



BOARD OF DIRECTORS MEETING AGENDA

Directors: Josh Chapman (Chair, City of Davis)
Dawntè Early (Vice-Chair, City of West Sacramento)
Lucas Frerichs (Yolo County)
Jesse Loren (City of Winters)
Tom Stallard (City of Woodland)
Matt Dulcich (UC Davis, ex-officio)
Greg Wong (Caltrans, ex-officio)

This Board 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: December 9, 2024
Meeting Time: 6:00 PM
Meeting Place: Yolo Transportation District Board Room
350 Industrial Way
Woodland CA 95776

ZOOM INFORMATION

Link: <https://us06web.zoom.us/j/87969227172?pwd=hIaEqV4cJgNVfdOT80mRulUABYbc3v.1>
Phone Number: (669) 444-9171
Meeting ID: 879 6922 7172
Passcode: 105086

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 Board 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 Board reserves the right to continue the meeting without remote access.

The YoloTD Board of Directors encourages public participation in its meetings. Members of the public shall be given an opportunity to address the Board of Directors in person, remotely, and/or in writing. For more information on how to provide public comment, please see the section of this agenda entitled "Public Participation Instructions."

The Board reserves the right to take action on all agenda items at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YoloTD Board.

Estimated Time		Agenda Item	Informational	Action Item
6:00 PM	1.	Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X
6:05 PM	2.	Approve Agenda for December 9, 2024 Meeting		X
6:10 PM	3.	Comments from public regarding matters <u>on the consent calendar</u> , or <u>items NOT on the agenda</u> but within the purview of YoloTD. Please note, the Board is prohibited from discussing items not on the agenda.	X	

CONSENT CALENDAR

6:15 PM	4a.	Approve Board Minutes for Regular Meeting of November 18, 2024 (<i>J.Marte pp 5-8</i>)		X
	4b.	Adopt Resolution No. 2024-28, Approving an Amended Conflict of Interest Code Subject to Board of Supervisors Approval (<i>K.Hood pp 9-16</i>)		X
	4c.	Approve Updated Job Description for the Communications and Marketing Specialist (<i>A.Bernstein pp 17-23</i>)		X
	4d.	FY 2024-25 Operating & Capital Budget Status Report and Internal Control update for Quarter 1 (<i>C.Fadrigo pp 24-33</i>)	X	

REGULAR CALENDAR

6:20 PM	5.	Appointment of Chair and Vice-Chair for 2025 (<i>A. Bernstein/J.Marte p 34</i>)		X
	6.	Approve Resolutions 2024-29 and 2024-30 Evaluating Woodland Transit Center Gateway Shopping Center Option, Affirming Intent to Partner with Yolo County Housing Authority on Grant Application for Yolano-Donnelly Housing Site (<i>B.Abbanat/ A.Bernstein pp 35-142</i>)		X
7:00 PM	7.	Administrative Reports (<i>Bernstein xx-xx</i>) Discussion regarding subjects not specifically listed is limited to clarifying questions. A. Board Members' Verbal Reports B. Transdev's Verbal Report C. Executive Director's Verbal Report D. Long Range Calendar (<i>p 143</i>)	X	
8:00 PM	8.	Adjournment		X

Unless changed by the YoloTD Board, the next meeting of the Board of Directors will be Monday, January 13, 2025, at 6:00 pm at Yolo Transportation District, 350 Industrial Way, Woodland CA 95776.

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, December 6, 2024 at the Yolo County Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were 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.

Janeene Marte, Clerk of the Board

Public Participation Instructions

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

IN PERSON:

Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on a table by the entrance to the meeting room.

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 Monday, June 10, 2024, will be provided to the YoloTD Board of Directors 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 the office 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 at telephone number (530) 402-2819, via email at custserv@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.

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Approve Board Minutes for Regular Meeting of November 18, 2024	Agenda Item#: Agenda Type:	4a Action
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: J.Marte		Meeting Date: December 9, 2024

RECOMMENDATION:

Approve Minutes for the Regular Meeting of November 18, 2024

BACKGROUND:

The Yolo Transportation District (YoloTD) Board of Directors 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 Board of Directors meeting for the historical preservation and posterity of the YoloTD Board of Directors actions for future generations to understand the valuable work considered and accomplished by YoloTD.

BUDGET IMPACTS:

There are no anticipated financial impacts.

Attachments:

1. Minutes



BOARD OF DIRECTORS MEETING MINUTES

November 18, 2024, at 6:00 p.m.
Yolo Transportation District Board Room
350 Industrial Way, Woodland, CA

1. Roll Call - Determination of Quorum

Chair Chapman called the meeting to order at 6:03 p.m.

Directors Present:

Josh Chapman, Chair, City of Davis
Lucas Frerichs, Yolo County via Zoom
Sukhi Johal, Caltrans, ex-officio
Matt Dulcich, UC Davis Health, ex-officio

Dawntè Early, Vice Chair, City of West Sacramento
Jesse Loren, City of Winters
Tom Stallard, City of Woodland

Staff Present:

Autumn Bernstein, Executive Director
Daisy Romero, Director of Transit Operations

Kimberly Hood, Legal Counsel
Courtney Williams, Senior Transportation Planner

2. Public Comments

Michael Barnbaum commented on clarifications regarding bus holiday schedules and office closures.

3. Consent Calendar

- 3a. Approve Board Minutes for Regular Meeting of October 14, 2024
- 3b. Approval of the Executive Director's Amended and Restated Employment Agreement with Salary Adjustments and Other Revisions
- 3c. Approve Resolution 2024-24 Increasing the Executive Director's Signing Authority to \$50,000
- 3d. Approve Resolution 2024-25 Updating and Extending the First Amendment to the Memorandum of Understanding for Causeway Connection (Route 138) Bus Service
- 3e. Approve Schedule of Holiday Closures for 2025
- 3f. Approve 2025 Board of Directors Meeting Schedule

Motion: Director Early made a motion to approve the Consent Calendar. Motion was seconded by Director Loren. The motion was approved by a 5 Yes/0 No vote.

Regular Calendar

4. Approve service changes to expand Davis Express Routes 43, 43R and 230 and restore Express Route 44

Director of Transit Operations Daisy Romero provided a presentation and fielded inquiries from the Board. Executive Director Autumn Bernstein fielded inquiries, as well.

Chair Chapman called for public comment.

Michael Barnbaum provided comments regarding the presentation.

Seeing no further comments, Chair Chapman closed public comments.

Motion: Director Frerichs made a motion to approve the item. Motion was seconded by Director Loren. The motion was approved by a 5 Yes/0 No vote.

5. Provide Feedback on Proposal for Special Budget Workshops

Executive Director Bernstein provided a presentation and fielded inquiries from the Board.

Chair Chapman called for public comment.

Michael Barnbaum provided comments regarding the presentation.

Seeing no further comments, Chair Chapman closed public comments.

Director Frerichs left the meeting.

6. Approve Resolution 2024-26 Accepting the Caltrans Letter of Commitment to the Capitol Area Regional Tolling Authority (CARTA)

Executive Director Bernstein provided a presentation and fielded inquiries from the Board.

Chair Chapman called for public comment.

No public comment.

Seeing no further comments, Chair Chapman closed public comments.

Motion: Director Stallard made a motion to approve the item. Motion was seconded by Director Early. The motion was approved by a 4 Yes/0 No vote. Director Frerichs absent.

7. Approve Resolution 2024-27 authorizing User Agreement with Kuba, Inc for Contactless Payment Acceptance Devices

Senior Transportation Planner Courtney Williams proved a presentation and fielded inquiries from the board.

Chair Chapman called for public comment.

Michael Barnbaum provided comments regarding the presentation.

Seeing no further comments, Chair Chapman closed public comments.

Motion: Director Loren made a motion to approve the item. Motion was seconded by Director Early. The motion was approved by a 4 Yes/0 No vote. Director Frerichs absent.

8. Administrative Reports

A. Board Members' Verbal Reports

Director Loren announced that a SACOG 2024 regional progress report is available online.

Director Dulcich announced new UC Davis representative will start in few months.

B. Transdev's Verbal Report

Transdev Representative Michael Klein provided a brief update on recruitment and training for new hires.

C. Executive Director's Verbal Report

Executive Director Bernstein provided updates on YATC project providing workshops all over Yolo County.

Executive Director Bernstein noted long-range plan discussions with SACOG and CalTrans regarding I-80 project and managed lanes as it impacts Yolo County.

Executive Director Bernstein also noted that today's TAC meeting discussed changes to SACOG fund round.

Executive Director Bernstein called attention to page 85 in agenda packet. Letter from Empower Yolo commending TransDev staff.

D. Chair Chapman called for public comment.

No public comment.

Seeing no further comments, Chair Chapman closed public comments.

E. Long Range Calendar

Executive Director Bernstein outlined the long-range calendar.

Adjournment

Seeing no further business, Chair Chapman adjourned the meeting at 8:00 p.m.

Respectfully Submitted,

J. Marte
Janeene Marte, Clerk of the Board

BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT

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

Topic: Adopt Resolution No. 2024-28, Approving an Amended Conflict of Interest Code Subject to Board of Supervisors Approval	Agenda Item#:	4b Action
	Agenda Type:	
Prepared By: K.Hood, Agency Counsel		Meeting Date: December 9, 2024

RECOMMENDATION:

1. Adopt Resolution No. 2024-28, approving an Amended Conflict of Interest Code; and
2. Authorize the Executive Director or her designee to submit the amended Conflict of Interest Code to the Yolo County Board of Supervisors for approval and further authorize the Executive Director to adopt any non-substantive edits by the Board of Supervisors.

BACKGROUND / DISCUSSION:

The Political Reform Act of 1974, Government Code Section 81000 et seq. (the “Act”), prohibits public officials from using their official positions to influence a governmental decision in which they have a financial interest. Accordingly, the Act requires all public agencies to adopt and maintain a conflict of interest Code that identifies all officials and employees within the agency who make governmental decisions based on the positions they hold. The individuals in the designed positions must disclose their financial interests as specified in the agency’s conflict of interest code on the Form 700 (Statement of Economic Interests).

The Act further requires that agencies regularly review and update their conflict of interest codes every two years to ensure that an agency’s conflict code reflects the current structure of the agency and properly identifies all officials and employees who should be filing a Form 700. Attached is the proposed 2024 amended conflict of interest code (Attachment 1) and the current conflict of interest code (Attachment 2). The proposed conflict of interest code incorporates the Fair Political Practice Commission’s model language, includes updates consistent with amendments to the Act regarding statutory filers, and also includes updates to reflect changes in designated position titles and list of filers based on current position titles and duties. In addition to the statutory filers (the YoloTD Board of Directors, the Executive Director, and the Director of Finance and Administration), the designated filers list has been updated to include the Director of Transit Operations, the Director of Planning, and the IT Specialist (currently vacant).

Upon approval, the proposed amended Code must be submitted to the Yolo County Board of Supervisors, which is YoloTD’s code-reviewing body, for final approval.

BUDGET IMPACT:

None.

Attachments:

1. Resolution No. 2024-28 with proposed Conflict of Interest Code
2. Current Conflict of Interest Code
3. Notice of Intention to Amend YoloTD's Conflict of Interest Code

YOLO TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-28

A RESOLUTION OF THE YOLOTD BOARD OF DIRECTORS AMENDING THE CONFLICT OF INTEREST CODE PURSUANT TO THE POLITICAL REFORM ACT OF 1974

WHEREAS, the Political Reform Act of 1974, Government Code Section 81000 et seq., requires that conforming amendments be made to conflict of interest codes adopted and promulgated pursuant to its provisions; and

WHEREAS, the Fair Political Practices Commission has adopted a regulation, 2 Cal. Code of Regulations Section 18730, which contains the terms of a model conflict of interest code that can be incorporated by reference, and which the Fair Political Practices Commission periodically amends to conform to amendments to the Political Reform Act; and

WHEREAS, the Board of Directors of the Yolo County Transportation District (“Board”), also known as Yolo Transportation District (“YoloTD”) previously adopted a conflict of interest code incorporating the Fair Political Practices Commission's model conflict of interest code; and

WHEREAS, YoloTD is required to review its Conflict of Interest Code on a biennially basis as required by the Political Reform Act; and

WHEREAS, a public meeting was held regarding the proposed amended Conflict of Interest Code at a regular meeting of the Board of Directors on December 9, 2024, at which all present were given an opportunity to be heard on the proposed amended Code; and

WHEREAS, this Board now desires to update and replace the provisions of YoloTD’s Conflict of Interest Code, particularly to make changes necessitated by changed circumstances such as the creation or elimination of positions and reassignment of duties.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of YoloTD as follows:

1. YoloTD adopts and incorporates by reference the provisions of Section 18730 of Title 2 of the California Code of Regulations and any amendments to it duly adopted by the Fair Political Practices Commission.
2. The attached Conflict of Interest code, together with the Appendix of Designated Positions (Appendix A) and the Appendix of Disclosure Categories (Appendix B) shall constitute the Conflict of Interest Code of YoloTD.
3. Persons holding designated positions shall annually file statements of economic interests with the Yolo County Clerk.
4. YoloTD’s Conflict of Interest Code, including amendments made thereto, shall become effective upon the date of approval by the Yolo County Board of Supervisors, the code reviewing body.
5. All previously adopted resolutions establishing a Conflict of Interest Code for YoloTD are hereby rescinded.

PASSED AND ADOPTED, by the Board of Directors of the Yolo County Transportation District this 9th day of December, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Josh Chapman, Chair of the Board of Directors

Attest:

Janeen Marte, Clerk of the Board

By _____

Approved as to Form:

_ Kimberly Hood, Agency Counsel

Conflict of Interest Code (Statement of Economic Interests)

People serving in the following positions may participate in decisions that may foreseeably have a material effect on any financial interest, and in accordance with the Fair Political Practices Act (Section 18730 of title 2 of the California Code of Regulations), shall file a statement of economic interests with the Executive Assistant:

1. Executive Director
2. Deputy Directors
3. YCTD Board Members

These specified persons shall file their statements upon assuming office, and annually thereafter, in a format authorized by the California Fair Political Practices Commission (FPPC), and according to the filing time frames provided by the FPPC.

Disclosure Category One: For the purposes of this Conflict of Interest Code, YCTD has established one Disclosure Category, which shall be known as Disclosure Category 1. Persons in this category shall disclose:

- (a) All investments and business positions in business entities and income from any source which provide services to YCTD, or which have submitted or are preparing to submit bids or proposals to provide services to YCTD.
- (b) All investments in real property or businesses located within Yolo County or within one mile of the service area of YCTD transportation services.

Failure to File: The failure of an employee to file the required statement of economic interests within the prescribed time frames may subject the employee to monetary fines imposed by the Fair Political Practices Commission (FPPC). Any fines ordered by the FPPC due to an employee's failure to file required statements in a timely manner are the sole responsibility of the employee.



CONFLICT OF INTEREST CODE

The Political Reform Act (Government Code Section 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission (FPPC) has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in a public agency's code. After public notice and hearing, the standard code may be amended by the FPPC to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the FPPC are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the Yolo County Transportation District, also known as Yolo Transportation ("YoloTD").

Individuals identified as "Statutory Filers" in Appendix A shall file their statements of economic interest with the Clerk of the Yolo County Board of Supervisors.

Individuals holding designated positions shall file their statements of economic interests with YoloTD's Clerk of the Board, who will make the statements available for public inspection and reproduction during regular business hours. (Gov. Code § 81008).

The requirements of this Conflict of Interest Code are in addition to other requirements of the Political Reform Act, such as the general prohibition against conflicts of interest contained in Section 87100, and to other state or local laws pertaining to conflicts of interest.

**APPENDIX A
DESIGNATED POSITIONS/EMPLOYEES**

1. Statutory Filers – Government Code 87200

YoloTD officials who manage public investments, as defined by 2 Cal. Code of Regs. §18700.3(b), must file disclosure statements under Government Code section 87200 et seq. and 2 Cal. Code of Regulations Section 18730(b)(3). These positions are listed here for informational purposes only. It has been determined that the positions listed below are officials who manage public investments.¹

Member, YoloTD Board of Directors
Executive Director
Director of Finance and Administration

2. Designated Filers

The YoloTD positions listed below constitute the list of designated positions, in addition to the Statutory Filers identified above, required by YoloTD’s Conflict of Interest Code (2 Cal. Code of Regulations Section 18730). The individual occupying each position is deemed to make, or participate in the making of, decisions which may foreseeably have a material effect on a financial interest of that individual. The individuals occupying the designated positions shall disclose their economic interests in accordance with the corresponding disclosure categories, defined in Appendix B (Disclosure Categories).

DESIGNATED POSITIONS	DISCLOSURE CATEGORY
Director of Transit Operations	1
Director of Planning	1
IT Specialist	2

The Yolo County Clerk shall furnish to each Designated Position upon their appointment, annually and upon termination, a Form 700 - Statement of Economic Interest.

¹ Individuals holding one of these positions may contact the FPPC for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The FPPC makes the final determination whether a position is covered by the Government Code Section 87200.

APPENDIX B
DISCLOSURE CATEGORIES FOR DESIGNATED POSITIONS

The disclosure categories listed below identify the types of economic interests that designated position must disclose for each category to the designated position is assigned. “Investment” means a financial interest in any business entity, including a consulting business or other independent contracting business, and are reportable if they are either located in or doing business in the jurisdiction, are planning to do business in the jurisdiction, or have done business during the previous two years in YoloTD’s jurisdiction.

CATEGORY 1: Broad Responsibilities. Full Disclosure

Persons in this category shall disclose all applicable investments, business positions, and sources of income, including gifts, loans, and travel payments. Persons in this category shall further disclose applicable interests in real property located in the County of Yolo, within two miles of any real property that YoloTD has an interest in, or within two miles of the boundaries of the County of Yolo.

CATEGORY 2: Purchasing Responsibilities

Persons in this category shall disclose all applicable investments, business positions, and income, including loans and gifts, from sources that provide services, supplies, materials, machinery, or equipment of the type used by YoloTD.

CATEGORY 3: Consultants

Consultants, as defined in 2 Cal. Code of Regulations Section 18700.3, shall disclose pursuant to Category 1 subject to the following limitation:

YoloTD’s Executive Director and/or the Director of Finance and Administration may determine in writing that a particular consultant, although a “designated position”, is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of disclosure requirements. Such determination shall be a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776 (530) 661-0816

Topic: Approve Updated Job Description for the Communications and Marketing Specialist	Agenda Item#:	<h1>4c</h1>
	Agenda Type:	Action Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: A. Bernstein		Meeting Date: December 9, 2024

RECOMMENDATION:

Approve updates to the job description for the Communications and Marketing Specialist to clarify job responsibilities, minimum and desired qualifications, and standardize structure and format.

BACKGROUND:

YoloTD’s personnel policies require that any change to the title and responsibilities of a job description require approval by the Board of Directors.

The Communications and Marketing Specialist position was created in 2021. The position became vacant in July 2024, providing an opportunity to update the job description based on lessons learned over the three years since it was created. This is the first update to the job description.

DISCUSSION & ANALYSIS:

No changes to job title or compensation. The proposed updates include:

- More detailed descriptions of key responsibilities;
- Additional desired qualifications;
- Standardizing the structure and content to be consistent with YoloTD’s current personnel policies.

Attachments:

- Attachment A: Proposed Updated Job Description for Communications and Marketing Specialist (redline version).

BUDGET IMPACT:

None.



Communications and Marketing Specialist

\$88,708 – \$116,276

FLSA Non-Exempt | At-Will

Established: June 14, 2021

Proposed Amendment:
December 10, 2024

OVERVIEW

~~The purpose of this position is to serve in a lead capacity in the implementation of~~ As the only dedicated, full-time communications staff for a small public transit and transportation agency, this position is responsible for a broad range of communications, advertising, marketing, outreach and promotional activities of the District. Under the supervision of the Executive Director, this position plans and implements ~~This is accomplished by serving as a lead in the planning and coordination of agency-wide communications, advertising campaigns, and promotions, special events and public information programs; designing. This position designs and creates content for and developing the District's website, social media, newsletter and print materials that is clear, engaging, timely and accessible. As the District's outreach liaison, this position also builds strong working relationships with local agencies, non-profit organizations and community partners. and publications~~ By organizing; developing and maintaining Website and web based media programs; writing news releases, articles, and other print materials; organizing special events and outreach activities; , representing representing the District at external events and collaborating and activities; conducting presentations to internal and external audiences; with community partners, this position helps us stay connected to the communities we serve. gathering and interpreting data; and providing direct or indirect supervision to lower level staff. This position also assists the transit operations, transportation planning and finance departments to develop and implement project-specific communication and outreach strategies. Other duties include assisting departments with marketing and promotional activities.

Supervision received and exercised: This position reports to the Executive Director. This position provides direct supervision of interns.

ESSENTIAL JOB FUNCTIONS

- ~~• Reports to the Executive Director, or his/her designee.~~
- Oversees the development and implementation of the District's communications communication and marketing strategies, campaigns, promotions, and events and promotions. Identifies goals and objectives, coordinates content creation (text, graphics, images, signage), discusses options, distributes materials, and analyzes results.

- Designs and develops print materials and publications by researching and analyzing materials and options, preparing plans and writing copy, organizing information for final print, reviewing and editing drafts, and reviewing final copies.
- Researches and coordinates advertising media placement. Recommends ad buys. Drafts print and radio spots and coordinates with the production of television, video, outdoor and direct mail advertising appeals.
- Implements specific communications and marketing strategies to raise awareness and use of transit by key target audiences, including commuters, youth and University affiliates.
- ~~Under direction of the Executive Director or his/her designee, provides analysis and direction to support District Vision, Values, and Priorities.~~
- Develops, coordinates, and enhances communication relationships with regional agencies, stakeholders, and partners.
- ~~Routinely reviews~~Reviews current District communications practices and policies, researches and analyzes areas for improvement, and provides recommendations to Executive Director.
- Develops and maintains up-to-date website content including text, graphics and images, and ensures website complies with relevant statutes and policies including the Brown Act and Americans with Disabilities Act. Monitors, writes content, develops, and maintains web-based media by reviewing options, identifying resources, preparing and coordinating graphics design, coordinating media, and maintaining results.
- Develops timely and engaging social media content to drive engagement, grow audience, and advance agency priorities. Manages social media accounts including paid advertising/boosting posts.
- Plans and implements the District's in-person outreach, such as ribbon-cuttings, news conferences and outreach events. Coordinates with community partners to attend and table at festivals, farmers markets, parades.
- Develops media kits and collateral including logos, graphics, sample posts and photographs for use by partners.
- Produces and updates on-vehicle transit service information (bulkheads, brochures, timetables), on-street transit service information (signage), and other transit service communications materials at the request of the Transit Operations Department.
- Works with the Transit Operations, Transportation Planning and Finance and Planning Departments to coordinate District communications functions to develop and implement project-specific communications and outreach strategies.
- Works with the Executive Director to prepare monthly email newsletter, write news releases and other content to advance agency-wide priorities.
- Responds to media inquiries and requests; supports the District team members in communicating clearly and effectively in interviews or public venues.
- ~~Assists with Leads development Annual Budget and monitoring of annual budget and workplan development for marketing and communications elements and programs/project projects.~~

- Oversees third-party vendor contracts including, but not limited to, web designer, bus advertising sales, translation services and printing. Ensures all contracts are up to date and within budget.
- As needed, procures new/updated contracts including developing and distributing RFQs/RFPs, reviewing and scoring proposals, interviewing candidates, selecting a preferred contractor, and negotiating final contract.
- Recruits, trains and supervises 1-2 part-time, paid student interns.
- Purchases and maintains inventory of marketing material and equipment, including promotional giveaway items ('swag'), photography gear, event supplies.
- Ensures that all marketing-related purchases and procurements are consistent with District's adopted purchasing policies and financial controls.
- ~~Proficient with office administration and software, i.e., MS Office Suite (including spreadsheet, word processing and other software).~~
- Other related duties or responsibilities as assigned.

~~Oversees the development and implementation of the District's marketing program, budget, and timelines/schedules.~~

~~Oversees existing vendor contracts and provides updated analysis and research for future opportunities.~~

~~Oversees District advertisement/sales programs and monitors related performance data. Develops, coordinates, and implements marketing and promotional campaigns by identifying goals and objectives, coordinating graphics, discussing options with departments, distributing materials, and analyzing results.~~

~~Designs and develops print materials and publications by researching and analyzing materials and options, preparing plans and writing copy, organizing information for final print, reviewing and editing drafts, and reviewing final copies.~~

- ~~Works with the Finance and Planning Departments to coordinate District marketing functions.~~

~~Assists with Annual Budget development for marketing and communications elements and programs/projects.~~

- ~~Other related duties or responsibilities as assigned.~~

MINIMUM QUALIFICATIONS

Experience: Candidate should have at least three (3) years of experience in communications, marketing, public relations, community relations or a closely-related field.

Experience: A minimum of three (3) years of experience in marketing, public relations, community relations or a closely related field.

Education: Successful completion of a Bachelor's degree in communications, public relations, business administration or a closely-related field.

Education: Equivalent to graduation from an accredited college or university with a bachelor's degree in Communications, Marketing, Business Administration, Public Administration, or a closely related field.

DESIRED QUALIFICATIONS

Communications experience in a government or public agency setting is strongly preferred.

The desired candidate will be an early to mid-career Communications professional with verifiable experience developing marketing and communications strategies and content. A successful candidate's flexibility, ability to prioritize work, and good judgment is essential in this fast-paced environment. Strong written and verbal communication skills, customer service orientation, and work ethic define characteristics of a person who will flourish in this environment. Desirable candidates exhibit strong emotional intelligence and demonstrate collaborative behavior with other employees and external partners.

- Interpersonal skills and the ability to interact well with the public, media and community partners.
- A professional and kind demeanor to project a positive image for the agency.
- Problem-solving skills to handle complex and sensitive issues.
- Good judgment to find the right choice of words and navigate interactions, and know when to escalate issues.
- Organizational skills to manage several projects at a time, while being responsive to colleagues and deadlines.
- Excellent writing and editing skills to compose clear, grammatically-correct and professional content.
- Skilled in visual communication including graphic design, photography, videography and data visualization.
- Strong public speaking skills and the ability to stay on message.
- Ability to carry out responsibilities in a busy environment;
- Proficient with Microsoft Office Suite, Adobe Creative Suite and online meeting platforms.
- Demonstrable professional experience in the following areas:
 - Working with reporters, writing press releases and pitching stories.
 - Social media content creation.
 - Managing projects from inception all the way through to completion.
 - Overseeing the work of consultants, vendors and interns
 - Event planning

Knowledge, Skills, and Ability:

Knowledge of:

- Local community groups.
- Event planning and coordination.
- Facilitation techniques for large and small meetings.
- News releases and media advisory preparation.
- Issue resolution techniques.
- Local media.
- Written and verbal communications and public relations and speaking.
- Production of advertising, marketing and promotional campaigns.
- Development and production of brochures, newsletters and print materials

Ability to:

- ~~Communicate clearly and concisely both orally and in writing~~
- ~~Ability to organize, coordinate projects, set priorities, meet deadlines and follow up on assignments with a minimum of supervision.~~
- ~~Develop, organize, monitor, and apply project/campaign budgets and schedules.~~
- ~~Proficient with office administration and software, i.e., MS Office Suite (including spreadsheet, word processing and other software).~~
- ~~Address groups and present information.~~
- ~~Interpret and apply policy.~~
- ~~Arrange event logistics and media events and materials.~~
- ~~Communicate with and direct staff.~~
- ~~Coordinate community relations efforts.~~
- ~~Direct consultants and facilitate issues.~~
- ~~Attend meetings and assist District staff.~~
- ~~Develop and present presentations.~~
- ~~Direct consultants and staff involved in projects or events.~~
- ~~Research materials.~~
- ~~Interpret, analyze, and explain rules, policies and procedures.~~
- ~~Coordinate project and special event activities.~~
- ~~Publish in internal and external publications and media.~~
- ~~Research and respond to requests for information and complaints.~~
- ~~Schedule staff for community and special events.~~
- ~~Write copy.~~
- ~~Maintain cooperative relationships with internal staff and external agencies.~~
- ~~Develop and publish promotional materials.~~

Skills:

~~Advanced word processing, spreadsheet, presentation and database software (Microsoft Office Suite).~~

~~Specialized software and platforms related to functional area;~~

~~Current District social media platforms including Facebook, Twitter, Instagram, Future platforms as applicable.~~

ADDITIONAL INFORMATION

Additional Requirements: Ability to work in a standard office environment which may involve prolonged sitting, bending and operation of typing, word processing, and other office equipment; some walking and standing indoors and outdoors on a variety of surfaces; and occasional lifting of up to twenty-five pounds. Ability to work outside normal business hours and attend evening meetings.

