



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: Tuesday, November 7, 2023
Meeting Time: 6:00 PM
Meeting Place: YoloTD Board Room, 350 Industrial Way, Woodland, CA 95776

ZOOM INFORMATION

Link: <https://us06web.zoom.us/j/89439967255?pwd=K0g3VlBlYXFhNkQ2RTG44TnkvVmdlQT09>
Phone Number: (669) 900-6833
Webinar ID: 324878

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 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 Tuesday, November 7, 2023, 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

6:10	3a.	Approve January 2024 Meeting Date (<i>Cioffi</i>)(pp 6)		X
	3b.	Approval of Minutes of CAC’s Regular Meeting on August 29, 2023 (<i>Cioffi 7- 11</i>)		X

REGULAR CALENDAR

6:15	4.	Downtown Woodland Transit Center Study: Update(<i>Abbanat</i>) (pp 12-30)		X
6:30	5.	Downtown Sacramento Detours and Impacts: Update (<i>Romero</i>) (pp 31-37)		X
7:00	6.	Administrative Reports (<i>Bernstein</i>) (pp 38) Discussion regarding subjects not specifically listed is limited to clarifying questions. A. CAC Members’ Reports B. Executive Director’s Report o Yolo 80 Managed Lanes Update o CAC Recruitment C. Long-range Calendar	X	
7:20	7.	Adjournment	X	

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, August 25, 2023, 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.

Heather Cioffi

Heather Cioffi, Clerk to the Board

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. 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 Tuesday, November 7, 2023, 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 Heather Cioffi, Executive Assistant, 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 Heather Cioffi as soon as possible and preferably at least 24 hours prior to the meeting. Heather Cioffi may be reached on (530) 402-2819, via email at hcioffi@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

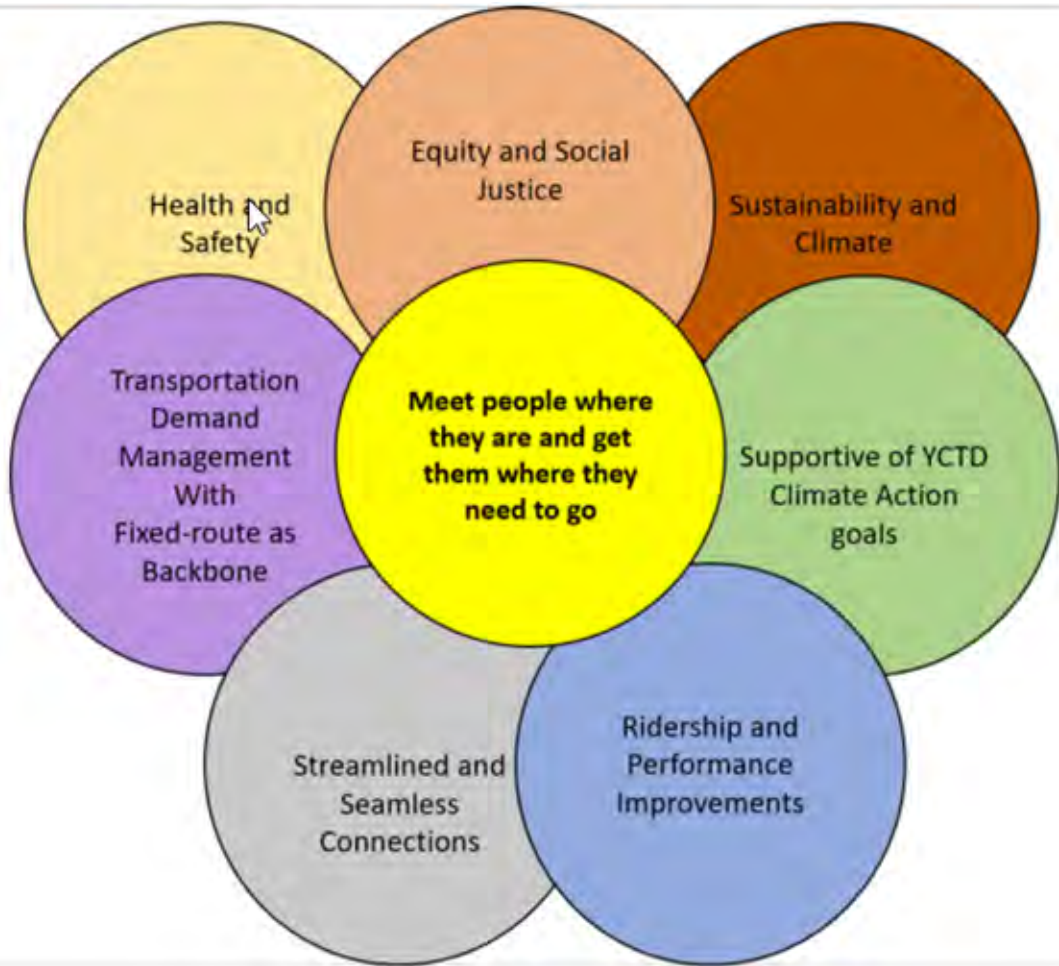


District-Wide Priorities

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

Topic: Approve January 2024 Meeting Date	Agenda Item#: Agenda Type:	<div style="background-color: #e0e0e0; padding: 10px; border: 1px solid black;"> <h1 style="margin: 0;">3a</h1> <h2 style="margin: 0;">Action</h2> </div>
Prepared By: H. Cioffi		Attachments: Yes <input checked="" type="radio"/> No
Meeting Date: November 7, 2023		

RECOMMENDATION:

Staff recommends that the Citizens' Advisory Committee discuss and approve the following date for it January 2024 meeting. The remaining meeting dates for 2024 will be approved by the committee at the January meeting.

BACKGROUND:

Proposed 2024 CAC Meeting Dates:

Tuesday, January 30

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

Topic: Approval of Minutes of CAC's Regular Meeting on August 29, 2023	Agenda Item#: Agenda Type:	3b Action	
		Attachments:	Yes <input checked="" type="radio"/> No
Prepared By: H. Cioffi		Meeting Date: November 7, 2023	

RECOMMENDATION:

Review and approve the meeting minutes for the August 29, 2023, meeting of the Citizens Advisory Committee.

MEETING MINUTES:

Meeting Date: August 29, 2023

1. Call to order/Roll Call

Chair Baker called the meeting to order at 6:00 p.m. The following individuals were in attendance:

Committee Member	Jurisdiction	In Attendance	Absent
Lisa Baker (Chair)	Winters	X	
Olin Woods (Member)	County	X	
Stephen Streeter (Member)	Davis	X	
Patrick Guild (Member)	West Sacramento	X	
Mollie D'Agostino (Member)	Woodland		X
Andrew Furillo (At-Large)		X	
Vacant (At-Large)			X - Vacant

YoloTD staff in attendance were: Autumn Bernstein, Executive Director; Heather Cioffi, Executive Assistant and Clerk to the Board; Courtney Williams Assistant Planner.

2. Comments from the public regarding matters not on the agenda.

Chair Baker asked for public comment on items not on the agenda but within purview of YoloTD; there was no public comment.

3. Approval of Minutes of CAC's Regular Meeting on June 27, 2023

Item 4 is an action item.

Chair Baker asked if there were any comments or changes to the meeting minutes from June 27th. Committee member Woods stated he had suggestions and would speak with staff later; however, he had no substantive changes to the minutes.

Chair Baker asked for approval of the meeting minutes for June 27, 2023. Committee member Woods made the motion to approve the June 27, 2023, minutes as provided, and Committee member Streeter seconded the motion. *The motion passed unanimously.*

4. ADA Rider Policies, Application and Service Area Update

Courtney Williams provided an update on the ADA rider policies and service area update.

The Staff recommendation is for the committee to provide feedback on proposed updates to ADA paratransit rider policies, application, and service area.

Mr. Williams reviewed the background of the ADA service. This included:

- June 13th, 2016, July 1, 2016, The YoloBus Special Paratransit Policies and Riders Guides were last updated.
- Since 2020 there has been an increase in enrollment for Paratransit Service, along with complaints regarding the application process.
- Currently over 1,000 registered paratransit riders eligible for service

Mr. Williams reviewed the proposed name change from YoloBus Special to YoloMobile.

Mr. Williams reviewed the proposed rider guide policies. These changes included:

- Streamlining information to strictly discuss how a rider would interact with paratransit service.
- General Formatting (page numbers, table of contents, etc).
- Updating holiday schedule to include state holidays.
- Removing punitive language for rider No-shows.
- Changes the suspension policy window to restart every 30 days (as opposed to 60 days currently).

Mr. Williams reviewed the proposed changes to the paratransit application. These changes included:

- Creating a digital application.
- Removing redundant questions, or questions that don't directly determine the ADA eligibility criteria.
- Clarifying the review Application review window is 21 working days.

Chair Baker asked for comments and questions from the committee. Questions and comments included:

- Is there a reason for 21 working days instead of 30 days? The answer was 'working days' will help applicants realize that applications are not reviewed on weekends, holidays or other days business is not conducted. This will also account for staff being out of office.
- Will the applications be available in different languages? The answer was yes.
- The committee was happy the application will be shortened from 20 pages to 15 pages.
- Will cutting the service in West Sacramento to before 6 am affect the ridership at that time? Staff responded we will get back to the committee on the number of riders that would be impacted.
- The committee supports the rebranding of YoloMobile, there was discussion on whether riders would abbreviate the name.
- Is YOURide being replaced by Beeline? The answer was yes, BeeLine is the new branding for the existing on-demand service in Knights Landing and Winters which was previously called YOURide.
- Would it be possible to process ADA applications in the various cities YoloTD serves so that riders do not need to travel to Woodland. This was something that staff would review.

- Committee members noted staff mention that the downtown Sacramento area was listed as a premium service, is this standard? The answer was that certain parts of downtown, the parts not covered by fixed route, are considered premium and require an extra charge.
- How far into Sacramento does the Paratransit travel? The response was around the Arden Arcade area.
- The comment was “thank you” to staff for working with riders on meeting the needs of the riders.
- The committee asked that riders be made aware of any extra charges for premium locations before riding the paratransit.
- Will we get electric Paratransit vehicles in the future? The answer was yes, that is part of the rollout plan for all YoloTD vehicles to be replaced with zero emission vehicles by 2036.
- Can staff make the rider guide searchable online? This would be especially helpful for riders that may have literacy issues? The staff said they will investigate this and see if this is a viable option.
- Staff asked if the committee wanted to see the completed application before it goes to the board for approval. The committee asked if the finished application could be viewed electronically, however, Ms. Bernstein stated we would need to be considerate of the Brown Act. The consensus was legal counsel would review the idea and get back to staff.

5. Citizens Advisory Committee Recruitment

Item 5 is a non-action item and for informational purposes only.

Ms. Bernstein reviewed the recruitment background which included:

- In February 2023, the YoloTD Board of Directors approved the addition of two “At Large” seats to the CAC and approved stipends to help with potential financial hardships brought on by serving on the committee.
- An Ad Hoc Committee was formed to revise the list of requirements to better advance the objectives of diversity, inclusion, and representation of the CAC. The list also needed to be reflective of the communities we serve in accordance with industry best practices.
- After a discussion on the proposed changes at the June 27, 2023, CAC meeting, the changes were incorporated into a final draft. The YoloTD Board of Directors received the final draft from YoloTD staff on July 17, 2023, who then approved the amendments and passed the revised bylaws.

