as efficiency, such as the cost per trip and cost per rider, and spending transit funding on projects other than transit.

Seeing no further comments, Chair Baker closed public comments.

General discussion commenced amongst the Committee. Questions and feedback from Committee members included:

- A comment was made that hourly headways on the Route 138 causeway connection are very long and inconvenient.
- Several CAC members expressed frustration that so much LTF funding is being retained by the jurisdictions.
- CAC members wanted to understand more about this unmet transit needs process and how STA/LTF local dollars are being divided between YoloTD and among the cities. CAC requested that a discussion of STA/LTF be added to the CAC's long-range calendar.
- Several members expressed support for expanding BeeLine microtransit in Winters. Alternative transportation is very limited in Winters, the city has lots its local Uber and Lyft drivers in Winters this year. People are getting stranded. Expansion of BeeLine service and possible restoration of Route 220 should be considered.

Seeing no further comments or questions from the Committee members, Chair Baker closed discussion on the item.

## **7. Caltrans Cooperative Agreement Obligating INFRA Funds for Yolo 80 Managed Lanes Project**



Director of Planning Brian Abbanat gave an overview of the Yolo 80 project, key milestones to date, and the action before the Committee.

Chair Baker called for public comment.

Alan Hirsch made general comments about the Yolo 80 project and the Committee's role.

Seeing no further comments, Chair Baker closed public comments.

Board members asked questions that were fielded by staff.

Committee Member Furillo made a motion to recommend against obligating the INFRA funds. Committee Member D'Agostino seconded the motion.

Chair Baker called for a roll call vote. The motion failed 2-3.

Committee Member Woods made a motion to support staff's recommendation to recommend that the YoloTD Board obligate the INFRA funds and sign a cooperative agreement with Caltrans to advance the Yolo 80 project. Committee member Streeter seconded the motion.

Chair Baker called for a roll call vote. The motion passed 3-2.

## **8. Administrative Reports**

### **A. CAC Members' Reports**

Committee Member D'Agostino shared that Woodland Tree Foundation has an upcoming tree-planting event.

Committee Member Woods complimented the Executive Director.

Committee Member Furillo provided an update from the Unitrans Advisory Committee on updated Unitrans fare structure. He also noted there is an upcoming meeting of the City of Davis Bicycle Transportation and Street Safety Committee where they will discuss consolidation and restructuring of City commissions.

Chair Baker shared that the City of Winters recently rescinded a resolution dating from the 1940s barring the return of Japanese Americans to the City of Winters. A day of reconciliation followed and a new monument was created to mark the location of the historic Japantown.

### **B. Executive Director's Reports**

Executive Director Bernstein and Director of Planner Brian Abbanat thanked the Committee and Mr. Hirsch for their involvement and offered reflections on the Yolo 80 project. She also shared an update on applicants to the vacant at-large seats on the Citizens Advisory Committee. She also gave an update on community events that YoloTD participated in, and noted that the BeeLine service area in Knights Landing will be expanded to include the unincorporated community of Yolo, effective July 1.

## **9. Adjournment**

Seeing no further business, Chair Baker adjourned the meeting at 7:52 pm.

**Citizens Advisory Committee (CAC)  
Yolo County Transportation District**  
350 Industrial Way, Woodland, CA 95776----(530) 661-0816

<b>Topic:</b> Update on the Yolo Active Transportation Corridors (YATC) Project	<b>Agenda Item#:</b>   <b>Agenda Type:</b>	<div style="font-size: 2em; font-weight: bold; margin-bottom: 10px;">4</div> <div style="font-weight: bold; margin-bottom: 10px;">Informational</div> <div style="display: flex; justify-content: space-between; align-items: center;"> <span>Attachments:</span> <div style="border: 1px solid black; border-radius: 50%; padding: 2px 10px; margin: 0 5px;">Yes</div> <span>No</span> </div>
<b>Prepared By: B. Lomeli</b>		<b>Meeting Date: July 22, 2024</b>

**RECOMMENDATION:**

Informational. Receive an update on the Yolo Active Transportation Corridors (YATC) Project.

**BACKGROUND:**

The Yolo Active Transportation Corridors (YATC) Project will develop an active transportation plan for a network of multiuse trails that will help to address barriers to mobility for low-income and minority residents of Yolo County. This planning project will build upon YoloTD’s recent efforts to explore how public interest design of transportation services can be used to address the needs of the region’s most isolated and disadvantaged areas.

YATC was awarded \$1.2 million in federal funds from the Rebuilding Americans Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

YATC will accomplish two objectives:

- Establish a long-term vision and planning document for active transportation corridors in Yolo County.
- Establish priorities and complete construction documents for at least one (1) and up to three (3) corridors, thereby positioning the project(s) for discretionary grant funding.

The scope of work addresses the initial planning and outreach phase of the YATC project, comprised of Tasks 1 (Project Management), 2 (Existing Conditions Assessment), 3 (Public Outreach & Community Engagement), and 4 (Plan Preparation) identified in the RAISE grant application. A subsequent scope of work for the design, engineering, and environmental phase of the YATC project will be prepared once additional information is available regarding the priority corridors identified during the YATC planning process.

The focus of this update is on the completion of Tasks 2 (Existing Conditions Assessment) and Phase 1 of Task 3 (Public Outreach & Community Engagement).

**Overview of Existing Conditions Analysis**

An existing conditions analysis was prepared to provide an overview and assessment of the current state of active transportation facilities and usage within Yolo County. The purpose of the analysis is to:

- Document the existing active transportation network in unincorporated Yolo County, including sidewalks, crosswalks, trails, bike lanes, and other facilities.

- Analyze socioeconomic characteristics and travel patterns for existing and potential future users of the active transportation network.
- Evaluate the comfort and quality of existing active transportation facilities on unincorporated Yolo County roads.
- Pinpoint gaps, barriers, and deficiencies in the current active transportation network.
- Highlight opportunities to enhance active transportation facilities and programs.

The existing conditions analysis included a comprehensive review and analysis of the following documents and datasets:

- State, regional, and local agency plans, including policies that pertain to active transportation and previously planned improvements to the active transportation system in Yolo County
- Transportation system data, including information on roadway facilities, bicycle facilities, pedestrian facilities, transit service and facilities, and collision history
- Travel market data, including information on socioeconomic characteristics, disadvantaged communities, land use patterns, commute mode share, commute travel patterns, origin-destination travel patterns, and active transportation suitability
- Field data collection, including site visits and windshield surveys



*The existing conditions analysis included a comprehensive inventory of all existing pedestrian facilities in unincorporated Yolo County. This graphic illustrates existing pedestrian facilities in Esparto.*

The existing conditions analysis resulted in the following key takeaways. Together with input received during the Phase 1 Public Outreach process, this information will be utilized to identify draft active transportation improvement recommendations in the YATC Plan.

**Local Active Transportation Facilities** – Incorporated cities in Yolo County – Davis, Winters, West Sacramento, and Woodland – are served by relatively extensive and well-established active transportation systems. Conversely, unincorporated Yolo County communities generally have local active transportation networks that are discontinuous or lacking altogether, limiting opportunities for

safe and comfortable local travel by walking, bicycling, or rolling. Opportunities exist to implement local active transportation improvements in unincorporated areas to promote active travel for commute, school, shopping, recreational, and other local trips.

**Countywide Active Transportation Facilities** – Existing active transportation facilities connecting Yolo County communities are limited to bikeways on select routes such as Russell Boulevard and the I-80 Causeway. High vehicle traffic volumes, high travel speeds, and a general absence of dedicated physical space for people walking or bicycling on county roads and state highways pose barriers to countywide active travel and can reduce the safety and comfort for active mode users who may desire to use them. Moreover, many county roads are relatively narrow, lack shoulders, and have active roadside uses such as irrigation channels and utility lines. These factors limit opportunities to widen many Yolo County roads to accommodate space for new active transportation facilities.

**Travel Distances** – The large geographic distribution of Yolo County communities creates substantial travel distances between them, particularly from outlying residential communities to job opportunities in Woodland and Davis. Many of these longer trips cannot reasonably be completed by walking or bicycling, except for the most confident and experienced bicyclists who are more willing to travel for longer distances. Larger potential markets for bicycle travel exist between more closely spaced communities such as those in the Capay Valley.

**Travel Patterns** – Current commute travel in Yolo County is heavily dependent on cars – 85 percent of total Yolo County commute trips are completed by car compared to 97 percent for commute travel in unincorporated communities. Moreover, vehicle ownership is substantially higher in unincorporated communities compared to Yolo County overall, likely due to the lack of other travel options and long travel distances in these communities. Predominant travel patterns in Yolo County include:

Travel within incorporated and unincorporated communities

Travel between incorporated communities (e.g., Woodland to/from Davis)

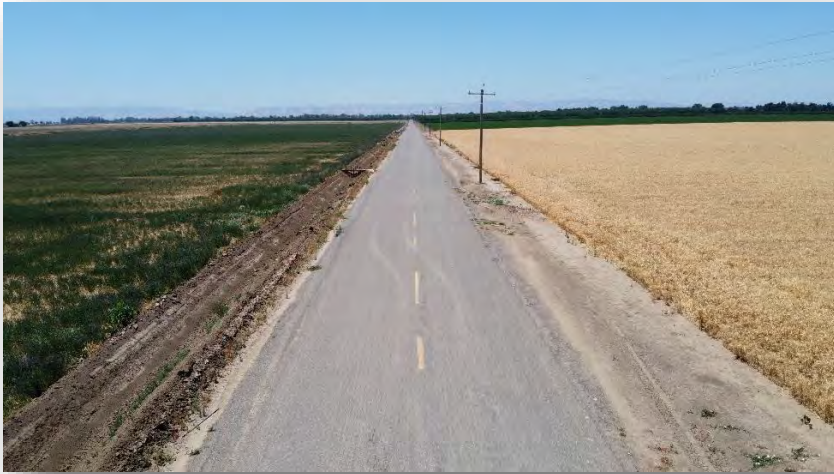
Travel between unincorporated communities and Woodland (and to a lesser extent, Davis, West Sacramento, and Winters) for access to jobs, goods, and services

Travel between nearby unincorporated communities (e.g., Esparto to/from Madison)

**Limited Routing Options** – The agricultural land use pattern of Yolo County results in a roadway network with wide spacing between roads and intersections. Moreover, features such as the Yolo Bypass and the Capay Hills and Blue Ridge Mountains that form the Capay Valley limit opportunities for connections in some parts of Yolo County. These factors create limited routing options for longer distance active transportation routes and for connections serving unincorporated communities.

**Off-Street Corridors** – Natural waterways such as Putah Creek, Cache Creek, and the Sacramento River, manmade waterways such as Willow Slough and the Deep Water Ship Channel, and rail corridors such as the UPRR mainline, the California Northern line, and the Clarksburg Branch Line can pose physical barriers to active transportation across these corridors. However, these corridors also present opportunities to potentially expand the active transportation by introducing off-street trails and active transportation facilities along these corridors. Implementing such improvements would require partnerships with relevant property owners and corridor operators.

**Collision History** – Since 2018, there have been 26 collisions involving a pedestrian and 18 collision involving a bicyclist in unincorporated Yolo County. About 64 percent of pedestrian collisions resulted in a pedestrian being killed or severely injured. Many pedestrian collisions occurred when it was dark in areas without streetlighting.



*Typical county roads in Yolo County lack dedicated physical space for people walking or bicycling.*

### **Project StoryMap**

An online project StoryMap was created to provide information on the YATC Plan and an online platform for the targeted communities to learn about the project and share input. The StoryMap details the purpose, goals, and schedule of the Plan,

and contains a Crowdsourc+ mapping tool that allows community members to spatialize their comments. This mapping tool is useful to identify problem areas and locations for connections and amenities that would best serve the targeted communities. This map contains comments that were originally made online as well as those provided at the targeted workshops and pop-ups. **Figures 1, 2, 3, and 4**, included here as attachments, are density maps that visualize the frequency at which the different categories of comments are made:

**Biking:** These are comments showing where residents would like to see bicycle facilities, amenities, and other improvements. These can be comments made at a point on the map or lines that map out where a bicycle connection is desired.

**Walking:** These are comments showing where residents would like to see pedestrian facilities, amenities, and other improvements. These can be comments made at a point on the map or lines that map out where a walking connection is desired.

**General:** These are general comments, concerns, and suggestions.

**Destination:** These are comments about destinations that residents desire a connection to.

You can share your input or view comments on the StoryMap by using the link: [https://bit.ly/YATC\\_en](https://bit.ly/YATC_en).

### **Community Outreach Phase 1**

Staff conducted extensive outreach in Yolo County through various community approaches, including participation in community events hosted by partner and stakeholder organizations. These events enabled staff to interact with Yolo County residents, inform them about the project, and gather their input in an informal environment.

Additionally, staff attended cultural celebrations, which not only respected and celebrated the diverse cultures within the community but also served as a platform to promote the YATC project. This approach ensured that outreach efforts were inclusive and culturally sensitive, fostering a sense of community involvement and support.

Furthermore, staff attended food distribution events, utilizing these gatherings as opportunities for engagement and connection with residents. These events, which consistently attract significant community attendance, provided an ideal setting for discussions about the project. Lastly, staff developed a media kit to assist organizations, community leaders, and local businesses enhancing outreach efforts. YoloTD partnered with local entities to amplify their message and reach a broader audience. These collaborative efforts ensured that the YATC outreach was comprehensive, effectively engaging various community segments and garnering widespread input and support for the project.

The first phase of the Yolo Active Transportation Corridor's public outreach and community engagement has been successfully completed. Throughout this phase, we conducted a series of 8 workshops in the unincorporated areas of Yolo County, as well as three Open Houses in the incorporated cities of Davis, West Sacramento, and Woodland.

These workshops were facilitated by our sub-consultants, Prairie Form and Place-It, a planning specialist group recognized for its play-based community planning approach involving accessible, hands-on, and sensory activities. Each activity type (Model- Building, Pop-Up Model, and sensory-based walking Tour) was matched to each community's needs. The workshops use artmaking, storytelling, objects, and play to help participants think deeply and differently about the built environment and each other, tapping into their creative ideas and sensory-based knowledge. Each 90-minute workshop includes two model-building activities: one centered on a favorite memory and the other on creating an ideal space or place as a group. Place-It utilized a range of interactive techniques to engage community members, ensuring that everyone had the opportunity to contribute their ideas and perspectives.

In addition to the workshops, we hosted three community open house events in the cities of Davis, West Sacramento, and Woodland. Over 100 community members came out to provide input on the Yolo Active Transportation Corridor project. Attendees were asked to engage with a series of interactive boards. The format was interactive and included multiple ways for attendees to give their feedback, including Q&A with staff, activity boards, and written comments. Several key themes emerged, including:

- The need for bike routes that provide protection against the high-speed county and state routes that connect the incorporated cities to one another and the rest of Yolo County
- Connections to parks and recreational areas like Grasslands National Park.
- Desire for bike loops, such as the Woodland-Davis-Winters-Capay loop.
- Improved trail connectivity between cities (e.g., Davis-West Sacramento, Davis-Winters, Woodland-Dunnigan).

### **Phase 1 Outreach: What We Learned**

During Phase 1 outreach, the team engaged extensively with targeted communities to understand their walking and biking experiences within Yolo County. Key themes from the comments received, highlighting common experiences and concerns within these communities:

#### **1. Lighting and Safety**

- Desire for better lighting on roadways and paths
- Concerns about speeding vehicles and the desire for speed bumps to slow down traffic, especially near schools
- Concerns about safety for pedestrians and cyclists due to fast or aggressive drivers
- Concerns about safety for cyclists due to a lack of dedicated space for cyclists on county roads

#### **2. Sidewalks and Crosswalks**

- A significant number of comments requested more sidewalks, crosswalks, and improved pedestrian infrastructure within unincorporated Yolo County communities
- Desire for safer crosswalks with flashing lights to ensure pedestrians can cross streets more safely

#### **3. Bike Lanes and Paths**

- Many comments emphasize the need for dedicated bike lanes and off-street bike paths to ensure cyclist safety
- Requests for bike lane connectivity between towns and cities

#### **4. Traffic Calming Measures**

- Suggestions for traffic calming measures like roundabouts, rumble strips, and additional stop signs

#### **5. Accessibility**

- There was a desire for infrastructure improvements to support mobility, including ADA-compliant ramps, better maintained sidewalks, and new pathways for biking and walking. This includes specific projects like converting old railroad tracks into trails, adding benches and resting spots, and ensuring paths are wide and smooth enough for all users.

Feedback relevant to the YATC project included the following:

- Importance of lighting for nighttime safety and visibility
- Ensuring infrastructure is functional for all socioeconomic classes
- Enhancing accessibility to activity centers by walking and biking
- Providing safe and accessible paths for people with disabilities
  - Addressing the needs of people with walkers and other mobility aids.
  - Ensuring evacuation provisions for people with disabilities.
- Suggestions for planting trees and adding greenspaces along streets and at transit stops
- Desire for safe bike routes and trails
  - Improving bike infrastructure near schools
  - Providing elevated bike lanes and secure bike racks
  - Developing bike paths in nature areas
  - Improving crosswalks
- Improving transit connections from rural areas to cities.
- Encouraging bike education and safety awareness for drivers.

#### **Next Steps**

Upon completion of Phase 1, the project team will draft potential improvements based on the feedback provided during the first phase of outreach and the existing conditions technical analysis. This stage of the plan will take place during the summer of 2024. The team will then commence Phase 2 Outreach, where they will solicit input on an initial list of improvement projects from the same targeted communities. This phase is expected to begin in the fall of 2024 and winter of 2025.

## Project Process

The exhibit below illustrates key project milestones and current status.



### BUDGET IMPACT:

The project is fully funded by the Federal RAISE grant.