Medical Class 1 – Light Work: This class will require light physical effort which may include frequent lifting of up to ten pounds and occasional lifting of up to twenty five pounds. Some bending, stooping, and/or squatting may be required. Considerable walking may be required.

Equal Opportunity: YCTD is an Equal Opportunity Employer that values a diverse and inclusive workforce. Women, people of color and LGBTQ+ individuals are encouraged to apply.

In Person Requirement: This position is in-person at the YCTD office located in Woodland, CA. At the discretion of the Executive Director, remote work may be allowed up to two days a week.

Driver's License: A valid California Driver's license is required.

License/Car: ~~Must possess or be able to obtain within 3 months a valid California Driver's license. Employee may be required to use his/her personal automobile (with mileage reimbursement from employer) which employee shall insure.~~

COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT

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

Topic: FY 2024-25 Operating & Capital Budget Status Report and Internal Control update for Quarter 1	Agenda Item#: Agenda Type:	<h1>4d</h1> <h2>Informational</h2>
		Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
Prepared By: C. Fadrigio		Meeting Date: December 9, 2024

RECOMMENDATION:

Receive FY2024-2025 Budget Status report for Operating and Capital expenses and Internal Control update as of October 31, 2024.

BACKGROUND:

Operating and Capital Budget

The YoloTD Board of Directors approved the fiscal year 2024-2025 Annual Operating and Capital Budget on July 14, 2024.

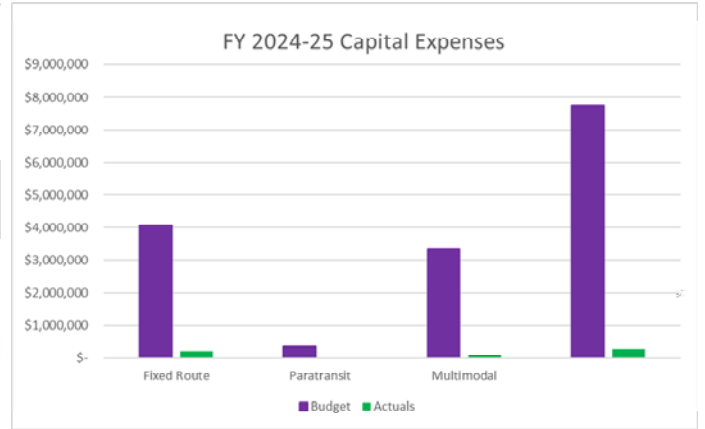
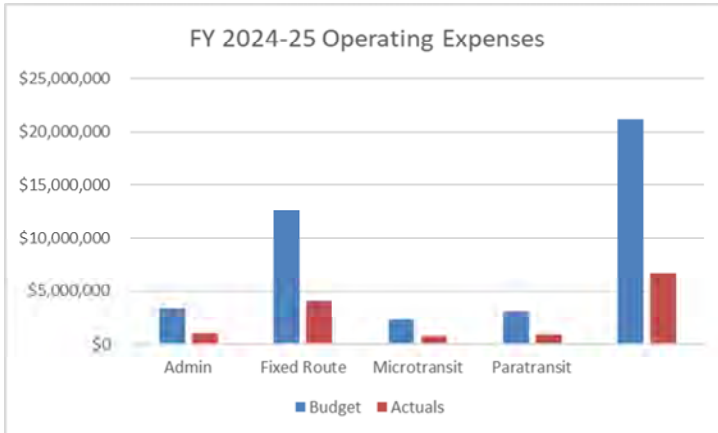
The 2024-2025 budget for YoloTD prioritizes key initiatives to enhance transit services, and advance strategic goals. These included completing planning for the Downtown Woodland Transit Center and conducting outreach for the Yolo Active Transportation Corridor (YATC) project. It focuses on Beeline ridership data to expand services in Winters, Knight Landing and Yolo areas. The workplan includes completing the Yolobus 2024-2031 Short Range Transportation Plan (SRTP) and Zero Emission Bus Implementation Plan to shape our vision for the future of transportation services while advancing our commitment to reducing energy consumption and greenhouse gas emissions through the zero-emission fleet conversion initiatives. The budget also focuses on revisiting the Route 42A/42B schedule aimed at improving service efficiency, transitioning to Automatic Passenger Counters (APC's) for more accurate ridership data, restoring express routes and local bus services in response to returning on-site state workers.

FY 2024-2025 Budget Highlights

- The Administration budget reflects a 6% increase from the prior year, driven by salary and benefit adjustments, expanded intern program, and higher administrative costs. Staffing changes include replacing an Associate Transportation Planner with a Senior Transportation Planner and adopting a five-step salary scale for all full-time classifications.
- The Fixed Route FY2024-25 budget largely maintains the prior year service levels representing a net decrease in budgeted hours and miles by about 8%. This is due to the postponement of several service increases which were planned in the prior year but not implemented due to a variety of factors including bus shortages.
- The Microtransit (Beeline) budget reflects a 64% increase over the prior year due to the expanded service hours and vehicles for Woodland, Winters, Knights Landing and Yolo.
- The Paratransit (ADA) budget remained flat as compared to the prior year.

DISCUSSION AND ANALYSIS:

This section summarizes first quarter actual spending relative to the budget. Detailed Budget to Actual reports are included as Attachment 1 (Operating) and Attachment 2 (Capital Expenses).



Operating Expenses	Capital Expenses
<p>The Administration operating budget will reflect savings in salary and benefits for five (5) vacant FTE positions, two of which were filled in mid-October 2024.</p> <p>Fixed Route is projected to see savings due to a six (6) month delay in the restoration of multiple routes and the expansion of Route 44.</p> <p>Microtransit (Beeline) is also projected to have savings due to an eight (8) month delay in service expansion to Winters, Knights Landing and Yolo.</p> <p>Paratransit (ADA) is on track as budgeted.</p>	<p>Most of the capital project expenses to date consists of professional consulting and legal services associated with the following projects: FR-11 Downtown Woodland Transit Center, MM-01 YATC, MM-02 80-Managed Lanes and MM-06 UC Davis Campus Transportation plan projects.</p> <p>The remaining actuals were spent on FR-05 Automatic Passenger Counters (APC) equipment, installation and programming costs and the FR-12 Fixed Route (2) Battery Replacements.</p>

Internal Control

Staff has prioritized addressing prior year audit findings by conducting comprehensive policy reviews, analyzing internal procedures, and implementing improvements recommended by our auditors, Richardson & Company, LLC. These efforts aim to strengthen the District’s internal control environment. The FY2023-24 financial audit, Single Audit and Transportation Development Act (TDA) audit is scheduled for December 2024, during which the District’s internal controls will be thoroughly evaluated and tested.

Corrective Measures and Initiatives to Strengthen Internal Controls:

- 1. Policy and Process Review:** Staff is actively reviewed and brought several policy amendments to the Board, including updates to the procurement policy, personnel policy, employee travel and expense reimbursement policy and the purchasing card policy. Amendments were made to ensure alignment with regulatory requirements and best practices. The District has engaged consulting firms including Regional Government Services (for financial and procurement guidance) and CPS HR Consulting (for personnel

and payroll), to address areas identified in prior audits. Staff is also collaborating with Federal and State award project managers including those overseeing our Federal Transit Administration (FTA), Transportation Development Act (TDA), State Transit Assistance (STA) and State of Good Repair (SGR) funding, to enhance compliance and oversight.

2. **Staff Training:** The Finance department's FY2024-25 workplan emphasizes internal training and succession planning. Staff have completed or are scheduled to attend formal training courses related to asset management, payroll, budget, procurement, federal grants and Single Audit requirements. The Finance staff has dedicated weekly individual and group training sessions. In September 2023, a dedicated team from Finance and Transit Operations was formed to strengthen understanding of all District funding sources and the requirements, including programming, expenditures, claiming and reporting processes. The team has already reconciled several years of unspent and unprogrammed FTA and State funding. Investing in staff training is essential for maintaining a strong internal control environment. These efforts not only support compliance but also improve financial forecasting, and future budget discussions.
3. **Conflict of Interest Code Update:** Today's agenda includes item 4B, which proposes an update to the District's conflict of interest code, designating additional staff positions subject to conflict of interest reporting requirements. Designating additional positions as conflict-of-interest roles strengthens internal controls by improving transparency, mitigating risks, and ensuring accountability to the public.
4. ***New* Reporting:** As a part of the Executive Director's contract renewal, the Board approved Resolution 2024-24 on November 18, 2024, increasing the Executive Director's signing authority from \$10,000 to \$50,000. To ensure transparency, the Board requested that Staff provide a list of all purchases and contracts authorized by the Executive Director within the \$10,000-50,000 range. This listing will be included in the future quarterly financial reports or provided upon the Board's request.

Attachments:

1. Budget to Actual Reports
2. Capital Projects as of October 31, 2024.

**Yolo Transportation District
Fiscal Year 2024-2025
Budget to Actual as of October 31, 2024**

Administration			
Operating Revenue	Budget	Actuals	%
STA/LTF	\$1,666,061	\$833,030	50%
Cache Creek Mitigation	1,245,799	622,900	50%
Low Carbon/Renewable Energy Credits	110,000	49,812	45%
Net Outside Fuel Sales	200,000	17,122	9%
Interest Revenue	120,000	151	-
Advertising Revenue	50,000	16,707	33%
Miscellaneous	-	36,110	-
Total Administration Operating Revenues	\$3,391,860	\$1,575,832	
Operating Expenses			
Regular Employee Salaries	\$1,975,000	430,398.59	22%
Intern/Temp Employee Salaries	100,000	22,940	23%
Overtime	20,000	3,410	17%
Employee Salaries allocated to Projects	(100,000)	-	-
Subtotal Salaries	\$1,995,000	\$456,749	
PERS Employer Contribution	202,000	45,126	22%
PERS UAL Payment	191,000	184,584	97%
Health Insurance Employer Contribution	255,000	55,931	22%
Retiree Health Insurance	0	16,357	-
Medicare Contribution	30,000	6,470	22%
Other Employee Benefits	24,000	4,200	18%
Benefits allocated to Projects	(24,000)	-	-
Subtotal Benefits	\$678,000	\$312,668	
Technology	\$121,000	34,853	29%
Marketing & Communications	77,000	6,475	8%
Other Operating Expenses	199,860	96,892	48%
Legal Services	40,000	-	-
Employee Training	30,000	5,389	18%
Utilities	40,000	22,916	57%
Memberships	30,000	19,623	65%
Unitrans Pass-Thru for Uninc Area Service	24,000	-	-
Facilities Maintenance	45,000	8,719	19%
Directors Stipends and Expenses	12,000	2,700	23%
Contingencies	100,000	-	-
Subtotal Benefits	\$718,860	\$197,568	
Total Administration Operating Expenses	\$3,391,860	\$966,984	29%

Administration Operating Revenues and Expenses

Revenues:

- Operating revenue includes Miscellaneous reimbursements from CalPERS CERBT for the FY22-23 retiree health premium payments of \$35K and a Corpay Credit Card rebate. Interest on funds held in the County Investment Pool has not been recorded for Q1 pending September and October interest reports.
- STA/LTF funds billings to jurisdictions are through Q2.

Expenses:

- Projected net salary and benefits savings due to five (5) vacant positions: 1) Finance Associate and 2) Senior Transportation Planner 3) Executive Assistant/Board Clerk 4) IT Specialist and 5) Communications Specialist. The Executive Assistant/Board Clerk and Senior Transportation Planner positions were filled in Mid-October. Other operating expenses include consulting services to assist with IT system security and maintenance (Apex), Board Clerking (RGS) and a new contract for Communications and Marketing (BGR Management) services.

**Yolo Transportation District
Fiscal Year 2024-2025
Budget to Actual as of October 31, 2024**

Fixed Route Services

Operating Revenue	Budget	Actuals	%
STA/LTF	\$4,524,895	\$2,262,448	50%
FTA 5307 ARPA	0	-	-
FTA 5307 CARES	2,152,143	-	-
FTA 5307 Formula Funds	2,090,939	-	-
Passenger Fares	1,175,000	467,778	40%
FTA 5307/CMAQ for Route 42 Expansion	400,000	-	-
FTA/SacRT 5307 Causeway Connection	319,807	-	-
UC Davis Funds for Causeway Connection	293,353	147,570	50%
STA-SGR State of Good Repair Funds	339,919	-	-
Low Carbon Transportation Operating Program (LCTOP)	130,000	0	-
SACOG SB125	1,110,364	-	-
Total Fixed Route Operating Revenues	\$ 12,536,419	\$ 2,877,795	23%
Operating Expenses			
Contracted Transportation	\$9,064,924	2,911,100	32%
Fuel	1,065,122	171,525	16%
Insurance	693,453	748,029	108%
Vehicle Maintenance	339,919	-	-
Technology	308,000	6,956	2%
Utilities	270,000	145,840	54%
Facilities Maintenance	156,000	106,741	68%
Marketing & Communications	24,000	1,062	-
Electric Vehicle Charging	35,000	5,854	17%
Equipment/Fleet Leases	480,001	-	-
Contingencies	100,000	-	-
Total Fixed Route Operating Expenses	\$ 12,536,419	\$ 4,097,107	33%

Fixed Route Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through September 2024.
- STA/LTF funds billings to jurisdictions are through Q2.

Expenses:

- Contracted Transportation Service reflects expenses through October 2024.
- Budgeted service restoration of Routes 43, 43R, 230, 40, 41 and 240 and expansion of Route 44 are delayed until January 2025 which will result in projected savings.
- Costs for Compressed Natural Gas (CNG) and Diesel fuel have significantly decreased compared to the two previous years. If these lower costs remain consistent through Q4, they may result in operating savings.

**Yolo Transportation District
Fiscal Year 2024-2025
Budget to Actual as of October 31, 2024**

Microtransit (Beeline) Services

Operating Revenue	Budget	Actuals	%
STA/LTF	\$843,315	\$421,658	50%
FTA 5307 Formula Funds	219,000	-	-
FTA 5307 CARES	406,991	-	-
FTA/Caltrans 5311 Rural Formula Funds	260,885	-	-
STA-SGR State of Good Repair Funds	0	-	-
Passenger Fares	45,000	19,166	43%
SACOG SB125	462,978	-	-
Total Microtransit Operating Revenues	\$2,238,169	\$440,824	20%
Operating Expenses			
Contracted Transportation - Woodland	\$957,000	295,500	31%
Contracted Transportation - Winters	400,000	50,819	13%
Contracted Transportation - Knights Landing	323,000	50,445	16%
Technology	30,000	-	0%
Insurance	226,169	249,745	110%
Fuel	262,000	17,429	7%
Vehicle Maintenance	25,000	28,380	114%
Communications & Marketing	5,000	436	9%
Contingencies	10,000	-	-
Total Microtransit Operating Expenses	\$2,238,169	692,755	31%

Microtransit (Beeline) Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through September 2024.
- STA/LTF funds billings to jurisdictions are through Q2.

Expenses:

- Contracted Transportation Service reflects expenses through October 2024.
- Budgeted microtransit service expansions for Winters and Knights Landing/Yolo will be delayed until March 2025 which will result in projected savings.
- Costs for fuel have significantly decreased compared to the two previous years. If these lower costs remain consistent through Q4, they may result in operating savings.

**Yolo Transportation District
Fiscal Year 2024-2025
Budget to Actual as of October 31, 2024**

Paratransit Services

Operating Revenue	Budget	Actuals	%
STA/LTF	\$1,455,999	\$732,500	50%
FTA 5307 Formula Funds	755,054	-	-
Passenger Fares	150,000	46,451	31%
Cache Creek Mitigation	70,000	-	-
FTA 5307 CARES	501,949	-	-
SACOG SB125	126,079	-	-
Total Paratransit Operating Revenues	\$3,059,081	\$778,951	25%
Operating Expenses			
Contracted Transportation	\$2,514,000	674,233	27%
Fuel	224,000	38,148	17%
Insurance	194,002	208,724	108%
Technology	117,079	-	-
Other Operating expenses	-	424	-
Contingencies	10,000	-	-
Total Paratransit Operating Expenses	\$3,059,081	\$921,529	30%

Paratransit Operating Revenues and Expenses

Revenues:

- Passenger Fares reflect revenues through September 2024.
- STA/LTF funds billings to jurisdictions are through Q2.

Expenses:

- Contracted Transportation service expenses through October 2024 are on track with the budget.
- Costs for fuel have significantly decreased compared to the two previous years. If these lower costs remain consistent through Q4, they may result in operating savings.

**Yolo Transportation District
Fiscal Year 2024-2025
Budget to Actuals as of October 31, 2024
Capital and Planning Projects**

Project#	Type	Multi-year Capital and Planning Projects	FY 23-24 Carryforward	FY 24-25 Budget	Total Budget	FY 24-25 Actuals	Actual as a % of Total
FR-03	Planning	Fixed Route Planning Efforts	100,048	200,000	300,048	-	-
FR-04	Capital	General Transit Feed Specification (GTFS) Enhancements	520,000	(520,000)	-	-	-
FR-05	Capital	Automatic Passenger Counters (APCs)	420,000	-	420,000	117,153	28%
FR-09	Capital	Bus Washer/Water Recycler Replacement	673,581	-	673,581	-	-
FR-10	Capital	Two Replacement 40' CNG Buses	1,600,000	-	1,600,000	-	-
FR-11	Planning	Downtown Woodland Transit Center	120,000	430,000	550,000	27,275	5%
FR-12	Capital	Fixed Route Bus Battery Replacement	-	124,000	124,000	63,234	51%
FR-13	Capital	Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)	-	400,000	400,000	-	-
MM-01	Planning	Yolo Active Transportation Corridors	640,293	200,000	840,293	30,511	4%
MM-02	Planning	80 Managed Lanes Advisory, Legal & Technical Services	75,000	-	75,000	7,997	-
MM-03		Tolling Authority	1,605,000	-	1,605,000	-	11%
MM-04	Planning	Countywide Travel Behavior Survey	-	100,000	100,000	-	0%
MM-05	Capital	Major Fleet Maintenance	-	210,000	210,000	-	-
MM-06	Planning	UC Davis Campus Transportation Plan	-	500,000	500,000	34,926	7%
PT-1	Capital	Paratransit Vehicle Replacements (2)	-	360,000	360,000	-	-
YT-1	Reserves	Electric Buses- Multi-year Reserve for Future Purchase (Previously FR-1)	1,343,000	477,000	1,820,000	-	-
YT-2	Reserves	Annual Reserves Contribution ZEB Infrastructure Repair & Maintenance	-	25,000	25,000	-	-
YT-3	Reserves	Annual Reserves Contribution Maintenance Shop Repairs	-	54,000	54,000	-	-
Total, Capital and Planning Project Budget			\$ 7,096,922	\$ 2,560,000	\$ 9,656,922	\$ 281,095	

**Yolo Transportation District
Fiscal Year 2024-2025
Budget to Actuals as of October 31, 2024
Capital and Planning Projects**

Project#	Type	Multiyear Capital and Planning Projects	Phase	Status
FR-03	Planning	Fixed Route Planning Efforts	Implementation	In October 2021, the Board approved FR service restoration. Woodland FR 211 and 212 AM/PM service restoration will begin in January 2024. Routes 211 and 212 were restored in January 2024 as scheduled, adding three (3) additional trips per route.
FR-04	Capital	General Transit Feed Specification (GTFS) Enhancements	Defunded	Project combined with APC FR-05. FR-04 project defunded.
FR-05	Capital	Automatic Passenger Counters (APCs)	Contract Awarded	All APC's have been installed on buses. IT department has been troubleshooting and calibrating sensors since September 2024. Complete rollout for project expected end of Q1 2025.
FR-09	Capital	Bus Washer/Water Recycler Replacement	Pricing	In March 2024, Staff obtained three quotes and plans to submit an RFP for vendors to bid on construction of a new bus washer. Project will go to the board in Jan 2025 to submit an RFP for procurement and engineering services for the project.
FR-10	Capital	Two Replacement 40' CNG Buses	In Progress	The Gillig, LLC purchase order is complete. Project Pre-production meeting has completed. Buses are on track to be manufactured beginning 01 2025
FR-11	Planning	Downtown Woodland Transit Center	In Progress	In April 2024, the YoloTD Board affirmed 2nd & Court Street as the Preliminary Preferred Alternative location and authorized 30% design. 30% design has been completed and staff are determining next steps.
FR-12	Capital	Fixed Route Bus Battery Replacement	In Progress	In September 2024, YoloTD Staff confirmed with Gillig that the agency plans to procure two electric buses and will be on the Queue for procurement orders in 2025. Pricing on the bus will be available 8 weeks from this date.

Capital and Planning Projects – Continued

FR-13	Capital	Zero Emission Bus (ZEB) Electrification Infrastructure (Woodland)	Pending	Estimated start date: February 2025.
MM-01	Planning	Yolo Active Transportation Corridors	In Progress	Phase 1 Outreach, Existing Conditions Report, and Draft Proposed Corridors are complete. Phase 2 Outreach is currently in progress.
MM-02	Planning	80 Managed Lanes Advisory, Legal & Technical Services	In Progress	Tolling Advance Planning was successfully re-bid and awarded to Silicon Transportation Consultants (STC). Kick-off meeting was held in October 2024 and STC is developing a process map for all Project Tasks.
MM-03		Tolling Authority	Complete	This project is complete.
MM-04	Planning	Countywide Travel Behavior Survey	Pending	Estimated start date: April 2025
MM-05	Planning	Major Fleet Maintenance	Pricing	Estimated start date: February 2025.
MM-06	Planning	UC Davis Campus Transportation Plan	In Progress	YoloTD is serving as funding pass-thru for this project. Project kicked off in July 2024 and is proceeding as scheduled.

BOARD COMMUNICATIONS: YOLO COUNTY TRANSPORTATION DISTRICT

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

Topic: Select Chair and Vice Chair for the 2025 Calendar Year	Agenda Item#: Agenda Type:	<h1>5</h1> <h2>Action</h2>
		Attachments: Yes <input type="radio"/> No <input checked="" type="radio"/>
Prepared By: A. Bernstein/J.Marté		Meeting Date: December 9, 2024

RECOMMENDATION:

Select the Chair and Vice-Chair for Calendar Year 2025, effective January 1st.

BACKGROUND:

Historically, the YCTD Board appoints a Chair and Vice-Chair each July, and their terms coincide with the fiscal year. In July 2022, the YCTD Board decided to change the terms of the Chair and Vice-Chair to coincide with the calendar year rather than the fiscal year.

The Chair and Vice-Chair positions have typically rotated amongst the jurisdictions. The table below shows the history of position holders over the last 10+ years.

The Board has tried to rotate the positions to ensure that each jurisdiction has an opportunity to have a Chair and Vice-Chair on the Board on a regular basis. The following includes the staff recommendation, plus a list of position holders over the past 10 years.

Term	Chair	Vice-Chair
July 2011 – June 2012	Mike McGowan (Yolo County)	Art Pimentel (Woodland)
July 2012 – June 2013	William Marble (Woodland)	Lucas Frerichs (Davis)
July 2013 – June 2014	Lucas Frerichs (Davis)	Oscar Villegas/Chris Ledesma (West Sac)
July 2014 – June 2015	Chris Ledesma (West Sac)	Harold Anderson (Winters)
July 2015 – June 2016	Harold Anderson (Winters)	Don Saylor (Yolo County)
July 2016 – June 2017	Don Saylor (Yolo County)	Xochitl Rodriguez (Woodland)
July 2017 – June 2018	Xochitl Rodriguez (Woodland)	Lucas Frerichs (Davis)
July 2018 – June 2019	Lucas Frerichs (Davis)	Chris Ledesma (West Sac)
July 2019 – June 2020	Chris Ledesma (West Sac)	Harold Anderson/Jesse Loren (Winters)
July 2020 – June 2021	Jesse Loren (Winters)	Don Saylor (Yolo County)
July 2021- December 2022	Don Saylor (Yolo County)	Tom Stallard (Woodland)
January - December 2023	Tom Stallard (Woodland)	Josh Chapman (Davis)
January -December 2024	Josh Chapman (Davis)	Dawnté Early (West Sacramento)

Based on the current rotation schedule, the West Sacramento representative (Dawnté Early) would be the next Chair, while the Winters representative would be the Vice-Chair. Making these appointments in December, to be made effective on January 1, will allow a continuity of communication for staff.

BUDGET IMPACT:

None

BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776 ---- (530) 661-0816

<p>Topic: Approve Resolutions 2024-29 and 2024-30 Evaluating Woodland Transit Center Gateway Shopping Center Option, Affirming Intent to Partner with Yolo County Housing Authority on Grant Application for Yolano-Donnelly Housing Site</p>	<p>Agenda Item#:</p> <p>Agenda Type:</p>	<p style="text-align: center; font-size: 2em;">6</p> <p style="text-align: center;">Action</p> <p>Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No</p>
<p>Prepared By: B. Abbanat / A. Bernstein</p>		<p>Meeting Date: December 9, 2024</p>

STAFF RECOMMENDATIONS:

1. Approve Resolution 2024-29
 - a. Authorizing staff to execute an add-service to existing Kimley-Horn professional services agreement for a feasibility analysis of relocating the Woodland Transit Center from County Fair Mall to the Gateway Shopping Center for an amount not to exceed \$10,000.
 - b. Directing staff to return to the Board with a Gateway Transit Center relocation strategy upon completion of feasibility study

2. Approve Resolution 2024-30
 - a. Affirming YoloTD’s intent to partner with the Yolo County Housing Authority’s (YCHA) funding application to the California Department of Housing and Community Development’s Affordable Housing and Sustainable Communities (AHSC) program for the Yolano-Donnelly redevelopment site conditional upon execution of a Memorandum of Understanding (MOU) with the City of Woodland supporting routing of intercity bus routes into the downtown upon completed construction of a new Woodland Transit Center at the site.
 - b. Authorizing staff to collaborate with YCHA and the City of Woodland to develop transit center and street design concepts in support of YCHA’s AHSC grant application.

BACKGROUND:

Woodland Transit Center Relocation Process

Overview

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 for 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. The transit center is isolated in the southwest corner of the mall parking lot, with no open businesses other than Walmart. Staff frequently receive unsolicited feedback regarding safety issues at the current location. Finally, several serious incidents have occurred in recent months including a homicide that several of our drivers witnessed, one of our interns being physical threatened while conducting outreach, and a similar experience occurring to our Executive Director.

In December 2023, staff conducted a qualitative survey of Yolobus riders to learn their perspectives of the current Woodland transit center location and their receptiveness to a potential relocation. Almost 500 responses were submitted, with only 4% having a “negative” or “very negative” perspective about relocating the transit center.

The concerns noted above were historically uncommon and result from the County Fair Mall no longer serving as a major destination center.

Today, the largest concentration of trip attractors in Woodland is the greater downtown area – including professional office, retail, dining, and most of the social, health and human services that many transit-dependent Yolo County residents rely on. Furthermore, SACOG estimates approximately 3,500 jobs exist in the downtown area between East Street, West Street, Lincoln Ave and North Street. Currently, Yolobus flagship intercity Route 42 buses do not serve downtown Woodland. Thus, passengers from West Sacramento, downtown Sacramento or Davis must travel to the County Fair Mall and then transfer to Route 211 or 212 (West & East Woodland locals, respectively), which operate once per hour. Of the three largest Yolo county cities, only Woodland’s downtown central business district (CBD) is not served by Route 42. A longtime YoloTD service objective has been to provide an single-seat intercity fixed route option to downtown Woodland via Route 42.

Prior Studies & Analysis

2019 Off-Street Transit Center Study

In late 2019, Kimley-Horn prepared a draft project development report for an earlier iteration of the Woodland Transit Center project. The draft report identified and evaluated seven potential off-street sites for a new transit center based on a multi-year project process, zeroing in on a downtown site at 3rd & Court

and between Armfield Ave & Main Street. Since then, several factors changed the facility requirements and siting priorities for the transit center including the desire for an on-street transit center which can accommodate a move more quickly in response to deteriorating conditions at the County Fair Mall.

2023 Phase 1: On-Street Alternatives Analysis

In April 2023, YoloTD contracted with Kimley Horn Associates to update and revise their prior study of possible new locations for the Woodland Transit Center. The scope of the contract included identifying multiple site locations in downtown Woodland that meet facility requirements without requiring private right-of-way and preparing initial concept layouts for feasible options.