The new criteria were reviewed. The criteria new criteria were:

- Individuals from minority and Tribal groups
- Low-income individuals, including those who have experienced homelessness.
- Yolobus riders, particularly transit-dependent riders, including those who use fixed-route, microtransit and paratransit services.
- Persons with disabilities
- Senior Citizens, age 62 or older
- Balanced gender representation and inclusion of LGBTQ individuals
- Students enrolled in college, high school, continuing education and/or trade school.
- Parents and caregivers
- Individuals who live in rural or Tribal communities
- Advocates for bicycling, walkability, parks and/or trails
- Individuals who work with or advocate on behalf of transit-dependent and low-income populations

Ms. Bernstein reviewed the poll of the current CAC members. Ms. Bernstein also reviewed the committee’s feedback. This included:

- To solicit a diverse pool of candidates that meet these criteria, where should we focus our recruitment efforts?

- How should the current CAC members to participate in recruiting and vetting potential candidates for at-large seats?
- What feedback do you have on the application form?

Ms. Bernstein asked how the current CAC members want to be involved in the recruitment process. Some committee members suggested letting staff take the lead and providing the committee with the top candidates. Other committee members wanted to be involved in the interview process. The final decision was Ms. Bernstein and Chair Baker would decide and get back to the committee.

Chair Baker asked if there were any questions or comments from the committee. Questions and comments included:

- The committee recommended advertising the stipend in the application. The committee also recommended offering transportation to the CAC meetings for any new members.
- The committee gave suggestions on the places to advertise the CAC openings.
- It was suggested that instead of asking for a short essay response to questions, give multi choice options.

6. Administrative Reports

Executive Directors Report

Ms. Bernstein provided updates to include the following:

- The passing of Gary Sandy was recognized, and staff expressed their condolences.
- The new director of finance and operations, Chas Fadrigio, was introduced to the committee. A brief introduction was given.
- The Beeline will launch in Woodland on September 18th. There will be a ribbon cutting ceremony.
- We are still waiting for the DEIR to be released. Ms. Bernstein has a meeting with Caltrans this week regarding the report.
- YoloTD staff and Caltrans are exploring other funding options for the I-80 project since we did not receive state funding.
- The YATC project has kicked off and staff are planning community outreach.

Ms. Bernstein reviewed the long-range calendar. Items included:

November 2023

- Woodland Transit Center Recommendation
- Yolo Active Transportation Corridors (YATC) Update
- Approve meeting schedule for 2024
- CAC Recruitment Update

January 2024

- Appoint Chair/Vice Chair for 2024
- Annual workplan for CAC and YoloTD

Mr. Furillo gave an update on the Bicycling and Transportation Street Safety Commission. The next meeting will be September 14th. Mr. Furillo also noted he will be speaking at the SacRT Academy that will be taking place in September and October and he will make sure to mention the Yolo CAC will be recruiting for membership.

Mr. Woods asked if there had been any communication from Terry Bassett. Staff said they had not had any recent communication with Mr. Bassett. Mr. Woods suggested naming the boardroom or another portion of the building after him. It was suggested there should be some kind of recognition of him on the building. Chair Baker said she believes YoloTD named a bus after Mr. Bassett. Ms. Bernstein affirmed there is a bus named after Mr. Bassett and a plaque in the customer service center honoring his years of service to the organization.

Mr. Guild stated there is a River Street expansion project in West Sacramento and it does take away access to a freeway entrance. This project will provide protected bike lanes.

Chair Baker noted that she was at the Democracy Winters meeting and there was discussion on the Beeline service. It was a good conversation.

7. Adjournment

There being no further business, Chair Baker adjourned the meeting at 7:24 pm.

Respectfully submitted:

Heather Cioffi

Heather Cioffi, Clerk to the Board

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

Topic: Downtown Woodland Transit Center Study: Update	Agenda Item#: Agenda Type:	4 Informational	
		Attachments:	<input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: B. Abbanat and C. Williams		Meeting Date: November 7th, 2023	

RECOMMENDATION:

Receive an update on the Downtown Woodland Transit Center Study and provide feedback on Phase 1 relocation alternatives.

BACKGROUND:

Summary

Yolobus operates or jointly operates a transit center in each of the three major cities in Yolo County. Each transit center serves as the central hub for local and intercity buses. Transit centers are usually located close to a key destination or cluster of destinations, such as a central business district or major employer. They are a place to facilitate transfers from one bus route to another. Transit centers are situated in a location that allows several buses to stop simultaneously, which generally requires a larger footprint than a typical bus stop.

In Woodland, the transit center is located at the County Fair Fashion Mall, a declining mall at the southern end of town. Our transit center is isolated in the southwest corner of the mall parking lot, with no open businesses other than Walmart. The adjacent streets, Gibson Rd and East St, are high-speed arterials lacking safe pedestrian and bicycle facilities. Aside from the mall’s handful of surviving businesses, there are very few destinations within walking distance. Passengers traveling to or through Woodland from other parts of our service area invariably spend time waiting at this transit center. YoloTD receives a steady stream of complaints and reports of unsafe conditions at the existing transit center.

In April 2023, YoloTD contracted with Kimley Horn Associates to conduct a study in the city of Woodland to identify a new location for the Woodland Transit Center, and transition service away from the County Fair Fashion Mall. The scope of the contract included:

1. Preparing a new set of facility requirements for a proposed transit center
2. Prepare initial concept layouts for a feasible transit center
3. Evaluate the location, options, features, and cost estimate for the preferred location
4. Prepare a 10% concept design and cost estimate for the preferred location

From April through early October, YoloTD staff have coordinated with Kimley Horn Associates (consulting team) and City of Woodland staff to collaboratively identify and discuss the different criteria, trade-offs, amenities, and potential locations for a new transit center located in Downtown Woodland that maintain continuity of existing Yolobus Operations while ensuring flexibility to accommodate future fixed-route service changes or expansions. As such, the analysis consisted of three potential downtown relocation alternatives each in two phases. This staff report focuses on Phase 1 (“quick” timeline with 5-7 year lifespan) as the immediate priority to relocate

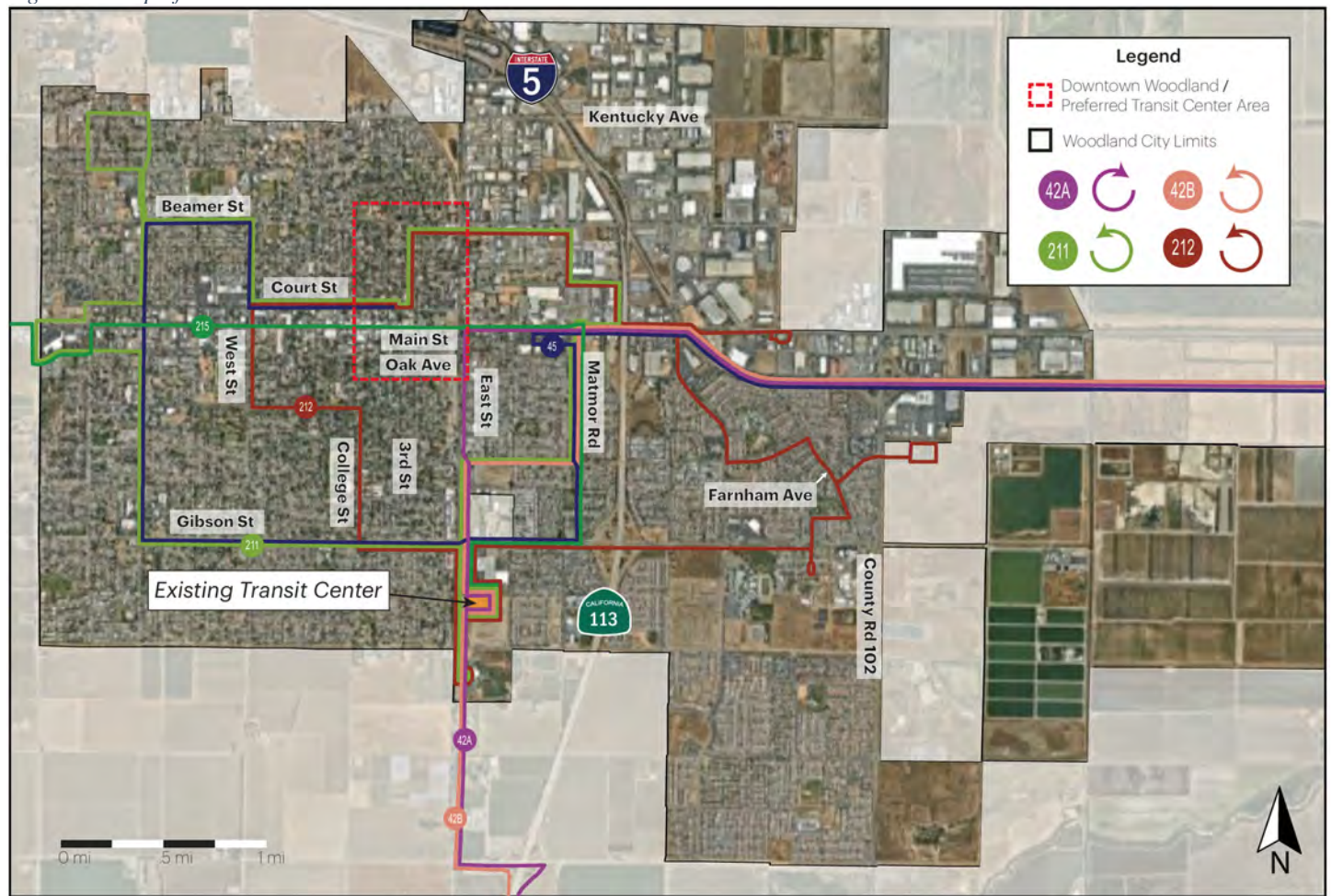
within the next 6-12 months. Phase 2 analysis provides a better understanding of scale of effort and infrastructure upgrades needed to support a more “permanent”, long-term transit center. Based on discussions with City of Woodland staff, there is also mutual interest in developing the long-term transit center in concert with redevelopment of the Yolo Housing Authority’s Donnelly property located on the eastern edge of downtown Woodland. **Attachment A** provides more detail on the planning process to date.

YoloTD staff expect to determine a final Phase 1 site location, complete 10% concept design and cost estimate, complete community engagement, all in collaboration with City of Woodland staff, and present to the Board in January or February 2024.

Woodland Route Map

Visualizing how Woodland routes interface with the downtown is helpful for analyzing Phase 1 alternatives. Figure 1, below, illustrates Woodland fixed-route service.