### Attachments:

1. Figures 1, 2, 3 and 4: Density maps showing feedback received on the Crowdsourcing interactive map.



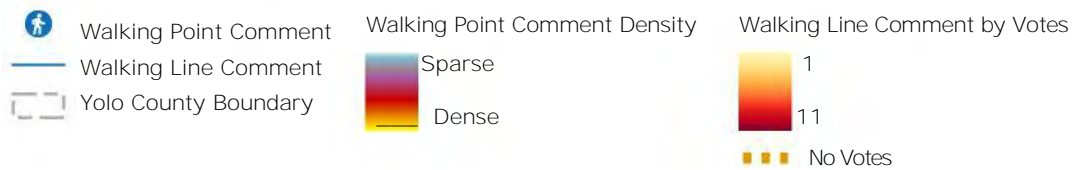
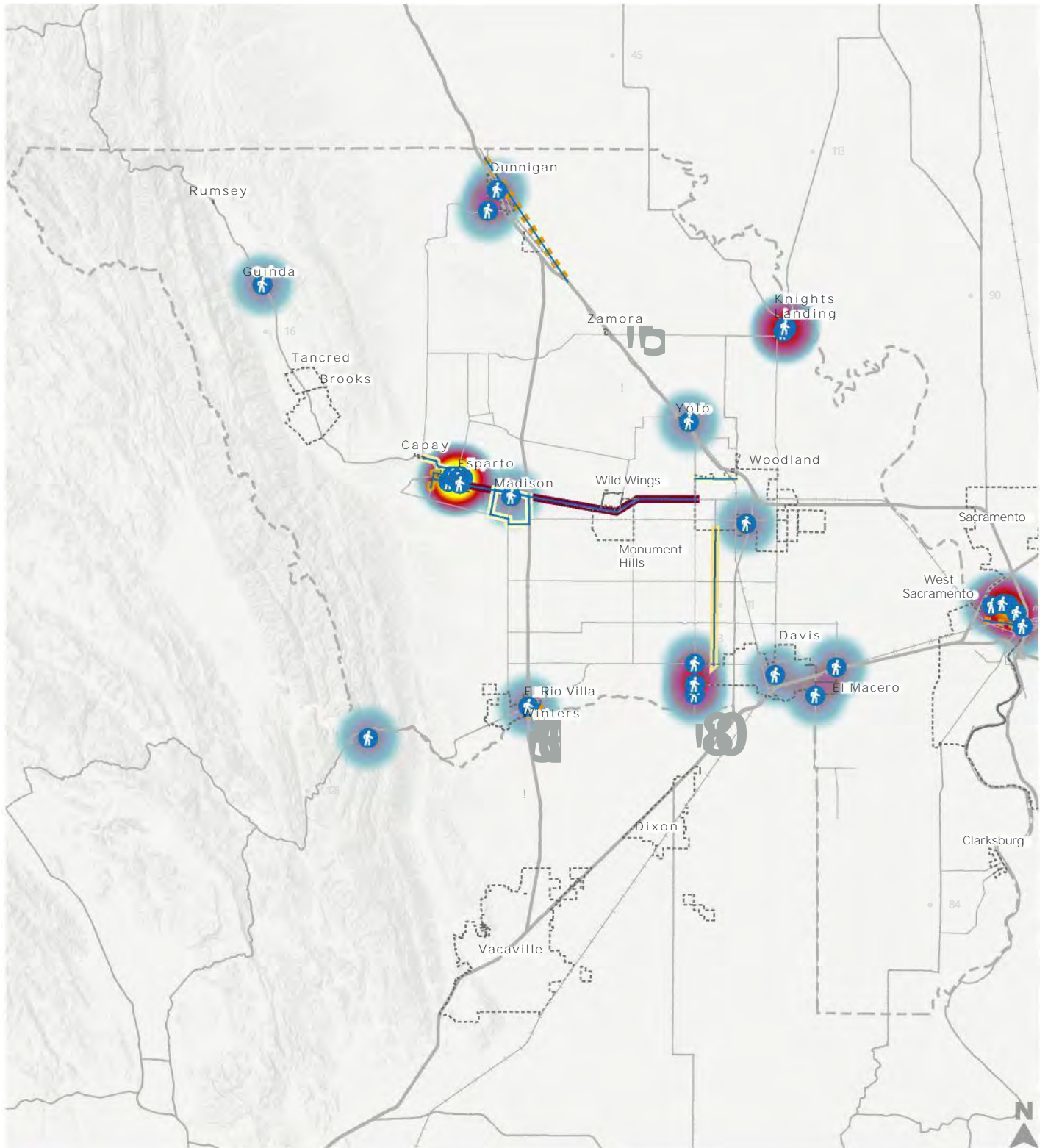
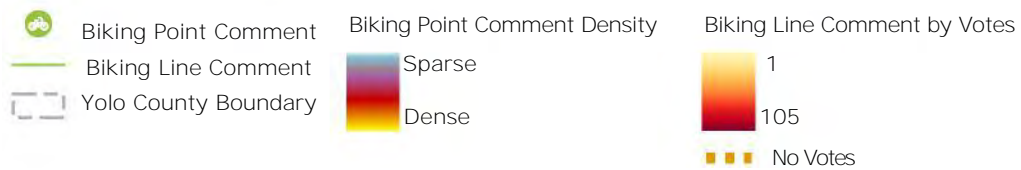
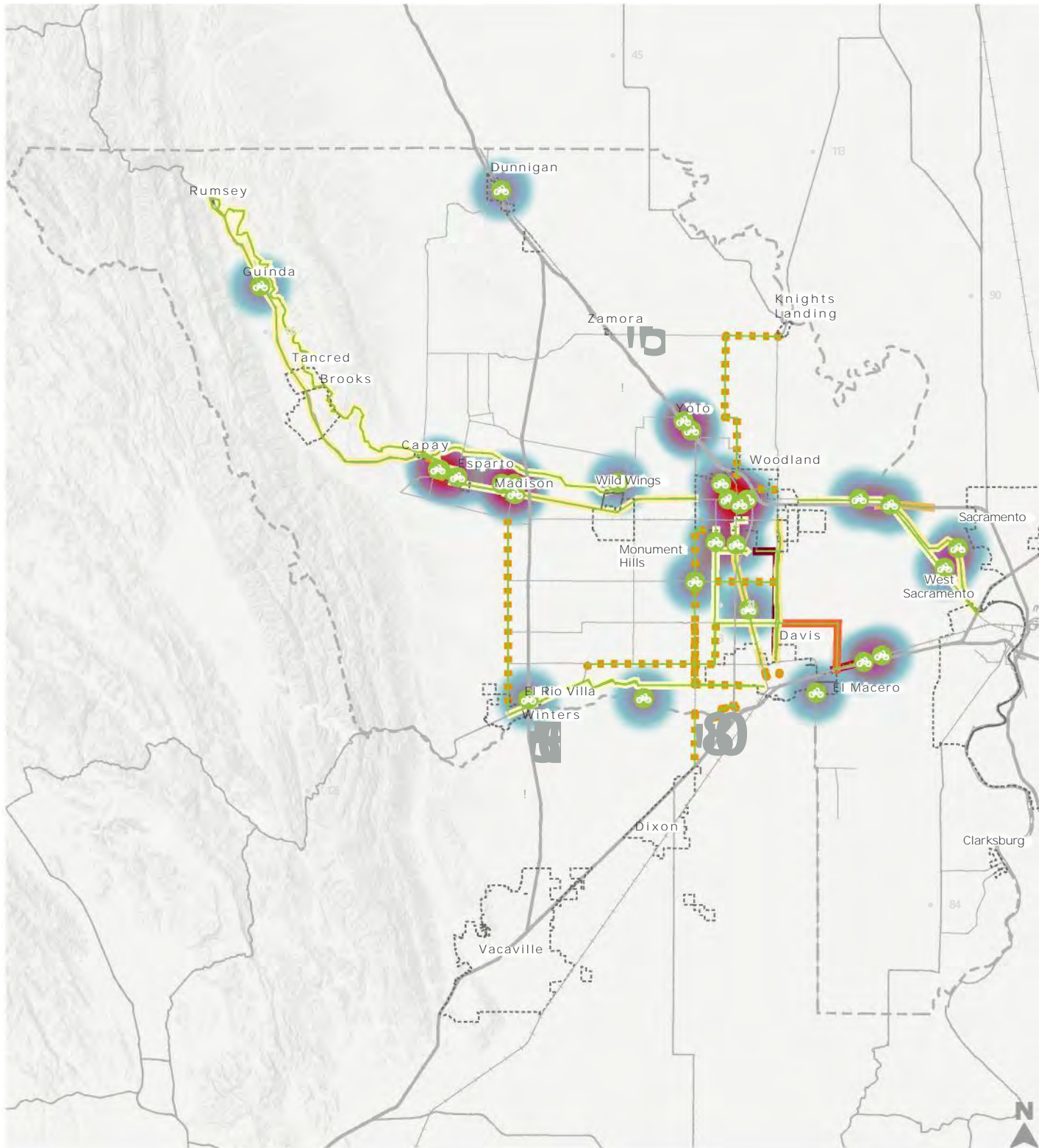


Figure 1  
Crowdsource+  
- Walking Comments









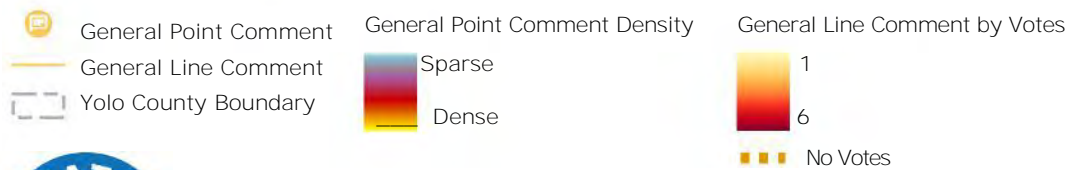
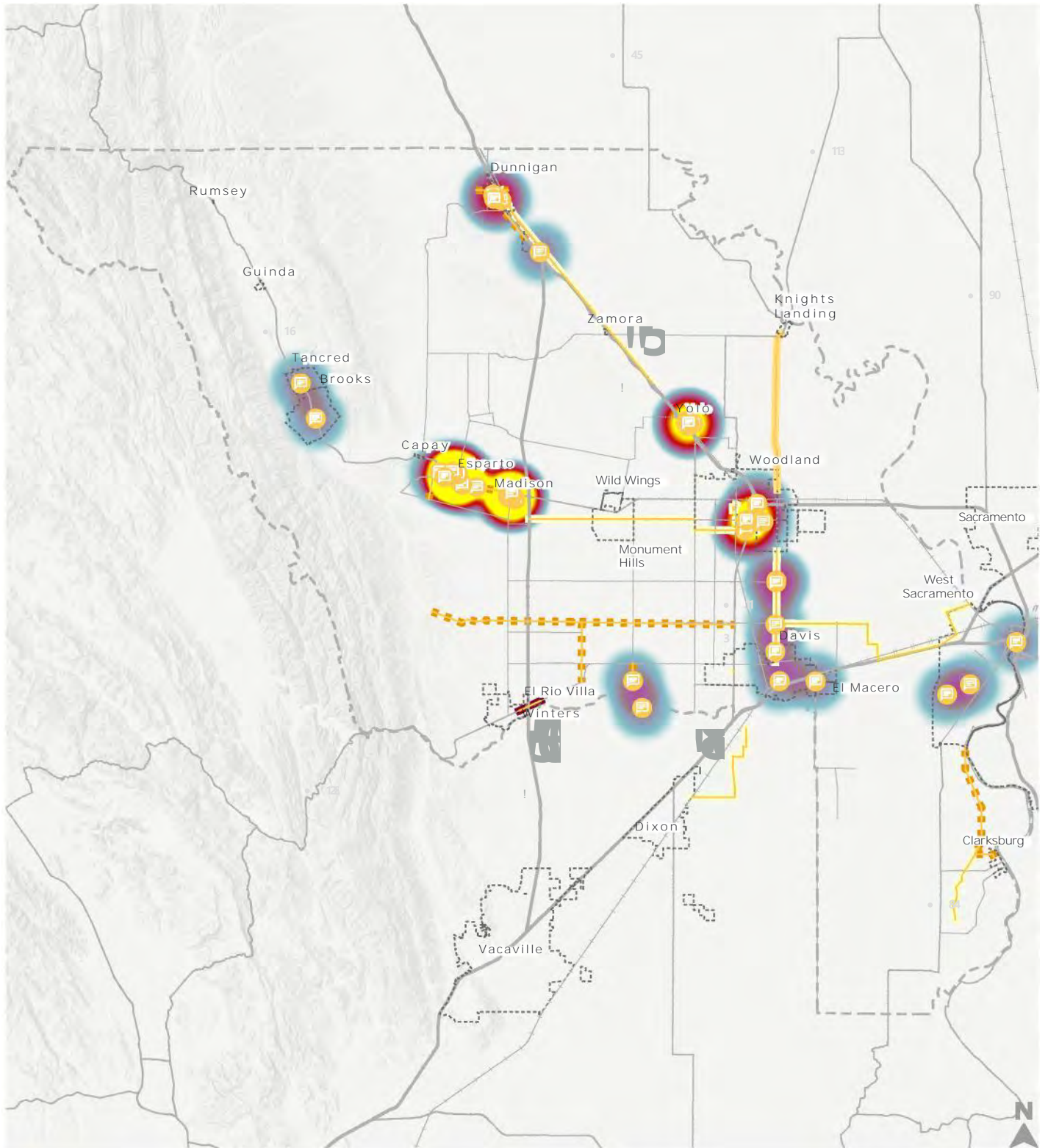


Figure 3  
Crowdsource+  
- General Comments



**BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT**

**350 Industrial Way, Woodland, CA 95776---- (530) 661-0816**

<b>Topic:</b> BeeLine Microtransit Progress Report	<b>Agenda Item#:</b>	<b>5</b>
		<b>Informational</b>
	<b>Agenda Type:</b>	<b>Attachments:</b> <b>Yes</b> <input checked="" type="radio"/> <b>No</b>
<b>Prepared By: D. Romero</b>		<b>Meeting Date: July 22, 2024</b>

**RECOMMENDATION:**

Receive an update on the BeeLine microtransit operations in Woodland, Winters and Knights Landing.

**BACKGROUND:**

BeeLine is YoloTD’s on-demand microtransit service encompassing three zones serving the communities of Knights Landing, Winters, and Woodland. Unlike fixed-route services, BeeLine allows riders to schedule point-to-point on-demand trips as well as connections to various YoloTD services through a smartphone app, phone, or online platform.

The eye-catching vehicles and coordinated marketing push in Fall 2023 introduced Yolo residents to the BeeLine and how it operates. The new *BeeLine by Yolobus* app allows for real-time scheduling and tracking, online payments and an enhanced user experience.

Formerly known as YOUR Ride in Knights Landing and Winters, BeeLine underwent a rebranding and launched app-based booking in September 2023.

- Knights Landing BeeLine service hours are Monday through Friday 8:30 AM-5:30 PM, and Sundays from 8:30 AM-5:30 PM. One vehicle is deployed for this service area.
- Winters BeeLine service hours are from Monday through -Saturday 8:30 AM-4:30 PM. One vehicle is deployed for this service area.

Recently, BeeLine was introduced to the community of Yolo on July 1, 2024. Riders can now book trips from the town of Yolo to Woodland. The service area in Yolo is shared with the town of Knights Landing. Yolo residents can enjoy the BeeLine service Monday through Friday 8:30 AM-5:30 PM, and Sundays from 8:30 AM-5:30 PM. One vehicle is deployed for this service area.

Woodland BeeLine launched on September 18, 2023. BeeLine operates seven days a week in Woodland. We deploy four vehicles in Woodland during peak hours in the morning (8-10 am) and afternoon (3-5 pm), Monday to Friday. During all other hours of operation, two vehicles are available.

Woodland BeeLine hours of operation are:

- Mon-Thu 7am – 7 pm
- Fri 7 am – 11 pm
- Sat 9 am – 11 pm
- Sun 8am – 7pm

Over the last 10 months, BeeLine ridership has increased across all three service zones, underscoring the community's growing interest in the flexibility and accessibility that BeeLine provides.



## DISCUSSION AND ANALYSIS

### Ridership Trends:

Since BeeLine's launch in September, we have seen a steady increase in ridership. During these past ten (10) months of operations, BeeLine has served a combined 23,402 riders across all three service zones. In the month of June, we saw our highest usage for BeeLine at a combined 3,541 riders.

In June, ridership reached a record-breaking number of 3,190 BeeLine riders in Woodland, an 11% increase compared to the previous month's record-breaking of 2,880 riders. Since the service's launch, BeeLine in Woodland has provided service to 18,497 passengers.

In Knights Landing and Winters, the rebranding of YOUR Ride into BeeLine by Yolobus resulted in a notable 65% ridership increase in October at 65%. The surge of ridership was likely due to promotional materials, outreach efforts, and media coverage surrounding the launch. However, in the following months, November and December, ridership experienced a modest 13% decrease which aligns with the seasonal trends of decreased transit usage during the winter. Between January through May we saw ridership stabilize with a slight increase of 2% and a 2% decreases in the later months. The month of June saw the biggest change in ridership trends with a decrease of 32% from the previous month of May. This decline is consistent with seasonal trends because students are a large share of our riders (Woodland Community College and UC Davis).

Figure 1 illustrates the recent ridership trends in all three service areas.

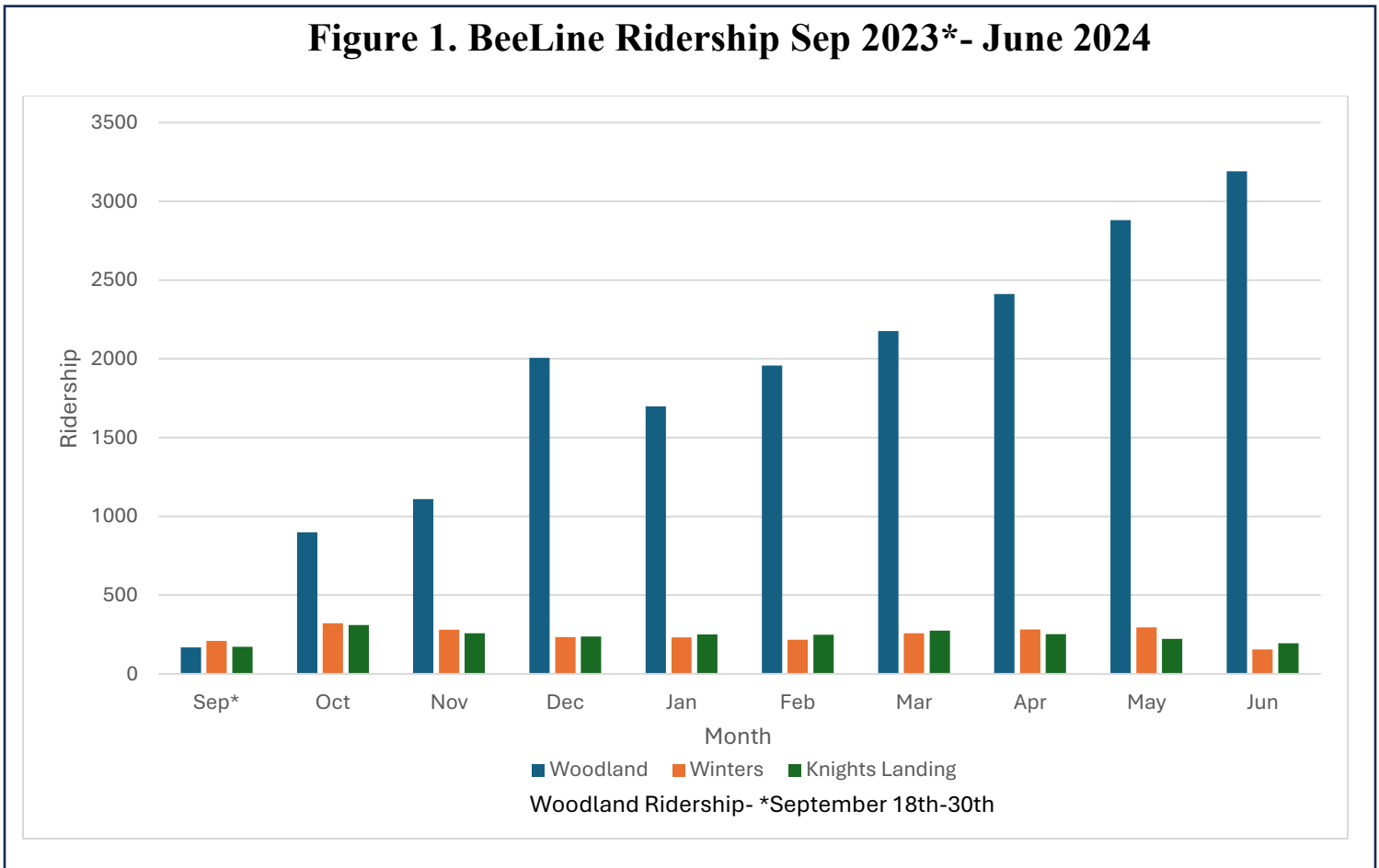
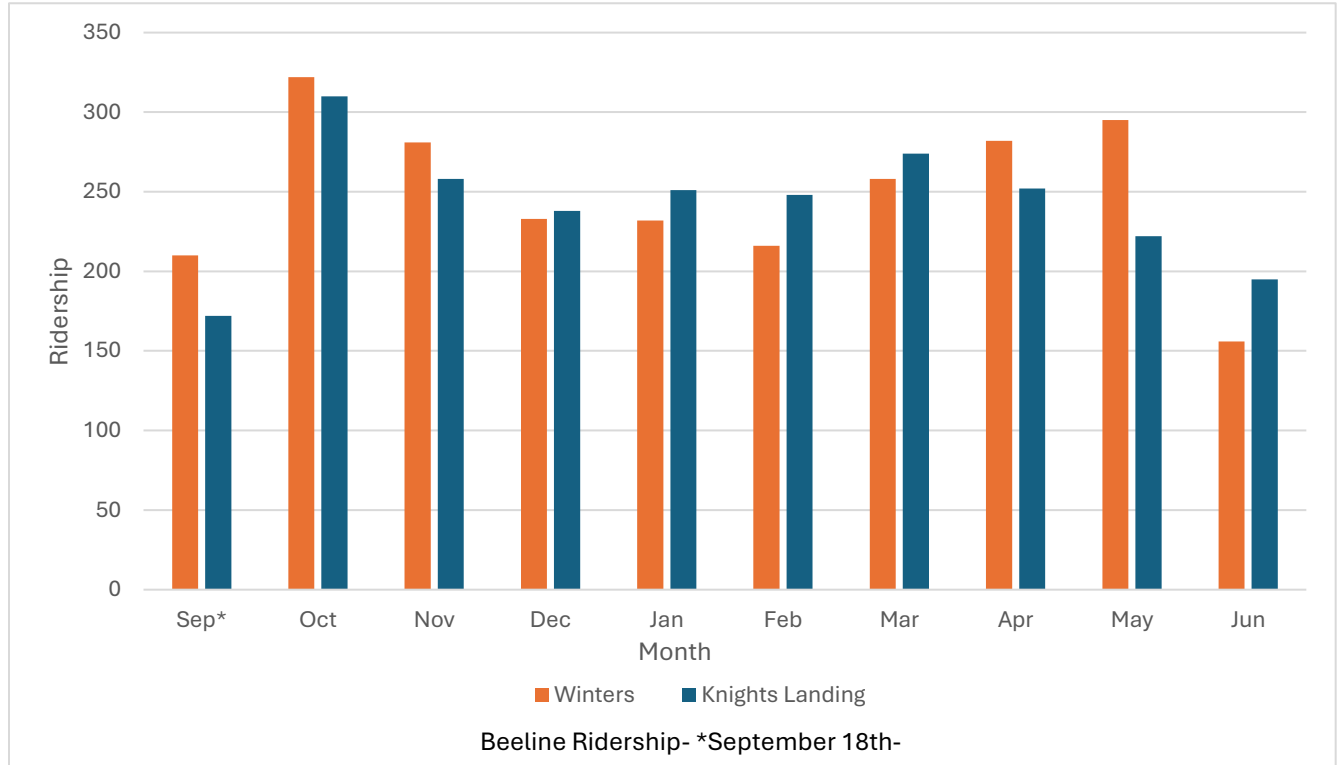


Figure 2 illustrates the recent ridership trends in Winters and Knights Landing.