2024 Phase 2: 30% Design for 2nd & Court Street

In April 2024, staff presented the findings of the downtown transit center analysis, which included two sets of three alternatives. Operational benefits and drawbacks of each location were presented, with the YoloTD Board affirming the 2nd & Court Street location as the “Preliminary Preferred Alternative” pending additional analysis. The Board authorized staff to proceed to 30% design to better understand traffic impacts, infrastructure improvements, relocation costs, and timing.

Findings of 30% Design & Traffic Analysis

Since April 2024, staff and consultants Kimley-Horn have worked collaboratively with the City of Woodland to assess any traffic impacts, address safety concerns on Court Street, and identify infrastructure improvements needed and incorporate them into the 30% design drawings. Entering this work phase, the below issues were a primary concern:

- **Data:** What are the intersection turn movement volumes at Court Street intersections?
 - Outcome: Resolved. Traffic study concluded additional bus volumes do not have a tangible effect on downtown traffic circulation.
- **Needs:** Are traffic signal upgrades, “protected” left turns needed, what are the priorities?
 - Outcome: Resolved. Traffic study concluded additional bus volumes do not trigger traffic signal upgrades.

“The intersections are expected to continue to operate at acceptable levels with delay changes of less than one second... none of the intersections are projected to experience significant adverse impacts as a result of the implementation of the new transit center.”

-2024 Traffic and Safety Analysis Memorandum

- **Cost:** What exactly is needed to facilitate the relocation and how much will it cost?
 - Outcome: Analysis Complete.
 - Kimley-Horn’s original planning level cost estimate, excluding required ADA ramp improvements at select intersection corners is approximately **\$415,000**.
 - Revised cost estimates including City of Woodland safety and street improvements requests is approximately **\$1,200,000**.

- **Timing:** Based on above analysis, when could the downtown Woodland Transit Center relocation be implemented?
 - Outcome: Unresolved (see next section)

Reception Towards Downtown 2nd & Court Street Location

Throughout this process staff and consultants have worked diligently and in close coordination with City of Woodland staff to analyze several downtown alternatives that meet the minimal siting and operational criteria. Upon YoloTD Board direction and with City of Woodland staff awareness, YoloTD proceeded to 30% design of the “Preliminary Preferred Alternative” location at 2nd & Court Street. Upon addressing all outstanding questions, traffic analysis, and incorporating City infrastructure improvements, YoloTD staff began socializing this location with local elected officials, including City of Woodland councilmembers and Yolo County supervisors.

City of Woodland

In October 2024, in response to the traffic analysis and draft 30% design, the City of Woodland made several requests for infrastructure improvements which YoloTD accommodated in the revised 30% design drawings and cost estimates. These include:

- Safety improvements at 2nd Street intersection (reconstruct north side curb lines to reduce crossing distance/improve sightlines, demolish and reconstruct intersection with enhanced crosswalks, install flashing crossing beacons, construct center refuge islands);
- Ramp reconstruction for ADA compliance;
- Upgraded street lighting;
- Bicycle improvements included green-painted bike lanes and bicycle parking.

These requests raised the expected relocation cost from approximately \$415,000 to almost \$1.2 million.

Presentations to Elected Officials

In October and November, at the request of Woodland city staff, YoloTD staff presented downtown transit center relocation findings at two separate meetings consisting of less-than-quorum elected officials. At best, their responses to this proposal were mixed without any members voicing strong support.

The first presentation on October 9, 2024 was with Yolo County Supervisors Angel Barajas and Mary Sandy. The second and most recent presentation occurred on November 13, 2024 at the Woodland/Yolo County 2x2 meeting which was attended by Woodland Councilmembers Vicky Fernandez, Rich Lansburgh, Yolo County Supervisor Angel Barajas and Deputy Yolo County Supervisor, and City Councilmember-Elect David Moreno (on behalf of Supervisor Mary Sandy). Concerns raised by members of this group included:

- Traffic congestion concerns due to platoons of passengers crossing the street to transfer between buses;
- Public safety concerns, particularly loitering;
- Concerns about darkness;

- Relocation to Court St location could make AHSC application for Yolano-Donnelly redevelopment less competitive because the Court Street location would not have the same safety and crime concerns as the County Fair Mall;
- Narrowing the pedestrian crossing distance at 2nd Street would make it impossible for eastbound through traffic to cut into the bike lane to pass cars turning left on 2nd Street. This would improve pedestrian and bicycle safety but may increase delay for drivers;
- Desire to see more than one viable alternative;
- Request for additional analyses at Court & College Street and south of Main Street near 6th Street (both locations evaluated and excluded in prior analysis).

YoloTD staff believe that many of these concerns reflect misperceptions about the scale of the transit center and its likely impacts or a lack of awareness about analysis that has already been completed. As these concerns could not be assuaged over the course of these two meetings, staff conclude the level of support for this proposal from key decision-makers at the City of Woodland and Yolo County is less than needed to effectuate a downtown transit center relocation. YoloTD staff have not been invited to present the proposal to the full Woodland City Council, and a planned outreach event to engage downtown businesses and stakeholders has also been on hold pending these discussions.

Need to Shift Approach

Changing Circumstances

With the lukewarm response to the Court Street proposal, combined with the request from the City of Woodland for over \$1 million in infrastructure improvements, staff do not see a clear path to a successful and cost-effective downtown transit center relocation. Specifically, unclear is whether any downtown location that meets YoloTD's operational and budget constraints would be supported by key decisionmakers. Given the resources invested to date, staff believe we have exhausted all possibilities that meet our siting criteria, operational needs, budget constraints and meet City requirements. Further downtown analysis will add cost and delay without a predictable outcome.

For these reasons, staff recommend considering an alternative, two-pronged approach to meeting YoloTD's needs for a safe, functional transit center in Woodland over the short term and long term.

Long Term Opportunity: Yolano-Donnelly Redevelopment site (East Street & Lemen Ave)

Informal conversations over the past six months have resulted in a potential opportunity for a purpose-built, long-term transit center associated with Yolo County Housing Authority's intended redevelopment of their Yolano-Donnelly affordable housing site. The site is located at the intersection of East Street and Lemen Ave, on the eastern edge of downtown Woodland. Redevelopment of this site is both a City and County priority. YoloTD was invited to partner on an approximately \$15 million funding request from the California Department of Housing and Community Development's Affordable Housing and Sustainable Communities (AHSC) program. The project will provide a substantial net increase in affordable housing units.

The AHSC program requires that applications include significant VMT-reducing transportation

improvements benefiting the project’s affordable housing residents. The capital improvements for VMT reduction projects are grant-eligible expenses. The Yolano-Donnelly AHSC grant application, due in late April 2025, will be uncompetitive without a significant VMT-reducing transportation project. The transit center, if included in the application, would fulfill that requirement. If funded, all housing and infrastructure improvements must be completed within five years of award.

The emergence of the Yolano-Donnelly partnership, if successful in winning AHSC grant funds, would achieve many of the project goals at a fraction of the cost, while leveraging the pre-existing political support for the redevelopment project. However, shifting the long-term focus to Yolano-Donnelly is not without risks. These include:

- **Contingent on grant funding:** The transit center would be contingent on the overall Yolano-Donnelly project receiving grant funds from a highly competitive and oversubscribed state funding program;
- **Slower timeline:** In the best of circumstances, a new transit center at Yolano-Donnelly is at least five years away;
- **Peripheral location:** Compared to the Court Street location, Yolano-Donnelly provides less convenient access to key destinations in the downtown core.
- **Routing constraints:** To serve the Yolano-Donnelly site, our buses would need to reroute along streets the City has previously deemed undesirable for buses. YoloTD would need guarantees from the City that we can make routing decisions between the new transit center and existing bus stops and key destinations that are operationally preferable.

Short-Term Opportunity: Gateway / Costco Shopping Center

While it has been the longstanding direction of the YoloTD Board to relocate to a downtown location, the challenges lead staff to propose a radically different option for the short-term: the Gateway/Costco shopping center located on the eastern edge of Woodland. While not a preferred location, staff suggest conducting a feasibility study for this site to serve as an interim transit center for the next 5-10 years. Some advantages of the Gateway / Costco Shopping Center are:

- **Location:** A thriving retail, dining, and health services center
- **Infrastructure:** An existing bus pullout on Veterans Drive with three bus bays, shelters, and lighting.
- **Safety:** During the daytime, substantial pass-by traffic provides “eyes on the street”.
- **Cost:** significantly lower relocation costs are expected than the Court Street site.

This location is accompanied by some noteworthy drawbacks. First, the immediate vicinity parcels are undeveloped and thus, the location is somewhat isolated and may provide a reduced sense of safety, particularly during the evening when the shopping center activity declines. Equally important are the significant routing impacts this location would cause. The most significantly impacted routes would be the Woodland local Routes 211 and 212, the Route 215 (Cache Creek Casino) and the Intercity 42 A/B. Additionally, the 42 A/B would likely continue to bypass

downtown, following its current routing on Main Street and Matmor/East Streets. While additional analysis is needed to fully understand service effects, the Gateway / Costco Shopping Center may be the best candidate to accommodate a timely relocation at minimal cost.

STAFF RECOMMENDATIONS

Resolution #1: Woodland Transit Center Relocation

The first resolution focuses on the short-/mid-term relocation from the existing County Fair Mall Transit Center. Staff recommend the Board authorize staff to execute an add-service to the existing agreement with Kimley-Horn to analyze the feasibility of relocating to the Gateway / Costco Shopping Center. This includes identifying any needed infrastructure improvements, operational needs, effects on existing local and intercity bus routing, and planning level cost estimates to understand the financial implications of moving to this location.

The resolution also recommends directing staff to return to the Board with findings from the above analysis, proposed routing changes in response to relocation, provide a schedule/timing for relocation, and develop a community outreach framework for soliciting community input on the proposal.

Resolution #2: YCHA Yolano-Donnelly AHSC Grant Application

The second resolution focuses on a recommendation for the Board to affirm YoloTD's intent to partner with YCHA on their Yolano-Donnelly AHSC grant application. Given the commitment such a partnership entails if funded, the resolution places some conditions on YoloTD's partnership. First, YoloTD needs to better understand any future financial commitments, particularly responsibilities for project cost overruns.

Second, serving downtown Woodland remains a priority, both for our existing local routes (211, 212, 215 and 45) as well as the Intercity Route 42 A/B. New bus routing must be established between the Yolano-Donnelly site and existing bus stops and key destinations in downtown core. Based on staff's experiences with City preferences to avoid certain downtown streets, as well as turning movement challenges due to narrow streets and intersections, the Yolano-Donnelly site could pose some routing challenges to accessing downtown Woodland. To address these concerns, the resolution conditions YoloTD's partnership with YCHA on an MOU with the City to enable YoloTD to serve downtown with local and intercity routes with operationally preferable routing. The absence of an MOU addressing these issues subjects YoloTD to unreasonable risk in committing to this site as a long-term location.

FISCAL IMPACT:

With remaining savings from the downtown Woodland Transit Center budget, which can be applied to the Gateway / Costco Shopping Center analysis staff estimates net new costs at approximately \$10,000. Yolano-Donnelly transit center design concepts are estimated at \$15,000 - \$20,000. Both fall within the Executive Director's signing authority and funds are available within the FY 24/25 YoloTD Budget Professional Services line item.

ATTACHMENTS:

1. Resolution 2024-29 (Woodland Transit Center Relocation)
2. Resolution 2024-30 (Yolano-Donnelly Redevelopment Site)
3. 30% Design Drawings and Opinion of Probable Costs
4. Traffic and Safety Analysis Memorandum

YOLO COUNTY TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-29

AUTHORIZATION TO EXECUTE AN ADD-SERVICE WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR FEASIBILITY ANALYSIS FOR WOODLAND TRANSIT CENTER RELOCATION TO THE GATEWAY / COSTCO SHOPPING CENTER.

WHEREAS, it is an established priority of the Yolo Transportation District to relocate the existing Woodland Transit Center out of the County Fair Mall in the near-to-mid term, ideally to a location in or near downtown Woodland; and

WHEREAS, in late 2019, YoloTD completed a Draft Project Development Report for the Woodland Transit Center project based on a multi-year project with Kimley-Horn and Associates Inc; and

WHEREAS, in April 2023 YoloTD amended the contract with Kimley-Horn and Associates, Inc. to reassess the facility requirements and potential siting of the Woodland Transit Center based on current transit plans and priorities; and

WHEREAS, YoloTD collaborated with the City of Woodland to identify and analyze alternatives to update the 2019 study, including two sets of three alternatives each; and

WHEREAS, YoloTD identified a “preliminary preferred alternative” on Court Street between 2nd and 3rd Streets to locate the downtown Woodland Transit Center that meets the operational and service needs while responsive to City of Woodland circulation and compatibility preferences; and

WHEREAS, in April 2024 the YoloTD Board approved the “preliminary preferred alternative” location and authorized additional Phase 2 design and analysis including additional traffic study, 30% design, infrastructure improvements cost estimates, and prioritization and timing of relocating the Woodland Transit Center into downtown; and

WHEREAS, the traffic study, 30% design, and cost estimates were completed and addressed more detailed operational and circulation questions raised by the City of Woodland; and

WHEREAS, upon completion of Phase 2 design and analysis, presentations were given to Yolo County and City of Woodland elected officials on relocating the Woodland Transit Center to Court Street between 2nd and 3rd Streets, but support for this option appears to be insufficient; and

WHEREAS, the Gateway / Costco Shopping center is a location with existing transit infrastructure that can prospectively accommodate a near- to mid-term relocation from the County Fair Mall; and

WHEREAS, a planning level feasibility analysis is needed to identify any needed infrastructure

improvements, operational needs, effects on existing local and intercity bus routing, and cost estimates associated with a relocation to the Gateway / Costco Shopping Center site;

NOW, THEREFORE, RESOLVED, ORDERED, AND FOUND by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, to:

1. Authorize the YoloTD Executive Director to execute an add-service to the agreement with Kimley-Horn and Associates, Inc. in an amount not to exceed \$10,000 for a feasibility analysis of relocating the Woodland Transit Center to the Gateway / Costco Shopping Center; and
2. Direct staff to return to the Board with findings of the feasibility study and relocation strategy to the Gateway / Costco Transit Center.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 9th day of December, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair

Board of Directors

ATTEST:

Janeene Marte, Clerk of the Board

Approved as to Form:

Kimberly Hood, District Counsel

YOLO COUNTY TRANSPORTATION DISTRICT

RESOLUTION NO. 2024-30

AFFIRMING INTENT TO PARTNER WITH THE YOLO COUNTY HOUSING AUTHORITY ON A FUNDING APPLICATION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT'S AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FOR THE YOLANO-DONNELLY REDEVELOPMENT SITE CONDITIONAL UPON EXECUTION OF A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE CITY OF WOODLAND SUPPORTING ROUTING OF LOCAL AND INTERCITY BUS ROUTES INTO THE DOWNTOWN UPON COMPLETED CONSTRUCTION OF A NEW WOODLAND TRANSIT CENTER AT THE SITE.

WHEREAS, YoloTD has both short-/mid-term (0-7 years) and long-term (7+ years) needs for relocating the existing Woodland Transit Center from the County Fair Mall; and

WHEREAS, in late 2019, YoloTD completed the Draft Project Development Report for an off-street Woodland Transit Center project based on a multi-year project identifying two locations in the vicinity of eastern downtown Woodland; and

WHEREAS, the Yolo County Housing Authority (YCHA) intends to redevelop the existing Yolano-Donnelly public housing site as it has reached the end of its design life cycle; and

WHEREAS, redevelopment of the Yolano-Donnelly site is among the City and County's highest policy priorities; and

WHEREAS, the City of Woodland (City), YCHA, and YoloTD have collaborated over the past year in identifying the Yolano-Donnelly site as a potential location for a purpose-built, long-term Woodland Transit Center; and

WHEREAS, the Yolano-Donnelly site is in close proximity to downtown Woodland and the off-street sites identified in the 2019 study;

WHEREAS, YCHA is preparing an approximately \$15 million application to the competitively awarded California Department of Housing and Community Development's Affordable Housing and Sustainable Communities (AHSC) grant program to construct Phase 1 of the Yolano-Donnelly site redevelopment; and

WHEREAS, the AHSC requires GHG/VMT-reducing transportation infrastructure and/or transit service improvements accompanying grant applications for constructing affordable housing, which are grant-eligible costs; and

WHEREAS, the City of Woodland and YCHA has expressed their preference to include the transit center component and accompanying street infrastructure improvements in the Yolano-Donnelly affordable housing grant application to make the project competitive; ; and

WHEREAS, YoloTD, YCHA & consultants, and the City of Woodland have coordinated closely on YCHA’s AHSC grant application to date; and

WHEREAS, YoloTD has existing transit stops in downtown Woodland that are served by local and express bus routes which must be connected to any new transit center;

WHEREAS, YoloTD has a longstanding interest in directly serving downtown Woodland with intercity transit service;

WHEREAS, limited options exist to access downtown from the Yolano-Donnelly location that meet operational and service needs for local and intercity transit buses; and

WHEREAS, YoloTD needs assurances that local and intercity bus routes can provide service into the downtown from the future Yolano-Donnelly transit center prior to committing to a partnership with YCHA on their AHSC grant application,

NOW, THEREFORE, RESOLVED, ORDERED, AND FOUND by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California,

1. YoloTD’s intent to partner with the Yolo County Housing Authority’s (YCHA) funding application to the AHSC program for the Yolano-Donnelly redevelopment site is hereby affirmed, conditional upon execution of a Memorandum of Understanding (MOU) with the City of Woodland prior to AHSC application submittal supporting routing of local and intercity bus routes into the downtown upon completed construction of a new Woodland Transit Center at the site.
2. YoloTD staff are hereby authorized to collaborate with YCHA and the City of Woodland to develop transit center and street design concepts in support of YCHA’s AHSC grant application, incurring budgeted expenses up to the Executive Director’s spending authority.

PASSED AND ADOPTED by the Board of Directors of the Yolo County Transportation District, County of Yolo, State of California, this 9th day of December, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Josh Chapman, Chair Board of Directors

ATTEST:

Janeene Marte, Clerk
Board of Directors

Approved as to Form:

Kimberly Hood, District Counsel

YOLO TRANSPORTATION DISTRICT WOODLAND TRANSIT CENTER RELOCATION PROJECT

NOVEMBER 2024

SHEET NUMBER AND TITLES

1	CV-01	TITLE SHEET AND LOCATION MAP
2	HC-01	HORIZONTAL CONTROL
3-5	DM-01 TO DM-03	DEMOLITION PLAN
6	TX-01	TYPICAL SECTIONS
7-8	CD-01 TO CD-02	CONSTRUCTION DETAILS
9-11	SS-01 TO SS-03	SIGNING & STRIPING
12	DR-01	DRAINAGE
13	EE-01	RRFB LAYOUT

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF IMPROVEMENTS ON COURT STREET BETWEEN 1ST STREET AND 3RD STREET AND AT THE INTERSECTION OF MAIN STREET AND 3RD STREET IN THE CITY OF WOODLAND. THE IMPROVEMENTS INCLUDE:

- BUS PAD CONSTRUCTION
- SHELTER PAD CONSTRUCTION AND SHELTER INSTALLATION
- CURB RAMP RECONSTRUCTION
- STRIPING AND SIGNING MODIFICATIONS

CERTIFICATION OF PEER REVIEW:

THE UNDERSIGNED HEREBY CERTIFIES THAT A PROFESSIONAL PEER REVIEW OF THESE PLANS AND THE REQUIRED DESIGN WAS CONDUCTED BY ME, A PROFESSIONAL ENGINEER WITH EXPERTISE AND EXPERIENCE IN THE APPROPRIATE FIELD OF ENGINEERING EQUAL TO OR GREATER THAN THE ENGINEER OF RECORD, AND THAT APPROPRIATE CORRECTIONS HAVE BEEN MADE.

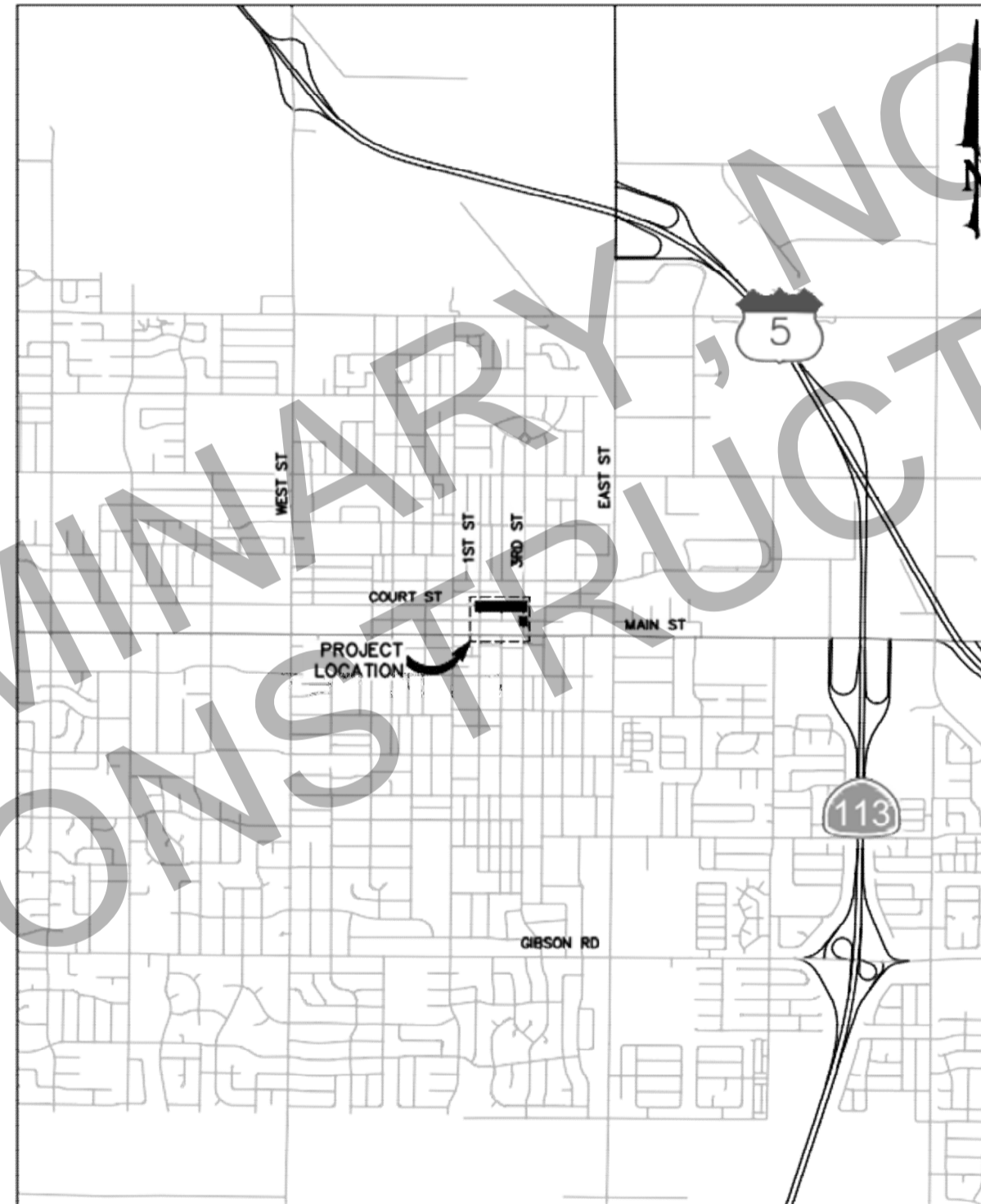
APPROVED:

ADAM DANKBERG, P.E., KIMLEY-HORN
PLANS APPROVAL DATE: XX/XX/XXXX

YOLO TRANSPORTATION DISTRICT ACCEPTANCE OF PLANS:
YOLO TRANSPORTATION DISTRICT HEREBY ACCEPTS THESE PLANS FOR CONSTRUCTION, AS BEING IN GENERAL COMPLIANCE WITH PLANS PREPARATION REQUIREMENTS OF THIS GOVERNMENT. RESPONSIBILITY FOR THE COMPLETENESS AND ACCURACY OF THE PLANS AND RELATED DESIGNS RESIDES WITH THE ENGINEER AND ENGINEERING FIRM OF RECORD.

RECOMMENDED FOR BIDDING:

BRIAN ABBANAT
PLANNING DIRECTOR
YOLO TRANSPORTATION DISTRICT
PLANS APPROVAL DATE: XX/XX/XXXX



PROJECT LOCATION MAP
NOT TO SCALE

PROJECT GENERAL NOTES:

1. ALL WORK MATERIAL AND EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST CITY OF WOODLAND STANDARD PLANS AND SPECIFICATIONS, THE LATEST CALTRANS STANDARD PLANS (WITH REVISIONS), AND THE LATEST CALTRANS STANDARD SPECIFICATIONS (WITH REVISIONS).
2. REFER TO CALTRANS STANDARD PLANS A3A, A3B, A3C, AND A10C FOR KEY TO SYMBOLS.
3. ALL EXISTING UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES TO PROTECT ALL EXISTING UTILITIES. CONTRACTOR SHALL NOT PERFORM ANY EXCAVATION UNTIL ALL UTILITY AGENCIES HAVE BEEN NOTIFIED AND HAVE BEEN GIVEN THE OPPORTUNITY TO MARK THEIR UNDERGROUND FACILITIES IN THE FIELD. CONTRACTOR SHALL CALL U.S.A. (800) 227-2600 AT LEAST 2 WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION OF THE PROJECT. CONTRACTOR SHALL POT-HOLE AND DETERMINE THE DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. ANY UNEXPECTED CONFLICTS DURING CONSTRUCTION SHALL BE RESOLVED WITH DIRECTION BY THE CITY ENGINEER.
4. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
5. THE CONTRACTOR SHALL HAVE ACCESS TO EMERGENCY TELEPHONE NUMBERS FOR DEPARTMENT OF PUBLIC SAFETY AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF JOB SITE AT ALL TIMES DURING CONSTRUCTION.
6. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL OF THE WORK PERFORMED BY HIS SUBCONTRACTORS WITHOUT EXCEPTION.
7. THE CONTRACTOR SHALL IDENTIFY A RESPONSIBLE CONTACT PERSON, WHO IS AN EMPLOYEE OF THE CONTRACTOR, AND A 24-HOUR TELEPHONE NUMBER TO CALL TO RESOLVE PROBLEMS WITH NOISE, DUST OR OTHER CONSTRUCTION RELATED ISSUES.
8. THE CONTRACTOR SHALL BE REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE RIGHT-OF-WAY AND EASEMENTS OBTAINED FOR THIS PROJECT UNLESS OTHERWISE SHOWN. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, VEHICLES AND EQUIPMENT, LIMITS OF TRENCH EXCAVATIONS, AND STOCKPILED NEW MATERIAL.
9. THE CONTRACTOR SHALL PROVIDE PROTECTIVE DEVICES INCLUDING BARRICADES, FENCING, WARNING SIGNS, LIGHTS, FLAGGERS OR OTHER ITEMS NECESSARY TO ENSURE PUBLIC SAFETY WITHIN THE PROJECT SITE. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
10. EXISTING CITY COMMUNICATION AND SIGNAL FACILITIES ARE LOCATED IN THE PROJECT VICINITY. COMMUNICATION AND SIGNAL FACILITIES DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE TEMPORARILY REPAIRED AND THEN REPLACED PER THE LATEST CITY SPECIFICATIONS AND REQUIREMENTS AT THE CONTRACTOR'S EXPENSE. DAMAGED SIGNAL INTERCONNECT CABLE SHALL BE REPLACED FOR THE ENTIRE LENGTH BETWEEN CONTROLLER CABINETS AT CONTRACTOR'S SOLE EXPENSE.
11. CONTRACTOR SHALL EXERCISE DUE CAUTION DURING CONSTRUCTION TO PROTECT ANY EXISTING LANDSCAPING, FIXTURES, EQUIPMENT, IRRIGATION, CONCRETE SIDEWALK, CONCRETE DRIVEWAY, CONCRETE CURB AND GUTTER, CURB RAMPS, AND AC PAVING TO REMAIN. ANY DAMAGE RESULTING FROM CONTRACTOR OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE CITY'S REPRESENTATIVE, AT NO ADDITIONAL COST TO THE CITY.
12. DUST SHALL BE CONTROLLED AND ADJOINING STREET AND PRIVATE DRIVEWAYS SHALL BE KEPT CLEAN OF PROJECT DIRT, MUD, MATERIALS AND DEBRIS, TO THE SATISFACTION OF THE ENGINEER.
13. CONTRACTOR SHALL SWEEP AND CLEAN THE CONSTRUCTION SITE DAILY BEFORE THE END OF EACH WORKING DAY.
14. IT IS INTENDED THAT THESE PLANS REQUIRE ALL LABOR AND MATERIALS NECESSARY FOR COMPLETION OF WORK IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER (ENGINEER) IMMEDIATELY REGARDING ANY DISCREPANCIES OR AMBIGUITIES WHICH MAY EXIST IN PLANS OR SPECIFICATIONS. ENGINEER'S INTERPRETATION OR CORRECTION THEREOF SHALL BE FINAL AND CONCLUSIVE. WHERE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT THE ENGINEER SHALL DETERMINE THE BEST GENERAL PRACTICE TO BE USED AND ONLY MATERIALS AND WORKMANSHIP OF FIRST QUALITY SHALL BE USED.
15. THE CONTRACTOR SHALL NOTIFY THE CITY'S REPRESENTATIVE IMMEDIATELY UPON DISCOVERY OF ANY POTENTIAL FIELD CONFLICTS.
16. PROPER TRAFFIC CONTROL SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION IN ACCORDANCE WITH THE CALIFORNIA MUTCD. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS TO CITY FOR REVIEW AT PRE-CONSTRUCTION MEETING BEFORE STARTING ANY WORK. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES.
17. CONTRACTOR SHALL PREPARE AND IMPLEMENT A STORMWATER CONTROL PLAN WHERE EXCAVATION WILL OCCUR.