Figure 1: Map of Woodland Transit Route Overview



Phase 1 Alternatives

The criteria YoloTD emphasized for prioritizing Phase 1 alternatives include:

1. Timeliness to implement and transition to the new site
2. Environmental/ surrounding infrastructure improvements needed
3. Pedestrian and vehicular safety

4. Transitioning existing service and routes for 42A, 42B, 45, 211, 212, and 215 without substantially increasing route times or delay
5. Short-term functionality (5-7 years)

Table 1: Woodland Transit Center Relocation Summary Table: Phase 1 Alternatives

Alt	Rank	Pros	Cons
Alt 1 College and Court Street	#3	<ol style="list-style-type: none"> 1. Adjacent to solar parking lot, convenient for travelers who want to park and ride. 2. Utilizes existing bus turnout on Court St. 3. Minimal removal of on-street parking (10 spaces) 	<ol style="list-style-type: none"> 1. Complex design would require significant modifications to traffic lanes and sidewalks 2. Pedestrian safety concerns: Potentially need to cross two streets to catch a bus transfer. 3. Transit center would occupy three separate streets, including College St which is narrow. 4. Deeper routing into downtown would increase Route 42 A/B travel time.
Alt 2 Court (betw. 1 st and 3 rd)	#1	<ol style="list-style-type: none"> 1. Least amount of rerouting required, because most routes already travel on Court St . 2. Would require minimal pedestrian improvements. Adequate lighting, crosswalks, ADA-compliant sidewalks already exist. 	<ol style="list-style-type: none"> 1. Passengers may need to cross at uncontrolled intersection (2nd Street) 2. Significant removal of on- street parking (25 spaces), including parking in front of post office and County administration building. 3. While uses are primarily commercial, one 4-unit residential building would be adjacent to the transit center. The residential driveway and parking would not be impacted as these are located on the opposite side of the building.
Alt 3 3 rd street (betw. Main and Court)	#2	<ol style="list-style-type: none"> 1. Would require significant removal of on-street parking (25 spaces), however this loss is less impactful because there are no active uses fronting street. 2. Minimal construction work needed to make the site ready for use (two landing pads would need to be installed). 	<ol style="list-style-type: none"> 1. Would require significant pedestrian improvements. Lighting is minimal, sidewalks are not ADA compliant. 2. Vacant lot and lack of active uses means fewer “eyes on the street” and could lead to safety concerns. 3. Narrow roadway and tight turning movements could lead to traffic delay when multiple buses are occupying the transit center.

City of Woodland Feedback

YoloTD staff have checked in regularly with City of Woodland staff throughout the planning process. During the most recent meeting between on September 29, Woodland staff shared the following feedback below regarding Phase 1 alternatives:

1. *Concern about the impacts the location may have on travel time and cost for Route 42 A/B.*
2. *Potential transit center noise impacts on residents living on Court Street immediately adjacent to stops shown in Alternative 2.*
3. *Preference to not eliminate on-street parking to accommodate transit center on Court Street due to County administrative building and post office parking needs (Alternative 2)*
4. *Request for YoloTD to provide additional routing visuals for each alternative to better determine road impacts and evaluate roadway right of way widths needed to accommodate buses traveling within the downtown corridor.*

Overall, the city is supportive as an engaging, collaborative partner in working with YoloTD staff to identify a suitable location that meets YoloTD's operational needs while accounting for downtown Woodland area constraints.

Figure 1: Alternative 1 Phase 1

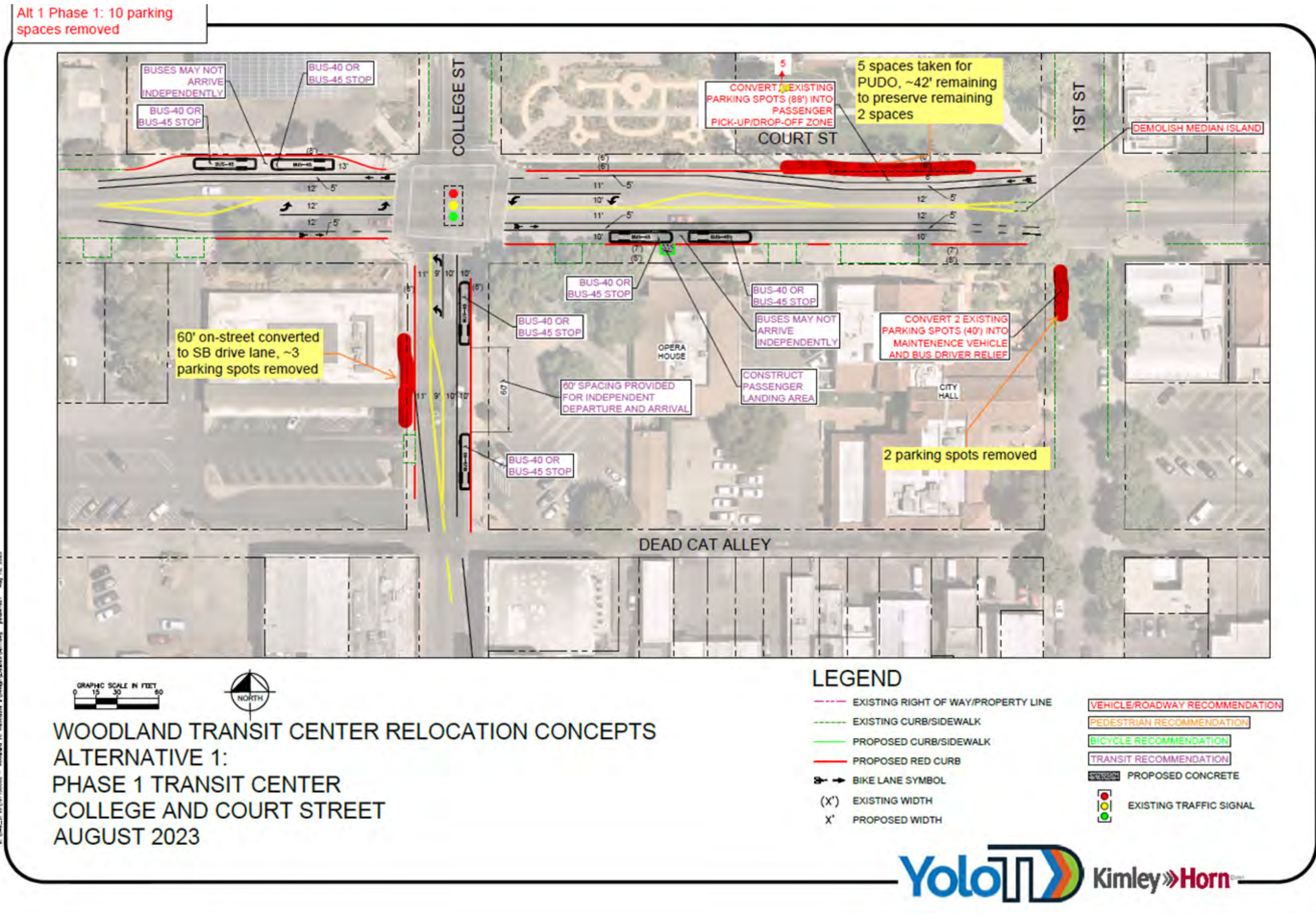


Figure 2: Alternative 2 Phase 1

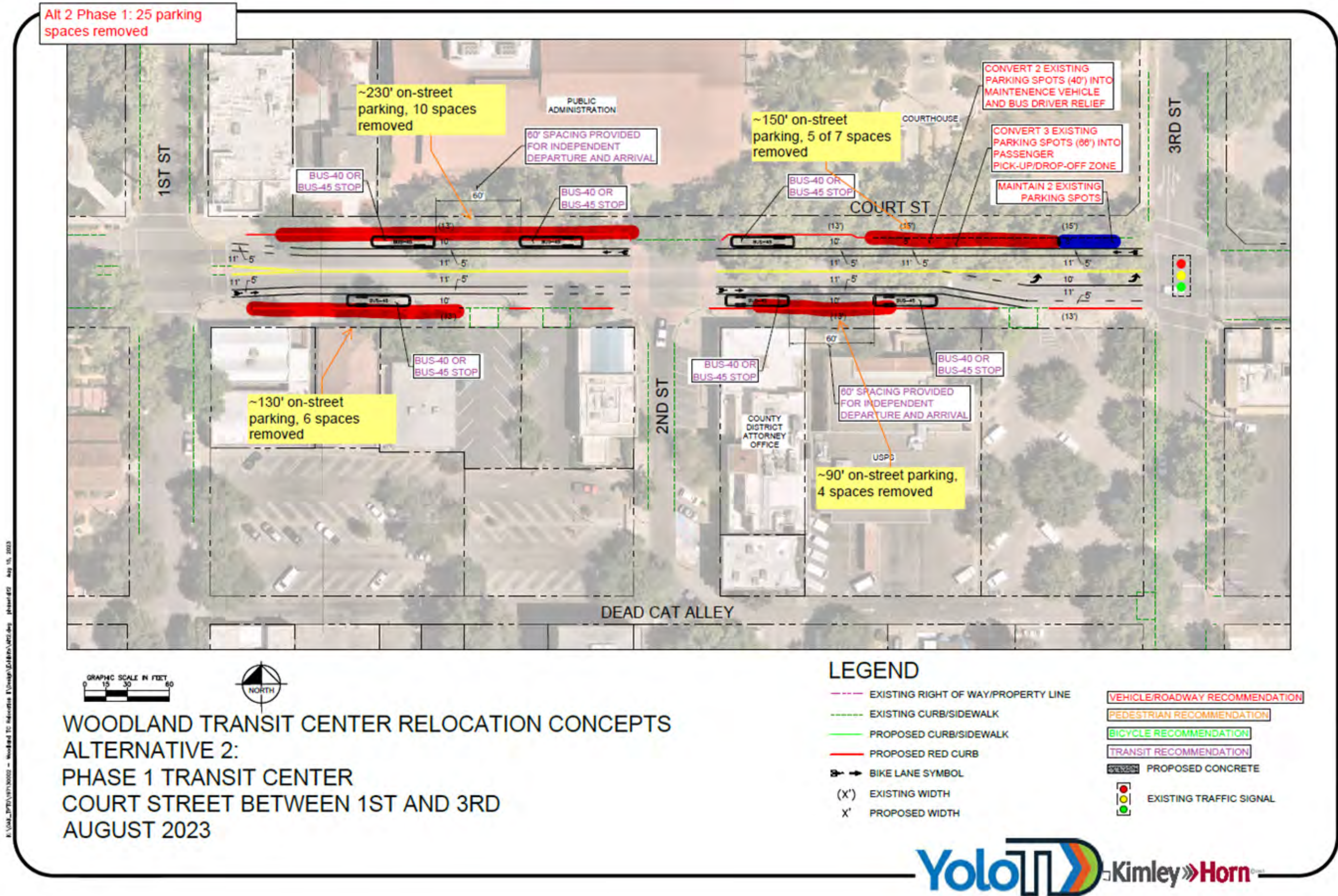
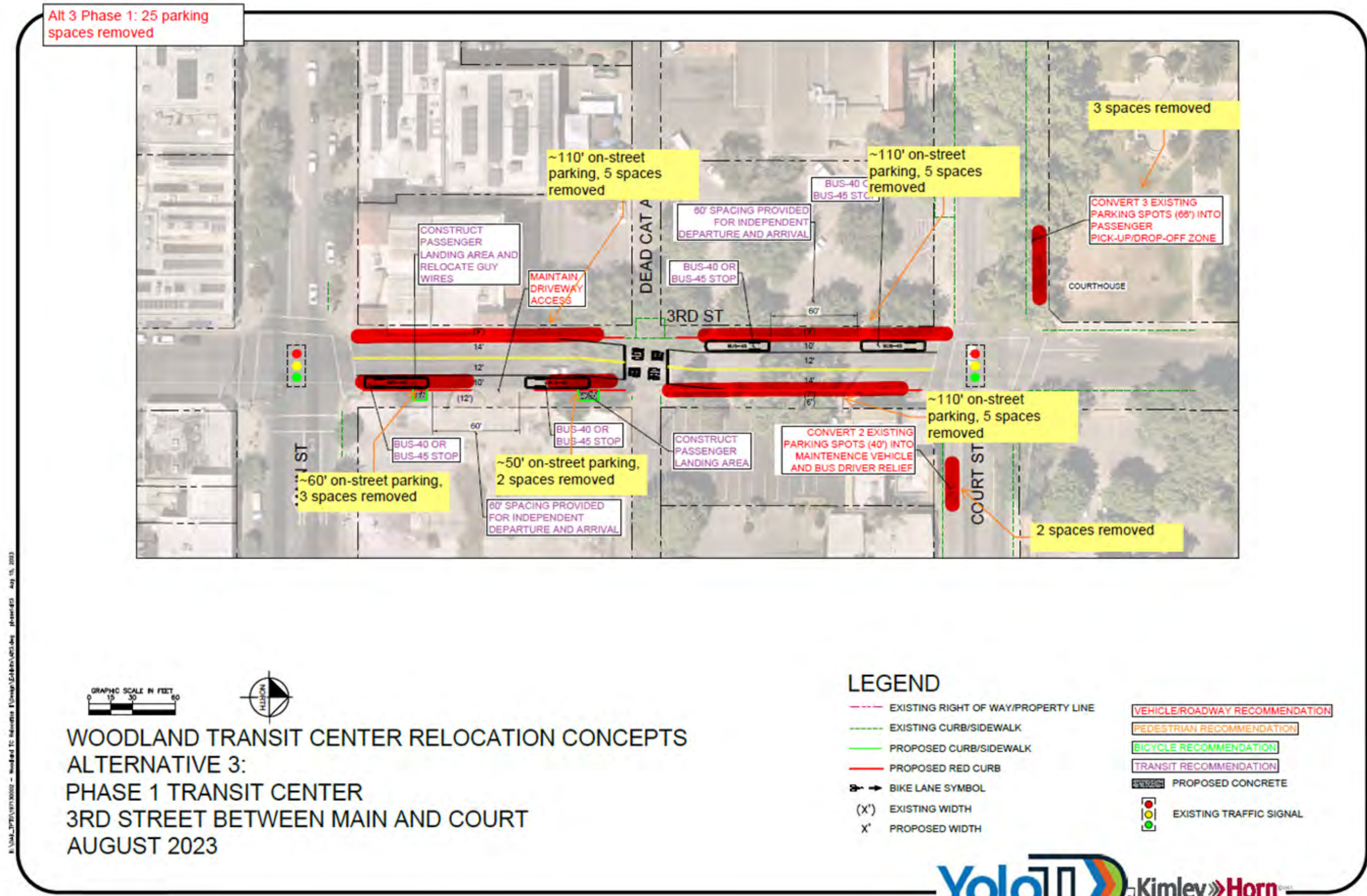