**Figure 2. BeeLine Ridership Winters & Knights Landing  
Sep 2023\*- June 2024**



**Top Destinations:**

To help understand travel patterns and how the service is being used, staff evaluated the top pick up and drop off locations in all three service areas from September 2023 – June 2024.

*Top Destinations in Woodland:*

The top three locations for pick up (origin) for Woodland are:

- (1) County Fair Mall (Yolobus Transfer Center)
- (2) Woodland Community College, and
- (3) Veterans at Maxwell (Costco Shopping Center).

The top three locations for drop off (destination) for Woodland are:

- (1) County Fair Mall (Yolobus Transfer Center)
- (2) Veterans at Maxwell (Costco/Gateway Shopping Center), and
- (3) Woodland Community College.

All three locations are also served by our Woodland local routes and the County Fair Mall Transit Center is the transfer point for our intercity bus routes. Additional top destinations for Woodland are in Figure 3. These include major retail destinations (Walmart, Costco), Woodland High school, and several residential neighborhoods located in central Woodland.

**Figure. 3 Woodland Top Locations**

Origins	Destinations
1. County Fair Mall (Woodland Transit Center)	1. County Fair Mall (Woodland Transit Center)
2. Woodland Community College	2. Veterans at Maxwell (Costco Shopping Center)
3. Veterans at Maxwell (Costco Shopping Center)	3. Woodland Community College
4. N. Ashley at W. Woodland (Yolo County Health and Human Services Agency)	4. E. Main at Wal-Mart
5. E. Main at Wal-Mart	5. W Elliot St at California St (Walmart)

*Top Destinations for Winters Service Area:*

The top three locations for pickup (origin) in Winters are:

- (1) El Rio Villa/Yolo Housing (Shams at Co. Rd. 32)
- (2) Lorenzo Market (Grant Ave at Morgan St), and
- (3) Downtown Winters (Main St at Rotary Park)

The top three locations for drop off (destinations) in the Winters service area are:

- (1) El Rio Villa/Yolo Housing (Shams at Co. Rd. 32)
- (2) Safeway/Marketplace Shopping Center in Davis (W. Covell at Sycamore), and
- (3) Lorenzo Market (Grant Ave at Morgan St).

Additional top destinations for Winters are in Figure 4. These include University Mall in Davis, Vacaville Walmart and several residential neighborhoods located in central Winters.

**Figure. 4 Winters Top Locations**

Origins	Destinations
1. Shams at Co. Rd. 32 (El Rio Villa/Yolo Housing)	1. Shams at Co. Rd. 32 (El Rio Villa/Yolo Housing)
2. E Grant Ave at Morgan St (Winters Lorenzo Market)	2. W. Covell at Sycamore (Davis Safeway/Marketplace Shopping Center)
3. E Main St at Rotary Park (Winters Rotary Park)	3. EB E Grant Ave at Morgan St (Winters Lorenzo Market)
4. W. Covell at Sycamore (Davis Safeway/Marketplace Shopping Center)	4. NB Hemenway St at Rosa Ave (Winters Residential)
5. Abbey St at 1st St (Across from Winters City Hall)	5. Abbey St at 1st St (Across from Winters City Hall)

*Top Destinations for Knights Landing Service Area*

The top three locations for pickup (origins) in the Knights Landing service area are:

- (1) Landing Grocery Store (6th St at Locust St)
- (2) Wayside Market (SB Locust St at Rd 116)
- (3) Woodland Community College.

The top three locations for drop-off (destinations) are:

- (1) Landing Grocery Store (WB 6th St at Locust St)
- (2) Wayside Market (SB Locust St at Rd 116)
- (3) E. Main at East Street (Woodland, Near Yolo Court House)

Additional top destinations for Knights Landing are in Figure 5. These include residential areas in both Knights Landing and Woodland.

<b>Figure. 5 Knights Landing Top Locations</b>	
<b>Origins</b>	<b>Destinations</b>
1. WB 6th St at Locust St (Knights Landing Grocery)	1. WB 6th St at Locust St (Knights Landing Grocery)
2. SB Locust St at Rd 116 (Knights Landing Wayside Market)	2. SB Locust St at Rd 116 (Knights Landing Wayside Market)
3. Woodland Community College	3. E Main & East EB (Woodland)
4. EB 3rd St at Mill St (Knights Landing Post Office)	4. E. Main at Wal-Mart (Woodland)
5. E. Main at Wal-Mart (Woodland)	5. EB 3rd St at Mill St (Knights Landing Post Office)

**Relationship Between Microtransit and Fixed-Route Services**

A key consideration for microtransit services is how they interact with fixed-route transit services. In the case of both Knights Landing and Winters, microtransit service **replaced** fixed-route service – transit riders have no other choice. In West Sacramento and now Woodland, microtransit co-exists with fixed-route service. The introduction of microtransit service in Woodland provides a ‘natural experiment’ to help inform when and where each mode of transit performs best.

Currently, Yolobus operates two local bus routes in Woodland, the 211 and 212. Woodland is also served by several intercity routes, the 42A/B (Intercity loop), 215 (Cache Creek) and 45 (Downtown Sacramento Express).

When BeeLine was introduced, the Board adopted policies to encourage passengers to transfer from microtransit to fixed-route – specifically, offering free transfers between BeeLine and fixed route. Also, many of the BeeLine pickup and dropoff points in Woodland are also Yolobus stops. This means that riders can use these stops to ride Yolobus and BeeLine or transfer between services.

This strategy appears to be working: When looking at our BeeLine rider travel patterns it's no surprise that our most popular pick and drop off locations are our existing Yobus stops, particularly our Transit Center at the County Fair Mall. Based on this information, we can deduce that many BeeLine passengers are using the microtransit service to access our intercity routes.

When it comes to our local Woodland routes, the 211 and 212, the data tell a more complicated story. Initially, fixed route ridership in Woodland declined after the launch of the BeeLine service. Both October and November witnessed an average 30% reduction in ridership on the 211 and 212. However, in December, there was a stabilization, with ridership on the 211 and 212 remaining steady and even showing a slight 5% increase compared to the previous month.

In January, we restored early morning and late evening trips on Route 211 and Route 212. The trips that were restored for Route 211 were the 6AM, 7AM, and 8PM. The trips that were restored for Route 212 were the 7AM, 7PM, and 8PM. The restoration of these trips was to help students who ride free on fixed route get to and from school and allow commuters more flexibility to get to and from work. Previously, service for both Routes 211 and 212 began at 8am and ended at 6PM and 7PM.

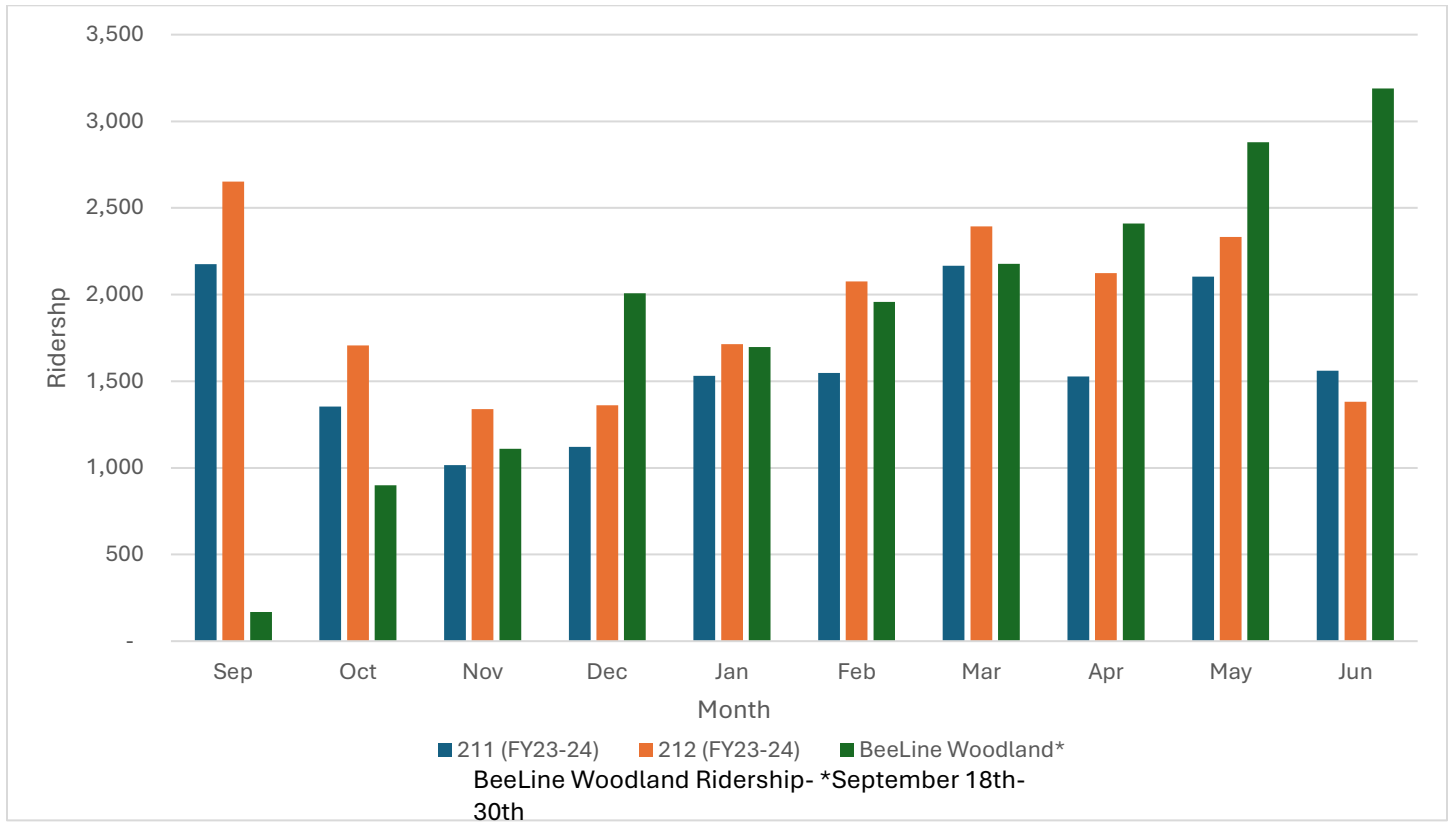
The restoration of these trips led to an increase in increased ridership. Between January and March, we saw an average 25% increase in ridership on Routes 211 and 212. During this time BeeLine only saw a 4% average increase in ridership. This increased ridership generally continued until June, when it declined as the school year ended. This suggests that students in particular are taking advantage of the additional morning trips to get to school. (Recall that youth ride free on fixed-route service, while they must pay for BeeLine).

BeeLine Woodland ridership between September through June saw a combined ridership of 18,497 and for Routes 211 and 212 we saw a combined ridership of 35,181. Overall, combined ridership on Woodland Local Routes 211/212 still exceeds BeeLine ridership over this time period. However, June was the first month where BeeLine in Woodland had more ridership than Route 211 and Route 212 combined. BeeLine in Woodland for June had 3,190 riders while Route 211 had 1,560 and Route 212 had 1,308 riders.

These trends are illustrated in Figure 6.

Staff are looking forward to the results of the Short Range Transit Plan as it provides an opportunity to do a deeper analysis of the relationship between fixed route service and BeeLine microtransit. With BeeLine fast approaching its one-year anniversary it's still difficult to determine what the trends really are and if our riders are truly shifting away from fixed route for microtransit. Currently, the data is showing that both services are stable but perhaps in the future we will have a better understanding if microtransit is having an impact on fixed routes. Staff will continue monitoring these trends over the coming months and use this data to assess the relationship between the two services

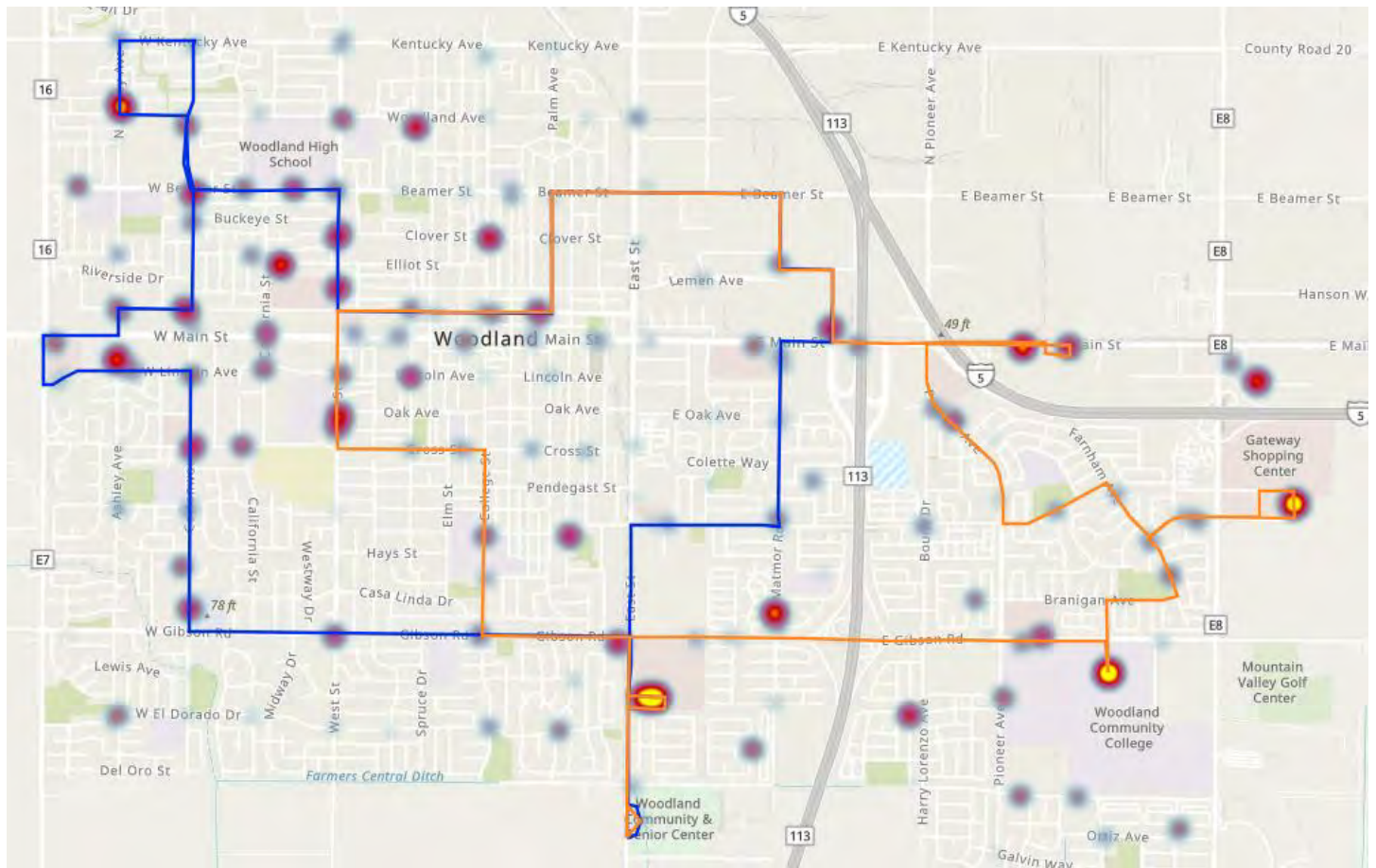
**Figure 6. Woodland Service Ridership, BeeLine vs Yolobus Fixed Route  
Sept 2023-June 2024**



**Overlapping Destinations for BeeLine and Fixed Route**

It is noteworthy that BeeLine riders are accessing many of the same destinations that are served by Yolobus local routes. Figure 7. provides a heatmap of BeeLine pickup and drop off locations in Woodland between September through June, overlaid by our local bus routes. This shows that our top destinations remain near local shopping centers that are already served by Yolobus local routes. However, the heat map does illustrate other BeeLine hot spots which are not served by fixed routes, including the hotel zone near I-5 and some residential neighborhoods.

**Figure 7. Woodland Service Heatmap with BeeLine top locations vs Yolobus Woodland Routes**



**Customer Satisfaction, Experience and Testimonials:**

In its first 10 months of operation, many of our riders have expressed appreciation for the BeeLine service. Initially, YoloTD staff set a goal to have an average 4.5 star rating for our riders experience. As of June 2024, we are happy to report that we have achieved an average 4.6 rider rating for all our services combined. Woodland achieved a 4.6 rating, Winters a 4.3 and Knights Landing a 4.7. When staff presented our 3- month status of BeeLine in Woodland to our YoloTD board in February of 2024 we found that the overall satisfaction rating has dropped from 4.7 to 4.6. This is also true for the overall rating of our BeeLine service, which also dropped from 4.7 to 4.6.

Riders note that the smaller vehicle size has fostered a more personal connection between operators and passengers, resulting in commendations for friendly drivers and passengers feeling secure during their journeys.

Here is a selection of comments left by customers on the BeeLine by Yolobus app:

- "A dream come true! I hope this service continues because it is seriously life changing."
- "Arrived within the 10-minute window, and the driver was courteous and professional."
- "Great Service, definitely will use this again."
- "Great Service, always on time for pick up and drop off."
- "Marisa was a great driver and provided excellent service."
- "Drivers are friendly and arrive at the time specifically requested."
- "The driver was amazing, very friendly, and I also felt very safe during the whole drive."
- "The driver was very courteous and efficient."

**Challenges with BeeLine:**

YoloTD staff are working to ensure that our riders continue to be satisfied with their experience, but staff does recognize that recently BeeLine has run into customer satisfaction issues. During these past 10 months of service, we've also noticed that our Knights Landing and Winters service has experienced some delays in on-time performance related to accurate pick-up and drop of times. Staff have received complaints of riders being stranded in parts of Winters and in some cases in Knights Landing. Staff has worked with our software provider in adjusting the pickup and drop off windows to alleviate this situation, but it still appears to be an issue that is impacting our service. Staff believes that it is because of the distance that the single vehicle needs to travel that is causing the delays.

Some of the known issues include:

- Late pickups and missed trips due to high demand and/or RideCo application not being properly designed or configured for our rural service areas (especially Winters-Vacaville-Davis).
- Riders having difficulty downloading and using the RideCo app
- Riders having difficulty understanding that this service is point-to-point service, meaning passengers must walk to the closest pickup point, rather than door-to-door. This is particularly difficult for riders that are accustomed to Paratransit, which does provide door to door service and passenger loading assistance.
- There have been challenges with Transdev staff (drivers and customer service representatives) using the RideCo app properly. The RideCo app requires drivers to interact frequently with a tablet and provides less flexibility for Transdev to manually override the app and change trip order. There are advantages and disadvantages to this lack of flexibility.