ABBREVIATIONS

AP	ANGLE POINT
BC	BEGIN HORIZONTAL CURVE
Beg	BEGIN
C&G	CURB AND GUTTER
EC	END HORIZONTAL CURVE
Elec	ELECTRICAL
ETW	EDGE OF TRAVELED WAY
Exist	EXISTING
HMA	HOT MIX ASPHALT
PCC	PORTLAND CEMENT CONCRETE
PRC	POINT OF REVERSE CURVE
RRFB	RECTANGULAR RAPID FLASHING BEACON
R/W	RIGHT OF WAY
S/C	SAW CUT
SDDI	STORM DRAIN DRAINAGE INLET
STD	STANDARD
TS	TRAFFIC SIGNAL
Typ	TYPICAL
Var	VARIES
WV	WATER VALVE

UTILITY CONTACTS

UTILITY	PHONE NUMBER
PG&E	(916) 200-9648
AT&T	(888) 290-3111
COUNTY OF YOLO COMMUNICATIONS	(530) 406-5012
WAVE BROADBAND	(510) 887-1300
CITY OF WOODLAND	(530) 867-6930



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PHONE: 925-398-4840 FAX: 925-398-4849
WWW.KIMLEY-HORN.COM

KHA PROJECT
197130002
DATE
11/15/2024
SCALE AS SHOWN
DESIGNED BY
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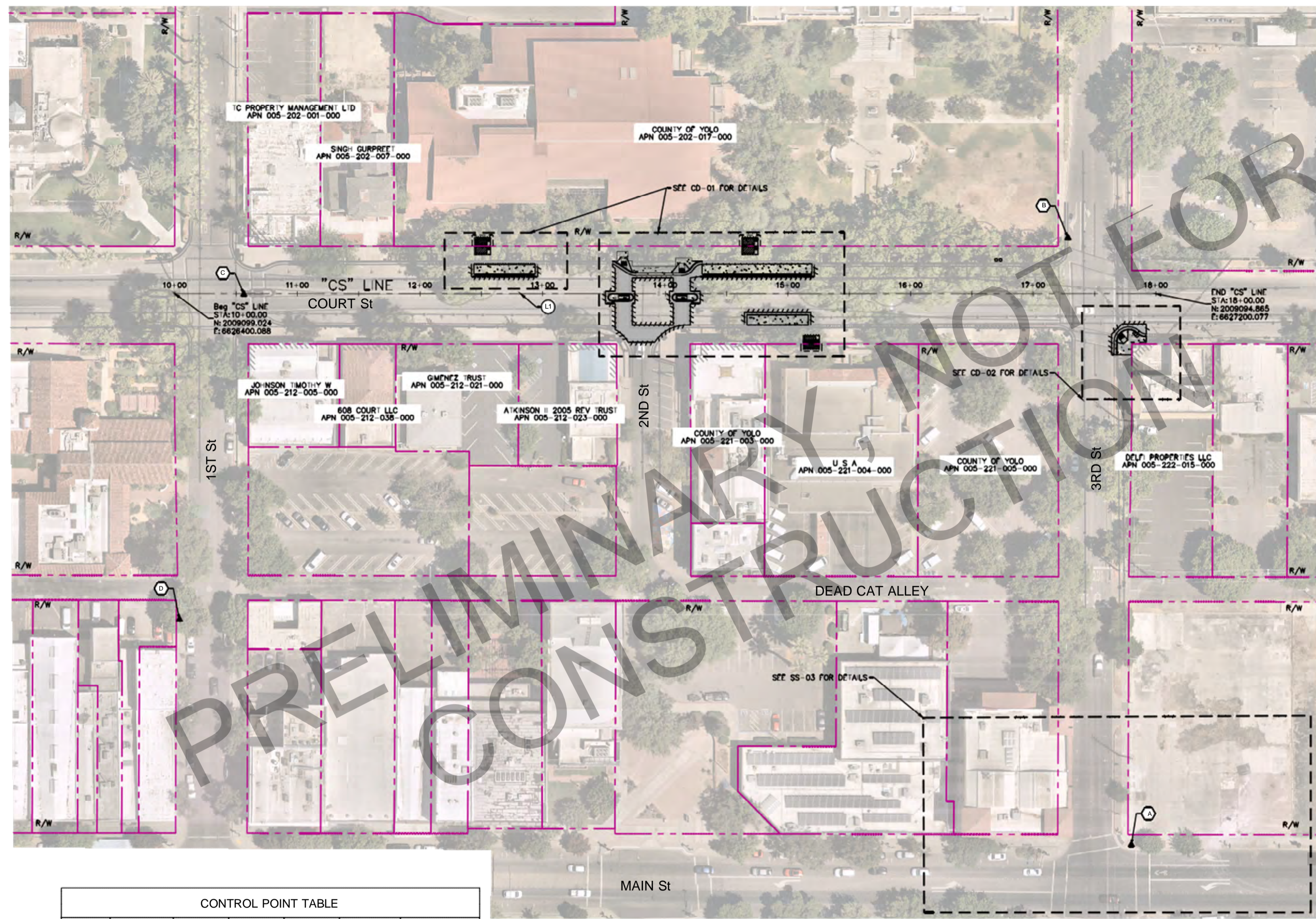
**WOODLAND TRANSIT CENTER
RELOCATION**
PREPARED FOR
YOLO TRANSPORTATION DISTRICT
CITY OF WOODLAND STATE OF CALIFORNIA

LICENSED PROFESSIONAL
LIC PROF 1
STATE LICENSE NUMBER
LIC PROF 1 #
DATE:

TITLE SHEET AND LOCATION MAP

SHEET NUMBER
CV-01
SHEET 1 OF 13

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- NOTES**
- RIGHT OF WAY SHOWN IS BASED ON DATA COLLECTED FROM COUNTY GIS SYSTEMS. CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
 - TOPOGRAPHIC SURVEY PERFORMED BY UNICO ENGINEERS ON MAY 15, 2024.
 - THIS MAP PORTRAYS THE SITE AT THE TIME OF THE SURVEY AND DOES NOT SHOW SOILS OR GEOLOGIC INFORMATION, UNDERGROUND CONDITIONS, EASEMENTS, ZONING, OR REGULATORY INFORMATION.
 - DISTANCES AND DIMENSIONS SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
 - THE EXISTENCE, LOCATION, AND DEPTH OF ALL UTILITIES MUST BE VERIFIED BY POSITIVE LOCATION (POTHOLING) BY THE CONSTRUCTION CONTRACTOR PRIOR TO EXCAVATION OR ANY CONSTRUCTION WHICH MAY BE AFFECTED BY THE LOCATION OR ELEVATION OF THE UTILITY.
 - ALIGNMENT TO BE VERIFIED BY THE CITY ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION ACTIVITIES.

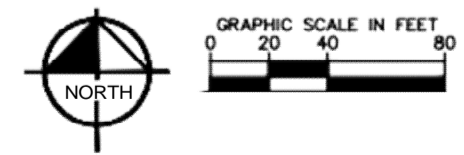
- SURVEYOR NOTES**
- HORIZONTAL DATUM: NAD 83 CALIFORNIA ZONE 2 AS ADJUSTED TO CITY OF WOODLAND GEODETIC CONTROL NETWORK
 - VERTICAL DATUM: NAVD 88 AS ADJUSTED TO CITY OF WOODLAND GEODETIC CONTROL NETWORK. (POINT "LIBRARY") 2.5" BRASS DISK IN MONUMENT WELL, 42'+ N.E. OF INTERSECTION COURT ST. AND COLLEGE STREET ELEVATION = 65.387'

LEGEND

----- RIGHT OF WAY

LINE TABLE		
LINE	LENGTH	BEARING
L1	800.00	S89°42'07.75"E

CONTROL POINT TABLE						
POINT #	NORTHING	EASTING	STATION	OFFSET	ELEVATION	DESCRIPTION
A	2008645.55	6627177.71	17+79.97	449.42' Rt	65.50'	MAG NAIL
B	2009141.01	6627128.64	17+28.33	45.77' Lt	63.04'	MAG NAIL
C	2009098.29	6626456.43	10+56.35	0.44' Rt	64.41'	MAG NAIL
D	2008833.31	6626402.54	10+03.83	265.70' Rt	66.22'	MAG NAIL



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**WOODLAND TRANSIT CENTER
RELOCATION**

PREPARED FOR
YOLO TRANSPORTATION DISTRICT

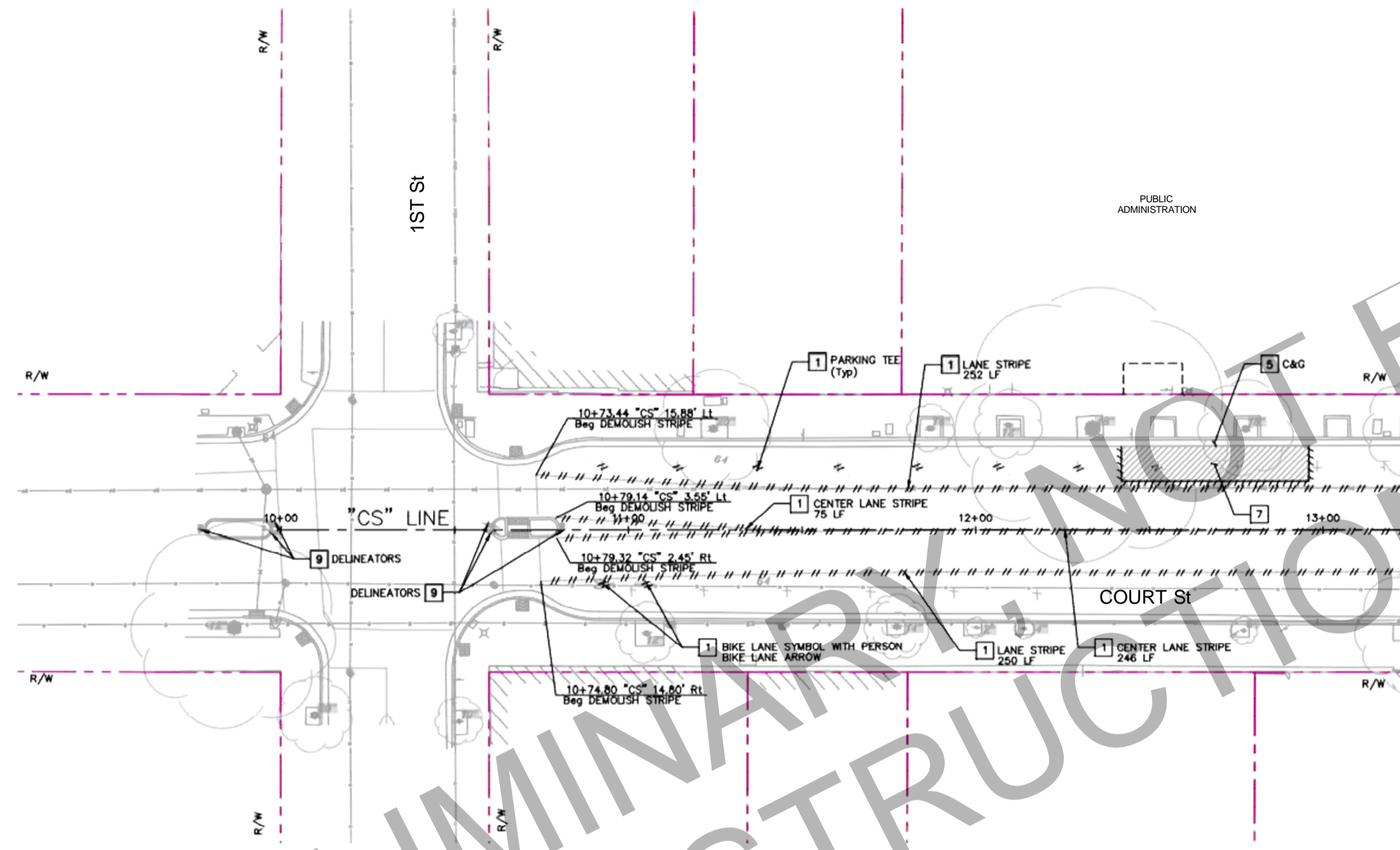
CITY OF WOODLAND STATE OF CALIFORNIA

LICENSED PROFESSIONAL
LIC PROF 1
STATE LICENSE NUMBER
LIC PROF 1 #
DATE:

HORIZONTAL CONTROL

SHEET NUMBER
HC-01
SHEET 2 OF 13

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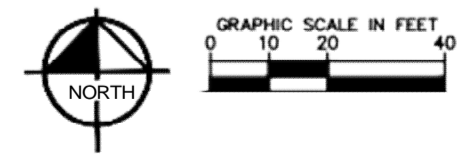
MATCH "CS" STA 13+25
 SEE SHEET DM-02

- NOTES**
- CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
 - EXISTING SIDEWALK, CURB, AND GUTTER REMOVAL LIMITS AS SHOWN ON THESE PLANS ARE INTENDED TO BE LOCATED AT WEAKENED PLANE JOINT OR SCOREMARK. CONTRACTOR TO FIELD VERIFY AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.

- LEGEND**
- RIGHT OF WAY
 - OBLITERATE STRIPING
 - TRAFFIC SIGN
 - EXISTING UTILITY
 - DEMOLISH CURB, GUTTER, AND SIDEWALK
 - S/C

- DEMOLITION NOTES**
- 1 OBLITERATE EXISTING STRIPING.
 - 5 PROTECT IN PLACE.
 - 7 SAWCUT AND DEMOLISH EXISTING AC PAVEMENT.
 - 9 REMOVE EXISTING DELINEATOR.

PRELIMINARY NOT FOR CONSTRUCTION



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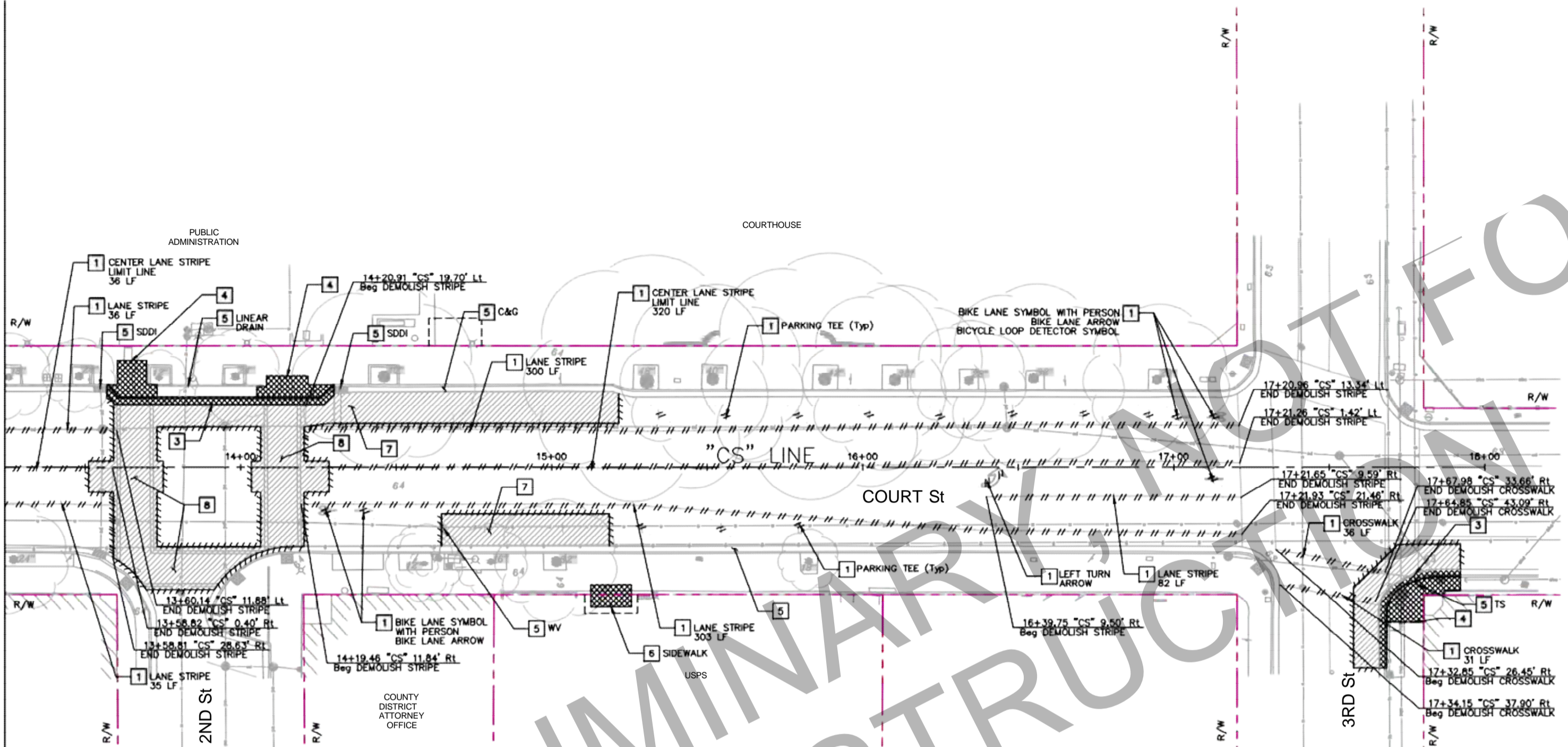
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 LIC PROF 1 #
 DATE:

DEMOLITION PLAN

SHEET NUMBER
DM-01
 SHEET 3 OF 13

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MATCH "CS" STA 13+25
 SEE SHEET DM-01



NOTES

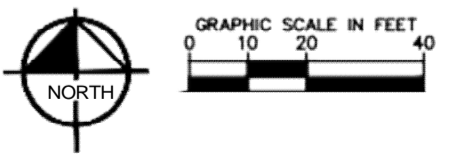
- CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
- EXISTING SIDEWALK, CURB, AND GUTTER REMOVAL LIMITS AS SHOWN ON THESE PLANS ARE INTENDED TO BE LOCATED AT WEAKENED PLANE JOINT OR SCOREMARK. CONTRACTOR TO FIELD VERIFY AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.

LEGEND

- RIGHT OF WAY
- EXISTING CURB
- OBLITERATE STRIPING
- TRAFFIC SIGN
- EXISTING UTILITY
- DEMOLISH CURB, GUTTER, AND SIDEWALK
- DEMOLISH AC PAVEMENT
- PROPOSED EASEMENT
- S/C

DEMOLITION NOTES

- OBLITERATE EXISTING STRIPING.
- DEMOLISH EXISTING CURB AND GUTTER.
- DEMOLISH EXISTING CURB RAMP AND SIDEWALK.
- PROTECT IN PLACE.
- DEMOLISH EXISTING SIDEWALK.
- SAWCUT AND DEMOLISH EXISTING AC PAVEMENT.
- SAWCUT AND DEMOLISH EXISTING DECORATIVE CROSSWALK AND AC PAVEMENT.



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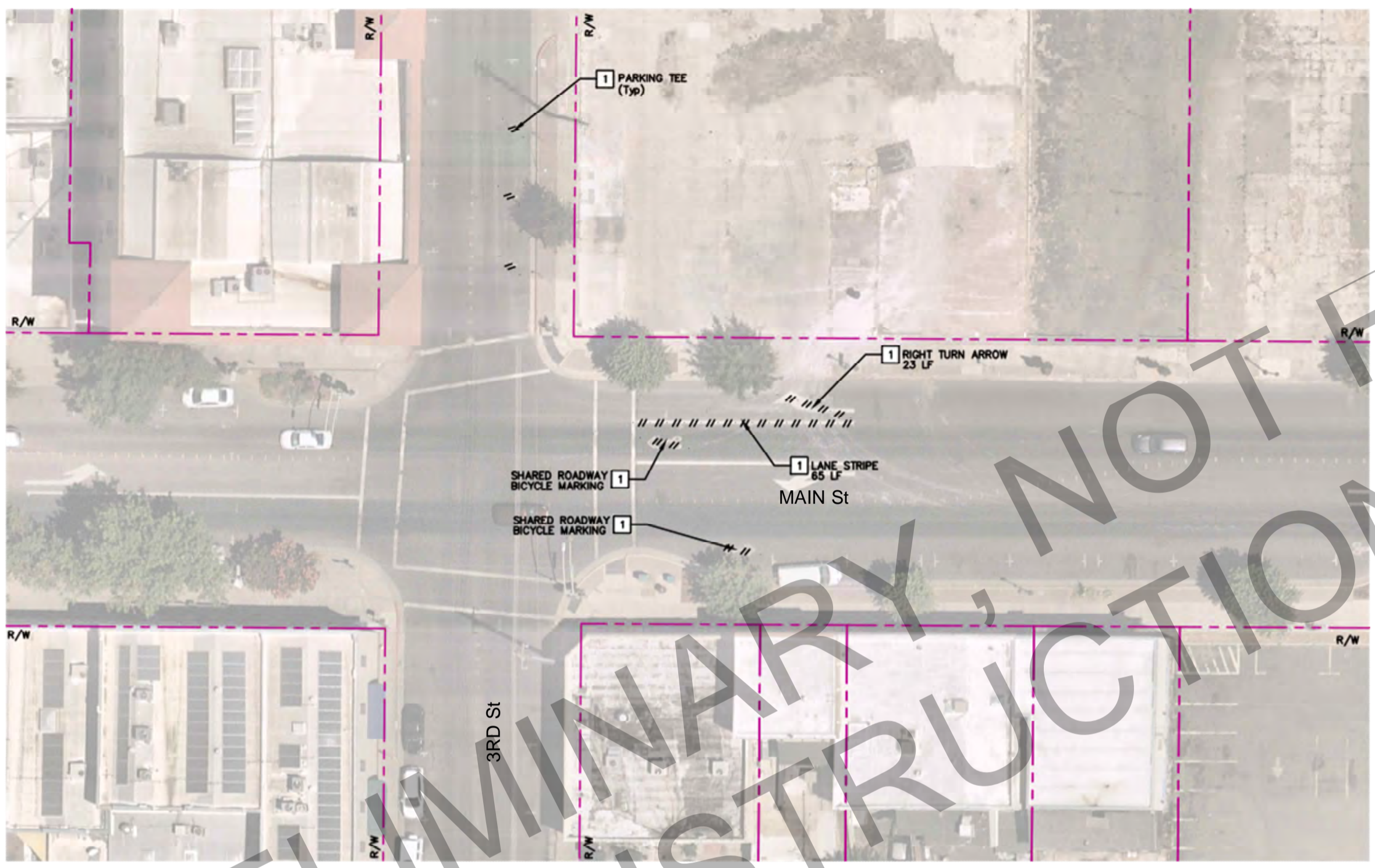
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DEMOLITION PLAN

SHEET NUMBER
DM-02
 SHEET 4 OF 13

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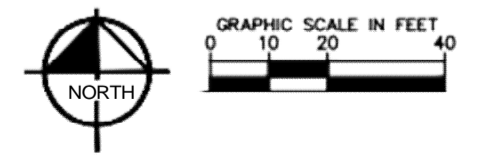


- NOTES**
- CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
 - EXISTING SIDEWALK, CURB, AND GUTTER REMOVAL LIMITS AS SHOWN ON THESE PLANS ARE INTENDED TO BE LOCATED AT WEAKENED PLANE JOINT OR SCOREMARK. CONTRACTOR TO FIELD VERIFY AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.

- LEGEND**
- RIGHT OF WAY
 - EXISTING CURB
 - OBLITERATE STRIPING
 - TRAFFIC SIGN
 - EXISTING UTILITY
 - DEMOLISH CURB, GUTTER, AND SIDEWALK

- DEMOLITION NOTES**
- 1** OBLITERATE EXISTING STRIPING.