Figure 3: Alternative 3 Phase



Attachment 1:

Woodland Transit Center Planning Process: April 2023 – October 2023

April-May 2023

Between April and May of 2023, the YoloTD staff coordinated with Kimley Horn, and City of Woodland to prioritize collaborative meetings, finalizing the scope of work, and setting pre-determined deadlines to complete the first stage of milestones. These milestones include establishing monthly check-ins, identifying the type of bus bays, the size of bus-bays, and the quantity of bus bays that would be needed to accommodate a new transit center. Additionally, the team collectively decided to evaluate Sawtooth vs. Straight Curb bus bay configurations that would be suitable for the new transit center. A description of the features associated with Sawtooth and Straight Curb bus bay configurations is provided in Table 1. On May 17th 2023, YoloTD staff presented to the Woodland City Council, progress made towards implementing the Beeline microtransit service. During the discussion staff also reference briefed the Woodland City Council on the work completed by YoloTD staff towards transitioning the current County Fair Mall Fashion Center location for the transit center location to the Downtown Woodland corridor.

Table 1: Comparison of straight curb and sawtooth bus bay configuration

	Benefits
Sawtooth	<p>Shorter length requirement: Allows for buses to have independent arrival-departure over a shorter length</p> <p>Transfer distances: May allow for shorter transfer distances for passengers as bus bays are more compact relative to straight curb bays to accommodate bus operations</p> <p>Independent Arrivals/Departures: Efficiently allows for independent arrivals/departures, avoiding bus delays from rippling across routes. Can be accommodated with straight curb, albeit with a much longer transit center length.</p>
Straight Curb	<p>Shorter width requirement: Straight curb bus bays generally require less width compared to sawtooth bus bays due to the lack of the angled configuration.</p> <p>Cost-effectiveness: Straight curb bus bays potentially can utilize the existing curb, requiring fewer infrastructure modifications and lower construction costs.</p> <p>Flexibility in fleet type and services: Curbside bus bays offer more flexibility for future modifications or adjustments to the fleet makeup, as they do not designate a fixed bay length, allowing for re-allocations between more numerous smaller microtransit vehicles and less frequent larger city buses.</p>

After the bus bay configurations were identified and reviewed, the team agreed to move forward with both options that would be drafted once the location of the transit center streets was identified. YoloTD Staff, Kimley Horn, and City of Woodland Staff then worked on analyzing the existing routes and buses that use the existing transit center to determine a floor for what a new transit center in downtown Woodland and the surrounding surface roads would need to support in terms of bus travel frequency. Tables two and three provide the route detail, major destination centers, vehicle type, trips per day (by route) and peak trips per hour.

1. Identify Facility Requirements needed to immediately move into the new Woodland Transit Center Location
2. Identifying Bus Bay Configuration
3. Identifying the sizing and passenger loading areas, and ADA accessibility
4. Determine the operational support and facilities needed for the new Woodland Transit Center Location

5. Identify the Land use and Transportation Network, Constraints and Limitations

Table 2: Bus Network Planned to Serve Transit Center

Route	Destinations	Vehicle Type	Trips per Day	Peak Trips Per Hour
42A/B	Intercity: Woodland, Davis, West Sacramento, Sacramento International Airport, Downtown Sacramento	45' MCI bus	Up to 70 loops per day	42A: 2 42B: 2
45	West/Central Woodland to Downtown Sacramento Express	40' bus	1 AM and 1 PM trip	1
211	West Woodland Loop	40' bus	Up to 13 loops per day	1
212	East Woodland Loop	40' bus	Up to 14 loops per day	1
215	Woodland, Madison, Esparto, Capay, Cache Creek Casino Resort	40' bus	12 trips per direction	2
YOUR Ride	Microtransit to Knights Landing	Cutaway	N/A: 1 vehicle	N/A
BeeLine	Woodland Microtransit	Van	N/A: 8 vans	N/A

Table 4 established the list of amenities that need to be included in a new transit center based on additional feedback from City of Woodland staff. These amenities are further categorized based on priority of need. Amenities that are required immediately to be classified as a functional transit center are marketed in the “Phase 1” column. Amenities that could be included in a second phase or later are indicated in the “Subsequent Phases” column.

Table 3: Woodland Transit Center Amenities

Facility	Phase 1	Subsequent Phases
Full (40'-45') bus bays	4	6
Microtransit/paratransit bays	4	8
Pick-up/drop-off space	-	50'
Bike Parking	-	20 spaces
Shelters and benches for passenger waiting	X	
Wayfinding signage	X	
Pedestrian lighting at all waiting areas and along surrounding infrastructure	X	
Maintenance vehicle / driver relief vehicle parking	X	
Driver relief facilities	X	
Connect Card ticketing kiosks		X

Facility	Phase 1	Subsequent Phases
Real-time bus arrival information		X
E-Bike and micromobility device charging stations		X
Micromobility dock stations		X
Public art and landscaping		X
Park-and-ride locations and/or parking management strategies		X
Security kiosk		X
Security cameras		X
Maintenance and utility closet		X
Public restrooms		X
Bus charging		X

June and July 2023

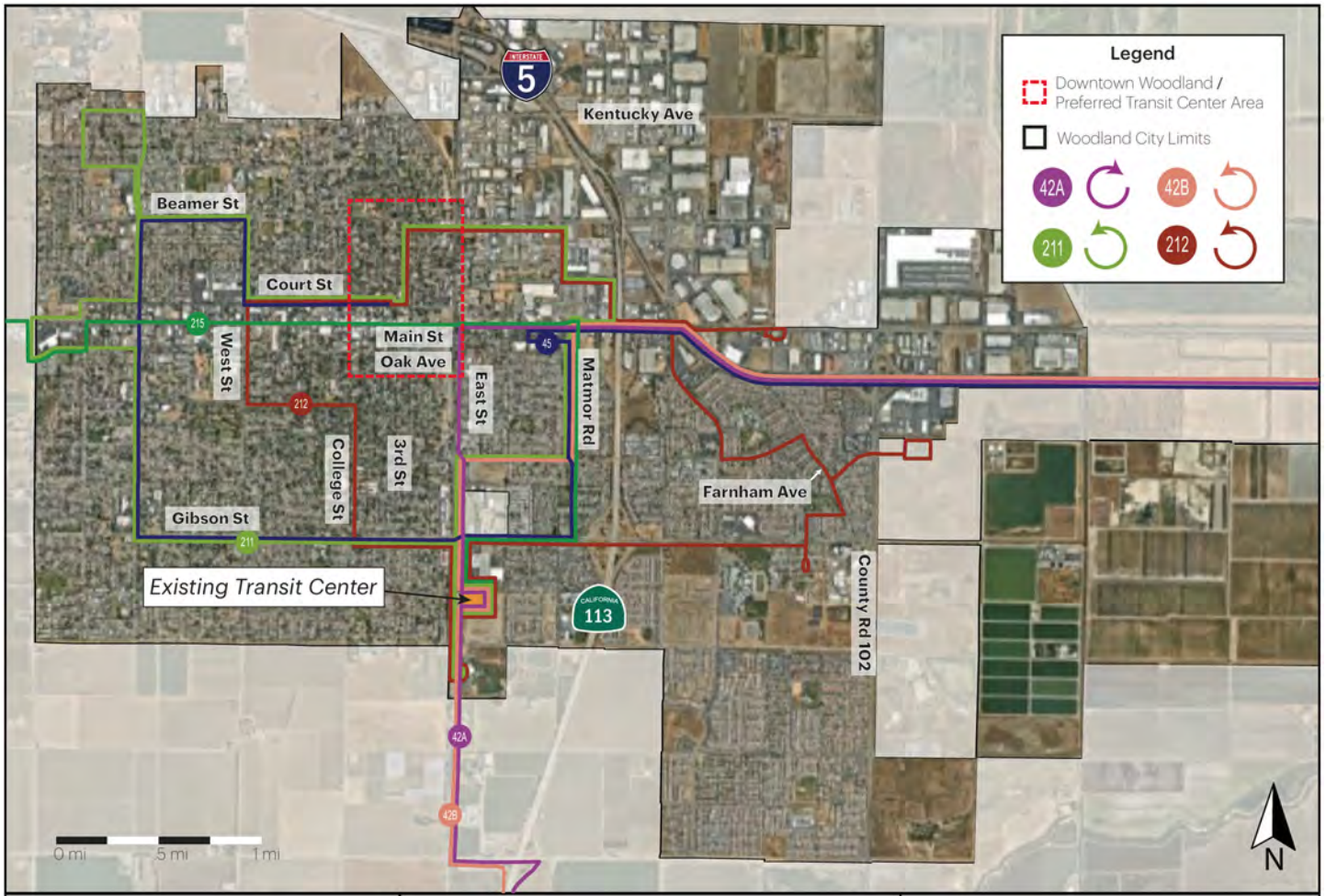
For the month of June YoloTD completed tasks by staff included:

1. On-going collaborative meeting Between YoloTD, Kimley Horn and City of Woodland Staff.
2. Identified the existing YoloBus routes entering and leaving the City of Woodland.
3. Map the downtown Woodland corridor
4. Identify the potential impacts residents in houses, businesses, or commercial dwellings.
5. Map “Go” “No go” streets
6. Completed a downtown corridor assessment

Details:

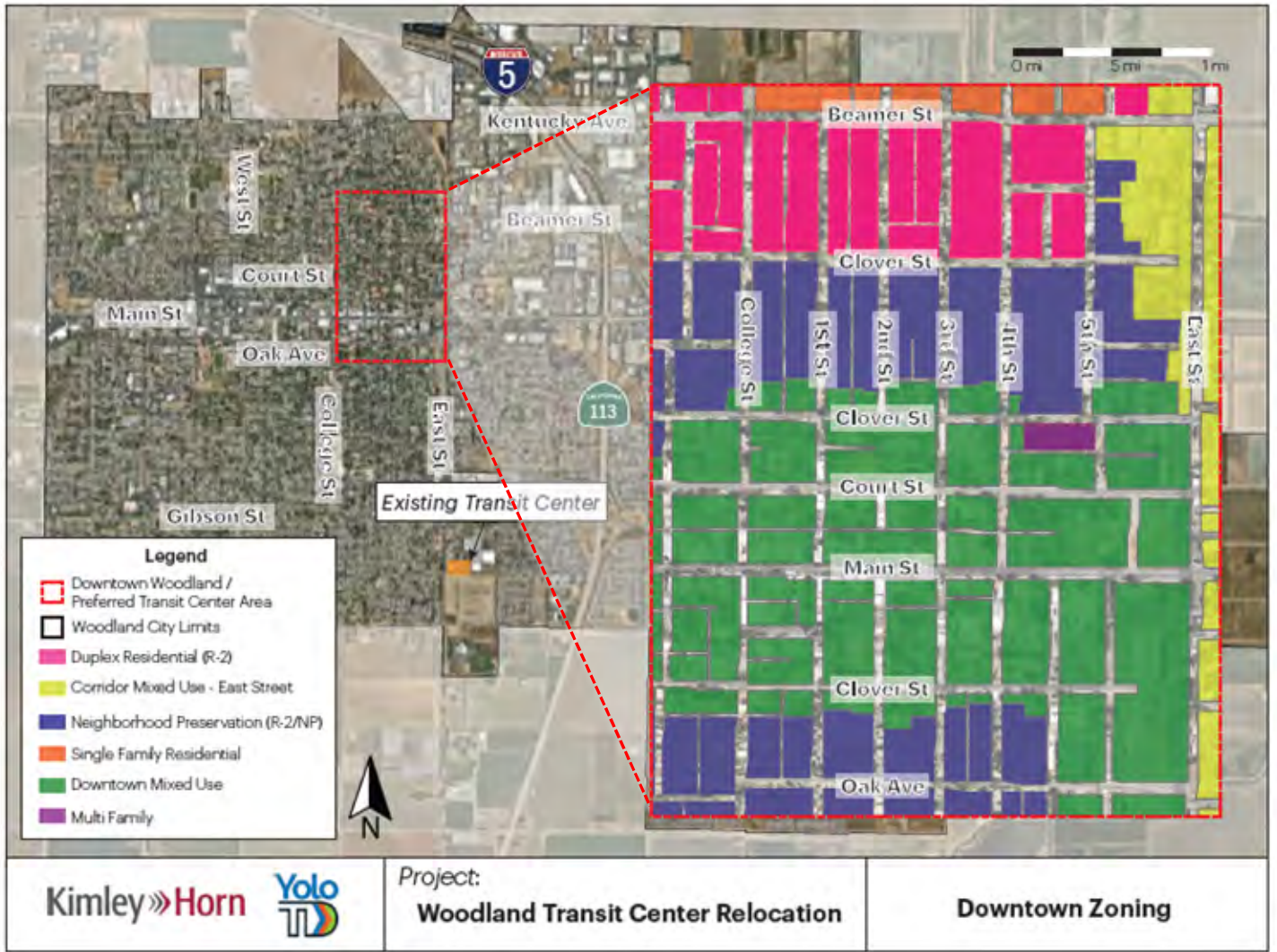
2. Identified the existing routes entering and leaving the City of Woodland. This map provided additional context for the surrounding land use and how YoloBus routes enter and exit the city of Woodland. Route 215 is missing from the initial map of existing routes, however the route is still included in the overall analysis and will be appropriately called out in future documents before a final decision on the Woodland Transit Center is made.

Figure 1: Map of Woodland Transit Route Overview



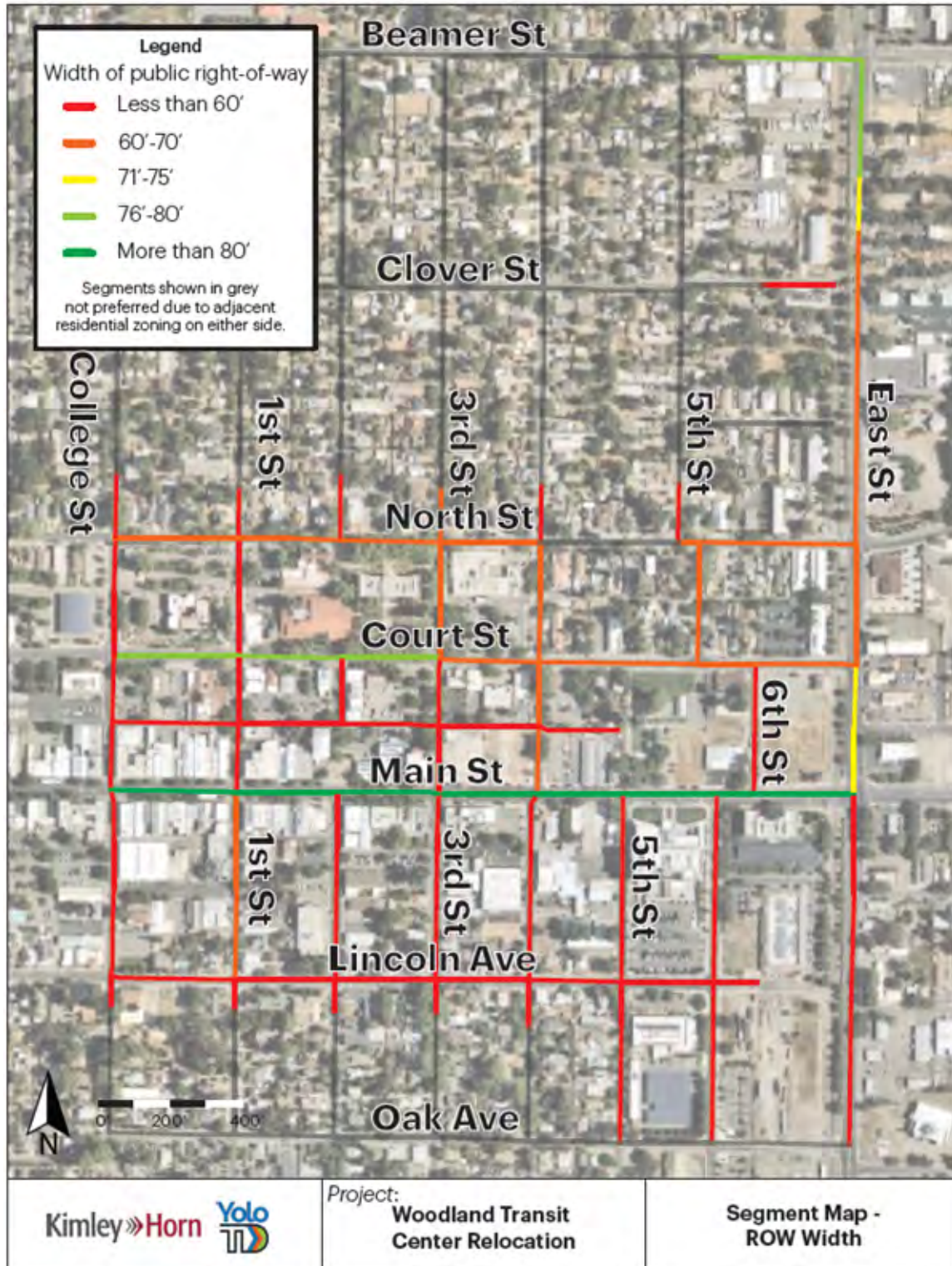
3. Map the downtown Woodland corridor and identify existing Land-Use housing types that are located in downtown Woodland. The analysis mapped the overall preferred area, a breakdown of duplexes (indicated in pink), mixed use developments (yellow), downtown mixed use (green) preserved neighborhoods (blue), and single family residences (in orange).