During our 3-month update for BeeLine to the YoloTD board, board members requested that we investigate the impacts regarding the pick and drop off delays for the Winters service as this seemed to be the area that was mostly impacted because of the large distances that it had to travel. Staff were tasked with determining how many riders were requesting rides from the Vacaville area as well as Davis.

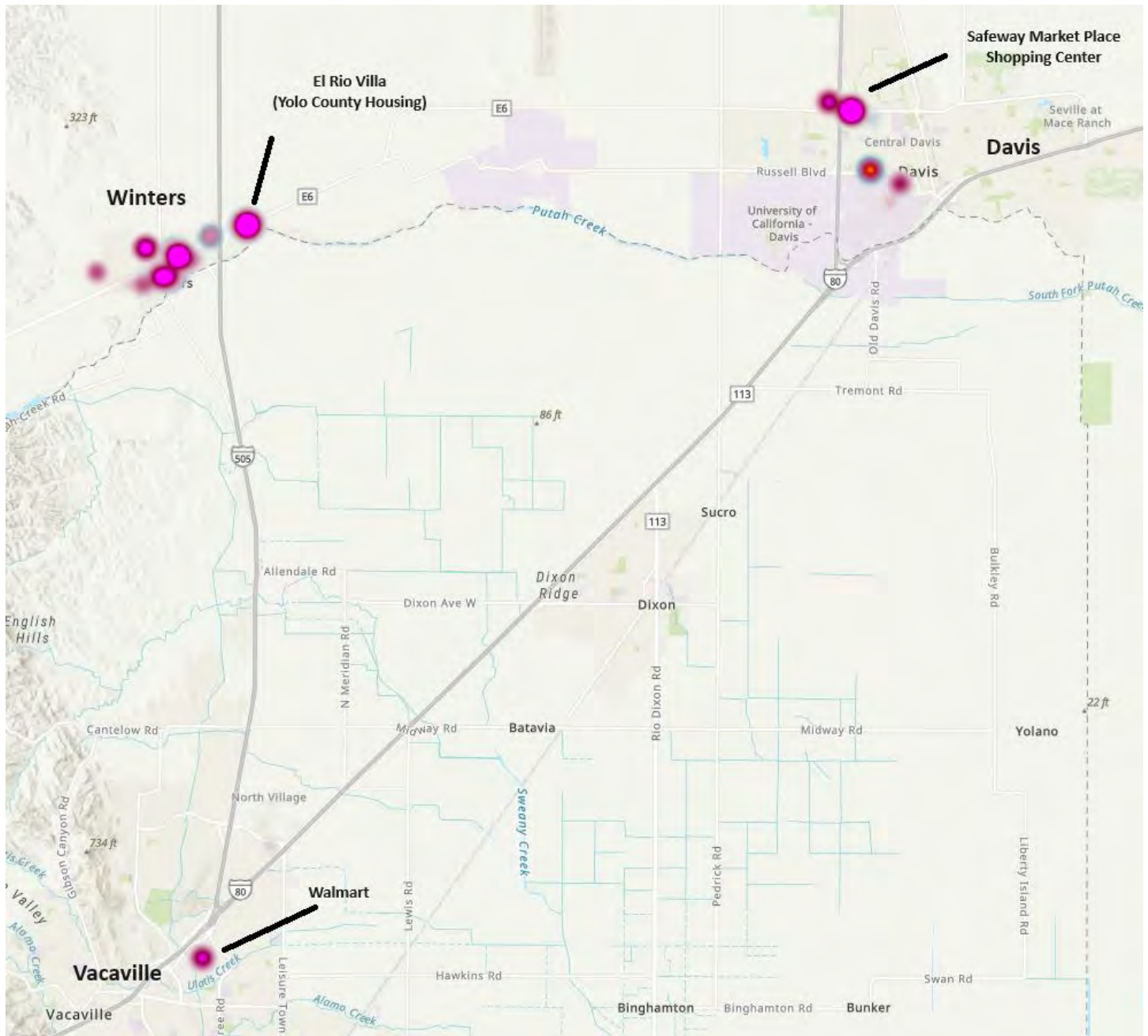
With the additional months of data, we found that the majority of trips in the Winters service zone are between Davis and Winters. We originally believed that the congestion was coming from Vacaville, but it appears that the demand is mostly for trips to/from Davis. As noted in Figure 4, The W. Covell at Sycamore stops (Davis Safeway/Marketplace shopping center) is one of the most popular stops for pickup and drop off in the Winters service zone, and none of the most popular stops are in Vacaville.

From September through June, there were only 204 rides requested across all Vacaville stop locations, compared, compared to the Davis W. Covell at Sycamore stop where over 600 rides were requested during the same time period. The Vacaville service area has three stops: Walmart, Kaiser, and Solano Community College. From September to June there were 188 rides to/from Walmart, 16 to/from Kaiser and 0 for Solano Community College.

In Figure 8. Winters BeeLine Service Map you are able to see the high demand in Davis compared to Vacaville as well as other locations in Winters. The darker the circle the more rides are being requested. Figure 7. is showing both the origin and destination trips combined during the timeframe of September 18<sup>th</sup> through June.



**Figure 8. Winters BeeLine Service Heat Map (September 2023 – June 2024)**



Another topic of concern that our YoloTD board members brought up was the potential impacts that BeeLine was having on our Paratransit riders. Board members were concerned that BeeLine was taking away ridership from paratransit service. As of right now our Paratransit ridership is going steady, averaging over 2,000 riders per month which is normal ridership for paratransit. However, it is important to note that Last FY 22-23 we had 27,247 riders and this year we had 26,557. A slight 2% decrease in ridership between last year and this year. It is possible that Paratransit riders are using more BeeLine services because you can book your trip that day compared to Paratransit where you must book 24hrs in advance. Some of our more able-bodied paratransit riders may have decided to move over to BeeLine for convenience and slightly cheaper fares. The differences in service has caused some confusion where less mobile paratransit riders opt for BeeLine for convenience but are faced with the task of walking to the designated pick and drop off location. YoloTD staff continue to educate our riders on the differences between BeeLine and Paratransit.

YoloTD staff are continuously working with our operations team and RideCo to address these issues and ensure that we are doing everything possible to improve the experience for our riders. Recently, the YoloTD board has approved some possible future expansions for service times and vehicle availability to help address this issue in Winters as well as Knights Landing.

## NEXT STEPS

On July 8 2024, Our YoloTD board members approved the FY 2024-25 Budget which allows for future expansion of BeeLine service in the Winters and Knights Landing areas. While the Budget makes funds available for these expansions, the Board must take separate action to approve a formal service change, after completing a formal public hearing process.

The Board-approved budget would allow an increase in service hours and number of vehicles for both Winters and Knights Landing up to the maximum expansion outlined below:

- Winters BeeLine service hours could increase from the current 8:30 AM - 4:30 PM to 7:00 AM -7:00 PM Monday-Saturday. One additional vehicle could be deployed for this service area, bringing the total number of vehicles to two.
- Knights Landing/Yolo service hours could increase from the current 8:30 AM - 5:30 PM to 7:00 AM - 7:00 PM Monday-Friday and 8:30-5:30 on Sunday. One additional vehicle could be deployed for this service area, bringing the total number of vehicles to two.

YoloTD staff will begin the process of developing a specific change proposal based on data and public/rider input, and will implement the service expansion as driver and vehicle availability allow.

For now, we invite the CAC's observations and questions on this update on any additional data or analyses they would like to see included in future updates and/or service change proposals.

## FISCAL IMPACT:

None. BeeLine operations are included the FY 24-25 Microtransit budget.

**BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT**

**350 Industrial Way, Woodland, CA 95776---- (530) 661-0816**

<b>Topic:</b> Discuss Potential Revisions to ADA Paratransit Service Area	<b>Agenda Item#</b>	<b>7</b>
		<b>Informational</b>
	<b>Agenda Type:</b>	<b>Attachments:</b> <input checked="" type="radio"/> <b>Yes</b> <input type="radio"/> <b>No</b>
<b>Prepared By: C. Williams and D. Romero</b>		<b>Meeting Date: July 22, 2024</b>

**RECOMMENDATION:**

Provide feedback on findings and options for revising Yolobus ADA paratransit service area to address operational impacts and reliability concerns.

**BACKGROUND:**

At the August 2023 Citizens Advisory Committee meeting, staff outlined objectives for paratransit service (Yolobus Special) for the 2023-2024 fiscal year. Those objectives included:

1. Updating the Yolobus Special Rider Policies and Guides;
2. Transitioning to an online/app-based rider application and trip-booking system;
3. Rebranding Yolobus Special to a more contemporary name, such as Yolobus Access;
4. Revising the existing paratransit service area to accurately reflect the current Yolobus and BeeLine service area, which has changed significantly with the discontinuation and/or rerouting on Yolobus and BeeLine services.

This agenda item provides an update and additional information for Bullet #4. The objective of this agenda item is to share information and gather input from the CAC on potential changes to our ADA service area in accordance with the Americans with Disabilities Act (ADA), Appendix D in 49 C.F.R Section 37.125. Please note that Items #1-3 are still in progress and will come back to the CAC for input over the coming fiscal year.

Recall that, at the August 2023 CAC meeting, staff presented a proposal to update the ADA service area to be consistent with current Yolobus service, which was greatly reduced in 2020 in response to the onset of the COVID pandemic. Our current ADA service area allows for trips to locations that are not currently served by regular Yolobus service. Essentially, ADA paratransit passengers have been spared the service cuts that Yolobus riders experienced during COVID.

The recommendation to scale back our ADA service area was made in light of the challenges we face in delivering ADA paratransit service. Currently, our limited number of drivers and paratransit vehicles impacts our ability to deliver all the ADA paratransit service our riders expect. To ease the pressure on our services, staff proposed scaling back the ADA service area and hours of operation to the minimum required under federal law.

After the August 2023 CAC meeting, YoloTD staff presented the same proposal to the Board of Directors at the September 2023 Board meeting. The Board requested that YoloTD staff to evaluate the impacts to existing riders of reducing the ADA service, as well as budget impacts. The Board of Directors expressed concerns with cutting ADA service to align with the existing fixed route service, which has led staff to do additional research and evaluate other options. The research findings and additional options are the focus of this staff report for the July 2024 CAC meeting.

YoloTD staff compared budgets to actual operational costs for paratransit service across fiscal years, along with ridership across fiscal years and identified three findings of concern that triggered the need for further discussion with the CAC and Board of Directors. These findings include:

- Increased capital costs on vehicle service and maintenance leading to our paratransit vehicles depreciating at a quicker rate and requiring more frequent service upkeep and maintenance.
- Our operations contractor, Transdev, is experiencing operational constraints regarding their ability to staff enough operators to meet demand of the existing service.
- This issue has led to rider impacts including increased average wait-times for paratransit riders.

### **ADA Paratransit Service Area Requirements**

The Americans with Disabilities Act (ADA) requires that Transit Agencies who operate fixed-route transit service provide complementary paratransit service that mirrors our fixed-route service with pick up and drop off locations within a ¾ mile buffer area. Since the start of the 2018-19 fiscal year YoloTD experienced drastic changes to our fixed route service due to COVID-19 but has not reduced our paratransit service area to correspond with those service cuts. For example, fixed-route service no longer operates to Vacaville, but we still offer paratransit trips to Vacaville that are counted as ADA trips although the ADA does not require YoloTD to operate these trips. The legal ramifications of not providing ADA trips can lead to lawsuits and impact our ability to continue receiving federal funds.

### **Analysis of Realignment**

YoloTD staff have reviewed and drafted edits to the ADA Service Maps to illustrate what they would look like if they aligned with current fixed route service – see attached. **These maps are NOT in effect.** They are provided as information only to facilitate discussion with the CAC and Board of Directors.

During the realignment analysis, YoloTD staff compared ridership, fare type, trip location and budgets from the 2018-2019 period to the 2022-2023 period to understand the impact of COVID-19 on paratransit service. When comparing budgets for 18-19 and 22-23 fiscal years YoloTD staff found that costs have increased significantly, however in both fiscal years our costs did not exceed budgeted amounts. Staff also analyzed Pre and Post-COVID Ridership utilizing 18-19 and 22-23 ridership data, and cross-referenced trip data to determine shifts in service demands and associated costs.

Through this analysis, staff identified trending increase in the cost for paratransit operations. While fixed route ridership declined during the pandemic and has slowly recovered, paratransit ridership has recovered more quickly and continues to grow. The unchanged ADA service area is a factor in this growth. Also, YoloTD does not charge a premium fare for these so-called “premium” trips (those which operate outside the fixed route ¾ mile boundary and therefore go above and beyond ADA requirements). Fares are exactly the same as for regular ADA service trips. The current (unchanged) paratransit service area allows paratransit riders to schedule premium trip distances without having pay a premium cost.

The realignment of our ADA service maps would, if adopted, improve wait times and enhance the rider’s experience for passengers whose trips are within the ADA service area. However, riders who need to make premium trips would be impacted. Exactly what that impact looks like would depend on whether, and how, we decide to continue providing premium trips that exceed ADA requirements. Some options could include:

- Eliminate/prohibit all paratransit trips outside the ADA service area – aka no more premium trips;
- Allow premium trips to be scheduled, but make them a lower priority than ADA trips, which could lead to longer wait times and less flexibility in scheduling;
- Charge a higher fare for premium trips.

### **Potential Options for Revising ADA Service Area:**

1. Continue to operate and monitor existing paratransit service with no changes to the service areas. Monitor operational and capital costs, wait times and On Time Performance to ensure parity with the proposed budget for each fiscal year. This prevents the need for a wholesale service change, and paratransit riders can continue to use service to take trips that exceed ADA minimum requirements. May require the purchase of additional vehicles and growth in ADA paratransit service budget. In the near term, riders will continue to experience long wait times and diminished reliability of services until sufficient bus operators and vehicles are available.
2. Realign ADA Service Area to match existing fixed-route service: Accurately reflect the ADA service area to align with the current fixed route Yolobus transit service area. Allow so-called “premium” trips to continue, but direct Transdev to [negotiate](#) these trips and consider charging a higher fare. This would trigger a service change, require additional outreach to gather feedback from paratransit riders, and require new paratransit maps and changes to service times. This would improve reliability for riders within ADA service area and potentially negatively impact ADA riders traveling to non-ADA zones. It may also result in budget savings.
3. Conduct a comprehensive review of Yolobus Paratransit service, similar to a Short-Range Transit Plan. Analyze ridership and demographic and land use trends, revisit fare structure and payment tools, hours of operation and service area. This would be a lengthier and more expensive process. The current situation for paratransit riders would remain unchanged until the results of this analysis are adopted and implemented, likely a 2-4 year process.



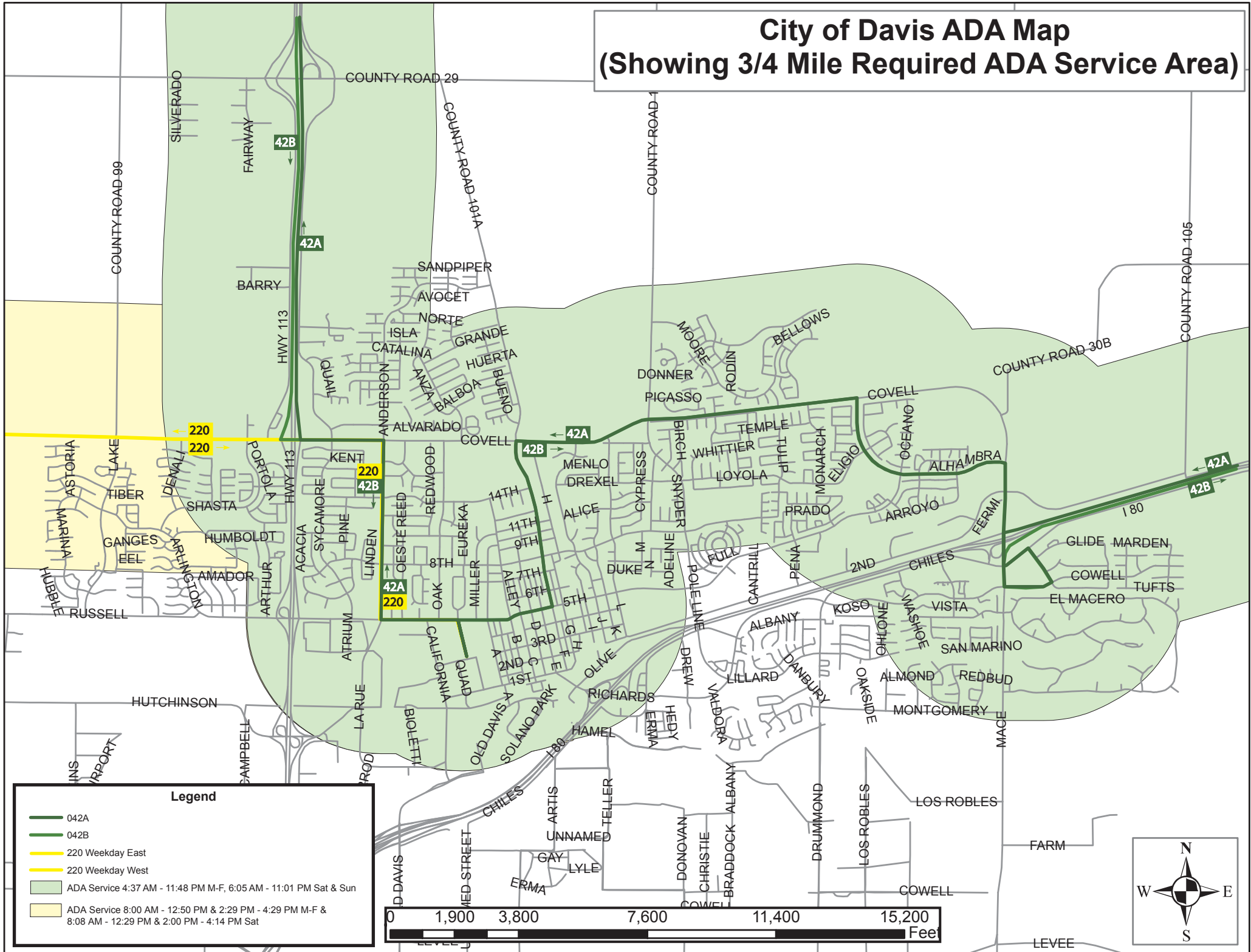
## EXISTING PARATRANSIT MAPS

The following fourteen paratransit service maps reflect the existing paratransit service in operation. Below is the sequential order labeled for each map.