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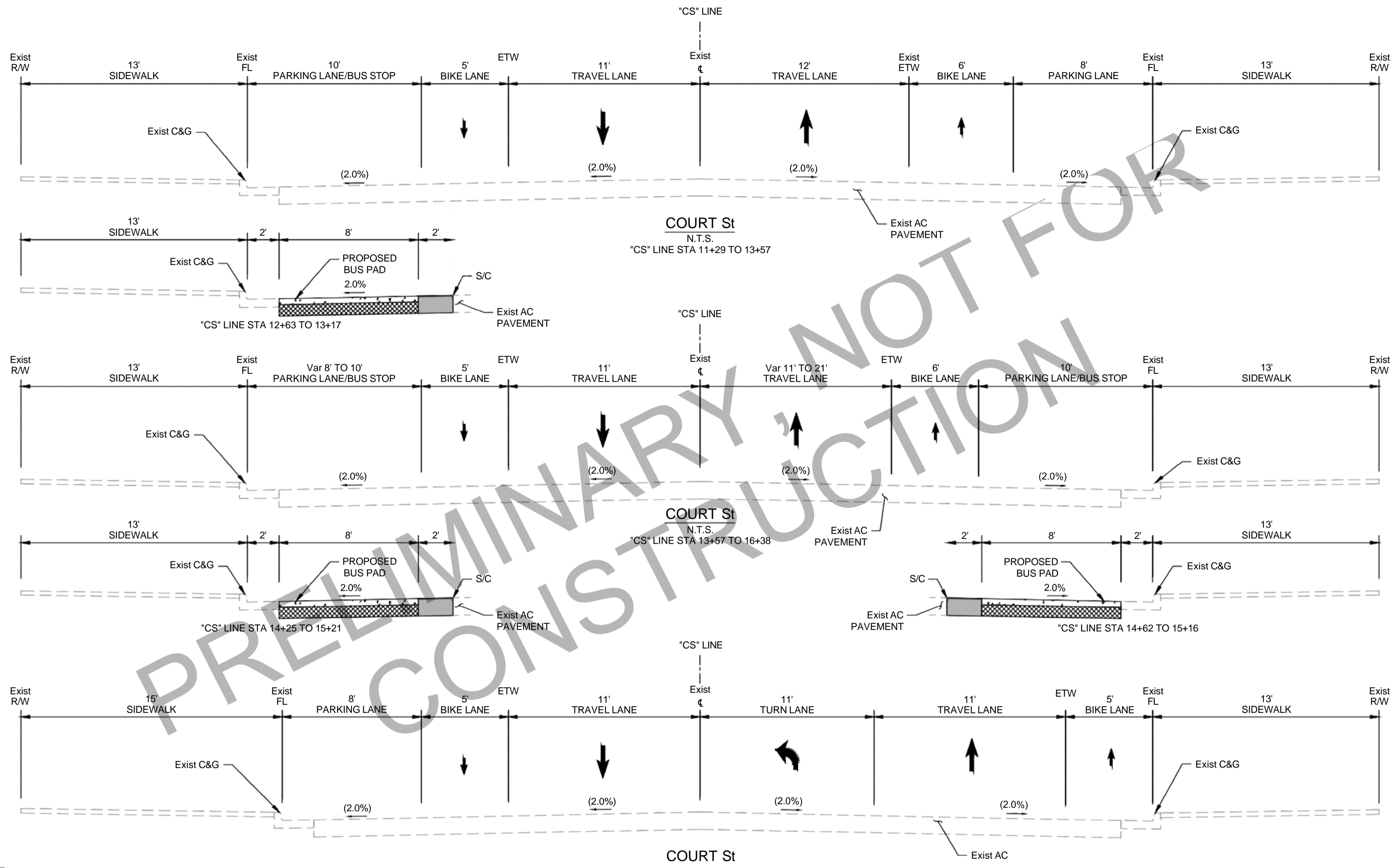
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DEMOLITION PLAN

SHEET NUMBER
DM-03
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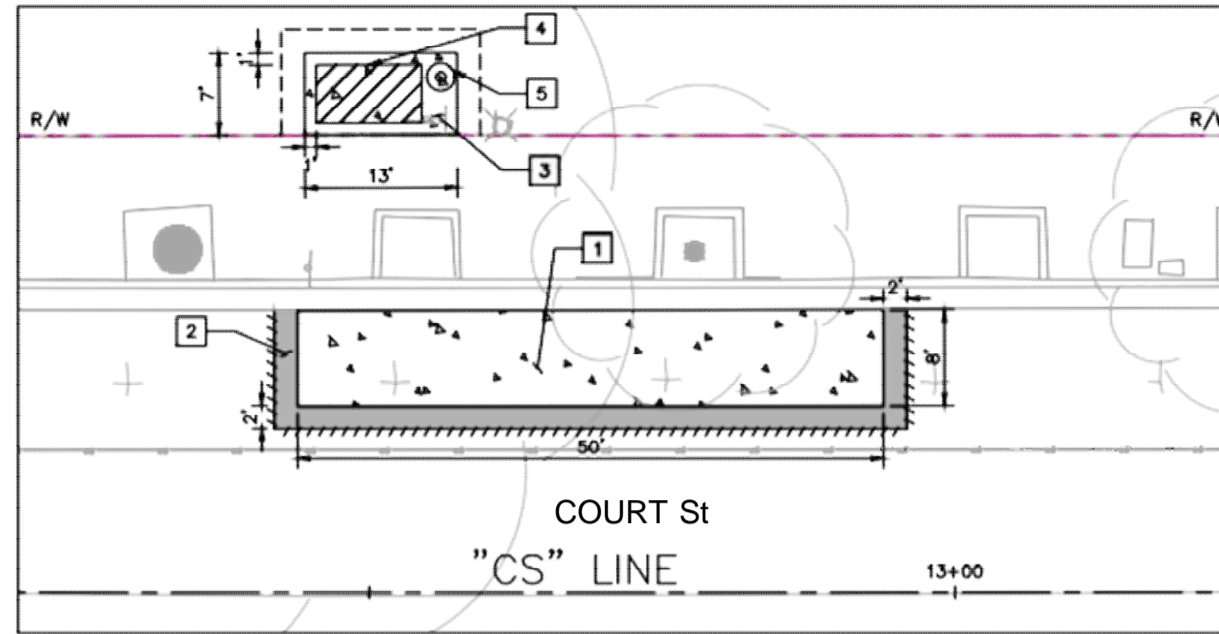
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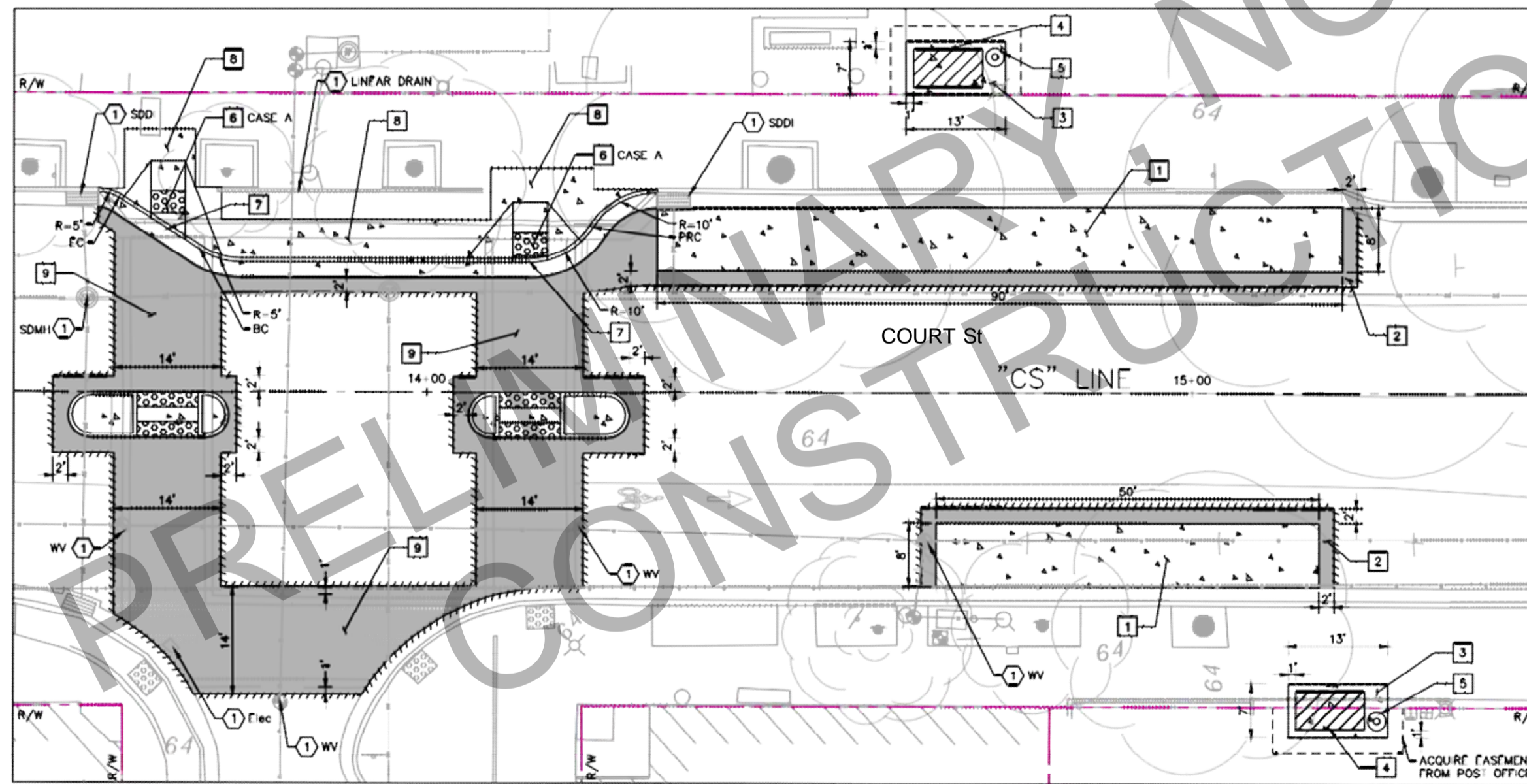
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TYPICAL SECTIONS
 SHEET NUMBER
TX-01
 SHEET 6 OF 13



COURT ST & 2ND ST
WESTBOUND FARSIDE BUS PAD AND SHELTER CONSTRUCTION DETAILS



COURT ST & 2ND ST
WESTBOUND NEARSIDE BUS PAD AND RAMP AND
EASTBOUND FARSIDE BUS PAD AND SHELTER CONSTRUCTION DETAILS

NOTES

1. CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
2. CONSTRUCT ALL HMA PER CALTRANS STANDARD SPECIFICATIONS, SECTION 39.
3. CONTRACTOR TO VERIFY ALL DEPTHS AND LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY POTENTIAL CONFLICTS.
4. EXISTING SURFACE EQUIPMENT (TRAFFIC SIGNAL POLES, BOXES, FIRE HYDRANTS, JOINT UTILITY POLES, etc.) TO REMAIN UNLESS OTHERWISE NOTED.
5. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING IMPROVEMENTS THAT ARE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS, INCLUDING THOSE NOT SPECIFICALLY REFERENCED IN THESE PLANS, UNLESS NOTED TO BE DONE BY OTHERS.
6. ALL UTILITY PIPES, DUCTS, BOXES, VAULTS, AND STRUCTURES SHALL BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
7. SEE SS SHEETS FOR SIGNING AND STRIPING DETAILS.
8. EXISTING SIDEWALK, CURB, AND GUTTER REMOVAL LIMITS AS SHOWN ON THESE PLANS ARE INTENDED TO BE LOCATED AT WEAKENED PLANE JOINT OR SCOREMARK. CONTRACTOR TO FIELD VERIFY AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.
9. SAWCUT AND REMOVE PAVEMENT SECTION TO 12" DEPTH TO A NEAT LINE WITHOUT DAMAGING EXISTING AC OR CONCRETE THAT IS TO REMAIN IN PLACE. ANY DAMAGE TO THE ADJACENT SURFACE MATERIAL TO REMAIN MUST BE REPAIRED OR REPLACED TO A CONDITION SATISFACTORY TO THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

LEGEND

- RIGHT OF WAY
- HMA PAVEMENT
- PCC
- DETECTABLE WARNING SURFACE
- EXISTING UTILITY
- S/C
- PROPOSED GRADE (FOR REFERENCE ONLY)
- EXISTING GRADE
- PROPOSED EASEMENT

CONSTRUCTION NOTES

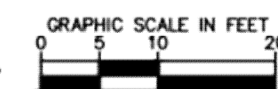
- 1 CONSTRUCT BUS PAD.
- 2 CONSTRUCT 12" HMA (TYPE A).
- 3 CONSTRUCT BUS SHELTER PAD PER CITY OF WOODLAND STD DETAIL 1200: BUS SHELTER PAD AND SHELTER. INSTALL DOWELING BETWEEN EXISTING SIDEWALK AND BUS SHELTER PAD PER CITY OF WOODLAND STD DETAIL 0315: STAGE CONSTRUCTION.
- 4 INSTALL BUS SHELTER WITH 1 FOOT CLEARANCE AROUND BUS PAD, SEE CITY OF WOODLAND STD DETAIL 1200: BUS SHELTER PAD AND SHELTER.
- 5 INSTALL TRASH CAN.
- 6 CONSTRUCT CURB RAMP PER CALTRANS STD PLANS ABBA AND CITY OF WOODLAND STD DETAIL 0355: CURB RAMP FOR MONOLITHIC SIDEWALK. CASE NOTED PER PLANS.
- 7 CONSTRUCT 6" CURB AND GUTTER PER CITY OF WOODLAND STD DETAIL 0315.
- 8 CONSTRUCT CURB, GUTTER, AND SIDEWALK PER CITY OF WOODLAND STD DETAIL 0300.
- 9 CONSTRUCT 9" HMA (TYPE A) OVER 12" CLASS II AGGREGATE BASE.

UTILITY NOTES

- 1 EXISTING TO REMAIN.



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**WOODLAND TRANSIT CENTER
RELOCATION**
PREPARED FOR
YOLO TRANSPORTATION DISTRICT
CITY OF WOODLAND STATE OF CALIFORNIA

LICENSED PROFESSIONAL
LIC PROF 1
STATE LICENSE NUMBER
LIC PROF 1 #
DATE

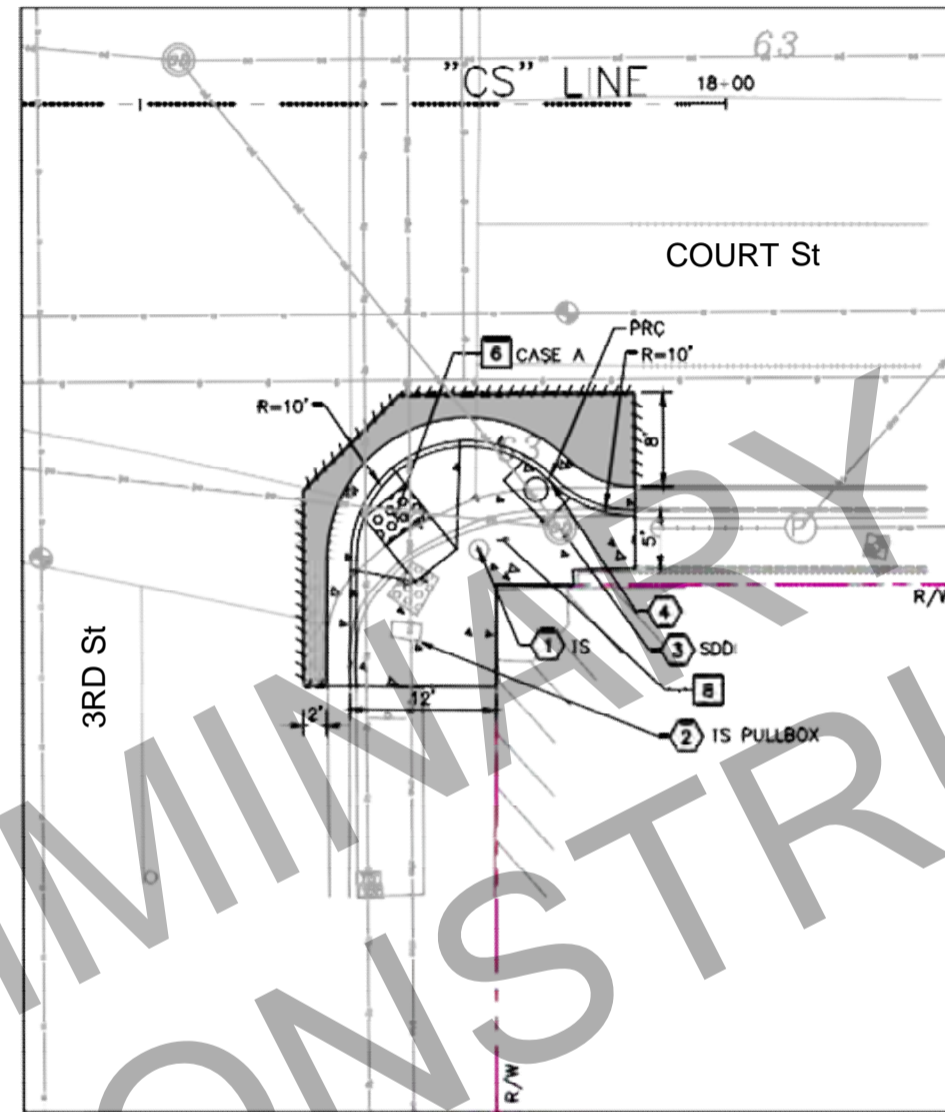
CONSTRUCTION DETAILS

SHEET NUMBER
CD-01
SHEET 7 OF 13

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COURT ST & 3RD ST
SE CORNER: RAMP CONSTRUCTION DETAILS

NOTES

1. CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
2. CONSTRUCT ALL HMA PER CALTRANS STANDARD SPECIFICATIONS, SECTION 39.
3. CONTRACTOR TO VERIFY ALL DEPTHS AND LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY POTENTIAL CONFLICTS.
4. EXISTING SURFACE EQUIPMENT (TRAFFIC SIGNAL POLES, BOXES, FIRE HYDRANTS, JOINT UTILITY POLES, etc.) TO REMAIN UNLESS OTHERWISE NOTED.
5. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING IMPROVEMENTS THAT ARE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS, INCLUDING THOSE NOT SPECIFICALLY REFERENCED IN THESE PLANS, UNLESS NOTED TO BE DONE BY OTHERS.
6. ALL UTILITY PIPES, DUCTS, BOXES, VAULTS, AND STRUCTURES SHALL BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED.
7. SEE SS SHEETS FOR SIGNING AND STRIPING DETAILS.
8. EXISTING SIDEWALK, CURB, AND GUTTER REMOVAL LIMITS AS SHOWN ON THESE PLANS ARE INTENDED TO BE LOCATED AT WEAKENED PLANE JOINT OR SCOREMARK. CONTRACTOR TO FIELD VERIFY AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION.
9. SAWCUT AND REMOVE PAVEMENT SECTION TO 12" DEPTH TO A NEAT LINE WITHOUT DAMAGING EXISTING AC OR CONCRETE THAT IS TO REMAIN IN PLACE. ANY DAMAGE TO THE ADJACENT SURFACE MATERIAL TO REMAIN MUST BE REPAIRED OR REPLACED TO A CONDITION SATISFACTORY TO THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

LEGEND

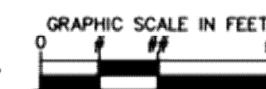
- RIGHT OF WAY
- HMA PAVEMENT
- PCC
- DETECTABLE WARNING SURFACE
- EXISTING UTILITY
- S/C
- PROPOSED GRADE (FOR REFERENCE ONLY)
- EXISTING GRADE

CONSTRUCTION NOTES

- CONSTRUCT CURB RAMP PER CALTRANS STD PLANS AB8A AND CITY OF WOODLAND STD DETAIL 0355; CURB RAMP FOR MONOLITHIC SIDEWALK, CASE NOTED PER PLANS.
- CONSTRUCT CURB, GUTTER, AND SIDEWALK PER CITY OF WOODLAND STD DETAIL 0300.

UTILITY NOTES

- EXISTING TO REMAIN.
- ADJUST TO GRADE.
- DEMOLISH EXISTING STORM DRAIN CURB INLET.
- CONSTRUCT STORM DRAIN CURB INLET PER CITY OF WOODLAND STD DETAIL 0400.



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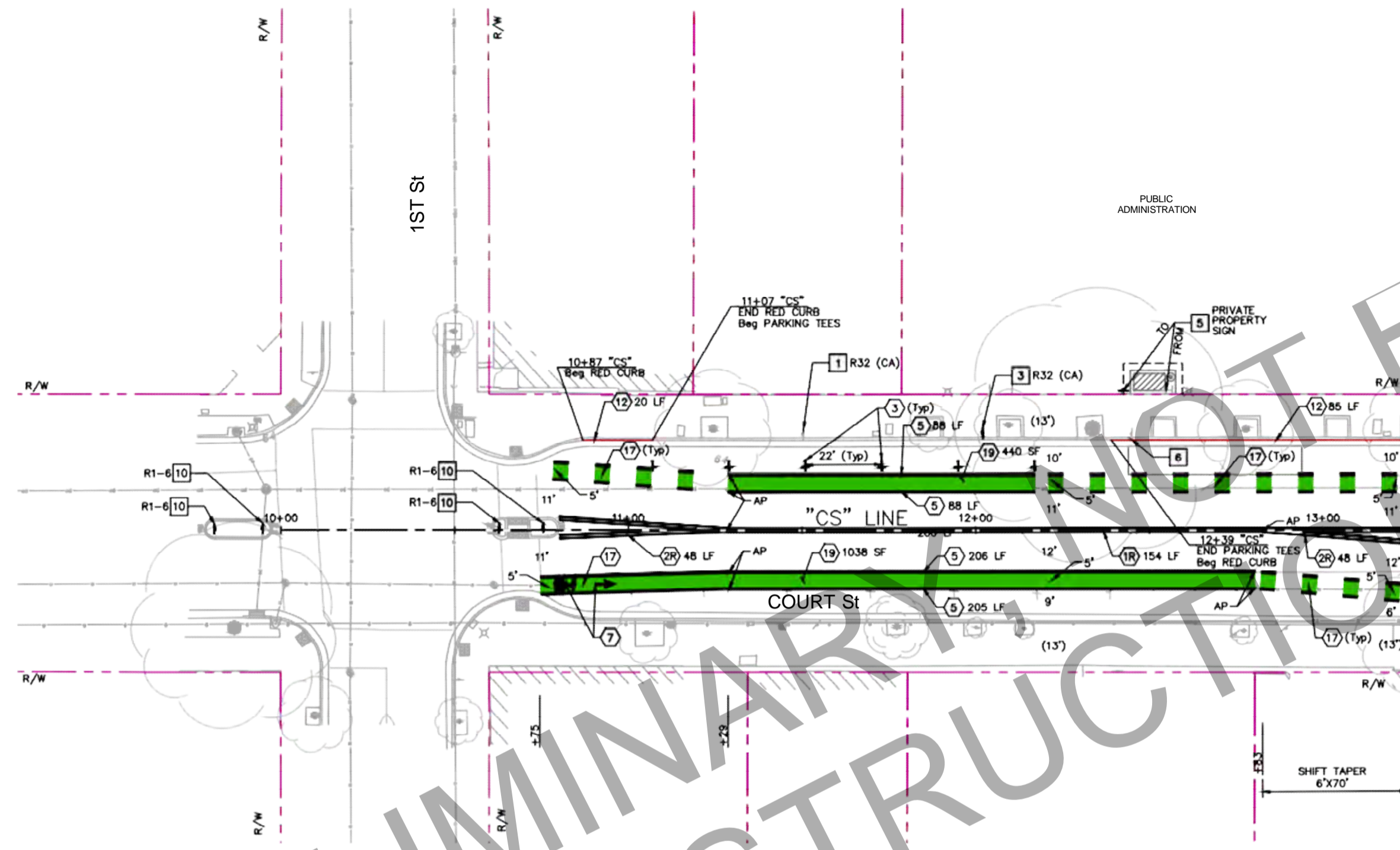
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 DATE:

CONSTRUCTION DETAILS

SHEET NUMBER
CD-02
SHEET 8 OF 13

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MATCH "CS" STA 13+25
 SEE SHEET SS-02

NOTES

- CONTRACTOR TO VERIFY ALL RIGHT OF WAY BEFORE BEGINNING CONSTRUCTION.
- EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED FOR REMOVAL OR RELOCATION, OR SPECIFIED TO BE RESET PER CD SHEETS.
- EXISTING SIGNS SPECIFIED FOR REMOVAL SHALL NOT BE REMOVED UNTIL NO LONGER PERTINENT TO TRAFFIC CONTROL.
- PAVEMENT MARKINGS PER 2023 CALTRANS STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
- PAVEMENT DELINEATION SHALL BE THERMOPLASTIC UNLESS SHOWN OTHERWISE.
- CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING PAINT OR THERMOPLASTIC OUTSIDE OF PROJECT LIMITS, OR LIMITS OF PROPOSED STRIPING AS SHOWN ON STRIPING SHEETS.
- UNLESS OTHERWISE NOTED PER THESE PLANS, LANE WIDTHS ARE TO CENTER OF STRIPE OR FACE OF CURB.
- UNLESS OTHERWISE NOTED PER THESE PLANS, ALL EXISTING UTILITIES TO REMAIN.

LEGEND

- RIGHT OF WAY
- EXIST TRAFFIC SIGN
- PROPOSED TRAFFIC SIGN
- EXISTING LANE WIDTH
- PROPOSED LANE WIDTH
- STRIPING GEOMETRY POINTS
- RED CURB
- BIKE SYMBOL PERSON AND BIKE LANE ARROW

STRIPING NOTES

- INSTALL DETAIL 22 LINE PER CALTRANS STD PLAN A20A.
- INSTALL DETAIL 29 LINE PER CALTRANS STD PLAN A20B.
- INSTALL PARKING TEE.
- INSTALL DETAIL 39 LINE PER CALTRANS STD PLAN A20D.
- INSTALL BIKE LANE SYMBOL WITH PERSON AND BIKE LANE ARROW PER CALTRANS STD PLAN A24C AND A24A.
- PAINT CURB RED.
- STRIPE GREEN METHYL METHACRYLATE CONFLICT STRIPING.
- STRIPE GREEN METHYL METHACRYLATE IN BIKE LANE.

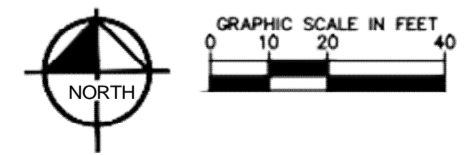
SIGNING NOTES

- EXISTING SIGN TO REMAIN.
- INSTALL NEW SIGN AND POST.
- RELOCATE EXISTING SIGN AND POST AS SHOWN ON PLANS.
- REMOVE EXISTING SIGN PANEL. POST TO REMAIN.
- INSTALL SIGN ON POST A MAXIMUM OF 4 FEET ABOVE MEDIAN ISLAND.

STRIPING SCHEDULE		
DETAIL	PATTERN OR LEGEND	INSTALL (LF)
	NO PASSING ZONE - TWO DIRECTION (THERMOPLASTIC WITH REFLECTORS SPACED 2' O.C.)	413
	MEDIAN ISLANDS (THERMOPLASTIC WITH REFLECTORS SPACED 2' O.C.)	158
	CHANNELIZING LINE (THERMOPLASTIC)	75
	BIKE LANE LINE (THERMOPLASTIC)	1563
	INTERSECTION LINE - BIKE LANE (THERMOPLASTIC)	977
TOTAL		3186



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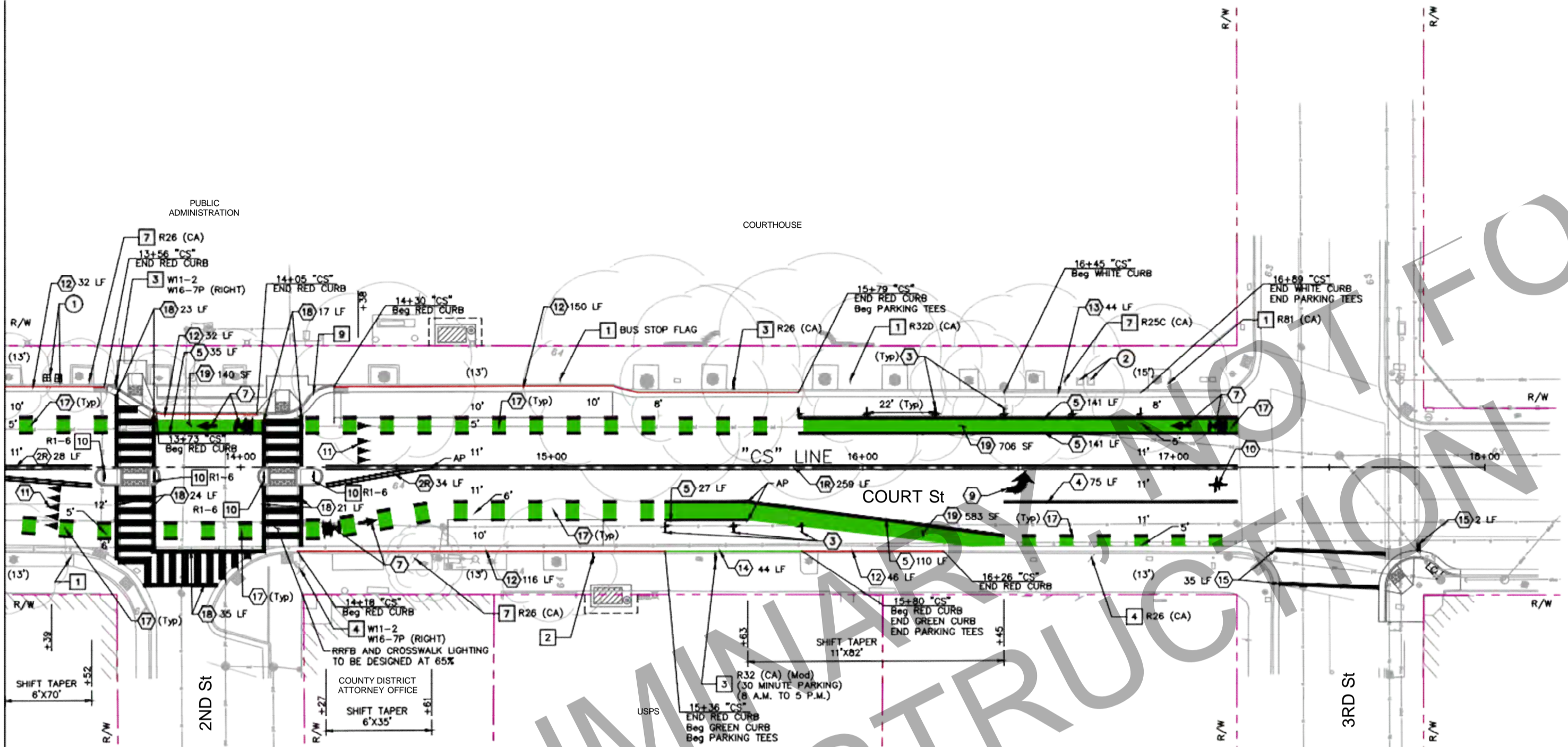
**WOODLAND TRANSIT CENTER
 RELOCATION**
 PREPARED FOR
YOLO TRANSPORTATION DISTRICT
 CITY OF WOODLAND STATE OF CALIFORNIA

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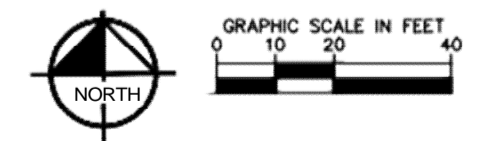
- ### LEGEND
- RIGHT OF WAY
 - EXIST TRAFFIC SIGN
 - PROPOSED TRAFFIC SIGN
 - EXISTING LANE WIDTH
 - PROPOSED LANE WIDTH
 - STRIPING GEOMETRY POINTS
 - RED CURB
 - GREEN CURB
 - WHITE CURB
 - YIELD LINE
 - BIKE SYMBOL PERSON AND BIKE LANE ARROW
 - TYPE IV LEFT ARROW
 - BICYCLE LOOP DETECTOR SYMBOL

- ### STRIPING NOTES
- INSTALL DETAIL 22 LINE PER CALTRANS STD PLAN A20A.
 - INSTALL DETAIL 29 LINE PER CALTRANS STD PLAN A20B.
 - INSTALL PARKING TEE.
 - INSTALL DETAIL 38A LINE PER CALTRANS STD PLAN A20D.
 - INSTALL DETAIL 39 LINE PER CALTRANS STD PLAN A20D.
 - INSTALL BIKE LANE SYMBOL WITH PERSON AND BIKE LANE ARROW PER CALTRANS STD PLAN A24C AND A24A.
 - INSTALL TYPE IV (L) ARROW PER CALTRANS STD PLAN A24A.
 - INSTALL TYPE II (R) ARROW PER CALTRANS STD PLAN A24B.
 - INSTALL YIELD LINE PER CALTRANS STD PLAN A24G.
 - PAINT CURB RED.
 - PAINT CURB WHITE.
 - PAINT CURB GREEN AND STAMP "30 MINUTES" IN WHITE PAINT ON TOP OF THE CURB IN THE CENTER OF STALL.
 - INSTALL BASIC CROSSWALK PER CALTRANS STD PLAN A24F.
 - STRIPE GREEN METHYL METHACRYLATE CONFLICT STRIPING.
 - INSTALL LADDER CROSSWALK PER CALTRANS STD PLAN A24F.
 - STRIPE GREEN METHYL METHACRYLATE IN BIKE LANE.