Figure 2: Map of Woodland Downtown Zoning



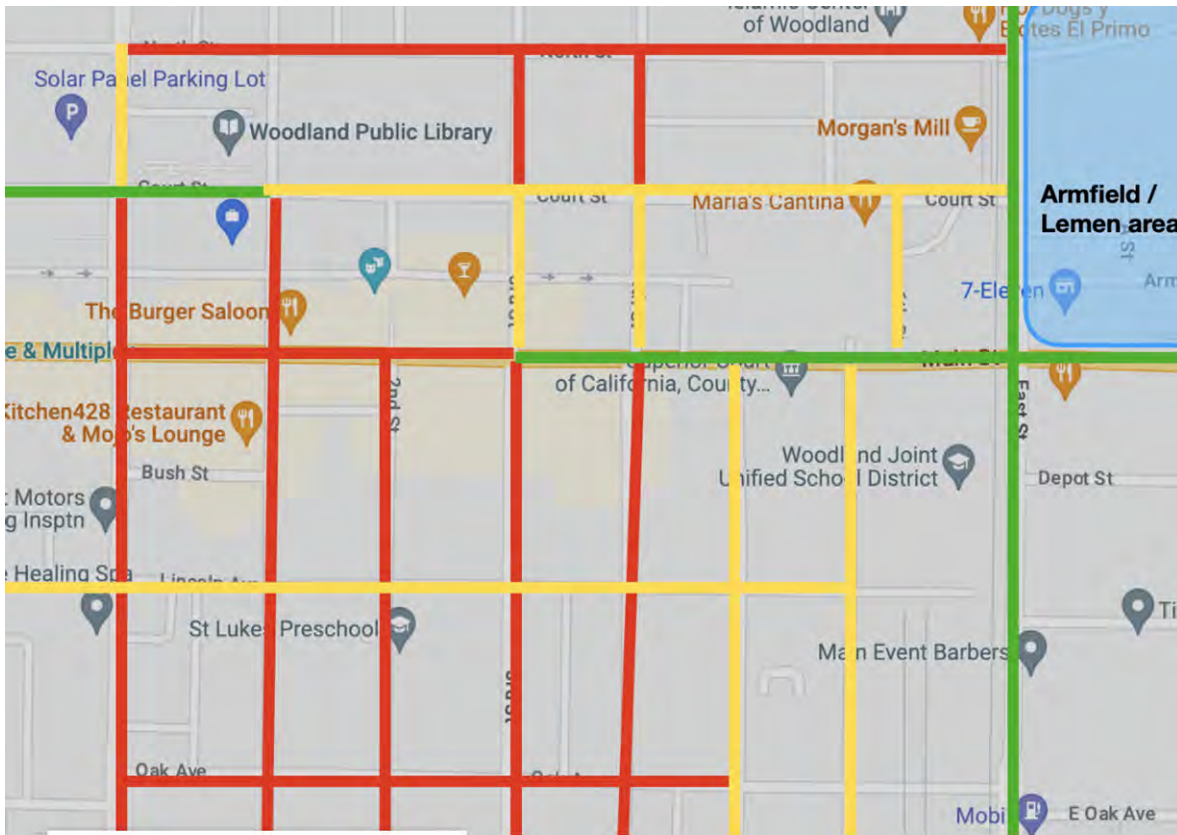
- Identify the width of the existing right of way in the downtown corridor for streets that could safely occupy fixed route buses. The map provides a visualization of the width of public right-of-way in the downtown corridor. At minimum 80' would store two 40' buses that could be occupied at the same time as indicated with the forest green lines within the legend. From light green to red, the measured right-of-way distance declines, meaning if a street were to be selected on one of the alternative streets, the timing of the existing routes would need to be modified to safely arrive, depart, and transfer buses within the limited available right of way.

Figure 3: Map of Downtown Corridor Right of Way Width



5. Map “Go” “No go” streets that buses could travel on in the downtown corridor. City of Woodland staff provided this information to emphasize streets they felt were too narrow, cause an increased amount of road degradation due to buses traveling on the street, or were too close to residential uses. Red is marked as a “No go” yellow was classified as a less preferred street selection, and green was marked as the preferred street location.

Figure 4: Image of Go No-Go streets from the City of Woodland



6. A downtown corridor assessment was conducted on East Street, 6th Street, 5th Street, 4th Street, 3rd Street, 2nd Street, 1st Street, College Street, North Street, Court Street, Main Street, Lincoln Avenue, and Oak Road to qualitatively evaluate the following criteria:
 - a. Location bus circulation,
 - b. Existing Services
 - c. Driveways,
 - d. On-Street Parking
 - e. Available Height for buses to park
 - f. Driveway Impacts
 - g. Availability of On Street Parking
 - h. Available curb width and length for buses
 - i. Bike and Pedestrian Connectivity

A complete qualitative description of each street and criteria is attached (Attachment A).

August and September 2023

Using the prior months feedback, collaboration, and collective findings from subsequent meetings, Kimley Horn provided three alternative locations within the downtown corridor. Each alternative has two phases labeled as Phase 1 and Phase 2. The designated phases provided a “quick build” or “long-term” approach for YoloTD planning staff to implement, while enabling the YoloTD staff to plan holistically and for the long-term and incorporate additional amenities towards the transit center overtime. Phase 1 characteristics include a straight curb approach which is a less costly and time-intensive approach when compared to the Sawtooth method applied for all phase two alternatives for a total of six alternatives. The analysis also included highlighting infrastructure removal, parking impacts, street configurations, and bus configurations that would be addressed corresponding to the specific alternative and street location of that Alternative. The analysis for each alternative along with a pro’s and cons list was used to facilitate the discussion between YoloTD and City of Woodland Staff. Following the most recent collaborative meeting between City of Woodland Staff and YoloTD staff held on September 29th 2023, both parties mutually agreed upon proceeding Alternative 1 Phase 1 and Alternative 3 Phase 1. Using the feedback collected from the meeting YoloTD staff directed Kimley Horn associates to incorporate the following feedback

1. Include a bigger snapshot for the six alternatives alternative that shows the pathway that the buses operating routes 42A, 42B, 211,212,215, and 45 would take to enter and leave Woodland
2. Include a time estimate for bus travel to determine how much time the buses would spend in the downtown area for each alternative. This time estimate should be based off of the existing timetables for the routes 42A, 42B, 211,212,215, and 45.
3. Provide an estimated cost and specific amenities that would need to be made for each of the alternatives (itemized)
4. For alternative 3 phase 1 adjust the alternative to display all the buses located directly across from each other instead of how the current alternative shows the bus boarding locations diagonally.

These recommendations were developed based on the feedback from City of Woodland staff interest in dwell time and total time buses would be spent dwelling at each location, the complete route the buses would travel to enter and leave Woodland from each alternative, a specific request to augment one alternative to determine if the alternative can operate on a reduced footprint, and an itemized cost breakdown of the amenities and improvements that need to be made to each alternative. To date, Kimley Horn will complete the request from YoloTD by the middle of October 2023. YoloTD are hoping to then meet with the city of Woodland Staff by the end of October 2023, agree on a final alternative, draft the final alternative, and present to the Board by the December meeting.

Woodland Transit Center Relocation - Roadway Review*

*Categories not intended to be represented as equally impactful to ultimate feasibility and functionality of the proposed facility.

	Location	Bus Circulation	Existing Services	Driveways	On-Street Parking	Available Height	Available Width	Available Length	Ped/Bike Connectivity	Potential Segments
East Street	Commercial street with heavier traffic than other corridors	Good connectivity	42A travels up East to Main, not heavily-travelled by local routes	No driveways on the west side; limited driveways on the east side	None	No height restrictions	Insufficient space without impacting buildings or taking a lane	North-south orientation allows for longer blocks	Rail line traveling parallel to the west introduces a connectivity/safety barrier and limits available space	Not considered given nature of street
6th Street	Limited access road with lower volume of mostly local traffic	Difficult circulation for buses due to unsignalized intersection at Court and East, right turn only at 6th and Main, lack of connection to East at Lincoln, and right-turn only at Oak and East	Existing bus service does not travel along facility; would require moderate route modifications	Limited number of driveways	On-street parking available	Overhead wires	Available ROW width around 60'	North-south orientation allows for longer blocks	Sidewalks; no bike facilities	Not considered given lack of connectivity and significant rerouting/out of direction travel required to access
5th Street	Limited access road with lower volume of mostly local traffic	Discontinuous between Court and Main, lack of connection to East at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require moderate route modifications	Frequent driveways, especially between Court and North	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; midblock alley intersection between Court and North	Sidewalks; no bike facilities	Not considered given lack of connectivity and significant rerouting/out of direction travel required to access

4th Street	Limited access road with lower volume of mostly local traffic	Lack of connection to East at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require slight route modifications	Limited number of driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; mid-block alley intersection between Main and Court and between Court and North	Sidewalks; no bike facilities	4th between Main and Court - Potential to use both sides of road - Side-street stop controlled at both Court and Main	4th from Court to North - Potential to use both sides of road
3rd Street	Local connector; central downtown location nearby public uses	Signalized intersection at Court and Main facilitates bus turns. Limited connection to the east with unsignalized intersection at Court and East, no connection at Lincoln, and right turn only at Oak and East	Bus route 211 and 212 travel on 3rd from Beamer to Court; would require slight route modifications	Frequent driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; midblock alley intersection between Main and Court	Sidewalks; part of Woodland Parkloop	3rd between Main and Court - Potential to use both sides of road	3rd between North and Court - Potential to use both sides of road - Limited length due to SB right-turn pocket to Court - Neck down mid block for pedestrian crossing
2nd Street	Limited access road with lower volume of mostly local traffic	Discontinuous between Main and Dead Cat Alley as well as North and Court. Signalized intersection at Main. Lack of connection to East at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require slight route modifications	Frequent driveways	On-street parking available, angled spots on one side from Court to Lincoln	No height restrictions	Available ROW width around 60'	North-south orientation allows for longer blocks; midblock alley intersection between Main and Court	Sidewalks; no bike facilities	Not considered given nature of street and significant rerouting/out of direction travel required to access	

1st Street	Limited access road with lower volume of mostly local traffic	Signalized intersection at Main. Limited connection to the east with unsignalized intersection at Court and East, no connection at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require moderate route modifications	Limited number of driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	North-south orientation allows for longer blocks; two midblock alley intersections between Lincoln and Main and another between Main and Court	Sidewalks; Class III Bikeway (sharrows)	Not considered given nature of street and significant rerouting/out of direction travel required to access
College Street	Local connector	Signalized intersection at Court and Main facilitates bus turns. Limited connection to the east with unsignalized intersection at Court and East, no connection at Lincoln, and right turn only at Oak and East	Existing bus service does not travel along facility; would require significant route modifications	Limited number of driveways	Some on-street parking, off-street lots accommodate vehicles between North and Court	Overhead wires	Available ROW width around 60', typically slightly larger curb to curb length relative to other N-S streets	North-south orientation allows for longer blocks; midblock alley intersections between Lincoln and Main, Main and Court, and Court and North	Sidewalks; no bike facilities	College between Court and North - Limited length due to SB left turn pocket on College at Court - Significant rerouting of 42A/42B
North Street	Presence of or proximity to some residential uses to the north	Signalized interstion at East	Existing bus service does not travel along facility; would require slight route modifications	Frequent driveways, particularly on the north side	On-street parking available	Overhanging trees may present bus strike or maintenance challenges; overhead wires	Available ROW width between 60' and 70'	Longer blocks on the southern side	Sidewalks; no bike facilities	North between 1st and 3rd - Long block (675ft) adjacent to government buildings - South side only; residential to the north
Court Street	Multiple adjacent public uses, surrounding commercial and mixed-use	Connects to East with unsignalized intersection	Bus routes 211 and 212 travel on Court, west of 3rd; would require slight route modifications	Limited number of driveways	On-street parking available	Overhanging trees may present bus strike or maintenance challenges; overhead wires	Available ROW width around 60' east of 3rd, around 80' west of 3rd	Longer blocks on the northern side	Sidewalks; Class II Bikeway (dedicated lane)	Court between 1st and 3rd - Long block (675ft) adjacent to government buildings - Potential to use both sides of road Court between College and 1st - Adjacent to government buildings - Limited length due

											to WB left-turn pocket to College - Significant rerouting of 42A/42B
Main Street	Main east-west commercial street	A number of signalized intersections along the length which facilitates bus movement	Bus route 215 travels on Main; would require slight route modifications	Limited number of driveways	On-street parking available; primarily commercial users	No height restrictions	Available ROW width around 90'; limited setback to building footprints	Blocks typically 50% shorter than longer north-south blocks	Sidewalks; Class III Bikeway (sharrows)	Not considered given nature of street	
Lincoln Avenue	Fronted by residential uses west of 5th Street	Does not connect to East, making bus circulation more challenging. Out of direction travel to connect to East south of Main	Existing bus service does not travel along facility; would require significant route modifications	Frequent driveways	On-street parking available	Overhead wires	Available ROW width around 60'	Blocks typically 50% shorter than longer north-south blocks	Sidewalks; no bike facilities	Not considered appropriate	
Oak Road	Fronted by residential uses along study area span	Does not feature any signalized intersections, two rail crossings to get from 6th to East	Existing bus service does not travel along facility; would require significant route modifications	Frequent driveways	On-street parking available	Overhead wires and trees	Available ROW width around 60'	Blocks typically 50% shorter than longer north-south blocks	Sidewalks; no bike facilities	Not considered appropriate	

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

Topic: Downtown Sacramento Detours and Impacts: Update	Agenda Item#: Agenda Type:	5 Action
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: Daisy Romero		Meeting Date: November 7th, 2023

RECOMMENDATION:

Receive an update on the Downtown Sacramento detours and its impact on Yolobus services. Provide feedback on strategies to improve detours.