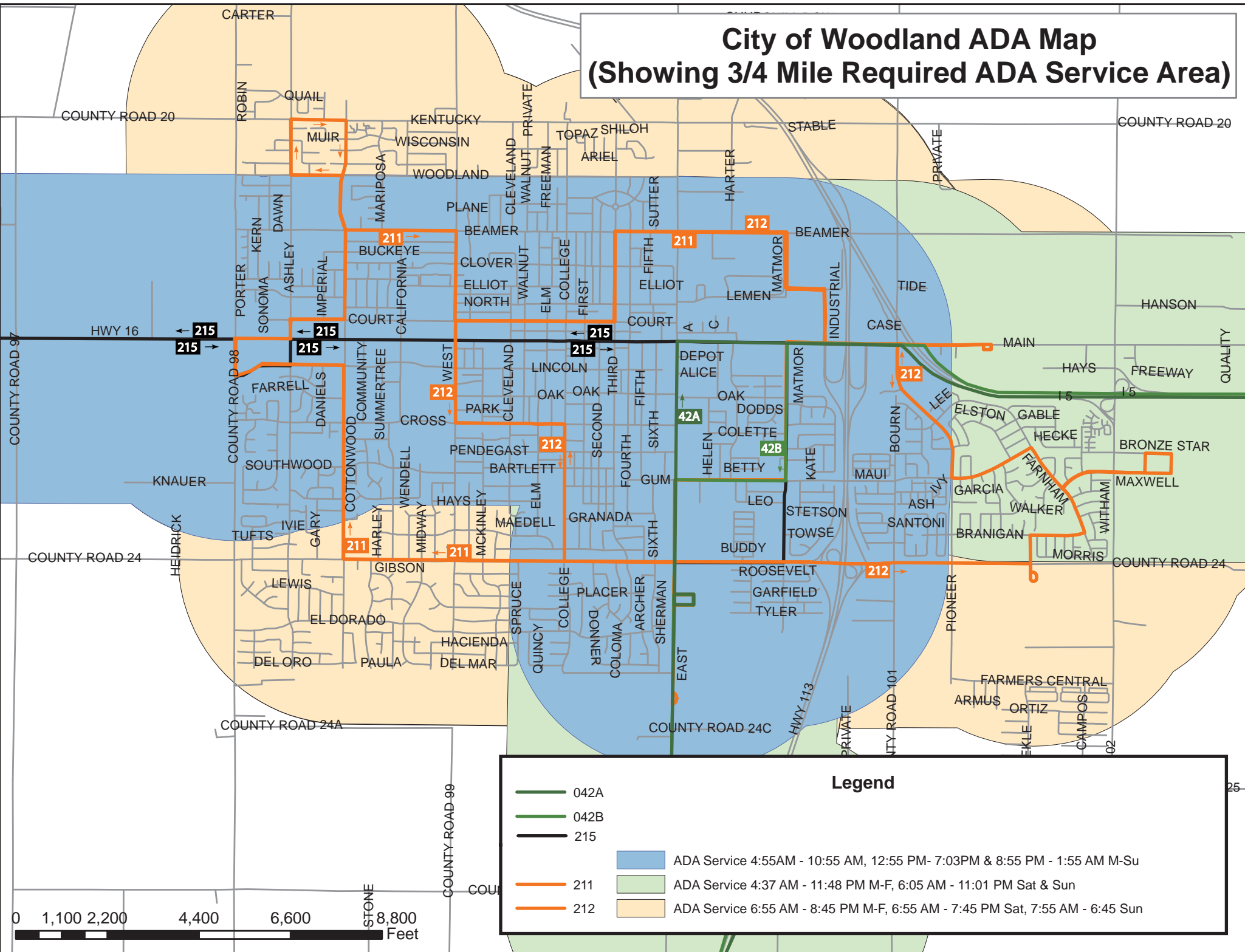
### Maps:

- Comprehensive single PDF containing all maps of existing paratransit service
- City of Davis ADA Map
- City of Woodland ADA Map
- City of West Sacramento ADA Map
- Downtown Sacramento ADA Map
- Premium Service Area ADA Map
- Yolo County / Route 42A Route 42B ADA Map
- Route 215 Cache Creek ADA Map
- Route 215 Esparto & Capay ADA Map
- Route 215 Madison & Esparto ADA Map
- Route 215 Wild Wings Sub-Division ADA Map
- Route 220 ADA Map
- Route 220 Vacaville ADA Map
- Route 220 Winters ADA Map

# City of Davis ADA Map (Showing 3/4 Mile Required ADA Service Area)

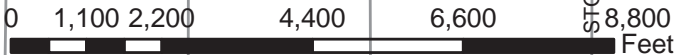


# City of Woodland ADA Map (Showing 3/4 Mile Required ADA Service Area)



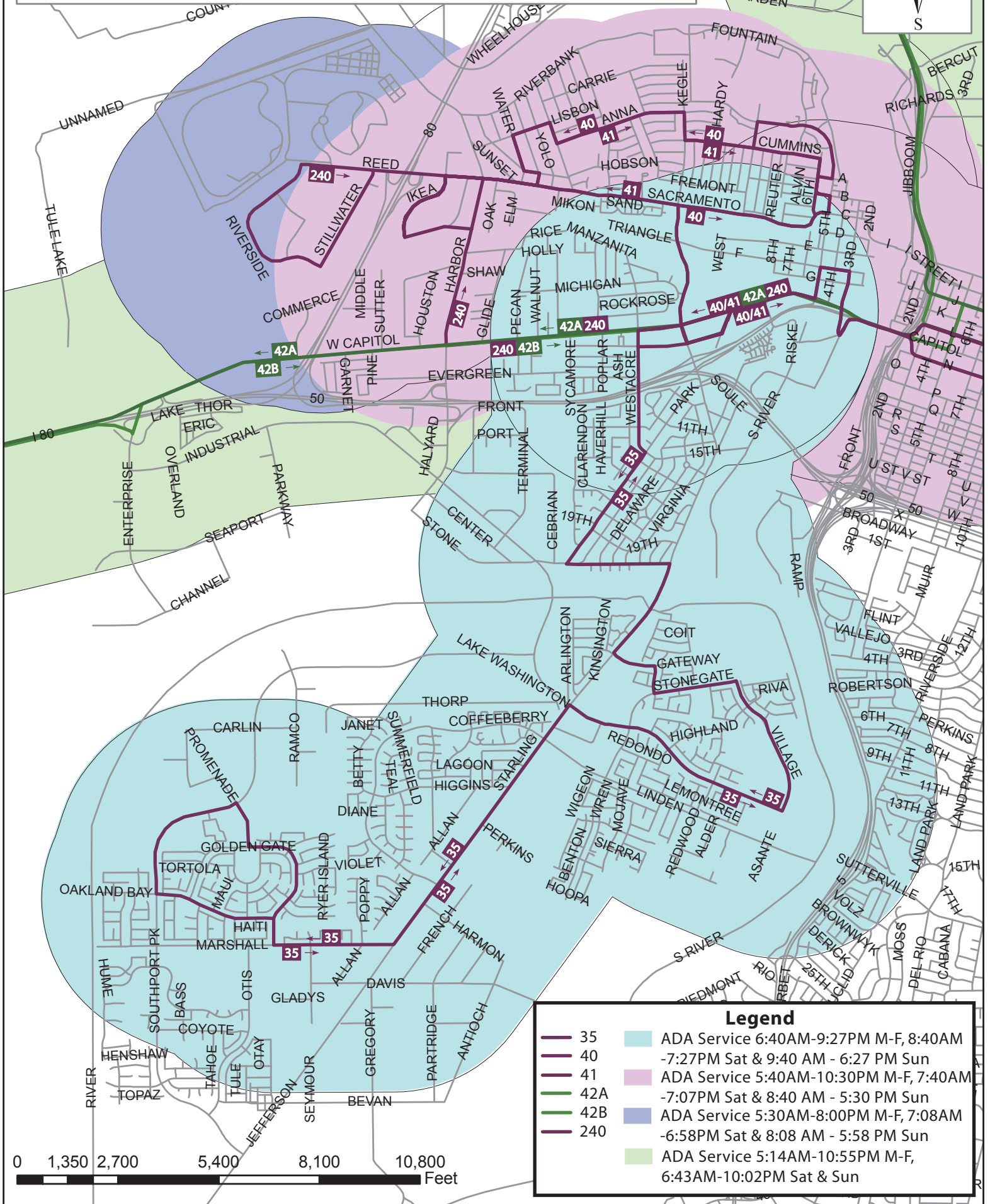
**Legend**

	042A		ADA Service 4:55AM - 10:55 AM, 12:55 PM - 7:03PM & 8:55 PM - 1:55 AM M-Su
	042B		ADA Service 4:37 AM - 11:48 PM M-F, 6:05 AM - 11:01 PM Sat & Sun
	215		ADA Service 6:55 AM - 8:45 PM M-F, 6:55 AM - 7:45 PM Sat, 7:55 AM - 6:45 Sun
	211		
	212		

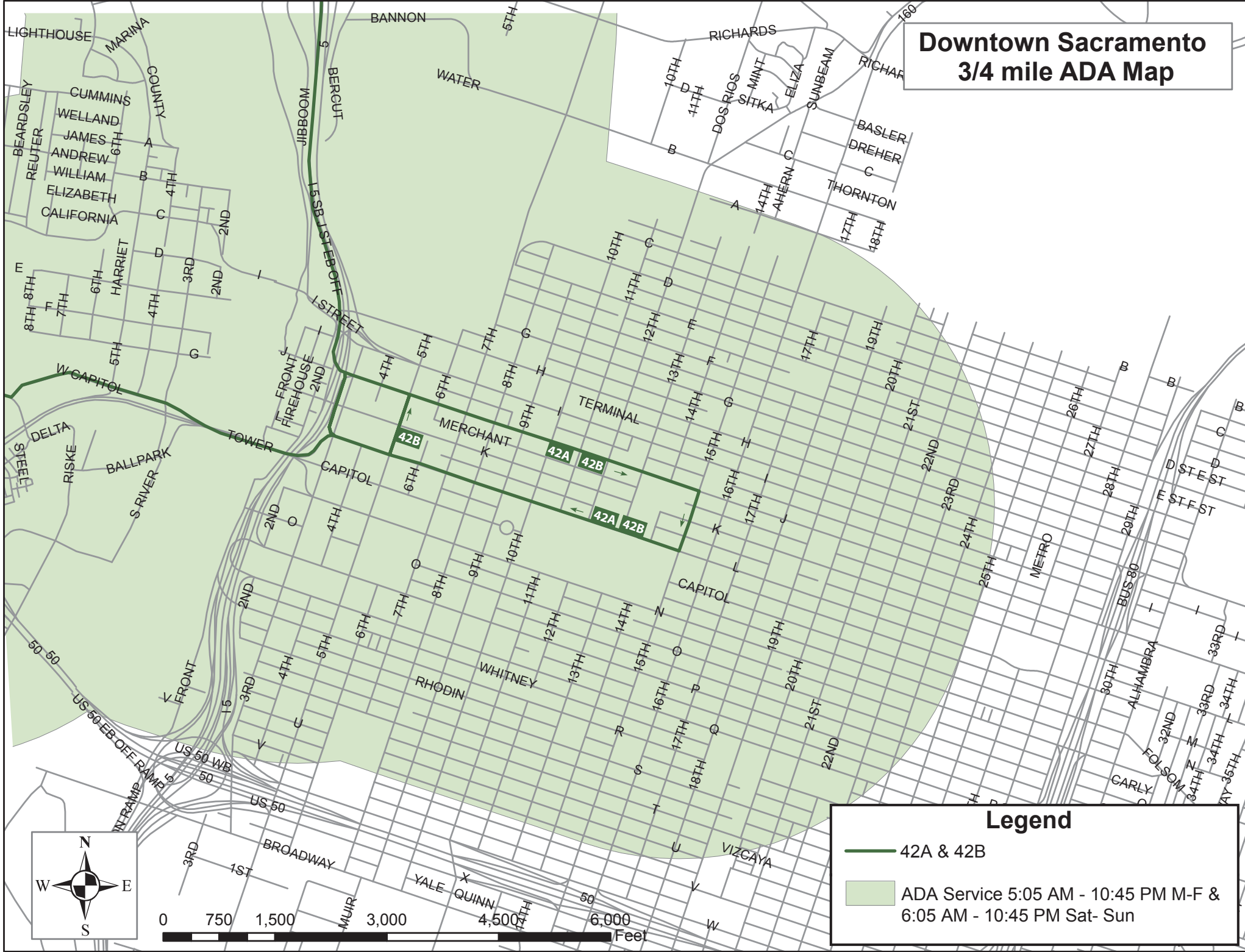




# City of West Sacramento ADA Map (Showing 3/4 Mile Required ADA Service Area)



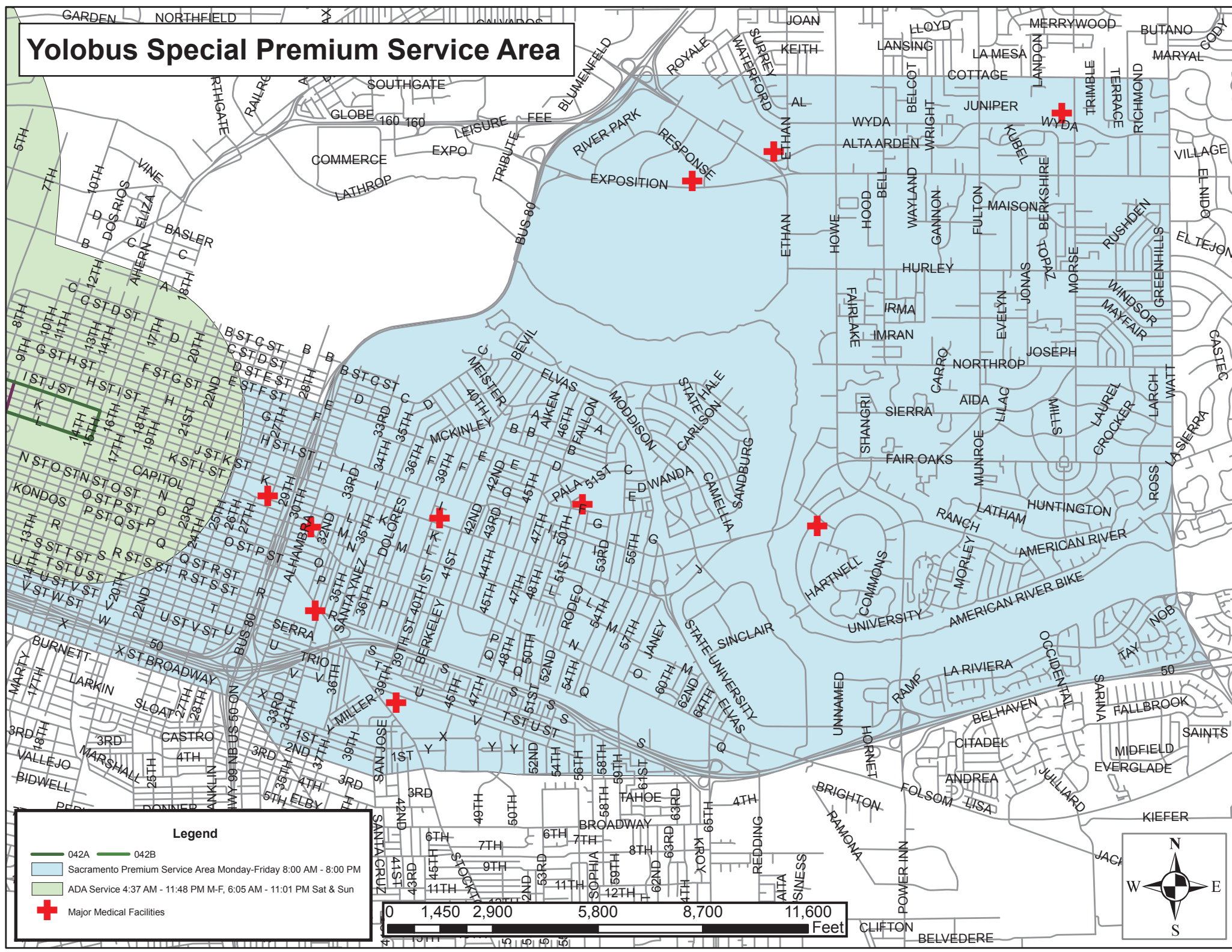
# Downtown Sacramento 3/4 mile ADA Map



**Legend**

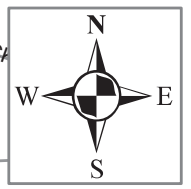
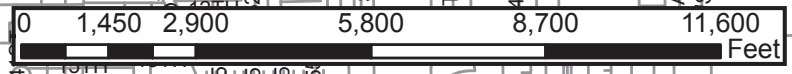
- 42A & 42B
- ADA Service 5:05 AM - 10:45 PM M-F & 6:05 AM - 10:45 PM Sat- Sun

# Yolobus Special Premium Service Area

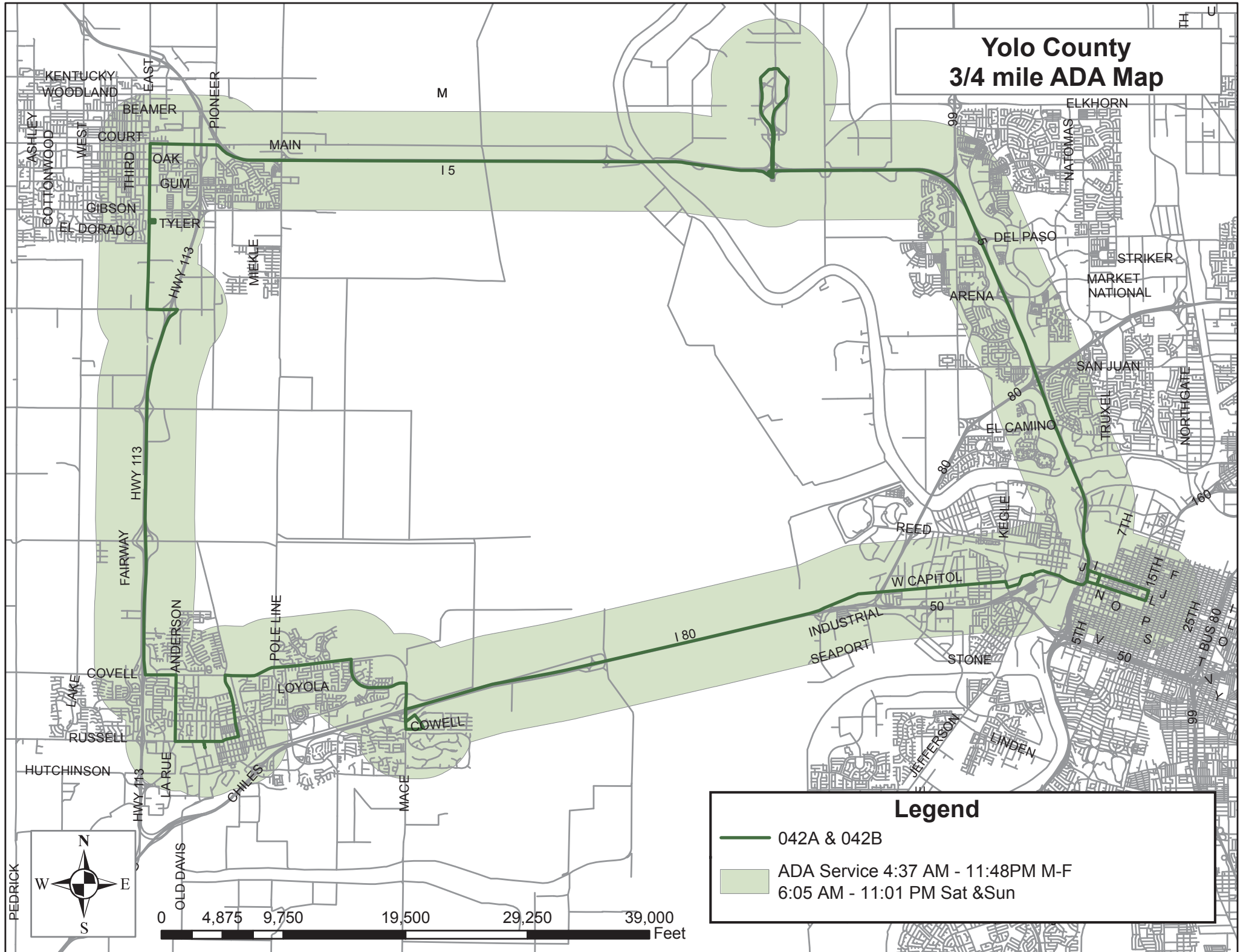


### Legend

- 042A — 042B
- Sacramento Premium Service Area Monday-Friday 8:00 AM - 8:00 PM
- ADA Service 4:37 AM - 11:48 PM M-F, 6:05 AM - 11:01 PM Sat & Sun
- + Major Medical Facilities