- ### SIGNING NOTES
- EXISTING SIGN TO REMAIN.
 - INSTALL NEW POST.
 - INSTALL NEW SIGN AND POST.
 - INSTALL NEW SIGN ON EXISTING POST.
 - REMOVE EXISTING SIGN AND INSTALL NEW SIGN ON EXISTING POST.
 - RESET.
 - INSTALL SIGN ON POST A MAXIMUM OF 4 FEET ABOVE MEDIAN ISLAND.

MISC CONSTRUCTION NOTES

- SALVAGE EXISTING MAIL BOXES.
- INSTALL SALVAGED MAIL BOXES.



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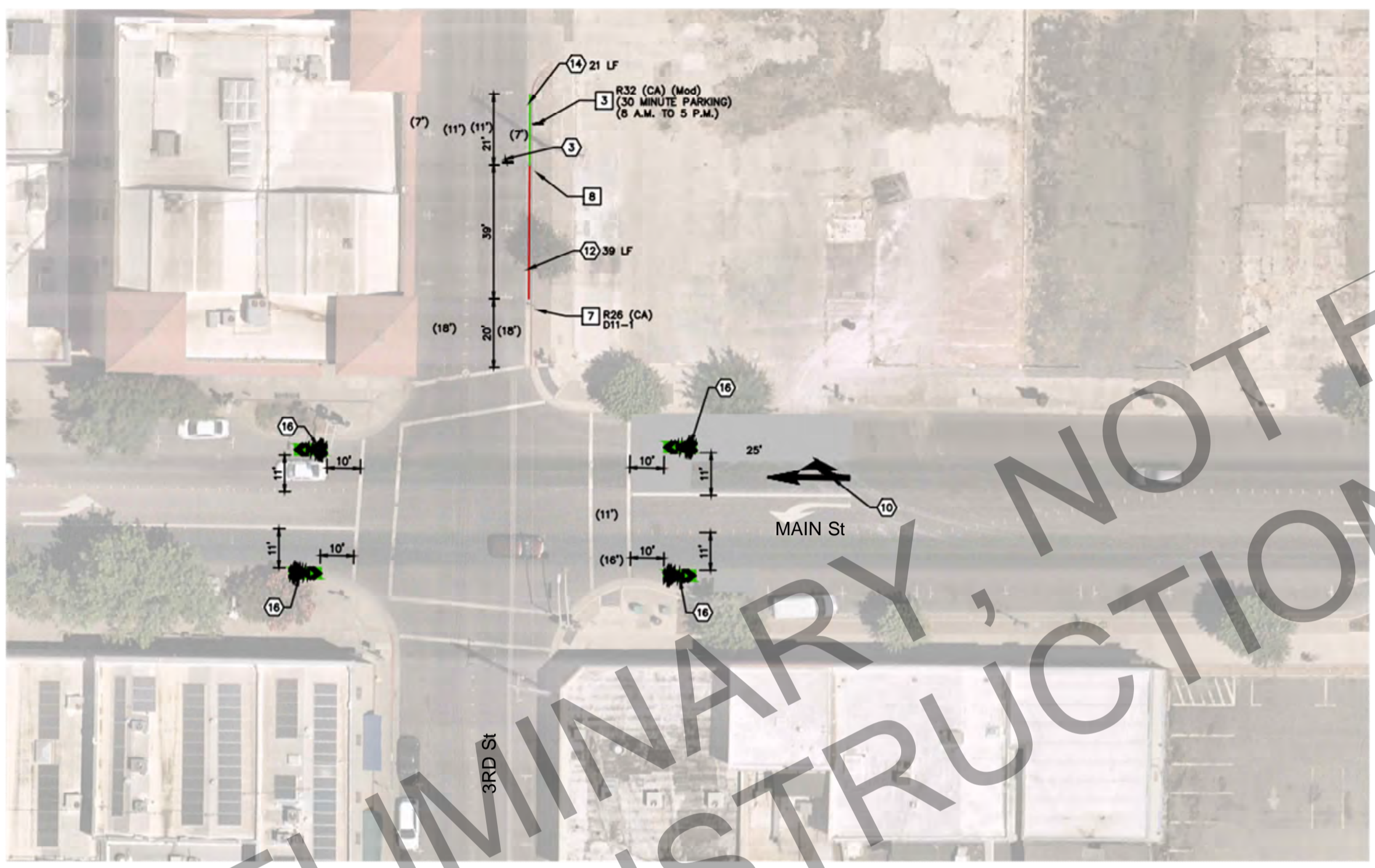
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LEGEND

- RIGHT OF WAY
- EXIST TRAFFIC SIGN
- PROPOSED TRAFFIC SIGN
- EXISTING LANE WIDTH
- PROPOSED LANE WIDTH
- STRIPING GEOMETRY POINTS
- RED CURB
- GREEN CURB

STRIPING NOTES

- 3) INSTALL PARKING TEE.
- 10) INSTALL TYPE II (R) ARROW PER CALTRANS STD PLAN A24B.
- 12) PAINT CURB RED.
- 14) PAINT CURB GREEN AND STAMP "30 MINUTES" IN WHITE PAINT ON TOP OF THE CURB IN THE CENTER OF STALL.
- 16) INSTALL GREEN BACKED SHARROW.

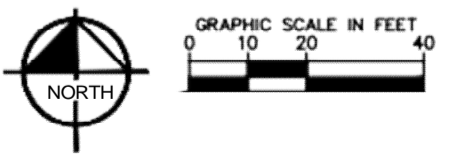
SIGNING NOTES

- 3) INSTALL NEW SIGN AND POST.
- 7) REMOVE EXISTING SIGN AND INSTALL NEW SIGN ON EXISTING POST.
- 8) REMOVE AND SALVAGE EXISTING SIGN AND POST.

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Yolo County Transportation District
Woodland Transit Center Relocation
Engineer's Opinion of Probable Construction Costs
30% Plans - November 2024

Created by: Devin Wilder
Checked by: Adam Dankberg

Item	Description	Estimated Quantity	Unit	Unit Price	Total
1	Prepare Storm Water Pollution Prevention Plan	1	LS	\$10,000.00	\$10,000
2	Construction Area Signs	1	LS	\$5,000.00	\$5,000
3	Construction Staking and Layout	1	LS	\$17,600.00	\$17,600
4	Construction Waste Management	1	LS	\$10,700.00	\$10,700
5	Traffic Control System	1	LS	\$17,600.00	\$17,600
6	Clearing & Grubbing	1	LS	\$5,000.00	\$5,000
7	Remove Concrete (Curb, Curb & Gutter, Sidewalk, Median, Decorative Crosswalk)	2,340	SF	\$10.00	\$23,400
8	Remove Traffic Stripes, Pavement Markings, and Delineators	1	LS	\$5,000.00	\$5,000
9	Roadway Excavation	215	CY	\$140.00	\$30,100
10	Class II Aggregate Base	140	CY	\$70.00	\$9,800
11	Hot Mix Asphalt (Type A)	150	TON	\$200.00	\$30,000
12	Minor Concrete (Curb)	215	LF	\$70.00	\$15,050
13	Minor Concrete (Curb and Gutter)	125	LF	\$95.00	\$11,875
14	Minor Concrete (Bus Shelter Pad)	4	CY	\$1,000.00	\$4,000
15	Minor Concrete (Bus Pad)	39	CY	\$2,000.00	\$78,000
16	Minor Concrete (Curb Ramp)	3	CY	\$2,000.00	\$6,000
17	Minor Concrete (Sidewalk)	13	CY	\$1,000.00	\$13,000
18	Minor Concrete (Median)	2	CY	\$800.00	\$1,600
19	Detectable Warning Surface	105	SF	\$40.00	\$4,200
20	Striping	1	LS	\$72,000.00	\$72,000
21	Striping (South Side between 1st and 2nd)	1	LS	\$26,000.00	\$26,000
22	Signing	1	LS	\$10,000.00	\$10,000
23	Adjust Traffic Signal Pull Box to Grade	1	EA	\$200.00	\$200
24	Reconstruct Storm Drain Curb Inlet	1	EA	\$8,000.00	\$8,000
25	Relocate Mailboxes (Fed-ex & UPS)	2	EA	\$1,000.00	\$2,000
26	Shelter & Bench	3	EA	\$30,000.00	\$90,000
27	Trash Can	3	EA	\$300.00	\$900
28	Lighting Installation at Court St and 2nd St	1	LS	\$80,000.00	\$80,000
29	RRFB Installation at Court St and 2nd St	1	LS	\$75,000.00	\$75,000
TOTAL CONSTRUCTION COSTS					\$768,495
Mobilization @ 10%					\$76,850
TOTAL WITH MOBILIZATION					\$845,400
CM @ 12%					\$101,448
Engineering Support During Construction @ 3%					\$25,362
TOTAL SOFT COSTS					\$972,300
Contingency @ 20%					\$194,460
TOTAL WITH CONTINGENCY					\$1,166,800
TOTAL PROJECT					\$1,166,800

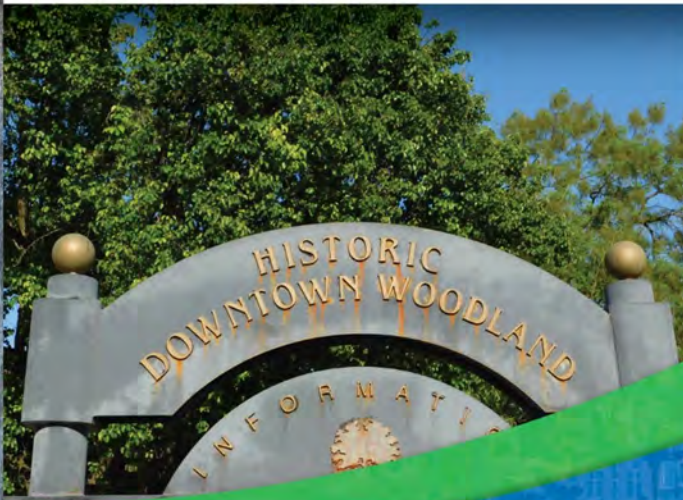
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known.



Woodland Transit Center Relocation

Traffic and Safety Analysis Memorandum

August 2024



Prepared by:

Kimley»Horn

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Attachments

Attachment A: Turning Template Analysis

Attachment B: Turning Movement Counts

Attachment C: Synchro Capacity Reports

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Overview

Yolo County Transit District (YoloTD) is seeking to relocate the Woodland Transit Center, currently located in the County Fair Mall parking lot in southern Woodland, to a more central and convenient location in downtown Woodland. An overview of Downtown Woodland, its transportation network, and the proposed transit center are shown in **Figure 1**.

This memorandum builds on work previously completed as part of the Woodland Transit Center Relocation Study (Study), including the Transit Facility Needs (July 2023) and Alternatives Analysis (November 2023) memoranda. The work to date for the Study resulted in a preliminary preferred alternative for a relocated, on-street transit center in Downtown Woodland, along Court Street between 1st Street and 3rd Street. **Figure 3** illustrates the preliminary design for the preferred alternative.

This memorandum summarizes the analysis of the transportation conditions within Downtown Woodland where the new transit center will be located. This includes a safety analysis, traffic analysis, and circulation improvements. The area reviewed for this analysis (Study Area) includes the Downtown portion of Woodland between 3rd Street and College Street, with a specific focus on the intersections most strongly associated with bus diversion as a result of the re-located Woodland Transit Center. The intersections within the Study Area are listed below and shown in **Figure 1**:

- Main Street and 3rd Street
- Main Street and College Street
- Court Street and College Street
- Court Street and 2nd Street
- Court Street and 3rd Street

A summary of the safety analysis, traffic analysis, and circulation improvements is provided below and discussed further in the subsequent sections.

Safety Analysis: Review of collision history within the Study Area for the most recent five years

- There were no visible, severe, or fatal collisions in the past 5 years within the Study Area.
- Potential improvements may be considered to mitigate existing traffic safety concerns at certain areas with common collision patterns.
- The re-location of the transit center is not anticipated to have any adverse effects to safety conditions in Downtown Woodland.

Circulation Improvements: Roadway improvements required to address any safety and/or turning challenges:

- Minor roadway striping modifications and parking relocations are required at Main Street and 3rd Street to accommodate bus turns. An additional very minor striping modification is required at Court Street and West Street (outside of the analysis study area) to accommodate bus turns.

Traffic Analysis: Summarizes an operational analysis for the intersections in the Study Area

- Modifications to lane geometry and addition of bus traffic does not have an adverse effect on the performance of the intersections in the Study Area.

Figure 1: Downtown Woodland – Transportation Overview

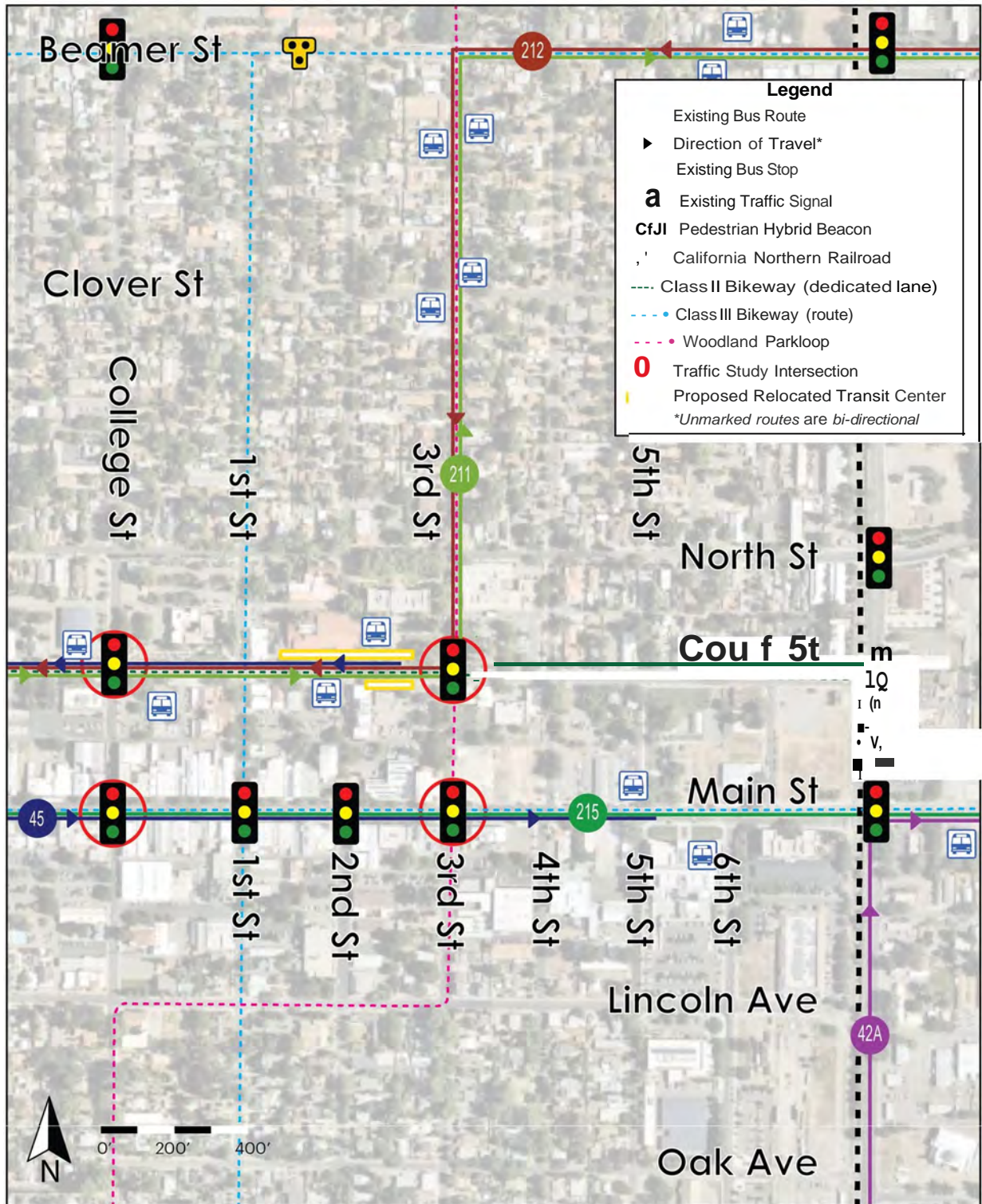
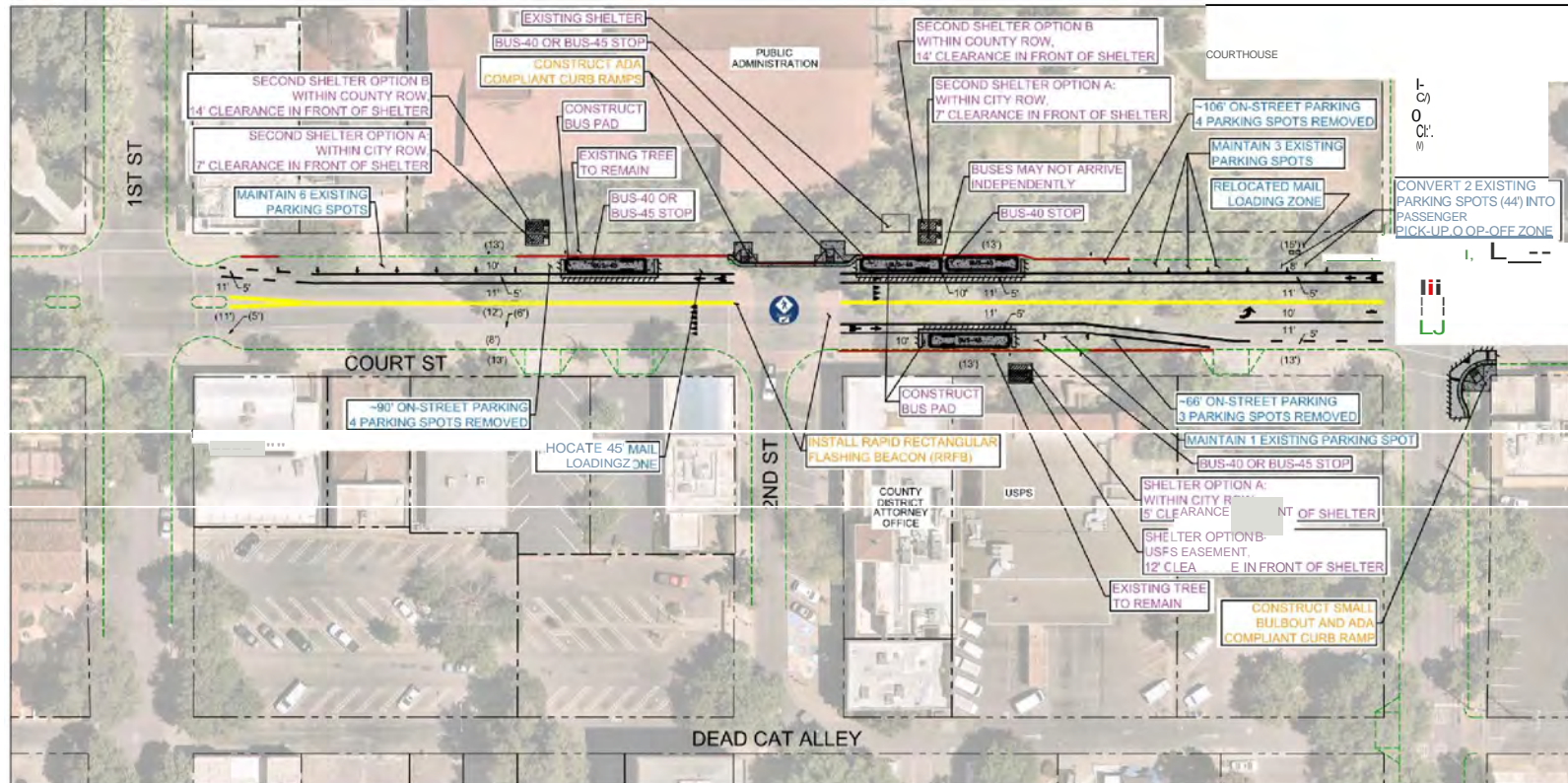


Figure 2: Preferred Transit Center Alternative



GRAPHIC SCALE: 1" = 100'
WU i 

111 PARKING SPOTS REMOVED!

WOODLAND TRANSIT CENTER RELOCATION CONCEPT
PHASE 1 TRANSIT CENTER
COURT STREET BETWEEN 1ST AND 3RD
AUGUST 2024

LEGEND

- - - EXISTING RIGHT OF WAY/PROPERTY LINE
- EXISTING CURB/SIDEWALK
- - - PROPOSED RED CURB
- PROPOSED WHITE CURB
- ▶ BIKE LANE SYMBOL
- (X) EXISTING WIDTH
- X' PROPOSED WIDTH
-  VEHICLE ROADWAY RECOMMENDATION
-  PEDESTRIAN RECOMMENDATION
-  TRANSIT RECOMMENDATION
-  PARKING RECOMMENDATION
- ... PROPOSED CONCRETE
- IOI EXISTING TRAFFIC SIGNAL
- & EXISTING TRAFFIC SIGNAL



Safety Analysis

Collision data recorded within the Study Area between January 1st, 2019 and December 31st, 2023 was collected from the Transportation Injury Mapping System, which uses data from the Statewide Integrated Traffic Records System (SWITRS). Injuries suffered by involved parties are classified into one of five categories (from most to least severe): fatal injury, severe injury, other visible injury, complaints of pain, and property damage only.

Table 1 shows the number of collisions, by injury severity, which occurred within the Study Area. There was a total of 21 collisions recorded within the Study Area between 2019 and 2023. Of these, more than 85% of collisions resulted in property damage only. The other three collisions resulted in complaints of pain for one or both parties involved. There were no visible, severe, or fatal injuries resulting from any of the collisions during the time period.

Table 1: Collision Severity Summary

Collision Severity	Occurrences
Property Damage Only	18
Complaint of Pain	3
Other Visible Injury	0
Severe Injury	0
Fatal Injury	0
TOTAL	21

Table 2 provides a summary of the parties involved with each collision observed during the 5-year time period. Of the 21 collisions observed in the Study Area, 16 involved only vehicles, three involved a pedestrian, and two involved a cyclist.

Table 2: Parties Involved Summary

Involved With	Occurrences
Automobile Only	16
Pedestrian	3
Bicyclist	2
TOTAL	21

Figure 3 shows the severity, location, and parties involved in the 21 collisions recorded within the Study Area. Collisions were observed near each of the intersections in the Study Area, with the highest concentration of collisions occurring at or around the intersection of Main Street and 3rd Street. Collisions along Court Street were less frequent than along Main Street, and only one collision was observed to have occurred on one of the north-south streets.

At the intersection of Main Street and 3rd Street, the most common collision factors attributed to these collisions were traffic signal and sign violations, which were attributed to three collisions. Of the nine collisions observed at or near this intersection, six were classified as broadside collisions. One of the collisions involved

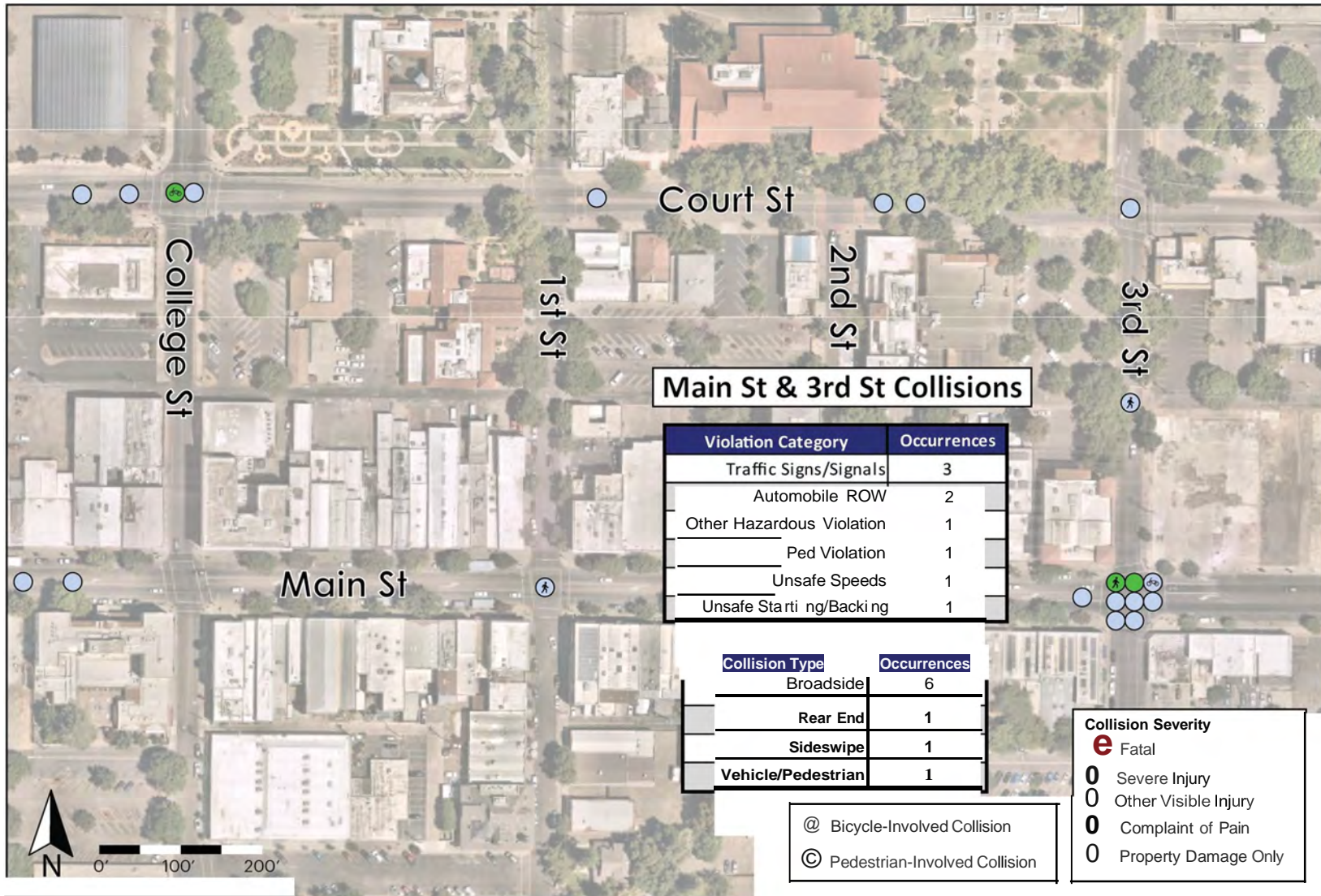
a pedestrian and was attributed to a pedestrian violation, and another one involved a bicycle and was attributed to an automobile right-of-way violation.