BACKGROUND:

Summary

Recently, Yolobus fixed route services have been impacted by the Downtown Sacramento closures that consist of Golden 1 Center (G1C) events, the Downtown Farmers Market, Capitol Mall events, Tower Bridge events and much more. These Downtown Sacramento event closures typically close off Capitol Mall in both Westbound and Eastbound directions as well as neighboring streets. Due to these closures, Yolobus Operations staff are forced to make the difficult decision to close several key bus stop locations in the Downtown area to keep the buses running on time.

Routes Impacted

The routes that are heavily impacted by the delays, detours and closures in Downtown include,

Intercity Routes

- Route 42A- 5 stops that can be closed. 1 temporary stop added.
- Route 42B-5 stops that can be closed. 1 temporary stop added.

West Sacramento Locals

- Routes 37- 5 stops that can be closed.
- Route 40- 5 stops that can be closed. 3 temporary stops added.
- Route 41- 5 stops that can be closed. 3 temporary stops added.
- Route 240- 5 stops that can be closed. 3 temporary stops added.

Woodland Express

- Route 45AM/PM- 3 stops that can be closed. 1 temporary stop added.

Davis Express

- Route 43AM/PM-3 stops that can be closed. 1 temporary stop added.
- Route 43RAM/PM-3 stops that can be closed. 1 temporary stop added.
- Route 230AM/PM-3 stops that can be closed. 1 temporary stop added.

Yolobus Detours

Although delays, detours and closures are not new occurrences, they have, however, been increasing in the Downtown area. Previously, delays, detours and closures were limited to just Capitol Mall for events such as parades and festivals. The new Golden 1 Center Arena in Downtown has added an additional number of closures that typically overlap with other nearby events.

For example, most events on Capitol Mall that are unrelated to the G1C begin in the early morning and end in the afternoon. Now, those event closure times often overlap with G1C pre- and post-game closures, essentially turning into an all-day closure. These all-day closures can sometimes extend several days, especially on the weekend where many event closures begin on Thursday and end until Sunday night.

Due to the overlapping of closure times Yolobus staff were forced to come up with a detour for all our impacted routes that would provide consistency and predictability for our drivers and riders. To avoid any potential traffic delays heading into Downtown as well as leaving, Yolobus staff selected a detour map that would help avoid all major high traffic zones while still servicing some existing stops and temporary stops.

During detours, Yolobus routes now bypass Tower Bridge and instead use the freeways to get in and out of downtown. See figures 1 and 2, showing our old and new detour route maps. Recently, Yolobus staff began testing out our new detour map (Figure 2.) during service interruptions. Staff are hoping to obtain feedback from our CAC members as well as our drivers and riders on this new detour map.

Service Interruption Procedures

Yolobus staff have established procedures to help inform our riders when any delays, detours or closures are happening. During G1C and other major events Yolobus does receive advanced notification of any potential impacts to our service. This allows Yolobus staff to execute our service interruptions procedures.

During any delays, detours, or closure Yolobus staff prepare a “Detour Map” of all the routes that are impacted and that is distributed to our drivers and uploaded to all social media platforms, including our website. The “Detour Maps” show what the service interruption is, the days in which the interruption will take place, times of the service interruption and the Bus Stops that will be closed or temporarily added.

On our Yolobus.com website, service interruption information can be found under our rider alerts page. Here our riders can get up to date information regarding service interruptions. Apart from our website, riders can also sign up for our email and text alerts. By registering, riders can receive alerts regarding any last-minute changes to services, emergencies, and delays straight to their phone.

Yolobus staff post Bus Stop closure notices at any impacted stop at least 3 days in advance so that riders who don't use the internet are also informed.

Opportunities for Improvement

Despite our efforts, Yolobus riders are still heavily impacted by the consistent service interruptions caused by the Downtown events in Sacramento. Yolobus staff are committed to addressing these ongoing concerns and would appreciate feedback from the CAC members on how best to address detours while minimizing delays and impacts to our riders.

Aside from revising our detour maps, YoloBus staff will be working closely with the Sacramento police department to come up with a solution that will ensure our Downtown Routes are not impacted by the Pre and Post closure events for the G1C. If we can come to an agreement with Sacramento Police and we are allowed to use the roads that are normally closed to traffic this would help cut down on service impacts.

Although service interruptions are inconvenient, they are also unavoidable as Downtown Sacramento's popularity continues to grow. With that, YoloBus staff is faced with the task of determining whether we should design a detour map that maximizes our on-time performance versus stop availability, or vice-versa. Key questions for the CAC's feedback include:

- What criteria should we use when determining which Downtown stops to bypass during detours? For example, should key stops located near light rail stations, or major employment centers, hospitals etc be prioritized during detours, even at the expense of on-time performance?
- Should On-time performance be the biggest priority for our routes even at the expense of closing key stop locations?
- Are there other suggestions for changing regular and/or detour routing in downtown to minimize delay?

YoloBus staff would appreciate hearing the CAC's members' input on these and any other considerations related to detours.

Figure 1. Old Detour Map Route 42A/B

Route 42A/B Detour Map (Old)

Yolobus

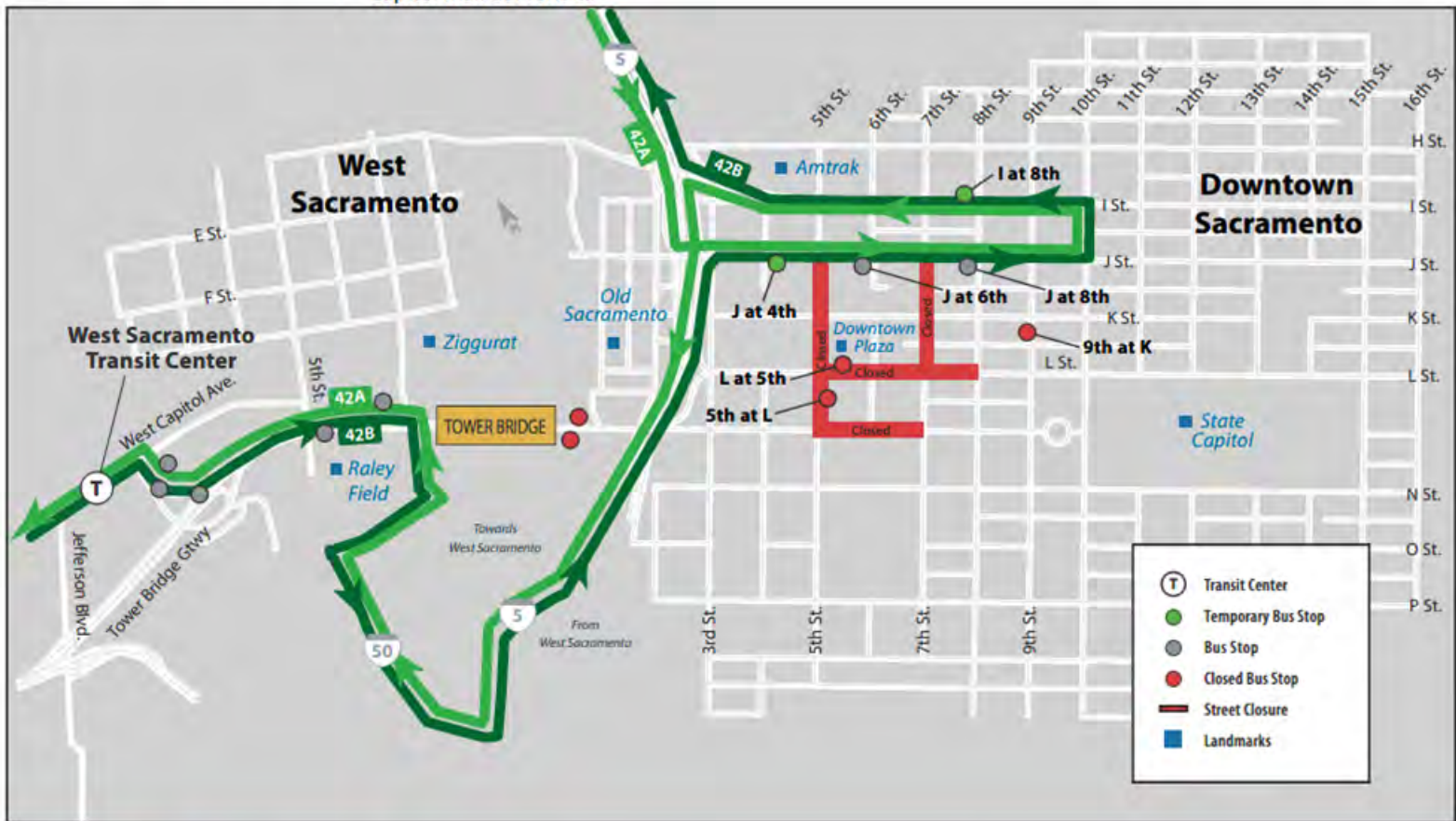
Routes 42A & 42B | Downtown Sacramento

Closed Stops 42A

- 9th at K St
- L St at 5th
- Capitol Mall at Front WB

Closed Stops 42B

- 5th at L St
- 9th at K St
- L St at 5th
- Capitol Mall at Front EB



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@YolobusYCTD



@YolobusYCTD

Figure 2. New Detour Map for Route 42A/B

Route 42A/B Detour Map (New)

Yolobus

Routes 42A & 42B | Downtown Sacramento

42A Closed Stops

- L St. at 5th
- Capitol Mall at Front ST (WB)

42B Closed Stops

- L St. at 5th
- Capitol Mall at Front (EB)