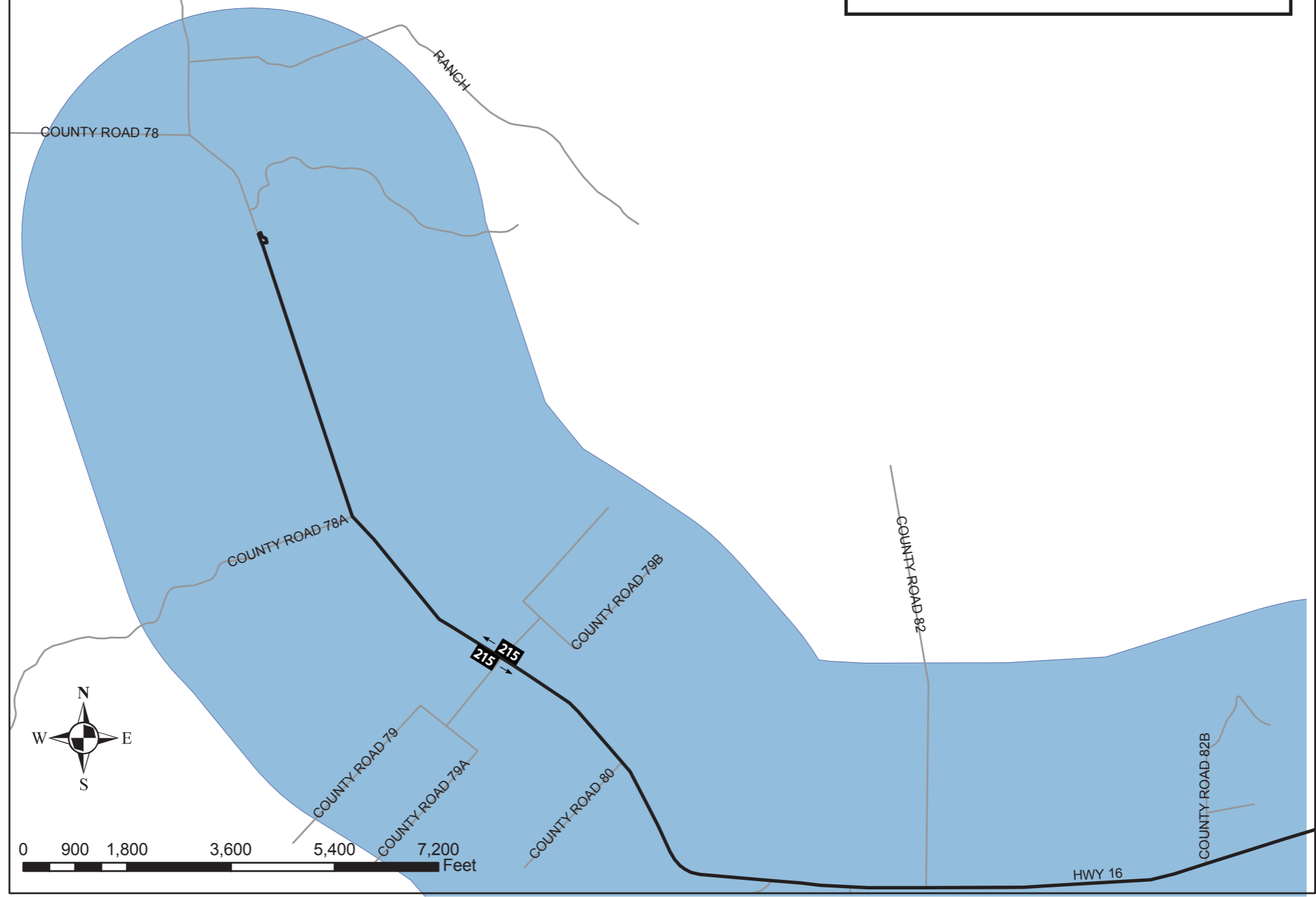
# Yolo County 3/4 mile ADA Map



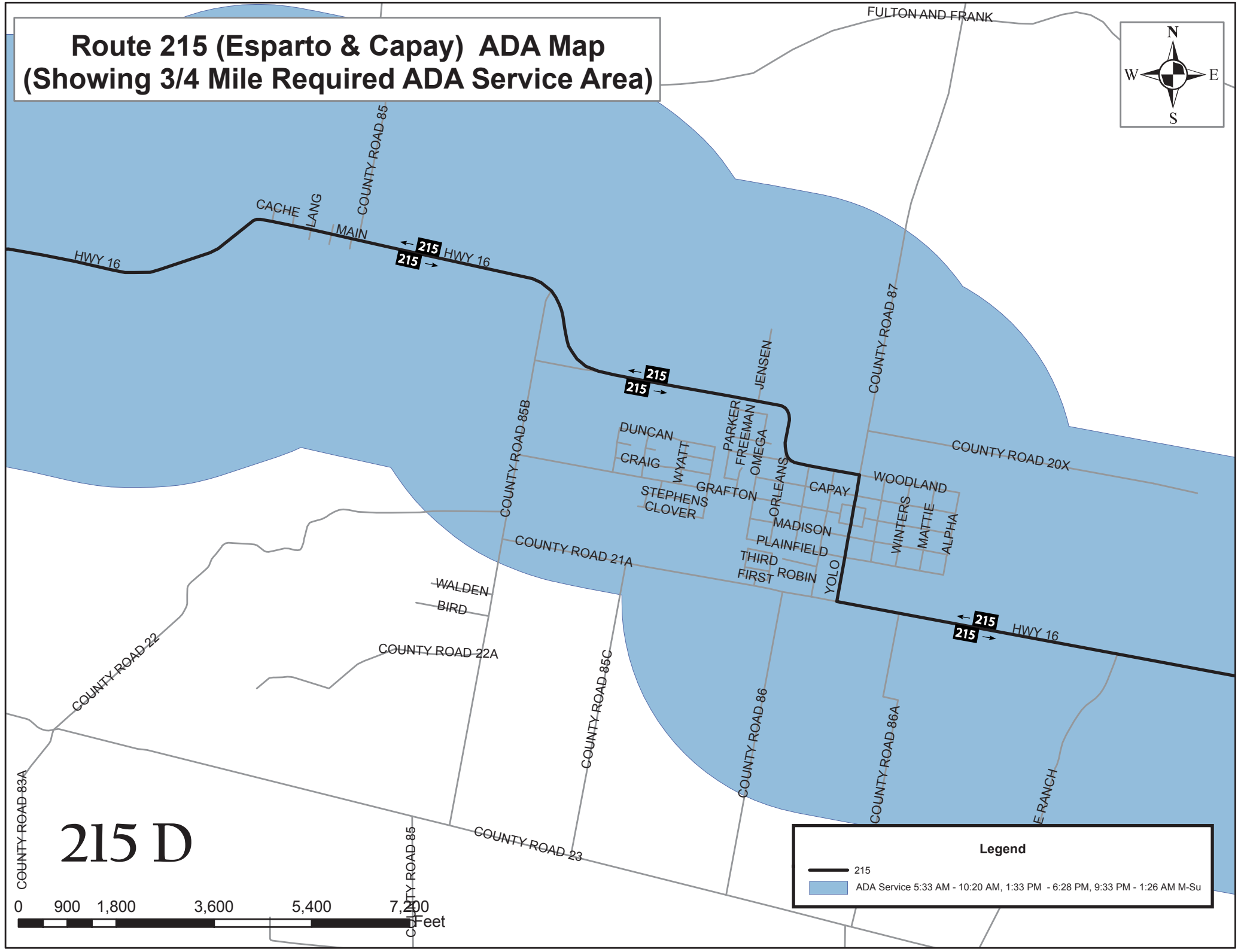
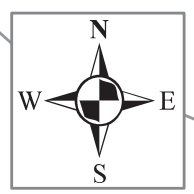
# Route 215 (Around Cache Creek Casino) ADA Map (Showing 3/4 Mile Required ADA Service Area)

**Legend**

- 215
- ADA Service 4:55AM - 10:55 PM, 12:55 PM- 7:03PM & 8:55 PM - 1:55 AM M-Su



# Route 215 (Esparto & Capay) ADA Map (Showing 3/4 Mile Required ADA Service Area)



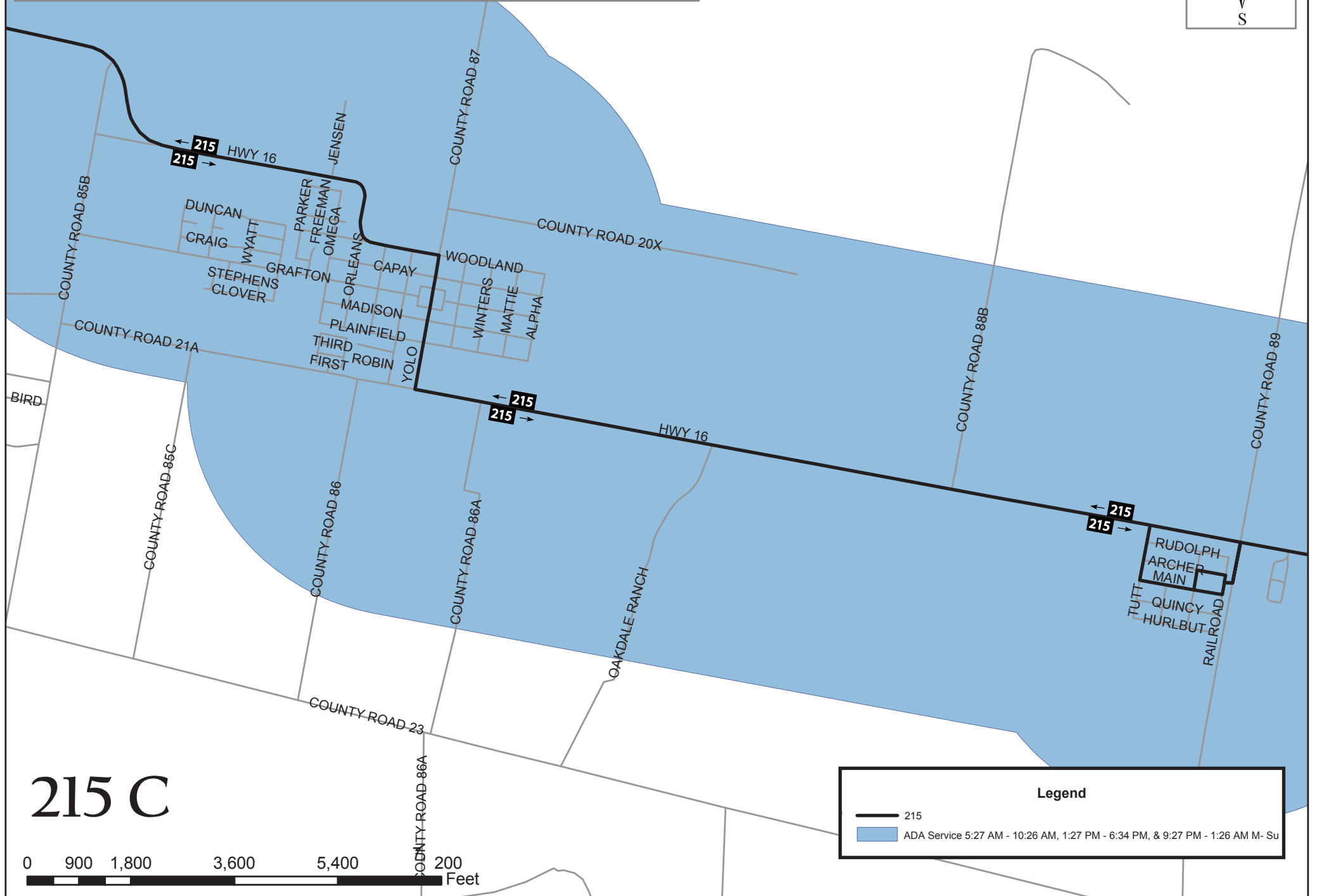
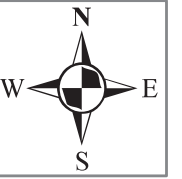
## 215 D

0 900 1,800 3,600 5,400 7,200 Feet

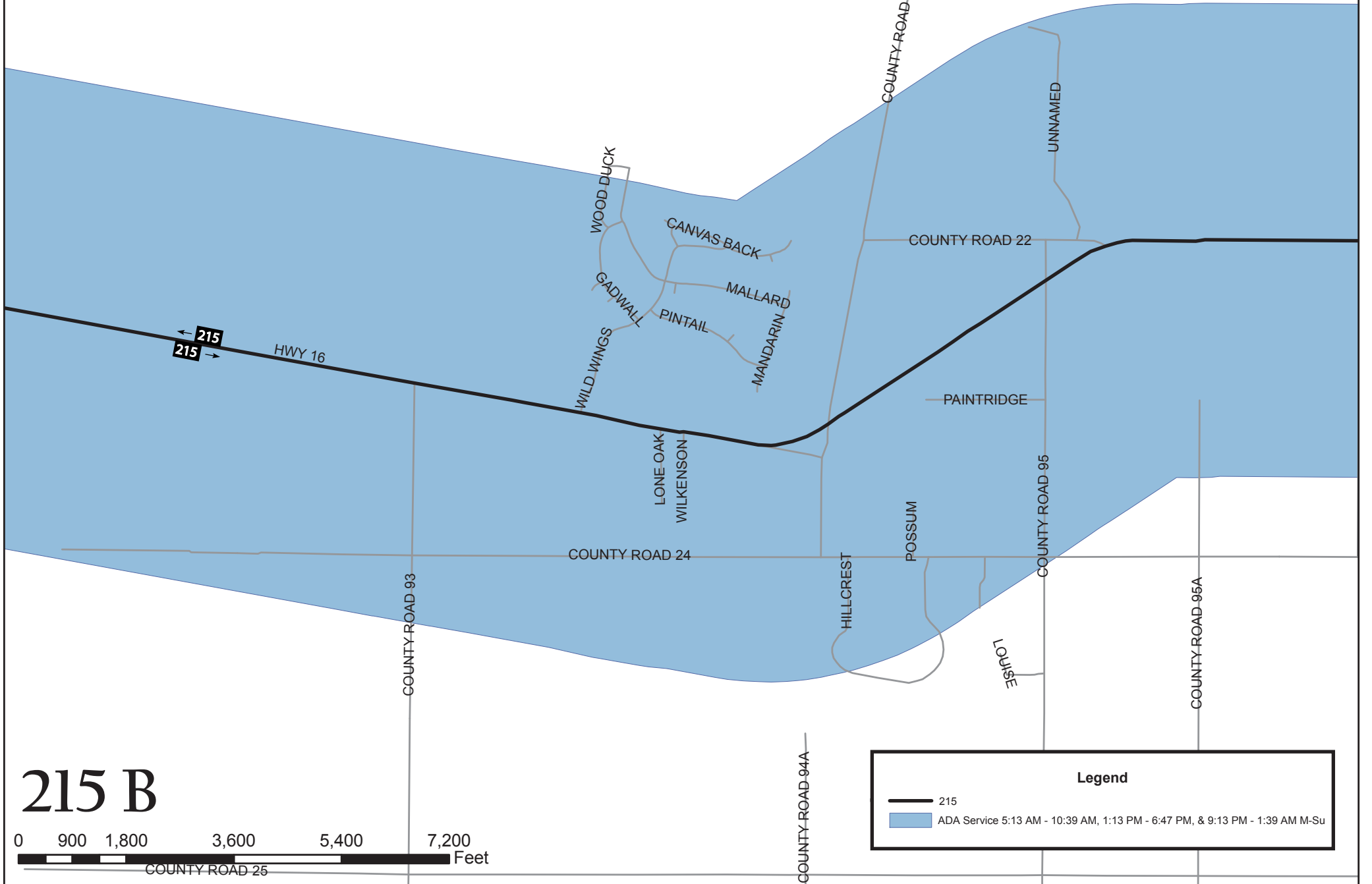
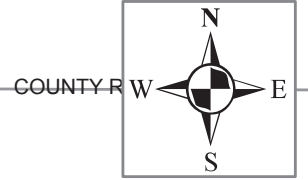
**Legend**

- 215
- ADA Service 5:33 AM - 10:20 AM, 1:33 PM - 6:28 PM, 9:33 PM - 1:26 AM M-Su

# Route 215 (Madison & Esparto) ADA Map (Showing 3/4 Mile Required ADA Service Area)



**Route 215 ADA Map (Wild Wings Sub-division)  
(Showing 3/4 Mile Required ADA Service Area)**



**215 B**

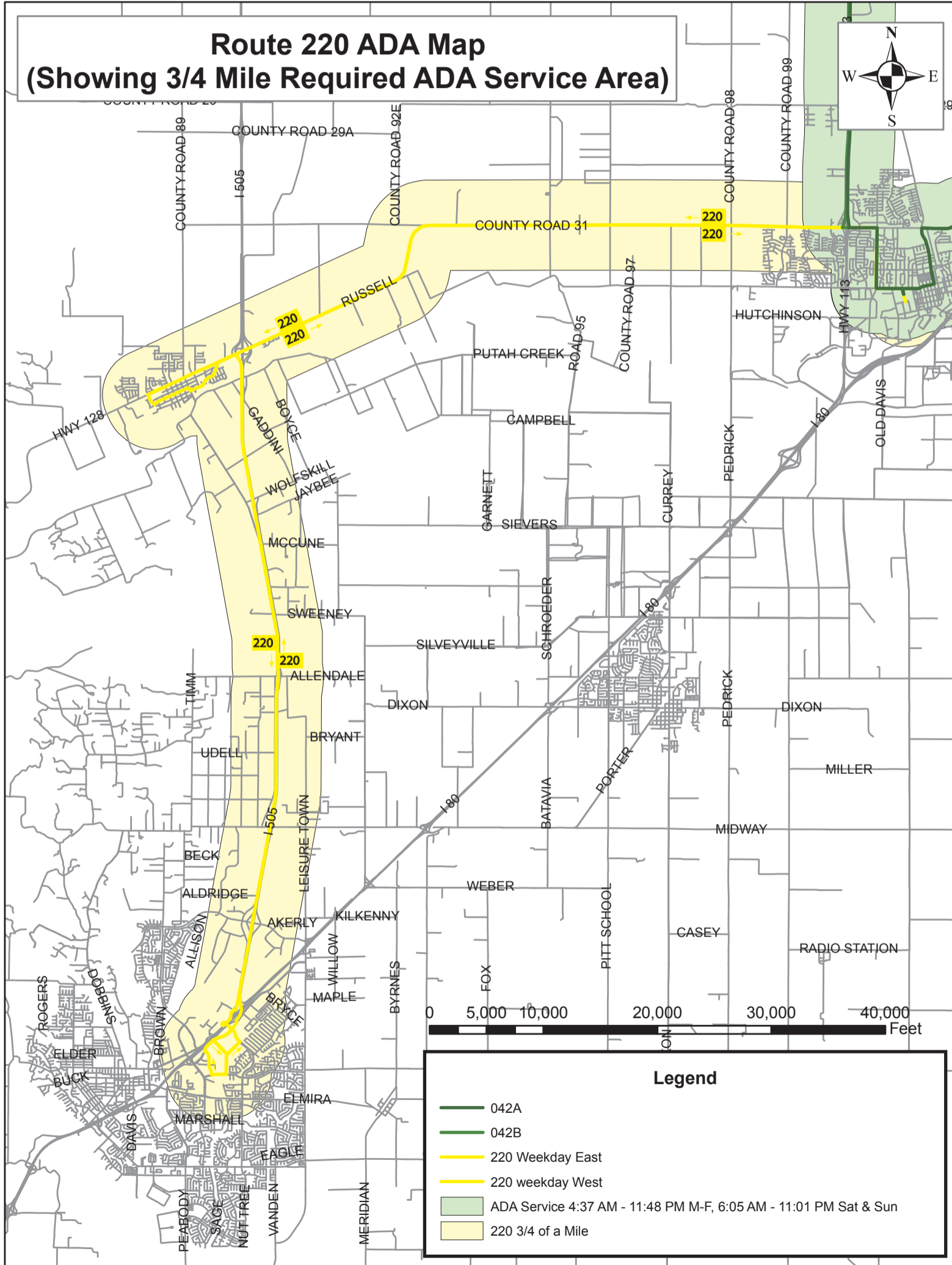


**Legend**

- 215
- ADA Service 5:13 AM - 10:39 AM, 1:13 PM - 6:47 PM, & 9:13 PM - 1:39 AM M-Su