Notably, based on a review of the party information for the collisions observed at Main Street and 3rd Street, the majority of the incidents occur when southbound or northbound vehicles proceed through the intersection on a red light, ultimately colliding with an eastbound or westbound through vehicle. Several strategies can be considered to improve operational safety given the proposed routing:

- Consider increasing southbound yellow or all-red time
- Consider warning signage for vehicles at intersection approaches, particularly the eastbound and southbound approaches given the tight building setback at the northwest corner
- Consider concave mirrors on the intersection approaches to improve sight distance
- Consider striping high visibility crosswalks at pedestrian crossings

While these strategies could be considered and implemented to mitigate the existing collision pattern at the intersection of Main Street and 3rd Street, it should be noted that the proposed volume additions given the new bus routing are minor, with only a small percentage increase of the approach volumes for any leg within the Study Area. Review of the safety data did not reveal any significantly dangerous collision patterns, and the re-location of the transit center is not anticipated to have any adverse effects to safety conditions in Downtown Woodland.

Figure 3: Study Area Collision Summary



Circulation Improvements

Given the proposed re-routing associated with the relocation of the Woodland Transit Center, this analysis reviewed the existing geometry and configuration of the adjacent transportation infrastructure to evaluate its ability to accommodate new bus trips. Each of Woodland’s six bus routes will now be routed to the new transit center on Court Street, meaning several routes will be traveling along segments and making new turns at intersections that previously accommodated less bus traffic. Overall proposed routing for the system is shown in **Figure 4**, while **Figure 5** depicts the bus routing proposed for Downtown Woodland.

Existing City of Woodland bus schedules were reviewed to project the approximate level of peak hour bus traffic during the peak hour periods of traffic analysis. During the AM (7:45-8:45 AM) and PM (4:15-5:15 PM) peak hours, the trip breakdown by route is shown in **Table 3**. Further discussion of the volumes and peak hour determinations is provided in the following section.

Table 3: Peak Hour Bus Trips

Route	AM Peak	PM Peak
42A	2	2
42B	2	2
45	0	0
211	1	1
212	1	1
215 EB	2	0
215 WB	1	1
Total	9	7

Local routes 211 and 212 are currently routed through Court Street at the location of the new transit center; however, the volumes were added for this analysis to ensure a more conservative capacity result. Bus volumes are shown in **Figure 6**.

Figure 4: Proposed Bus Routing

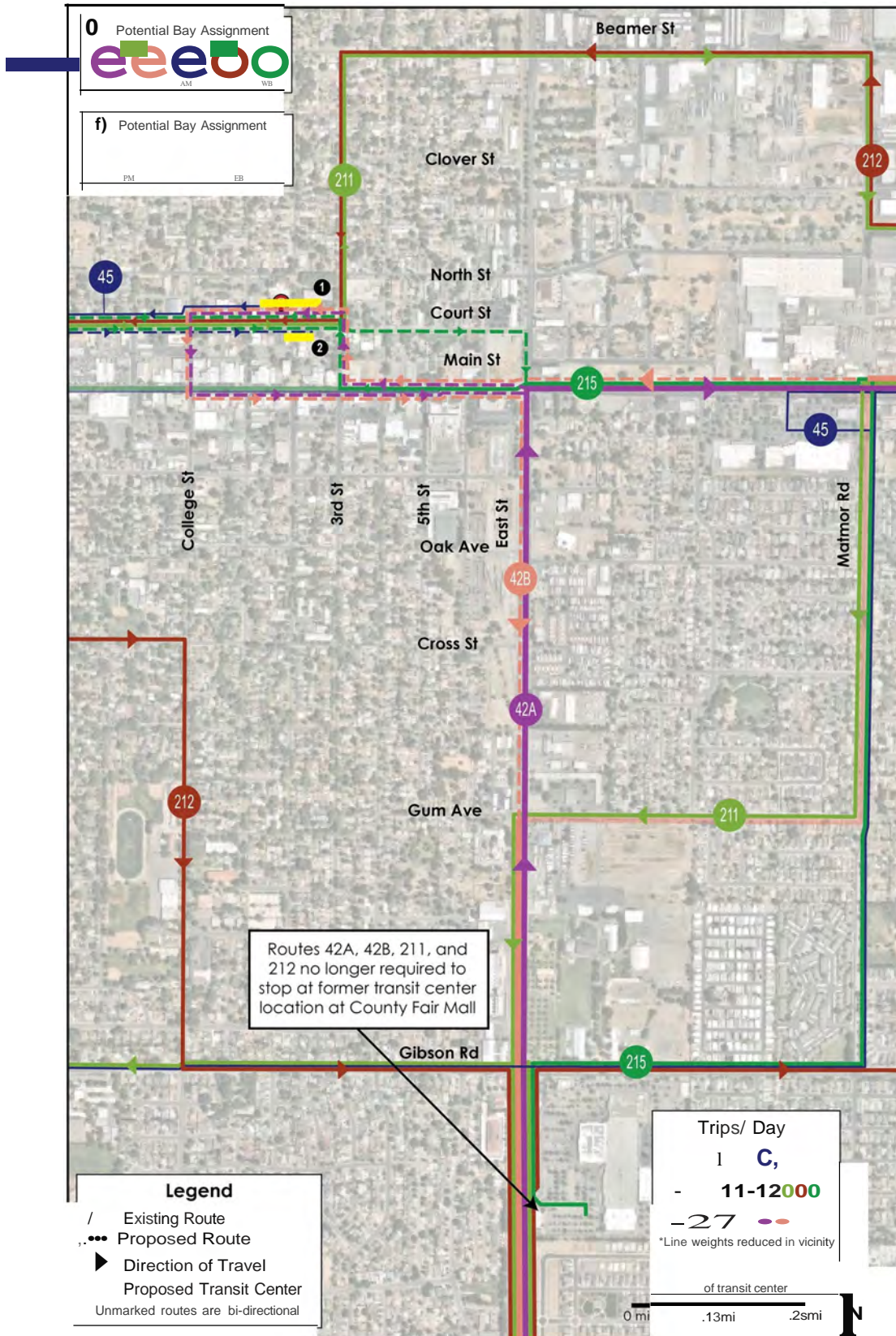


Figure 5: Proposed Bus Routing – Downtown Woodland

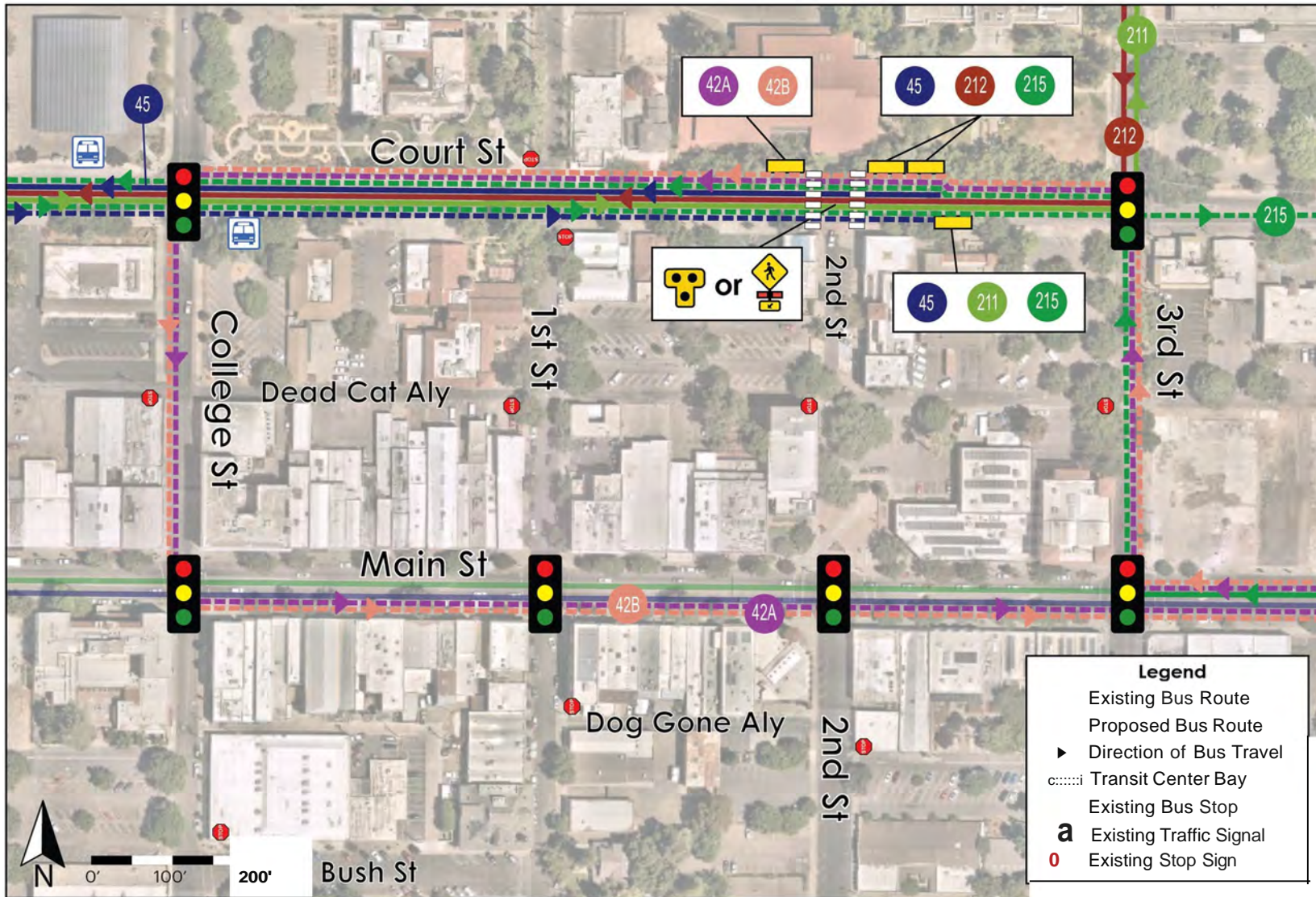
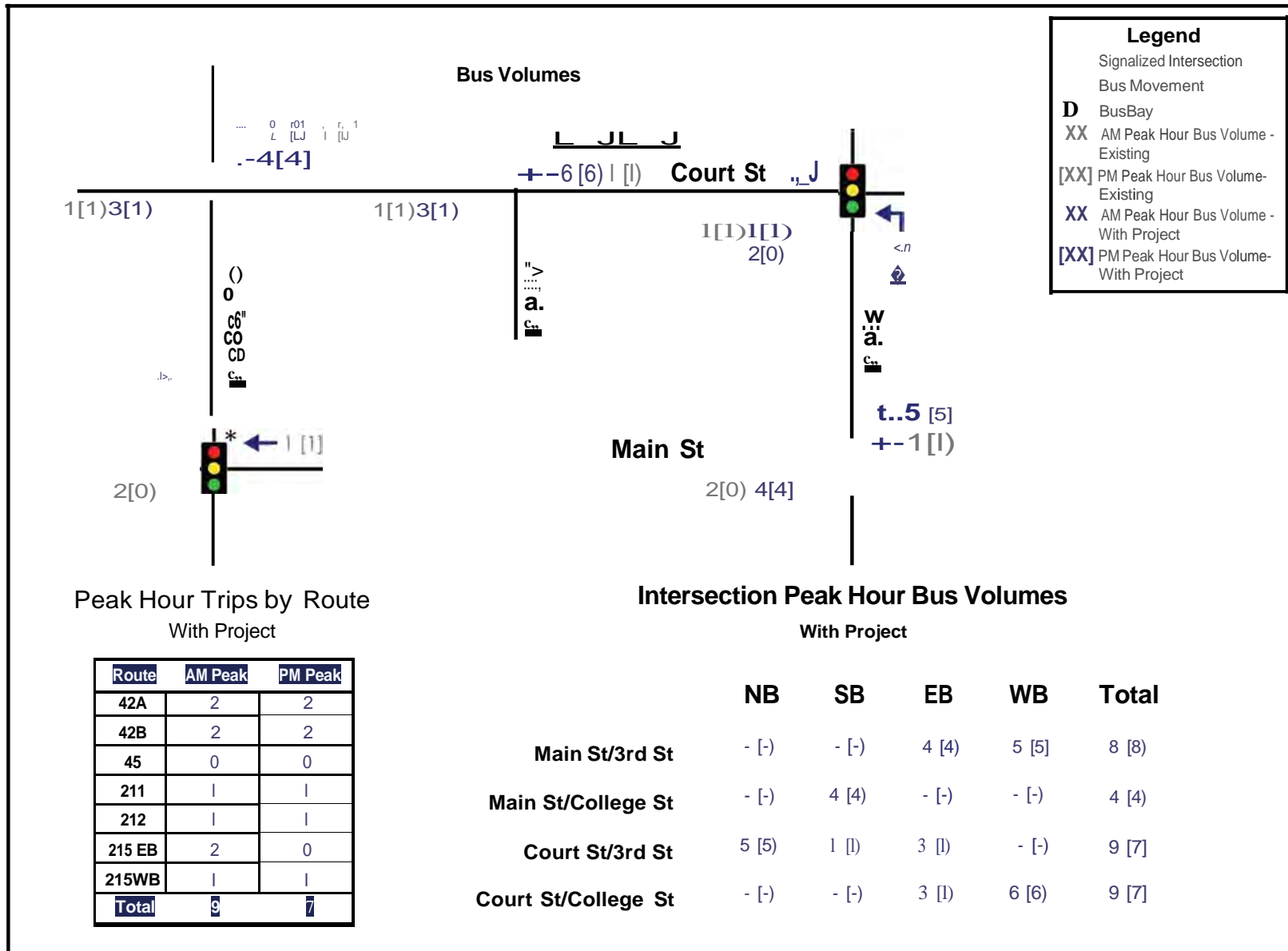


Figure 6: Bus Volumes - Proposed Transit Center Relocation



Yolo!-----*!n te rs e c t i o n i s s i g n a l i z e d b u t o p e r a t e w i t h f l a s h i n g r e d . M o d e l e d a s A w s c i n t r a f f i c a n a l y s i s



Turn Analysis

Given the modifications to bus routes to travel through the Study Area, a turning template analysis was completed for several relevant movements. Figures created for this analysis are provided as **Attachment A: Turning Template Analysis**. Overall, the analysis found that most of the new turn movements would be accommodated by the existing geometry. Some minor modifications are required as detailed below:

- Main Street and 3rd Street
 - Remove low-volume westbound right-turn lane
 - Remove four parallel parking spaces on the northern leg of 3rd Street (two on each side). Provide up to four new parking spaces on the northern side of the westbound approach of Main Street
 - Stripe painted median on the northern leg of 3rd Street
- Court Street and West Street (intersection not included in Study Area but will accommodate new bus turns with the SBL)
 - Move stop bar for WBL back 4' from crosswalk

Traffic Analysis

Methodology

Synchro 12 analysis software was used to analyze the intersections in the Study Area:

- Main Street and 3rd Street (signal)
- Main Street and College Street (signal – red flashing (AWSC))
- Court Street and College Street (signal)
- Court Street and 2nd Street (uncontrolled)
- Court Street and 3rd Street (signal)

This analysis used standard measures of effectiveness to evaluate the existing and proposed network, including level of service (LOS) and queueing. The LOS of an intersection is a quantitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and an intersection that is operating at or near its functional capacity. The LOS standards used for this evaluation are based on the Transportation and Circulation Element of the City of Woodland General Plan Update (2017), which establish the minimum acceptable level of service for intersections in Woodland is LOS D (Policy 3.A.1). Levels of service for this study were determined using methods defined in the Highway Capacity Manual 6th Edition (HCM) and the Synchro 12 analysis software.

The HCM includes procedures for analyzing side-street stop-controlled (SSSC), all-way stop-controlled (AWSC), and signalized intersections. The intersection of Court Street and 2nd Street operates as an uncontrolled intersection with 2nd Street as an ingress-only approach; this intersection was therefore not analyzed. While there are four signalized intersections in the Study Area, the intersection of Main Street and College Street currently operates with flashing red phases, according to the City of Woodland. This intersection is therefore analyzed as an all-way stop-controlled intersection. Signalized LOS thresholds and analysis are used for the remaining signalized intersections of Main Street/3rd Street, Court Street/3rd Street, and Court Street/College Street. LOS in this analysis is defined as a function of average control delay for the intersection. **Table 4** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 4: Intersection Level of Service Definitions

LOS	Description	Signalized (seconds)	Unsignalized (seconds)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	delay ≤ 10.0	delay ≤ 10.0
B	Stable traffic. Traffic flows smoothly with few delays.	10.0 < delay ≤ 20.0	10.0 < delay ≤ 15.0
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	20.0 < delay ≤ 35.0	15.0 < delay ≤ 25.0
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	35.0 < delay ≤ 55.0	25.0 < delay ≤ 35.0
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	55.0 < delay ≤ 80.0	35.0 < delay ≤ 50.0
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessively long delays and vehicle queuing.	delay > 80	delay > 50

Scenarios

The purpose of this traffic analysis is to evaluate the existing operations of the Study Area intersections without and with the new transit center, including lane reductions at certain approaches and the addition of bus volumes. This analysis considers two analysis scenarios:

- Existing No-Build (2024)
- Build (2024)

Lane configurations for both scenarios are shown in **Figure 7** and **Figure 8**. The proposed adjustments to the lane configurations result from the safety and turning analysis discussed previously.

Figure 7: Existing Lane Configuration

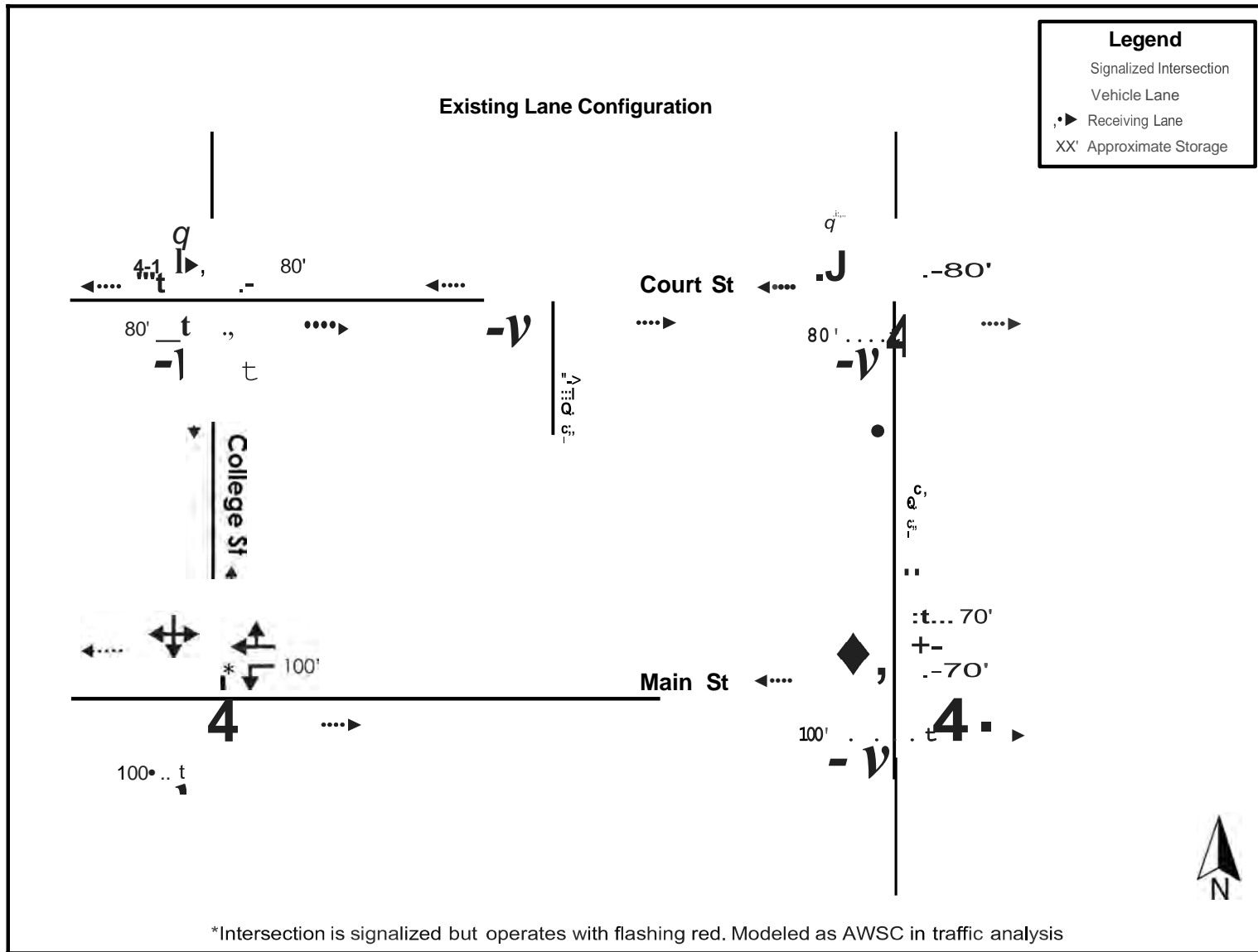
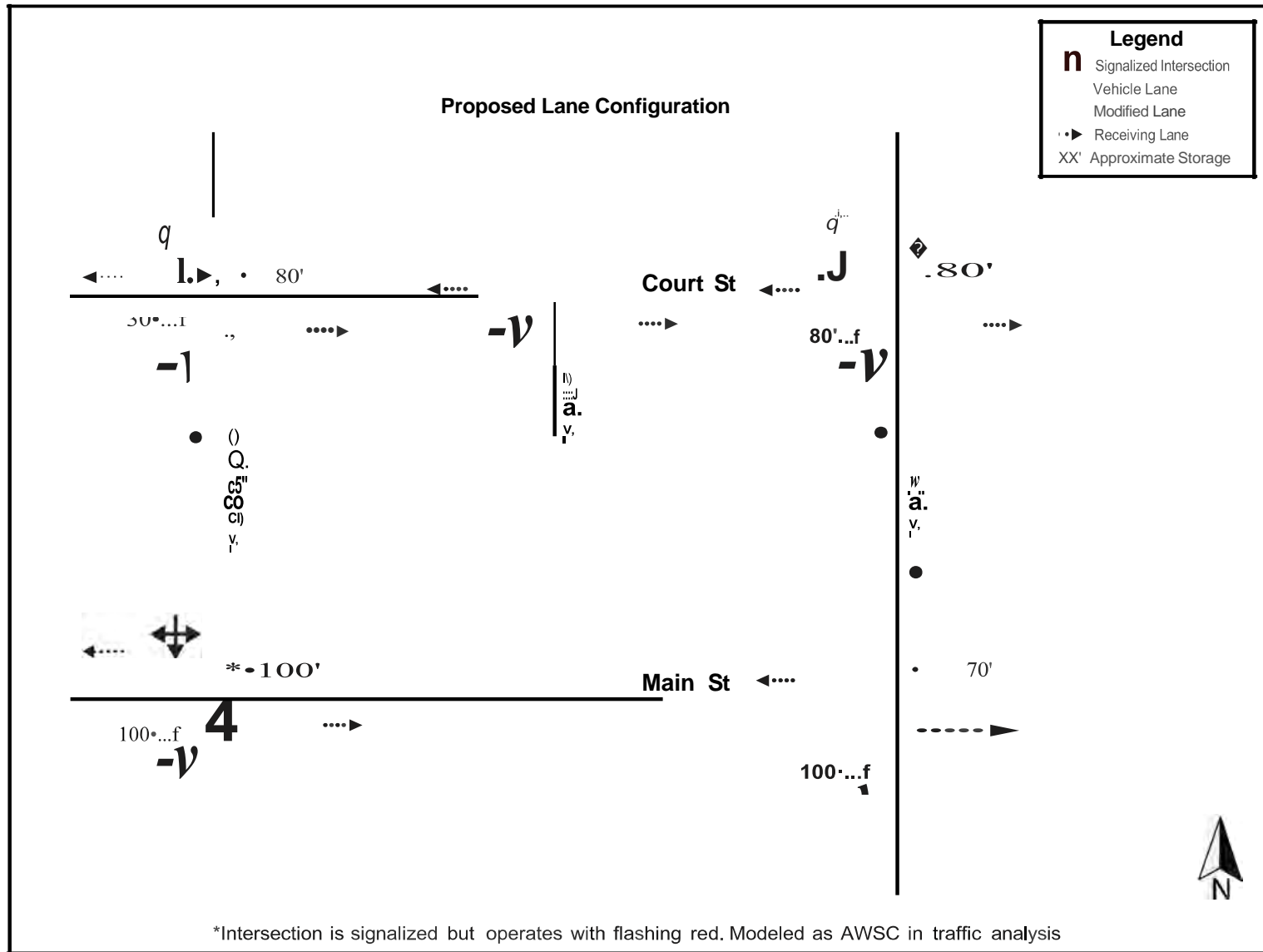


Figure 8: Proposed Lane Configuration



Existing No-Build Scenario

VOLUME DATA

Traffic counts for the analysis were collected for the AM (7-9 AM) peak period and the PM (4-6 PM) peak period on May 5th, 2024. Turning movement counts, which included vehicle, pedestrian, and bicycle counts, were collected for each of the following intersections:

- Main Street and 3rd Street
- Main Street and College Street
- Court Street and College Street
- Court Street and 2nd Street
- Court Street and 3rd Street

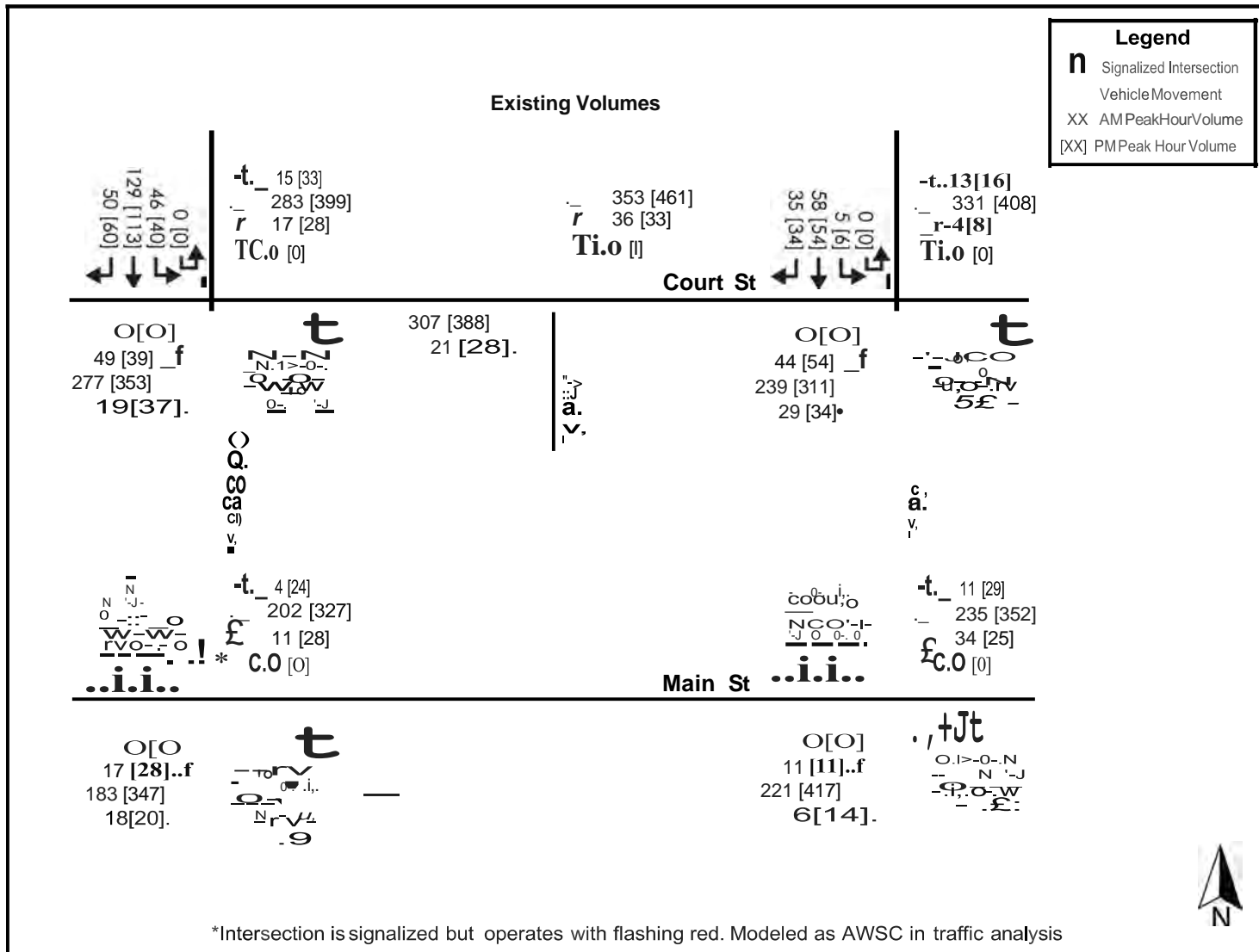
Upon reviewing the volume data, the AM peak hour was determined to be 7:45-8:45 AM, while the PM peak hour occurs between 4:15-5:15 PM. Peak hours were determined based on the hour with the highest volume levels across the five intersections. Volume balancing was not performed between intersections given the presence of driveways and other outlets present. Given that both scenarios evaluate conditions based on the existing volumes, no growth factor or other volume adjustments were performed. Peak hour factors were calculated by approach.