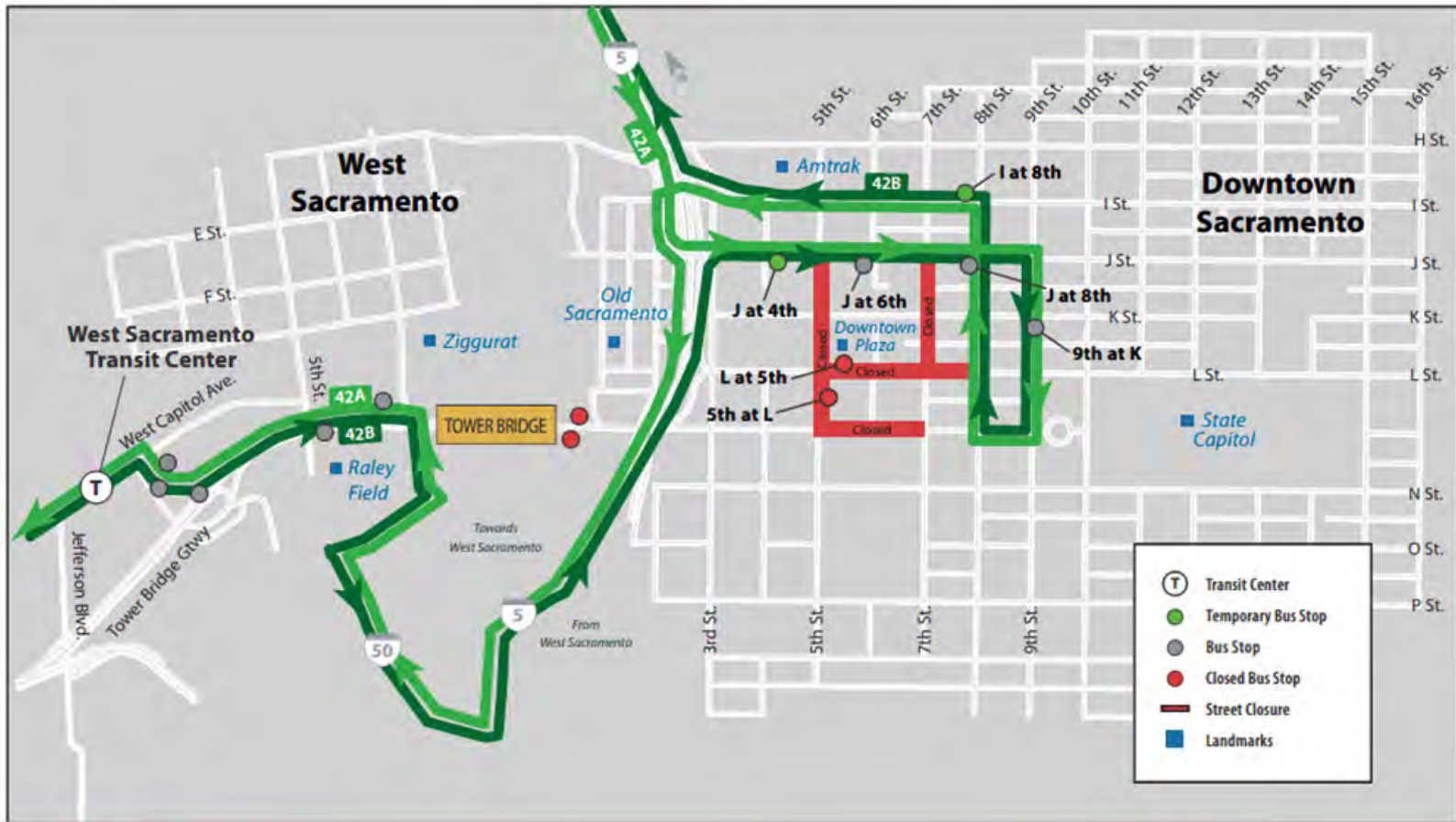
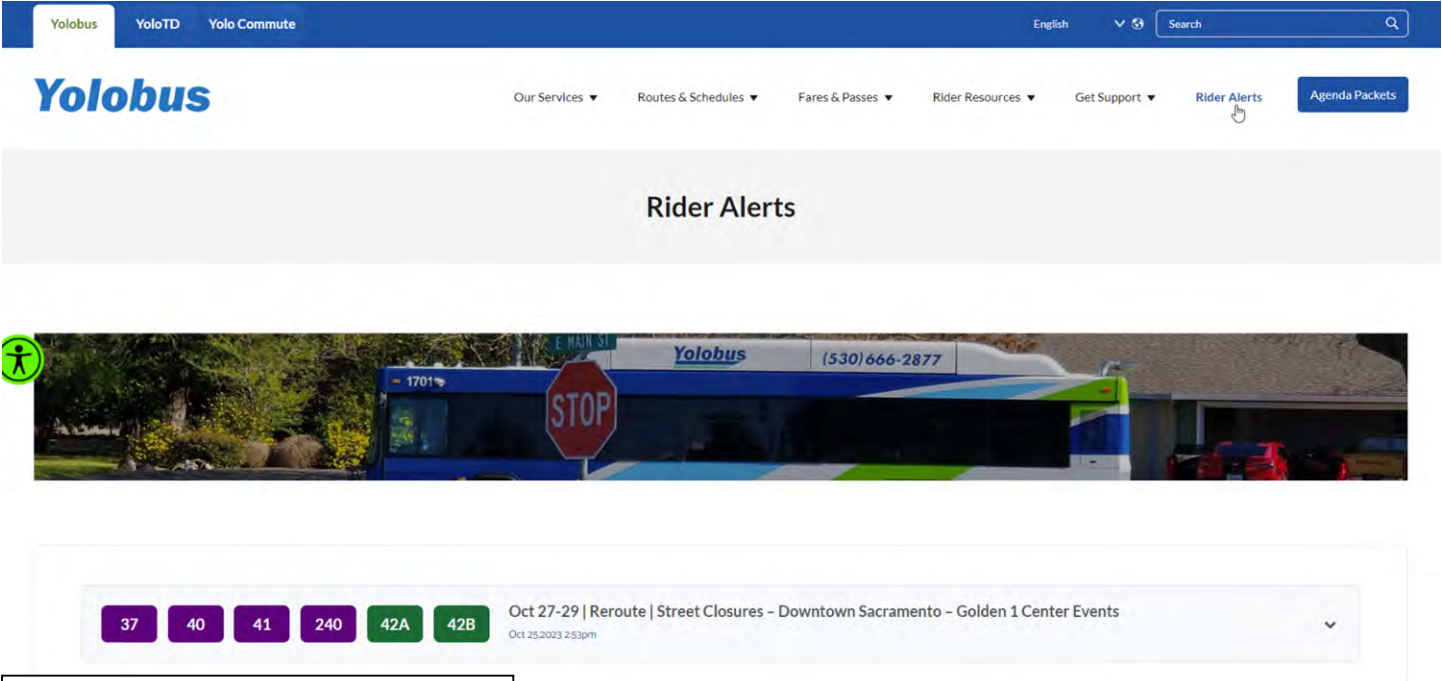
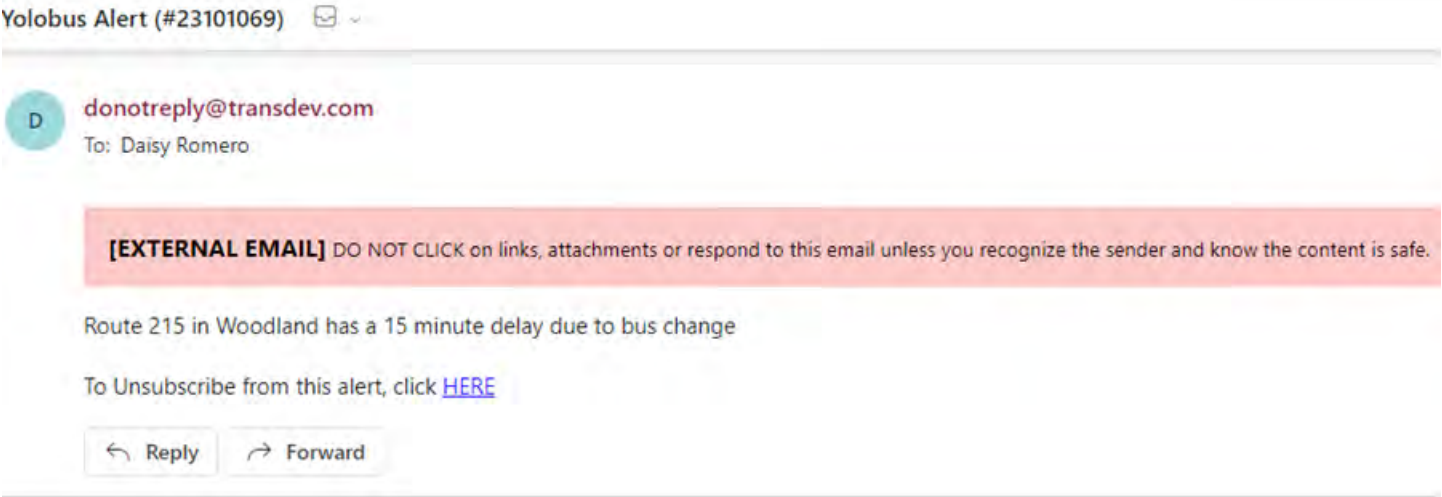


Figure 3. Service Interruption Notifications

Yolobus Website| Rider Alerts Page



Yolobus Email| Rider Alerts



Yolobus Text| Rider Alerts

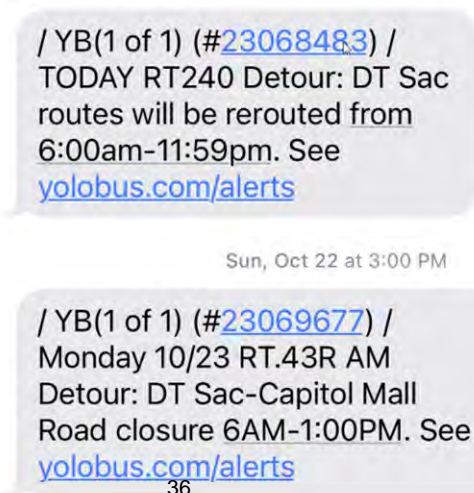


Figure 4. Bus Stop Closed Sign

Yolobus

**BUS STOP
TEMPORARILY CLOSED**

ROUTES IMPACTED: 42A, 42B

**October 19, 20, & 21
from 5:30pm to 10:30pm**

Routes **42A, 42B**: Please board at **J St. at 4th,
J St. at 6th, J St. at 8th, I St. at 8th**



SCAN QR CODE FOR RIDER ALERTS

www.yolobus.com **530-666-2877**

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

Topic: Long range Calendar	Agenda Item#: Agenda Type:	6c Informational
		Attachments: Yes <input checked="" type="radio"/> No
Prepared By: A. Bernstein		Meeting Date: November 7, 2023

RECOMMENDATION:

The following agenda items are tentatively scheduled for upcoming meetings of the YoloTD Citizens Advisory Committee and are subject to change.

LONG RANGE CALENDAR AGENDA ITEMS

Jan/Feb 2024

- Appoint Chair/Vice Chair for 2024
- Approve Meeting Dates for Remainder of 2024
- Yolo Active Transportation Corridors (YATC) Update
- Paratransit Policies and Rider Information Update
- Yolo 80 Managed Lanes Update

Mar/April 2024

- Annual Workplan and Budget for CAC and YoloTD
- Rerouting to serve new Woodland Transit Center
- Yolo 80 Managed Lanes Update

May/June 2024

July/Aug 2024

Sept/Oct 2024

Nov/Dec 2024