

Transportation

Evaluation Criteria:

- Potential Green House Gas Reduction
- Cost to Implement Measure
- Ease of Implementation – Public Support
- Visibility of Measure – Raises Public Awareness
- Social Justice – Equity of Measure’s Benefits

	Category	Action	Green Dots	Red Dots
A	Promote Comprehensive Transportation Planning	Promote regional cooperation to reduce commuting in single-passenger vehicles.	10	0
B		Require land use planning that minimizes motor vehicle transportation.	31	0
C		Market the plan to reduce carbon footprint aggressively; car-free days, bike everywhere days, etc.	21	0
D		Lobby for “green” state and federal incentives and regulations, e.g. improved CAFÉ standards, subsidies for mass transit, carbon tax.	12	0
E	Reduce Motor Vehicle Emissions	Install parking meters downtown to discourage auto use and reduce traffic congestion.	5	5
F		Eliminate on-street parking in downtown commercial zone and build peripheral parking structures to discourage auto use and reduce congestion.	4	8
G		Reduce speed limits throughout city to discourage auto use and to make biking and walking safer.	5	3
H		Establish a program to increase car pooling opportunities for commuters.	8	0
I		Promote car sharing by collaborating with UCD to attract a commercial car-sharing company to Davis.	22	0
J		Promote telecommuting; provide high speed internet access.	4	0
K		Install traffic circles in place of signals and stop signs to reduce motor vehicle idling time at intersections.	12	7
L		Reserve most parking spaces for compact and smaller vehicles and for alternative fueled and hybrid vehicles, to promote fuel efficiency.	7	3

	Category	Action	Green Dots	Red Dots
M		Create and improve infrastructure for alternative fueled vehicles, e.g. electric, hydrogen fuel cells	9	0
N	Promote Alternative Transportation Modes	Make bike lanes safer, e.g. double lines, restricted green waste collection.	12	0
O		Change traffic rules to favor bicycles.	10	3
P		Provide more bicycle pumps (compressed air) around town.	7	0
Q		Provide much more parking for bicycles, including covered secure parking, in commercial centers and at schools, libraries, and other major destinations.	19	0
R		Establish safe routes for bicycles and pedestrians to all schools and commercial centers.	17	0
S		Implement traffic calming measures on all streets to make biking safer.	13	1
T		Provide web information for bike travel: interactive maps, trip planning, etc.	3	0
U		Establish pedestrian retail zones downtown.	10	1
V		Make walkways (sidewalks, bike paths) more inviting e.g. more shade trees, benches, water fountains etc.	8	0
W		Revise UNITRANS schedules so that buses serve special events, e.g. football games, farmers market.	3	0
X		Locate UNITRANS and Yolobus routes and terminals so as to better serve downtown, outlying commercial centers, and schools.	10	0
Y		Provide lunch hour shuttles from UCD and high school to downtown.	4	0
Z		Investigate ways that buses can carry more bicycles, with assistance with loading them.	12	3
AA		Expand mass transit (bus, light rail) to nearby communities.	35	0
BB		Evaluate the feasibility of establishing an all-electric public tram system.	19	0

Comments:

- E – parking meters also encourage employees to park in garages, leaving premium on-street parking spaces open for customers and visitors.
- F – Instead of “eliminate” use “reduce” Peripheral park and ride w/frequent bus service at commute times. Promote a more ped. Friendly downtown.
- G – speed limits are already at legal minimums on most streets. Would prefer to see more off-street paths paralleling high-speed streets.
- K – traffic circles are a danger to bikes.
- L – preferential parking for electrics, propane, natural gas vehicles. No gasoline vehicles (including hybrids).
- M – natural gas (CNG).
- O – don’t even think of allowing cyclists to yield at stop signs and/or stop and go on red signals.
- Traffic rules requires a lot of explanation – plus city of Davis doesn’t have much impact on changing CVC.
- T – Please put commercial and entertainment destinations near the cities downtown transit hub.
- U, F – this doesn’t work in the US as well as it does in Europe. Stores and restaurants need streets for deliveries.
- V – clean up abandoned bikes!
- W – also health sciences district at UCD – make easier to get around on campus.
- Z – I would rather see more bike parking at bus stops. Buses are only so big...
- AA – Amtrak/commuter rail more appropriate.
- AA – commuters hits a big target.
- BB – works for the old folks.
- Coordinate traffic signals so can drive across town without stopping at every signal (seemingly) with increased idling time and decreased gas efficiency.
- How about a rebate program for electric and natural gas vehicles like the one in Vacaville?
- Have the city help launch a human-powered courier service (like the Center for Appropriate Transport has in Eugene, OR).
- Light rail to Sac.
- Public transportation should be free.
- City-edge retail farms (no food transport).
- Eliminate or significantly reduce high-schoolers driving to school, except in cases of demonstrated need.
- Create more bike racks and storage in downtown at train station to encourage bike usage.
- Highly support a UCD/Downtown shuttle 10am-2pm every 5 minutes!
- Publicize good activities to make riding bikes, using public transportation, carpooling, hybrid and electric vehicles seem “cool”. Example: Ask a Hollywood celebrity with his/her Prius to participate.
- Substantially expand/improve bike parking, including large spaces to accommodate cargo trailers, before moving any further with plans for any construction of more car parking.
- You can drive across the city of SF on Geary Blvd. @ 5mph below the speed limit and never stop. The same could be accomplished on Covell Blvd. When I drive across Davis on Covell I spend 55% of my trip sitting at stop lights waiting for traffic that is not there! Please see follow up email.
- Concentrate commercial and entertainment centers near transit hub downtown.
- Pedi cabs – lower DUI’s, lower fuel, increase social contact. City promoted/financed. Student operated or homeless/jobless employment for tips. Weekends and Weekdays and lunch and night.
- Promote across the country ridesharing. Drivers and riders go to a city website, they give personal references and share rides across the country.
- Create public transit that is ongoing in downtown to minimize stopping and starting of autos (single uses) in downtown.
- Does telecommuting work in all instances? If you are the only one heating/cooling your house when at work you are heating/cooling for many.