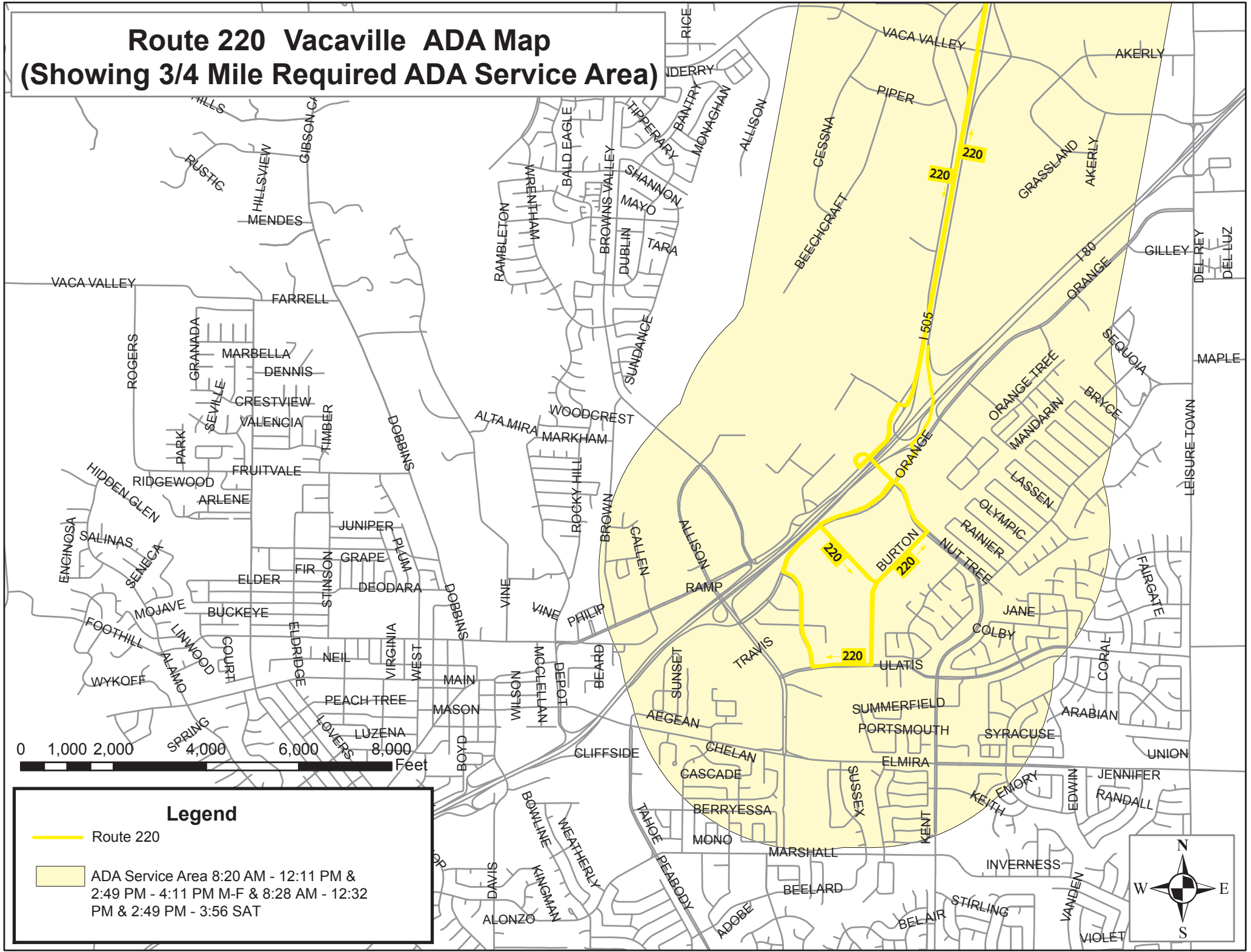
# Route 220 ADA Map (Showing 3/4 Mile Required ADA Service Area)



### Legend

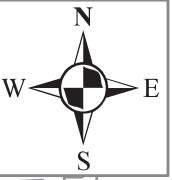
- 042A
- 042B
- 220 Weekday East
- 220 weekday West
- ADA Service 4:37 AM - 11:48 PM M-F, 6:05 AM - 11:01 PM Sat & Sun
- 220 3/4 of a Mile

# Route 220 Vacaville ADA Map (Showing 3/4 Mile Required ADA Service Area)

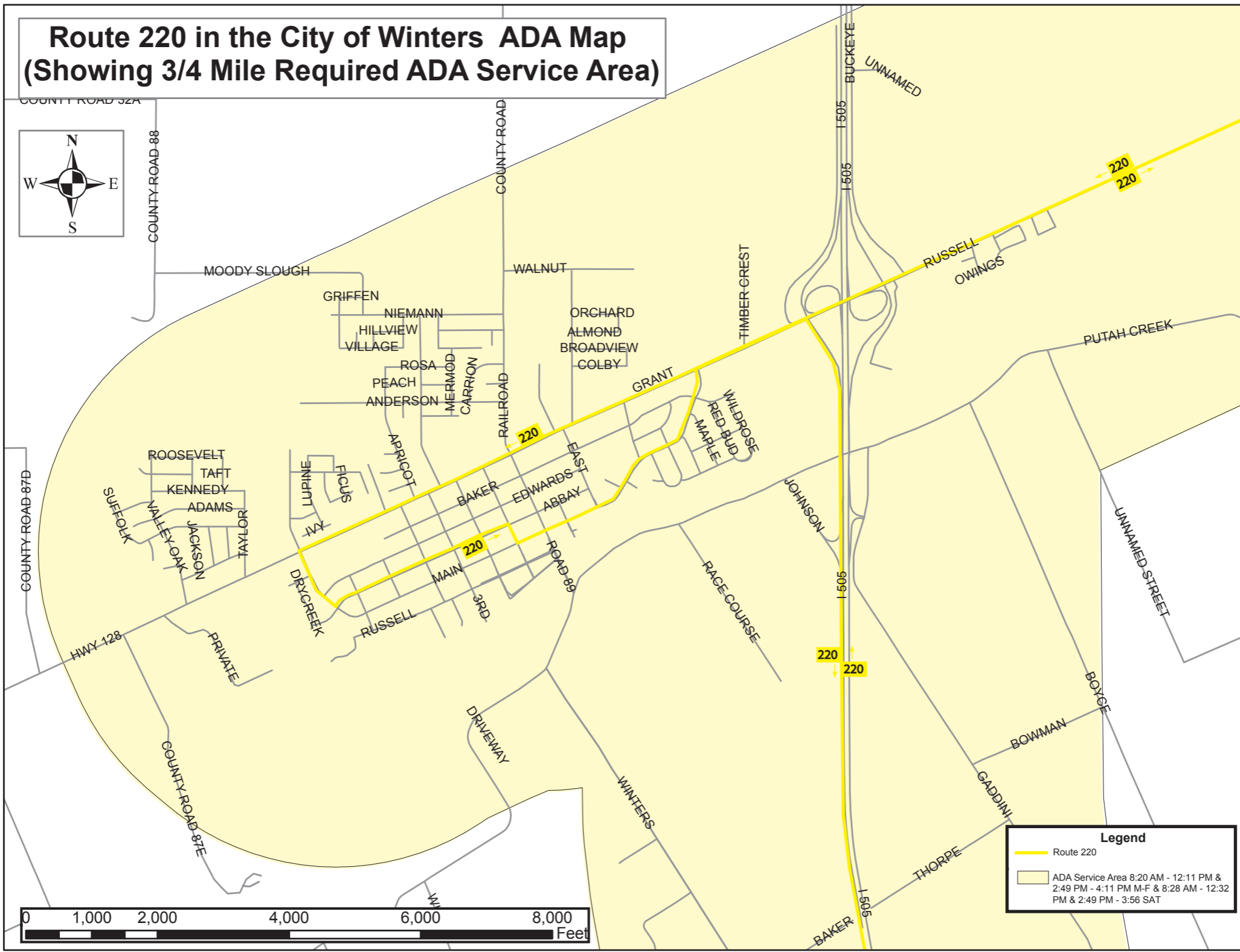


**Legend**

- Route 220
- ADA Service Area 8:20 AM - 12:11 PM & 2:49 PM - 4:11 PM M-F & 8:28 AM - 12:32 PM & 2:49 PM - 3:56 SAT



# Route 220 in the City of Winters ADA Map (Showing 3/4 Mile Required ADA Service Area)



**Legend**

- Route 220
- ADA Service Area 8:20 AM - 12:11 PM & 2:49 PM - 4:11 PM M-F & 8:28 AM - 12:32 PM & 2:49 PM - 3:56 SAT

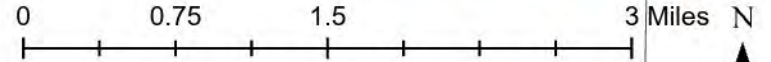
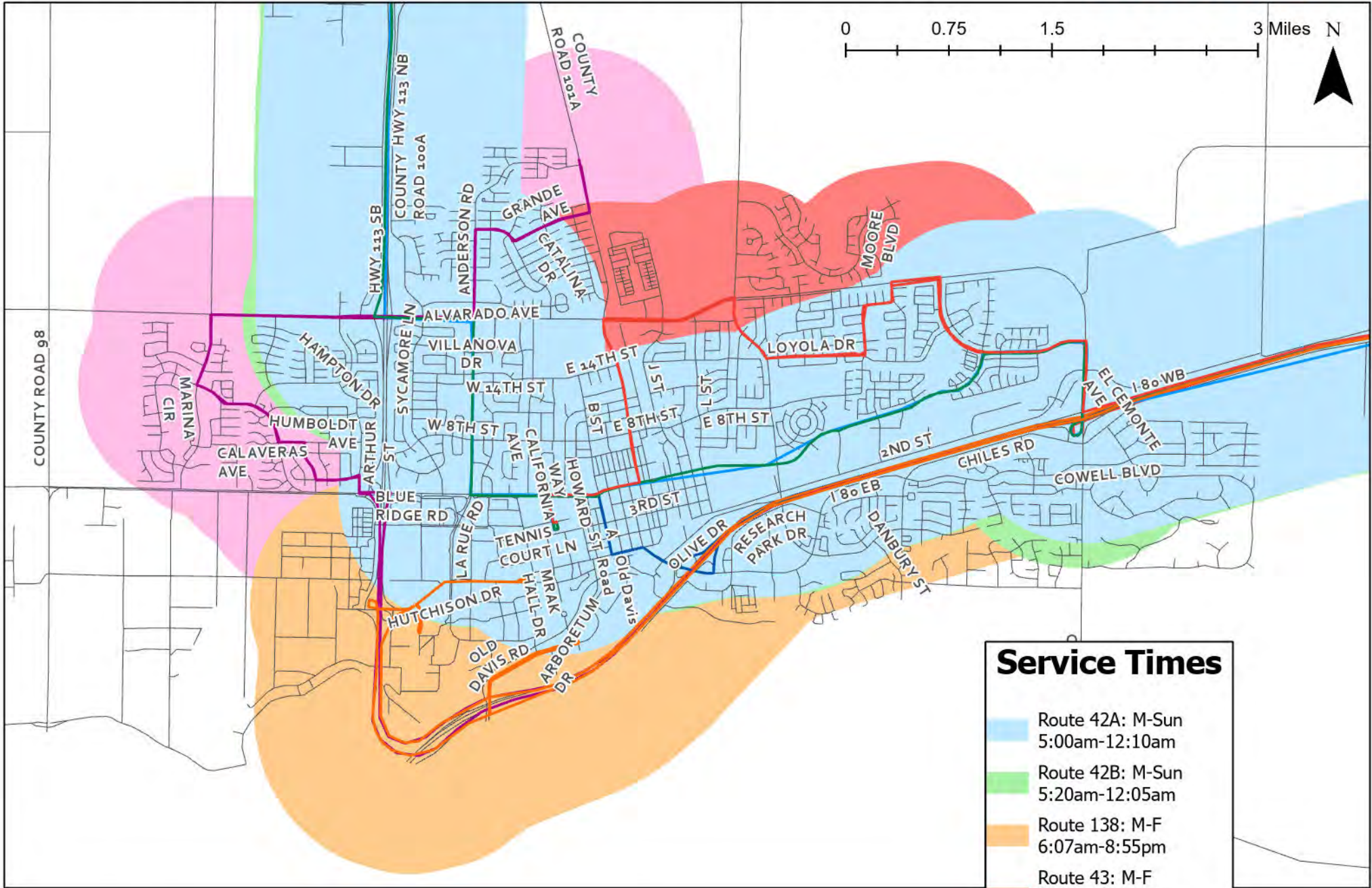


## RE-ALIGNED PARATRANSIT MAP ALTERNATIVE

The following paratransit service maps reflect the YoloTD Staff recommended re-aligned paratransit service. These maps reflect continuity with the current fixed-route service. Changes with the re-aligned paratransit service maps include service areas and service times. Please note that both route 220 and the premium service areas are not part of the re-aligned paratransit service alternative. Below is the sequential order the maps are organized by.

### **Maps:**

- Re-Aligned Davis Paratransit Service ADA Map
- Re-Aligned Woodland Paratransit Service ADA Map
- Re-Aligned Sacramento Paratransit Service ADA Map
- Re-Aligned Sacramento & West Sacramento Paratransit Service ADA Map
- Re-Aligned West Sacramento Paratransit Service ADA Map
- Re-Aligned Route 42 Paratransit Service ADA Map
- Re-Aligned Route 215 Paratransit Service ADA Map

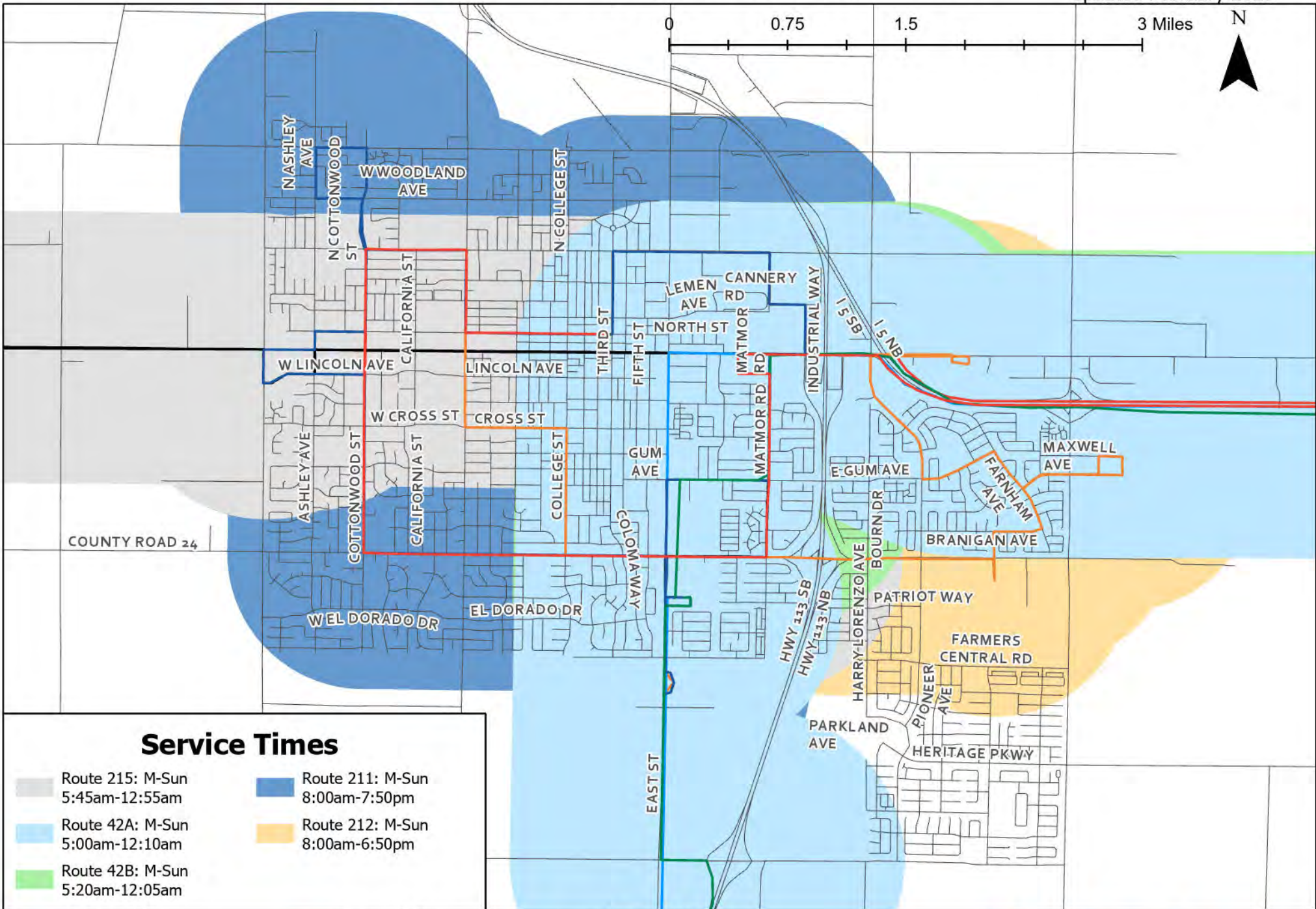
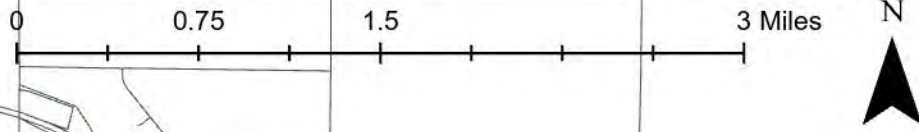


Service Times	
<span style="color: lightblue;">■</span>	Route 42A: M-Sun 5:00am-12:10am
<span style="color: lightgreen;">■</span>	Route 42B: M-Sun 5:20am-12:05am
<span style="color: orange;">■</span>	Route 138: M-F 6:07am-8:55pm
<span style="color: red;">■</span>	Route 43: M-F 6:57am-7:52am, 4:33pm-5:32pm
<span style="color: pink;">■</span>	Route 230: M-F 5:59am-6:57am, 4:32pm-5:41pm

- Route 42A
- Route 43PM
- Route 230
- Route 42B
- Route 43RAM
- Route 138
- Route 43AM
- Route 43RPM

# Woodland Paratransit Service

Updated February 2023

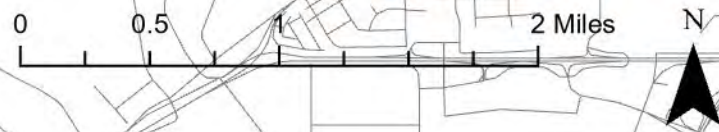
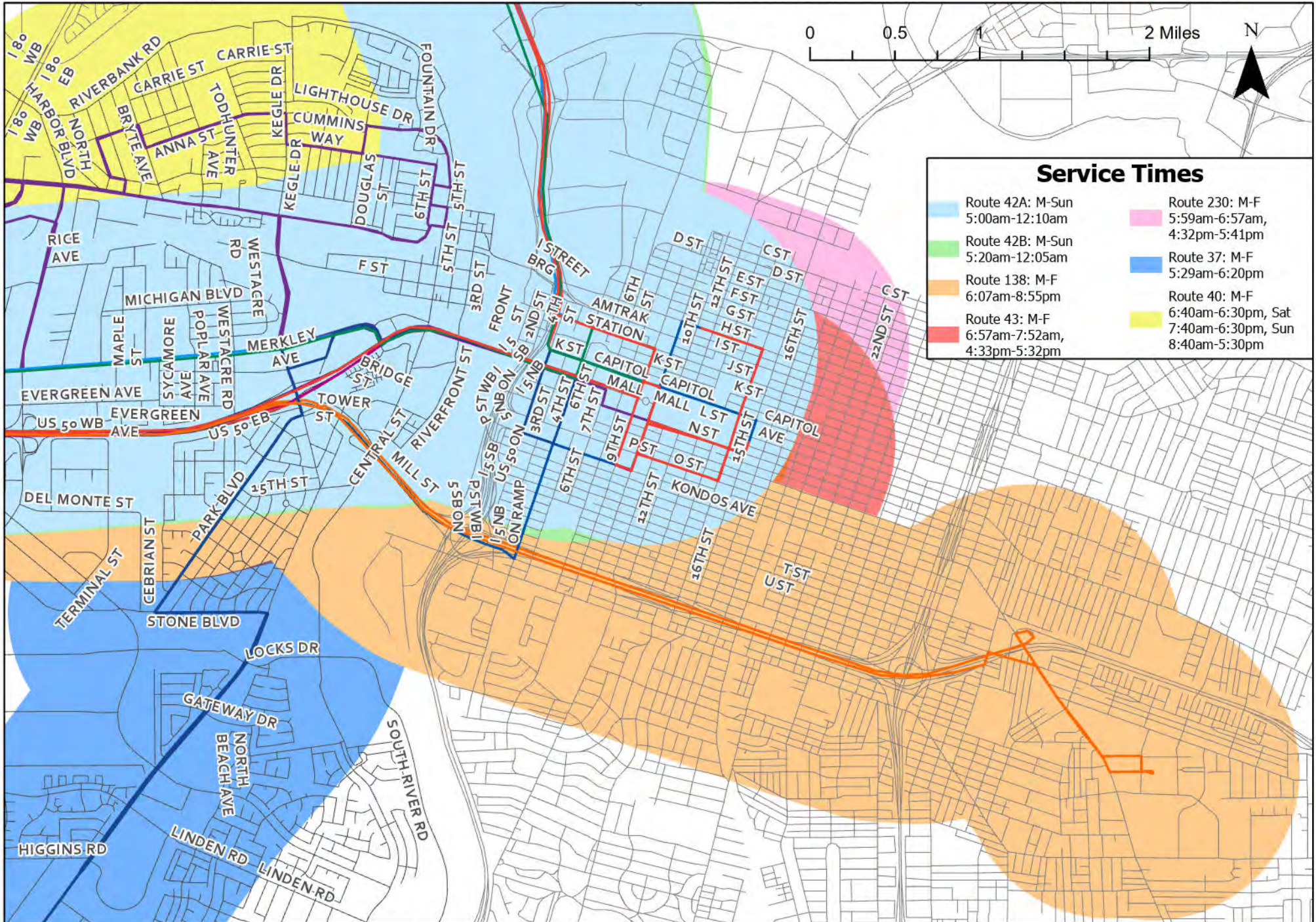