- Cities with “civilized” traffic plans hardly needs stoplights. Its all traffic circles and turning lanes.
- Create public transit for campus use of downtown for lunches and dining in downtown for Mondavi and other campus users to minimize single auto use to maximize exchange.
- Work on getting kids to ride to school – charge high school kids for parking. (*comment on this comment: “Great idea!!!”)
- Make downtown Davis a “no car” zone, accessible only via bike bus and shuttle.
- Require (offer?) small electric car/gas car exchange program (reduce gas cars over time for in city use).
- Need train at night.
- Multi-story, multi-use buildings within city limits to reduce commutes.
- I would like Covell Blvd. changed so the stop lights are synchronized. Now all autos stop at most lights. This small change would help reduce emissions in our air in Davis.
- Eliminate parking requirements for houses (goes against high-density co-housing, infill...).
- More aggressively promote bicycles and electric cars. Discourage ICE’s.
- Recognize and provide (as necessary) utility efficiencies of downtown densification.
- Make the high school parking lot a pay-for-parking lot to encourage students to bike to school.
- Roundabouts are extremely dangerous. Do not promote them! Downtown parking for seniors and disabled must be multiplied.
- Close streets downtown to car traffic, encourage foot traffic!
- Kids almost naturally want to do the right thing for the environment—but we can’t always get them motivated to ride their bikes to school, swimming, sports, camps... here’s an idea my wife came up with to give them an incentive: driving our van around town cost approx. 30cents per mile and we’d much rather give that to the kids than to Chevron. She tracks the trips that each of them cheerfully take to destinations around town and we periodically pay them for their miles ridden. The \$ goes to the kids, everyone is healthier and the earth is better off.
- Many Davis residents work at gov’t facilities in the Arden/Fulton AV areas. Transportation that requires fewer transfers is needed – with better bike options in Sac.
- More velo-cabs (bike cabs) to transport people around town – good jobs for teens/young adults.
- Slower design speeds on streets! (people whiz down J St. at 45 mph despite the 25 mph limit).
- Put bikes downtown for “loan” like they do in Amsterdam.
- Traffic calming—as practiced on some Davis streets—does not make for a safer cycling environment—e.g. bulbouts that constrict bike lanes or create conflicts between cyclist and motorists—esp. at right turns.
- Make biking safer overall by widening bike lanes, enforcing traffic speeds more aggressively and re-paving cracked streets.
- Taking away downtown parking or making it more metered = bad for out of towners, bad for shop owners, bad for elderly or less-abled.
- For travel to Sacramento, having the capacity for only 2 bikes on a bus is extremely limiting. Ger more bikes on buses.
- Close off a portion of downtown to all car traffic (similar to Santa Cruz).
- Promote use of passenger trains, including more bike parking at Davis’ train station, lobbying state and federal governments, etc.
- Lets make walking in Davis a delight – not just downtown, but in the “taste-free” spaces too! See walkablecommunities.com
- Put pressure on Caltrans to clean the Yolo causeway bike path as it often has glass which causes flat tires.
- Provide free bike helmets, bikes, lights, baskets, and water bottles.
- Publicize businesses or organizations which give bonuses to their employees who commute by public transportation, carpools, bike, or walking.
- Four words: FIFTH STREET ROAD DIET.
- Have big map (like UCD did) where bicyclists can come and write down notes about exactly where there are problems, e.g. bike path needs to be repaired, etc.