## Service Times

- Route 215: M-Sun  
5:45am-12:55am
- Route 42A: M-Sun  
5:00am-12:10am
- Route 42B: M-Sun  
5:20am-12:05am
- Route 211: M-Sun  
8:00am-7:50pm
- Route 212: M-Sun  
8:00am-6:50pm

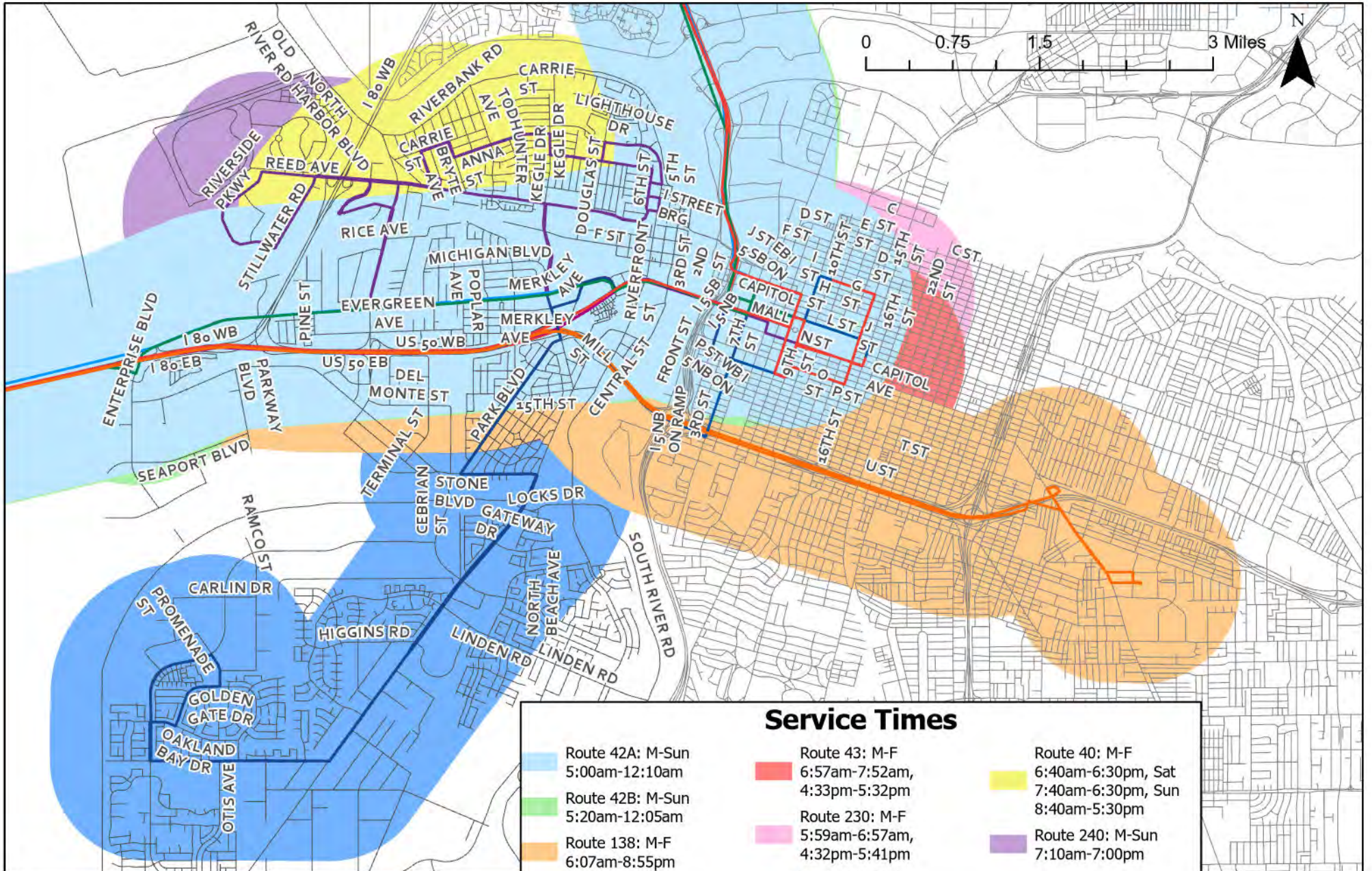
- Route 42A
- Route 212
- Route 215EB
- Route 42B
- Route 45AM
- Route 215WB
- Route 211
- Route 45PM





Service Times	
Route 42A: M-Sun 5:00am-12:10am	Route 230: M-F 5:59am-6:57am, 4:32pm-5:41pm
Route 42B: M-Sun 5:20am-12:05am	Route 37: M-F 5:29am-6:20pm
Route 138: M-F 6:07am-8:55pm	Route 40: M-F 6:40am-6:30pm, Sat 7:40am-6:30pm, Sun 8:40am-5:30pm
Route 43: M-F 6:57am-7:52am, 4:33pm-5:32pm	

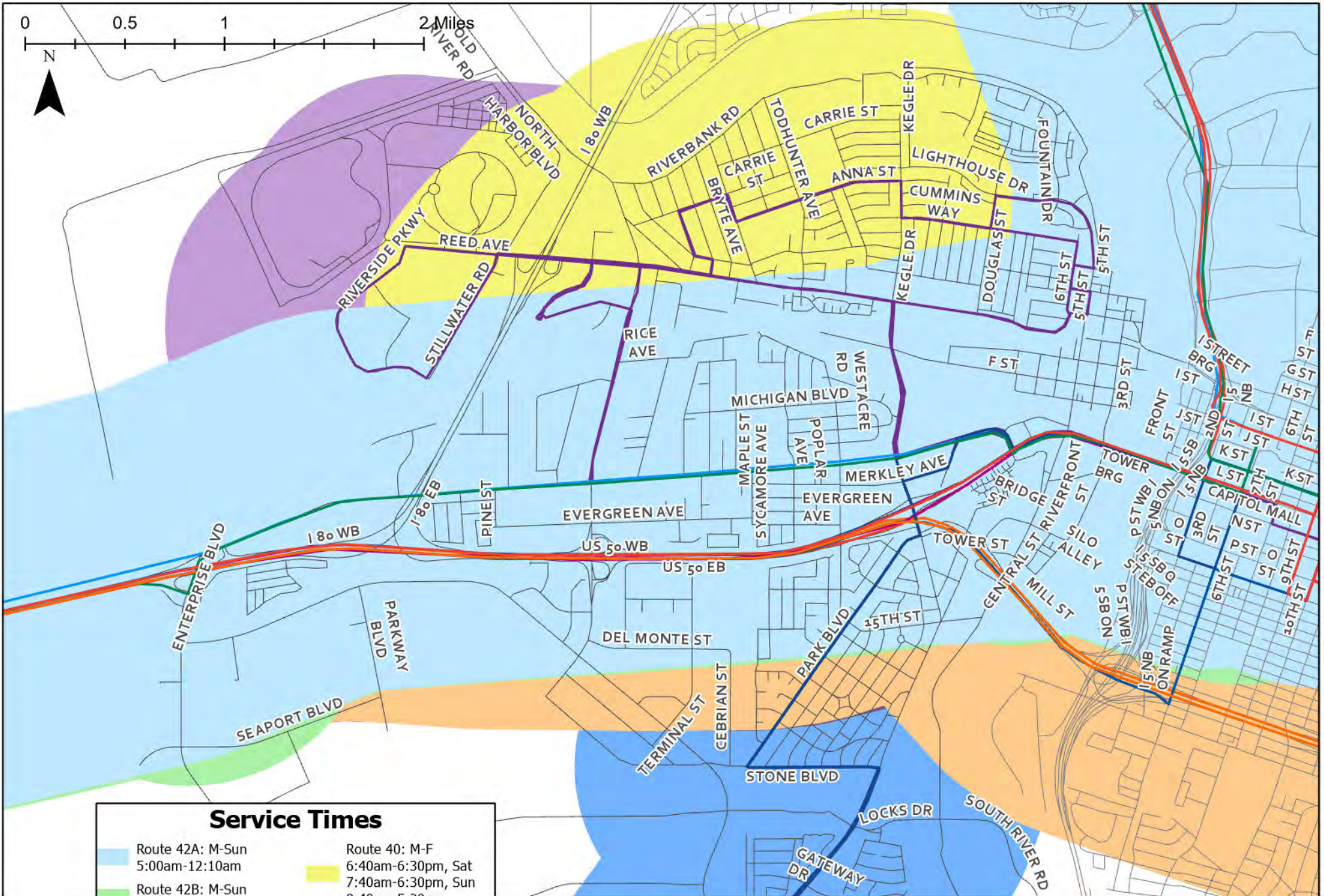
- Route 42A
- Route 43PM
- Route 45AM
- Route 40
- Route 230
- Route 42B
- Route 43RAM
- Route 45PM
- Route 41
- Route 138
- Route 43AM
- Route 43RPM
- Route 37
- Route 240



Service Times		
Route 42A: M-Sun 5:00am-12:10am	Route 43: M-F 6:57am-7:52am, 4:33pm-5:32pm	Route 40: M-F 6:40am-6:30pm, Sat 7:40am-6:30pm, Sun 8:40am-5:30pm
Route 42B: M-Sun 5:20am-12:05am	Route 230: M-F 5:59am-6:57am, 4:32pm-5:41pm	Route 240: M-Sun 7:10am-7:00pm
Route 138: M-F 6:07am-8:55pm	Route 37: M-F 5:29am-6:20pm	

- |  |   |  |   |   |
|--|---|--|---|---|
| <span style="color: blue;">—</span> Route 42A  | <span style="color: red;">—</span> Route 43PM   | <span style="color: orange;">—</span> Route 45AM | <span style="color: purple;">—</span> Route 40  | <span style="color: pink;">—</span> Route 230   |
| <span style="color: green;">—</span> Route 42B | <span style="color: blue;">—</span> Route 43RAM | <span style="color: orange;">—</span> Route 45PM | <span style="color: purple;">—</span> Route 41  | <span style="color: orange;">—</span> Route 138 |
| <span style="color: red;">—</span> Route 43AM  | <span style="color: blue;">—</span> Route 43RPM | <span style="color: blue;">—</span> Route 37     | <span style="color: purple;">—</span> Route 240 |   |





### Service Times

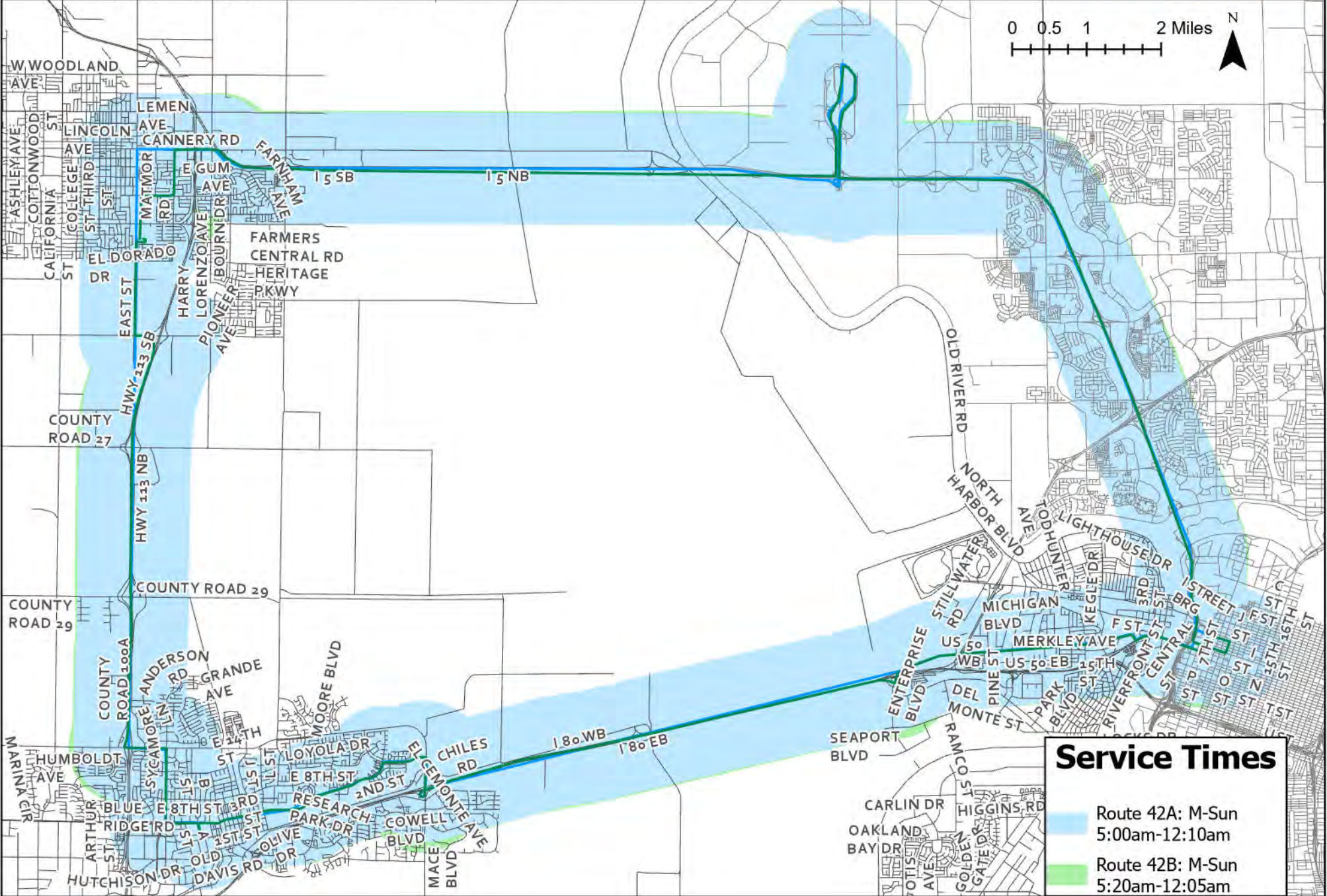
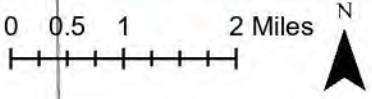
Route 42A: M-Sun 5:00am-12:10am	Route 40: M-F 6:40am-6:30pm, Sat 7:40am-6:30pm, Sun 8:40am-5:30pm
Route 42B: M-Sun 5:20am-12:05am	Route 240: M-Sun 7:10am-7:00pm
Route 138: M-F 6:07am-8:55pm	
Route 37: M-F 5:29am-6:20pm	

- Route 42A
- Route 40
- Route 138
- Route 42B
- Route 41
- Route 37
- Route 240

# Route 42 Paratransit Service



Updated February 2023



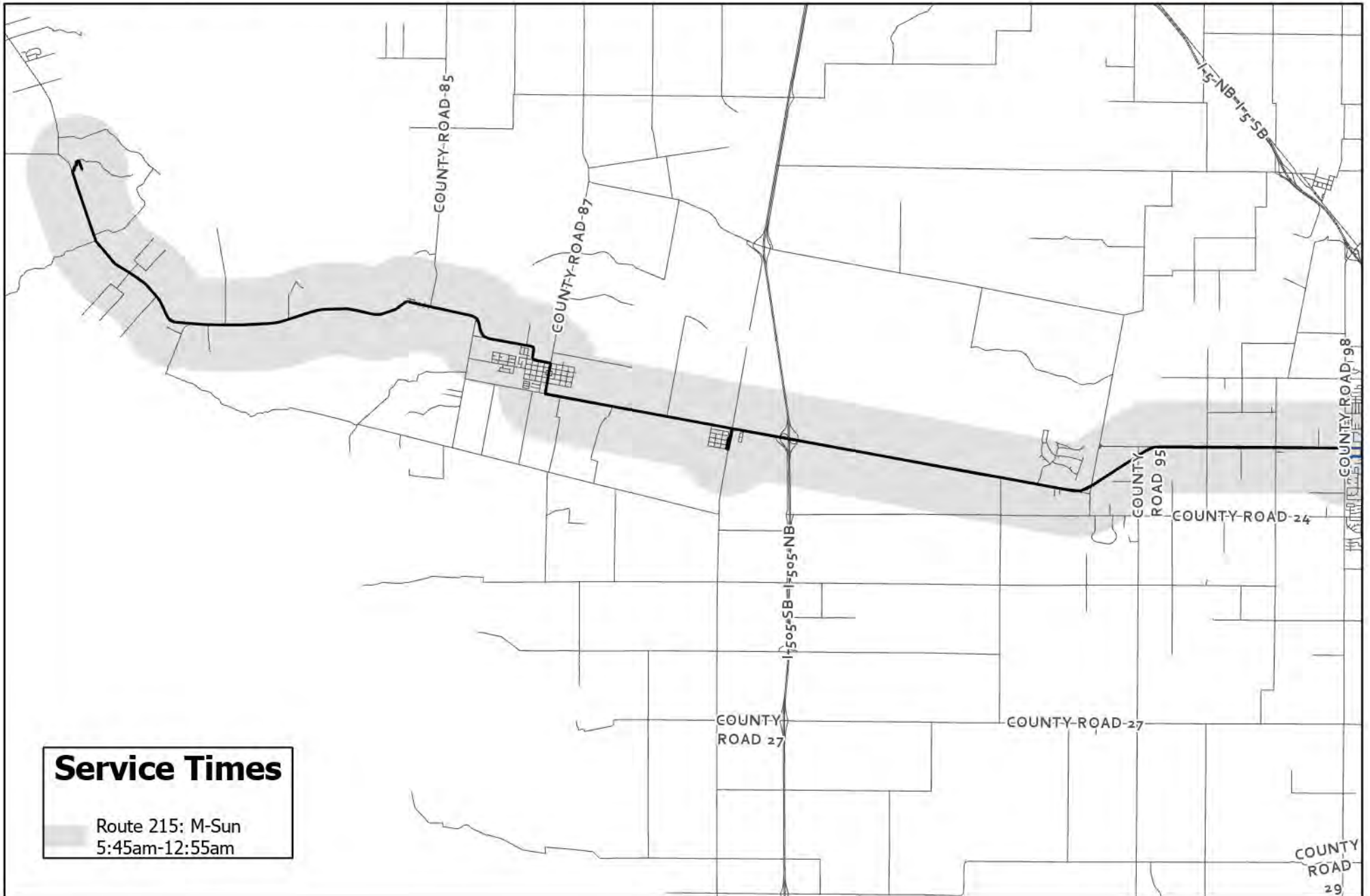
- Route 42A
- Route 42B

**Service Times**

- Route 42A: M-Sun  
5:00am-12:10am
- Route 42B: M-Sun  
5:20am-12:05am

Updated February 2023

# Route 215 Paratransit Service



**Service Times**  
Route 215: M-Sun  
5:45am-12:55am

- Route 215EB
- Route 215WB