- If the climate action team and the city council are serious about changing the transportation mix, then any policy decision that affects automotive transport vs. alt. transport/ped/bicycling should always be biased toward the latter.
- Change the value system that says bicycles aren't worth spending real money on.
- Subsidize purchase of electric vehicles, cars, and scooters.
- Establish cleaning (clearing?) house (website, phone #) for single occupancy vehicular trips out of town.
- Do as Paris does with the electric bikes/scooters. People use cards to "rent" them to go to another location. Parking for scooters/bikes is where those scooters/bikes are picked up and dropped off.
- Fifth street road diet.
- Be sure to remember the link between UCD campus and downtown. Support idea of lunch time shuttle.
- In addition to providing a shuttle UCD to downtown, provide shuttle (van) on campus so people to have to drive their cars to get to meetings at various campus location. E.g. health sciences district to quad and back, etc.
- Traffic calming (i.e. roundabouts) often lead bikes into traffic in same lane as cars. Can this be worked on?
- Let the public ride Unitrans buses free of charge...these numerous mostly empty gross emitters are leaving a gigantic footprint—at the end of the line (sycamore, for ex) turn off the motors while they sit and party for 5-10 mins.
- Implement a city gasoline tax.
- Community bicycle education outreach to answer questions for the uninitiated and practical advice for bike purchase and bike transportation.
- Driving to schools—have a "green coordinator" at each elementary school help to set up bike pools for kids
- Charge students to park at the high school.
- Promote travel by train—efficient way of moving people and goods.
- Change the value system that says anyone's life can be improved by having a bigger motor vehicle.
- Close down the Go Cart Track which wastes petro and increases carbon. It is located where the city's new salvage yard should be.
- Bicycles/yolobus=2? 2 bikes per bus is upsurd. We used to be able to load 2 bikes per bus in the wheel chair spots when not in use—20 years ago we load 2 bikes at rear except in rush hour (ok against the direction of rush hour though). In 20 yrs, still 2 bikes/bus????
- Provide safe bike access to and from downtown. 5th street currently unsafe. Ditto G. St. between 4th and 5th. Access to 8th going west from G & H. It's difficult to shop on G St. with a bike trailer due to unsafe routes.
- Current buses are worthless unless going to UC or Sac/Woodland –develop buses shuttles, or trolleys to major destinations in town (stores, schools, parks, etc.).
- People (except for people who work there) should pay to park in school parking lots, i.e. high schools.
- Help people have great experiences on a bike. Use city funds to have a farmers market—bike evaluation help on fit, what need to do with bike. Checklist for comfort and safety.
- give free or reduced cost bike lights in safety program.
- would like to see Davis develop a "no drive day" (except for absolute necessity).
- will your favorite retired UCD professor or any of our elderly actually find public transport useable?
- Pedi-cabs (see other post-it).
- Encourage building bike paths off the street to promote families with young children to feel safer biking. The next generation will need to be raised as bikers.
- Improve bike racks to accommodate bikes w/trailers.
- Once a quarter, promote "free" bus days to encourage ridership.
- Advocate for a Secure Rail service. Metros and minibuses connecting to high speed rail. Connect our cities our state, and the whole country as other progressive counties have done. We are really backward in this area.

EXPLANATION FOR RED DOTS:

- B-E – too many people already head to Vacaville/woodland to shop because faster/more convenient.

- B-L – need to enforce big cars NOT using compact spots.
- E, F – we need to make the downtown accessible to encourage more people to shop downtown. Don't make it onerous to get there. Also, much of the reason to go downtown is to shop, and we need to carry purchases to our near by cars.
- F – a large part of the reason to drive to downtown (as opposed to biking) is the need to carry something purchased home. We do need to drive downtown. Also, taking the family out for a social evening downtown requires a car.
- F – my grandpa is old. How do we accommodate him? And how do we involve him? Maybe reserve downtown parking for older folks.
- G – I think the existing speed limits are reasonable and consistent.
- L – compact parking spaces do not encourage acquisition and use of smaller cars. They create frustration and door dings. (compact spaces in city garage at 1st and F are too small for even compact cars! Boo!)
- Z – too many bikes in Davis for bikes on Unitrans to be practical. More bikes on Yolobus would be good.
- Will harm merchants business and income.
- Link land use policies to transit priorities.
- Require mitigation of new traffic through transit funding.
- Locate new development where it will help, not hurt, transit/pedestrian mobility.
- Bike sensors (that work) at intersections.
- Make road/paths bikable w/out long-term spinal injuries. (fix cracks, ramps, huge holes, e.g. 2nd Street).
- Allow some large streets to have higher speed limits to get across town. This will encourage speedy drivers to stay off small streets.
- We do not want to prohibit all vehicle traffic in downtown. Perhaps on some streets – create a pedestrian “mall” but some of us do not get around well and cannot walk far. Need to consider that when making these rules. Also, some of us live downtown or close to it and we need parking and vehicle traffic for that. Also, it is good to encourage housing in the downtown, perhaps above retail, to keep it alive and busy.
- City could develop a buy-back program to discourage people (students) from abandoning their bike in racks.