Volumes for the study area intersections are shown in **Figure 9**. Raw data sheets for the turning movement counts can be viewed in **Attachment B: Turning Movement Counts**.

SIGNAL TIMING

Timing data for the signalized intersections within the Study Area were provided by the City of Woodland (City). As previously noted, based on communication with the City, the intersection of Main Street and College Street has been operating under a flashing red configuration since the COVID-19 pandemic, meaning it operates as a four-way stop. The other intersections were programmed based on the timing sheets and coordination plans provided by the City. Timings and splits for each signal phase were not adjusted or optimized between the no-build and build scenarios.

Figure 9: Existing Volumes



Build Scenario

VOLUME DATA

Under Build conditions, volumes are adjusted slightly to account for the newly diverted bus trips that will occur, and heavy vehicle percentages at these movements are calculated and modeled based on the addition of bus movements.

The team reviewed current routes, proposed changes given the new transit center, and schedules for each of the lines to gain a better understanding of the impacts of the new bus demand on the surrounding transportation network. New proposed routes were coordinated through several discussions with YoloTD and the City of Woodland.

SIGNAL TIMING

As previously noted, timing data for the signalized intersections within the Study Area were provided by the City of Woodland. Timings and splits for each signal phase were not adjusted or optimized between the no-build and build scenarios.

LEFT-TURN PHASING

Two left-turn movements that would be utilized by the proposed bus routing currently operate with permissive left-turn phasing. Specifically, buses would utilize permissive left-turn phases for the northbound left movement at the intersection of 3rd Street/Court Street and the westbound left movement at the intersection at College Street/Court Street. Both industry guidance on left-turn phasing and operational findings support that permissive phasing is appropriate with the additional bus activity.

The California MUTCD provides guidance for left-turn phasing in Section 4D.19.4, which states¹, “since separate signal phases for protected left turns will reduce the green time available for other phases, alternate means of handling left turn conflicts should be considered first”. Section 4D.19.4 provides some guidance for when permissive left-turn phasing should be considered for conversion to protected phasing:

- Collisions - Five or more left turn collisions for a particular left turn movement during a recent 12-month period – **not met within study area**
- Delay - Left-turn delay of one or more vehicles, which were waiting at the beginning of the green interval and are still remaining in the left turn lane after at least 80% of the total number of cycles for one hour – **not met within study area**
- Volume - At new intersections where only estimated volumes are available, the following criteria may be used. For pre-timed signal or a background-cycle-controlled actuated signal, a left turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more – **not met within study area as the only location with 50 left-turns in an hour would have a product of turning and conflict through volumes far below the threshold.**
- Miscellaneous. Other factors that might be considered include but are not limited to: impaired sight distance due to horizontal or vertical curvature, or where there are a large percentage of buses and trucks – **not met within study area, as additional bus volumes with the Project are minimal and would not represent a large percentage of overall traffic.**

¹ California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 8)

Additionally, several studies suggest the general volume threshold for considering a form of protected phasing for left-turn movements is 2 vehicles per signal cycle (Bonneson and Fontaine (2001) Guidelines for Selection of Left Turn Phasing Mode and Qi, Yu and Yu (2010) Guidelines for Selection of Left Turn Phasing Mode). With more than 60 actuated cycles per hour at each intersection, both intersections have fewer than one vehicle per signal cycle. Therefore, neither permissive left-turn movement within the Study Area meets this threshold.

As a second reference document, the National Cooperative Highway Research Program's (NCHRP) Left Turn Treatments at Intersections (Pline 1996) includes the following detailed guidelines for selection of protected-only phasing:

- Use protected-only phasing when any two of the following conditions are met:
 - Peak 15-minute flow rate for the left-turning traffic is greater than 320 vph – **not met within study area**
 - Peak 15-minute flow rate for the opposing traffic is greater than 1100 vph – **not met within study area**
 - Opposing traffic speed limit is greater than or equal to 45 mph – **not met within study area**
 - Two or more left-turn lanes – **not met within study area**
- Use protected-only phasing when any one of the following conditions is met:
 - Where four or more lanes must be crossed by the left-turn movement – **not met within study area**
 - Three opposing traffic lanes and the opposing speed is 45 mph or greater – **not met within study area**
 - Left-turn volume exceeds 320 vph and the percent of heavy vehicles exceeds 2.5 – **not met within study area**
 - Opposing volume exceeds 1,100 vph and the percent of heavy left-turn vehicles in the left-turn traffic exceeds 2.5 – **not met within study area**
 - Seven or more left-turn related accidents within 3 years for protected/permissive option – **not met within study area**
 - More than 260 left-turn related conflicts per million vehicles squared for protected/permissive option – **not met within study area**
 - The average stopped delay to left-turning traffic is acceptable for protected-only phasing and it is the engineering judgment that more left-turn accidents would occur under the protected/permissive option – **not met within study area**

While the above criteria are not specific to bus operations, anecdotally, there are countless examples throughout the region and Northern California of buses operating through permissive left-turn movements; one such example is Sacramento Regional Transit (SacRT) Route 11 turning from Riverside Boulevard to Broadway in Sacramento. Based on the available guidance, modification of the permissive left-turn signal operation at 3rd & Court and College & Court is not recommended to accommodate the proposed bus operations.

Traffic Analysis Results

Table 5 displays results from the analysis of the existing traffic network, while **Table 6** displays the results from the Build analysis, which includes modifications to some lane configurations and additional bus volumes. Results presented from the analysis include average delay and 95th percentile queue by intersection movement. Storage lengths for turn-lane pockets are shown to compare anticipated queue lengths to the existing capacity of the turn lane. Changes in delay and 95th percentile queue are shown in **Table 6** under categories labeled with "Δ" to show the difference between existing and build conditions. Capacity reports for the analysis can be found in **Attachment C: Synchro Capacity Reports**.

Table 5: Existing No-Build Level of Service and Delay (s)

Int. #	Int. Name	Movement	Storage	Existing			
				Weekday AM Peak Hour		Weekday PM Peak Hour	
				LOS (Delay (s))	95th Q	LOS (Delay (s))	95th Q
1	Main Street & 3rd Street	NBL	-	C (25.2)	71'	C (25.6)	85'
		NBT	-	C (25.2)	71'	C (25.6)	85'
		NBR	-	C (25.2)	71'	C (25.6)	85'
		SBL	-	D (36.6)	102'	E (58.9)	158'
		SBT	-	D (36.6)	102'	E (58.9)	158'
		SBR	-	D (36.6)	102'	E (58.9)	158'
		EBL	100'	A (7.8)	11'	A (8.6)	11'
		EBT	-	A (8.0)	112'	B (10.9)	226'
		EBR	-	A (8.0)	112'	B (10.9)	226'
		WBL	70	A (7.7)	24'	A (8.8)	20'
		WBT	-	A (8.0)	116'	B (10.1)	180'
		WBR	70'	A (8.0)	0'	A (1.3)	7'
		Overall	-	B (14.8)		C (20.3)	
2	Main Street & College Street	NBL	-	C (15.2)	78'	B (13.8)	38'
		NBT	-	C (15.2)	78'	B (13.8)	38'
		NBR	-	C (15.2)	78'	B (13.8)	38'
		SBL	-	B (12.3)	38'	C (15.6)	58'
		SBT	-	B (12.3)	38'	C (15.6)	58'
		SBR	-	B (12.3)	38'	C (15.6)	58'
		EBL	100'	B (10.1)	3'	B (10.5)	5'
		EBT	-	B (13.8)	50'	C (24.1)	138'
		EBR	-	B (13.8)	50'	C (24.1)	138'
		WBL	100'	A (10.0)	3'	B (10.5)	5'
		WBT	-	B (13.7)	48'	C (23.6)	135'
		WBR	-	B (13.7)	48'	C (23.6)	135'
		Overall	-	B (13.8)		C (20.1)	
3	Court Street & College Street	NBL	40'	A (8.0)	12'	A (8.3)	20'
		NBT	-	A (9.8)	55'	A (7.9)	47'
		NBR	-	A (9.8)	55'	A (7.9)	47'
		SBL	90'	A (8.4)	23'	A (8.3)	21'
		SBT	-	A (8.3)	63'	A (8.0)	59'
		SBR	-	A (8.3)	63'	A (8.0)	59'
		EBL	80'	A (8.2)	24'	A (7.3)	21'
		EBT	-	B (10.7)	105'	A (8.7)	143'
		EBR	-	B (10.7)	105'	A (8.7)	143'
		WBL	80'	A (7.3)	11'	A (7.1)	16'
		WBT	-	B (10.3)	108'	A (9.2)	163'
		WBR	-	B (10.3)	108'	A (9.2)	163'
		Overall		A (9.8)		A (8.6)	
4	Court Street & 3rd Street	NBL	-	B (11.9)	48'	B (18.5)	92'
		NBT	-	B (11.9)	48'	B (18.5)	92'
		NBR	-	B (11.9)	48'	B (18.5)	92'
		SBL	-	B (11.3)	36'	B (16.2)	46'
		SBT	-	B (11.3)	36'	B (16.2)	46'
		SBR	40'	A (5.4)	15'	A (2.9)	10'
		EBL	80'	B (16.5)	37'	B (19.6)	49'
		EBT	-	A (7.5)	109'	A (6.8)	139'
		EBR	-	A (7.5)	109'	A (6.8)	139'
		WBL	80'	B (18.2)	8'	C (23.1)	15'
		WBT	-	B (10.5)	150'	B (12.6)	212'
		WBR	-	B (10.5)	150'	B (12.6)	212'
		Overall		A (9.9)		B (12.0)	

Table 6: Build Level of Service, Delay (s) and Change (A)

Int. #	Int. Name	Movement	Storage	Build							
				Weekday AM Peak Hour				Weekday PM Peak Hour			
				LOS (Delay (s))	Delay Δ	95th Q	Q Δ (ft)	LOS (Delay (s))	Delay Δ	95th Q	Q Δ (ft)
1	Main Street & 3rd Street	NBL	-	C (25.2)	0	71'	0	C (25.1)	-0.5	84'	-1
		NBT	-	C (25.2)	0	71'	0	C (25.1)	-0.5	84'	-1
		NBR	-	C (25.2)	0	71'	0	C (25.1)	-0.5	84'	-1
		SBL	-	D (36.6)	0	102'	0	E (56.7)	-2.2	156'	-2
		SBT	-	D (36.6)	0	102'	0	E (56.7)	-2.2	156'	-2
		SBR	-	D (36.6)	0	102'	0	E (56.7)	-2.2	156'	-2
		EBL	100'	A (7.8)	0	11'	0	A (8.7)	0.1	11'	0
		EBT	-	A (8.1)	0.1	114'	2	B (11.2)	0.3	232'	6
		EBR	-	A (8.1)	0.1	114'	2	B (11.2)	0.3	232'	6
		WBL	70	A (7.7)	0	24'	0	A (8.9)	0.1	20'	0
		WBT	-	A (8.1)	0.1	124'	8	B (10.6)	0.5	201'	21
		WBR	-	A (8.1)	0.1	124'	124	B (10.6)	9.3	201'	194
		Overall	-	B (14.8)				C (20.2)			
2	Main Street & College Street	NBL	-	C (15.8)	0.6	83'	5	B (14.0)	0.2	38'	0
		NBT	-	C (15.8)	0.6	83'	5	B (14.0)	0.2	38'	0
		NBR	-	C (15.8)	0.6	83'	5	B (14.0)	0.2	38'	0
		SBL	-	B (13.7)	1.4	45'	7	C (16.6)	1	65'	7
		SBT	-	B (13.7)	1.4	45'	7	C (16.6)	1	65'	7
		SBR	-	B (13.7)	1.4	45'	7	C (16.6)	1	65'	7
		EBL	100	B (10.2)	0.1	3'	0	B (10.6)	0.1	5'	0
		EBT	-	B (14.1)	0.3	53'	3	C (24.9)	0.8	168'	30
		EBR	-	B (14.1)	0.3	53'	3	C (24.9)	0.8	168'	30
		WBL	100'	B (10.2)	0.2	3'	0	B (10.6)	0.1	5'	0
		WBT	-	B (14.0)	0.3	50'	2	C (24.3)	0.7	165'	30
		WBR	-	B (14.0)	0.3	50'	2	C (24.3)	0.7	165'	30
		Overall	-	B (14.4)				C (20.8)			
3	Court Street & College Street	NBL	40'	A (8.0)	0	12'	0	A (8.3)	0	20'	0
		NBT	-	A (9.9)	0.1	55'	0	A (7.9)	0	47'	0
		NBR	-	A (9.9)	0.1	55'	0	A (7.9)	0	47'	0
		SBL	90'	A (8.4)	0	23'	0	A (8.3)	0	21'	0
		SBT	-	A (8.4)	0.1	63'	0	A (8.0)	0	59'	0
		SBR	-	A (8.4)	0.1	63'	0	A (8.0)	0	59'	0
		EBL	80'	A (8.2)	0	24'	0	A (7.3)	0	21'	0
		EBT	-	A (10.9)	0.2	107'	2	A (8.7)	0	143'	0
		EBR	-	A (10.9)	0.2	107'	2	A (8.7)	0	143'	0
		WBL	80'	A (7.7)	0.4	14'	3	A (7.3)	0.2	18'	2
		WBT	-	A (10.4)	0.1	110'	2	A (9.2)	0	164'	1
		WBR	-	A (10.4)	0.1	110'	2	A (9.2)	0	164'	1
		Overall		A (9.9)				A (8.6)			
4	Court Street & 3rd Street	NBL	-	B (12.6)	0.7	51'	3	B (19.3)	0.8	98'	6
		NBT	-	B (12.6)	0.7	51'	3	B (19.3)	0.8	98'	6
		NBR	-	B (12.6)	0.7	51'	3	B (19.3)	0.8	98'	6
		SBL	-	B (11.6)	0.3	37'	1	B (16.5)	0.3	47'	1
		SBT	-	B (11.6)	0.3	37'	1	B (16.5)	0.3	47'	1
		SBR	40'	A (5.6)	0.2	16'	1	A (3.1)	0.2	11'	1
		EBL	80'	B (16.9)	0.4	38'	1	C (20.0)	0.4	50'	1
		EBT	-	A (7.4)	-0.1	110'	1	A (6.8)	0	138'	-1
		EBR	-	A (7.4)	-0.1	110'	1	A (6.8)	0	138'	-1
		WBL	80'	B (18.7)	0.5	8'	0	C (23.8)	0.7	16'	1
		WBT	-	A (10.5)	0	156'	6	B (12.7)	0.1	213'	1
		WBR	-	A (10.5)	0	156'	6	B (12.7)	0.1	213'	1
		Overall		B (10.1)				B (12.1)			

EXISTING NO-BUILD RESULTS

As shown in **Table 5**, the analysis results for the Existing scenario show that the intersections generally operate with low levels of delay and queues that can be accommodated by existing turn-lane storage. Delays for most of the intersection approaches are less than 20 seconds resulting in LOS A or LOS B. The intersections along Main Street tend to experience more delay and longer queues than the intersections along Court Street; however, capacity is not exceeded at any approach and delay levels still tend to be relatively low.

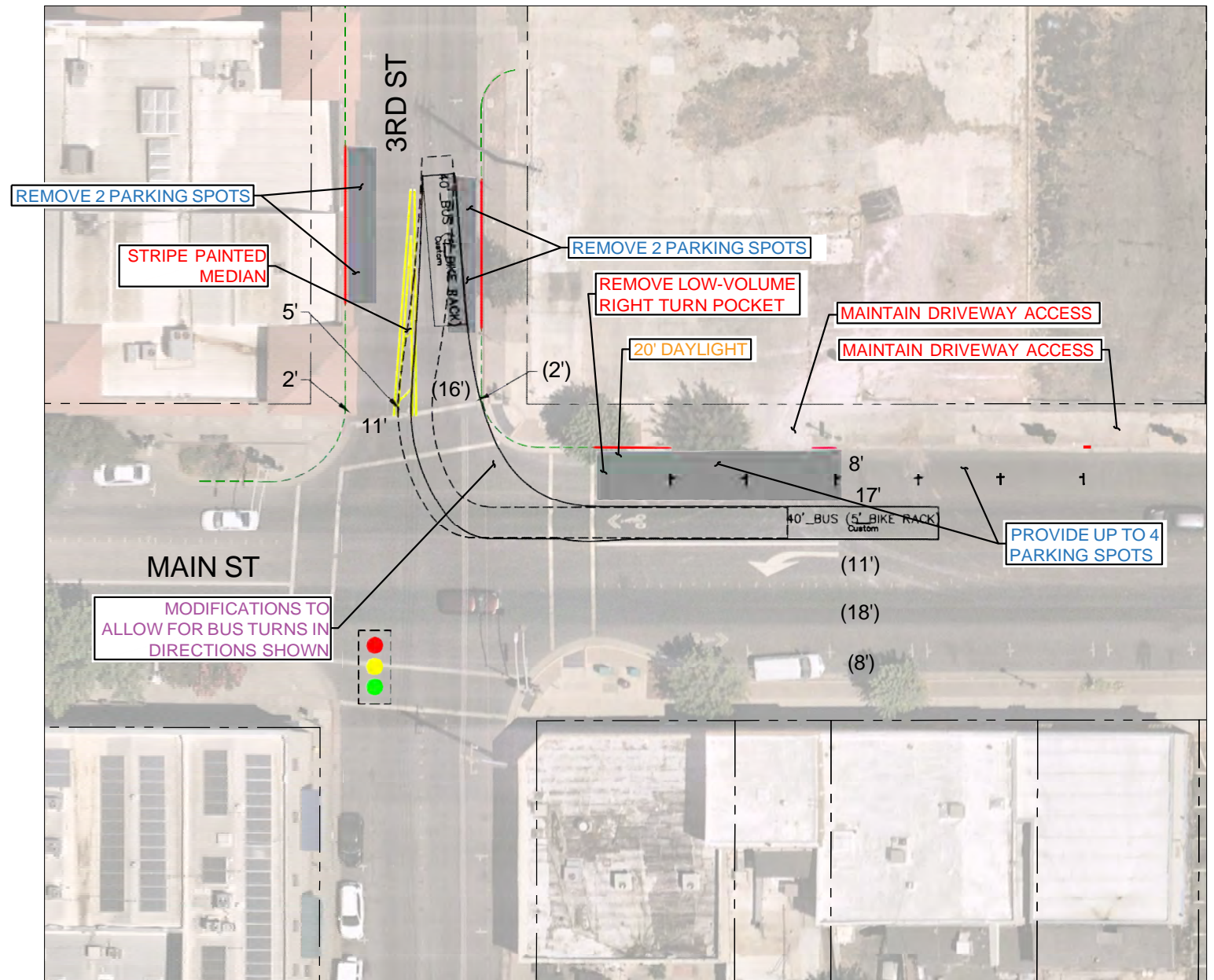
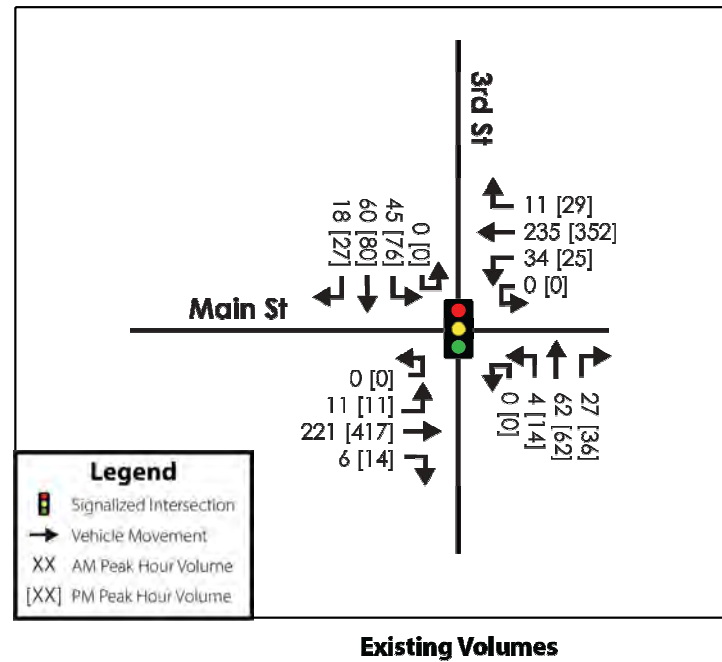
The largest delays are projected at the intersection of Main Street and 3rd Street. This intersection notably features a leading pedestrian interval (LPI) that provides a head start to pedestrians upon push-button actuation. The intersection is still anticipated to operate at acceptable levels. The southbound approach is projected to operate with around 35 seconds of delay in the AM peak hour and around a minute of delay in the PM peak hour. Aside from the southbound approach of 3rd Street at Main Street, all of the other approaches at intersections within the Study Area are anticipated to operate with less than 30 seconds of delay during either peak hour scenario.

BUILD RESULTS

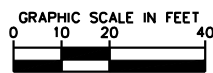
As shown in **Table 6**, the analysis results for the Build scenario show that, with the changes to lane configurations and addition of bus volumes, the intersections are expected to continue to operate at acceptable levels with delay changes of less than one second and queue length changes of one vehicle or less. Delays for most of the intersection approaches are anticipated to remain at generally low levels, with level of service generally unchanged. Similar to the Existing conditions, the intersections along Main Street tend to experience more delay and longer queues than the intersections along Court Street, but none of the intersections are projected to experience significant adverse impacts as a result of the implementation of the new transit center.

The largest anticipated increase in delay is projected at the westbound approach of Main Street and 3rd Street with the elimination of the westbound right-turn lane under the Build configuration. However, even with this increased delay, the intersection is anticipated to operate at acceptable levels per City of Woodland General Plan policies with the implementation of the new transit center.

ATTACHMENT A: TURNING TEMPLATE ANALYSIS



0 NET CHANGE IN PARKING



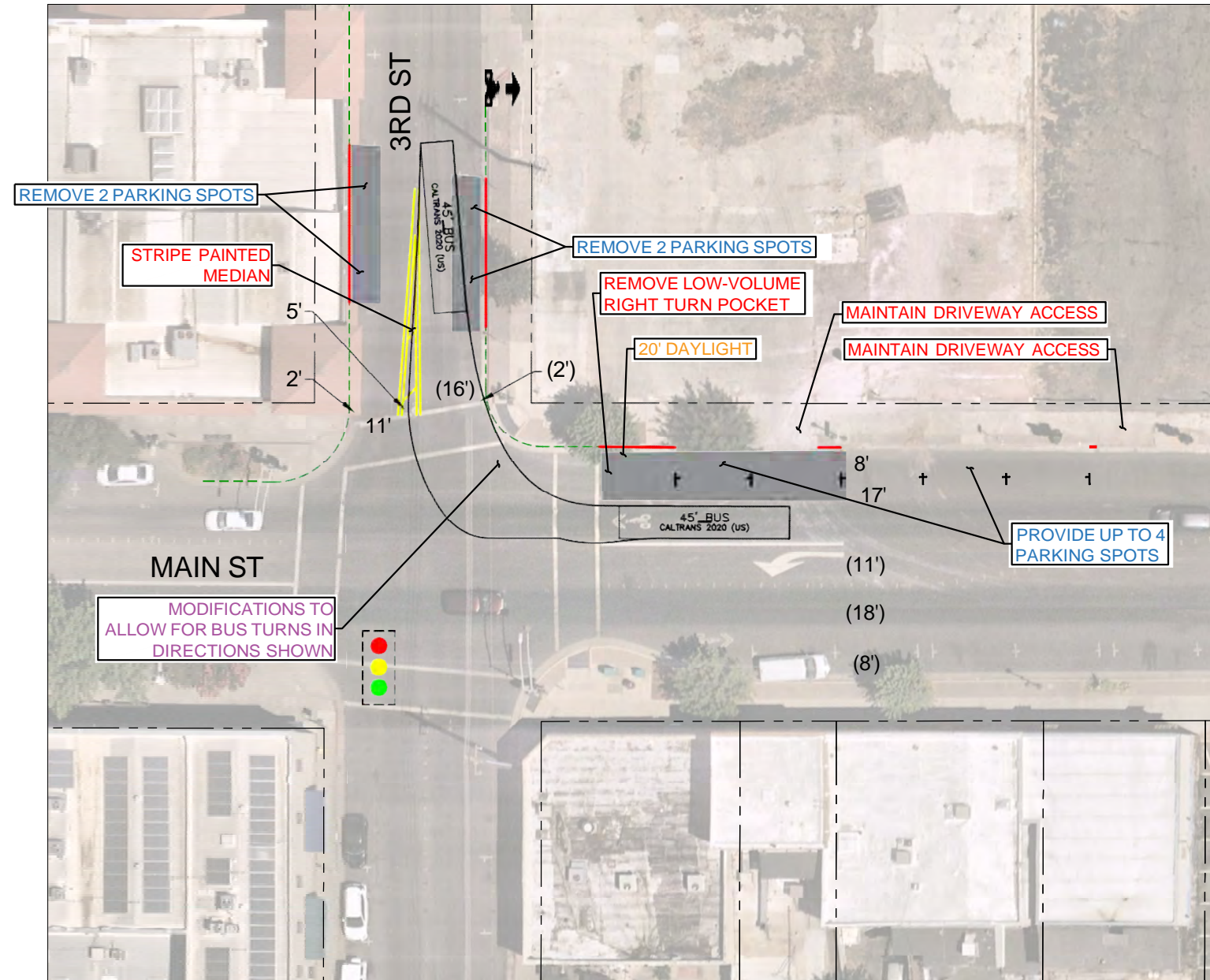
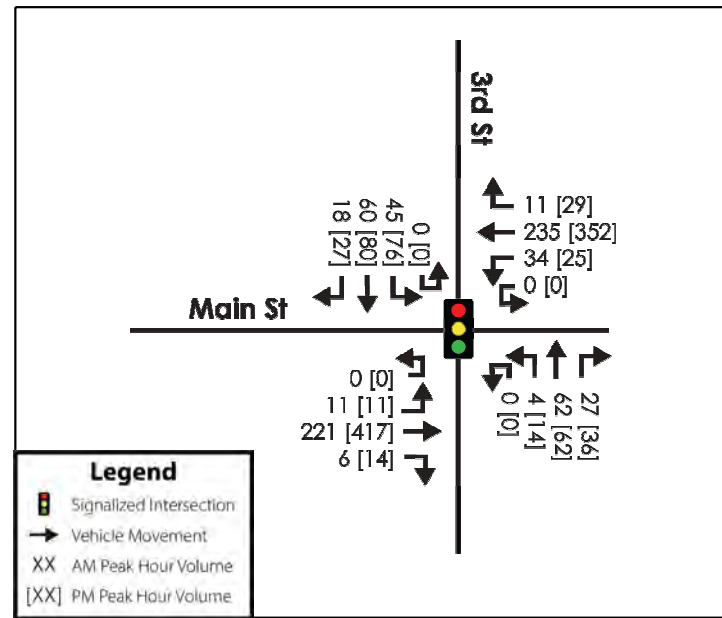
**WOODLAND TRANSIT CENTER RELOCATION CONCEPT
BUS TURN MODIFICATIONS
3RD ST AND MAIN ST
JUNE 2024**

LEGEND

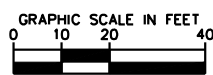
- EXISTING RIGHT OF WAY/PROPERTY LINE
- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
- (X') EXISTING WIDTH
- X' PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

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0 NET CHANGE IN PARKING



**WOODLAND TRANSIT CENTER RELOCATION CONCEPT
BUS TURN MODIFICATIONS
3RD ST AND MAIN ST - BUS 45
JUNE 2024**

LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
- EXISTING WIDTH
- PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

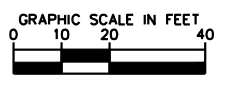
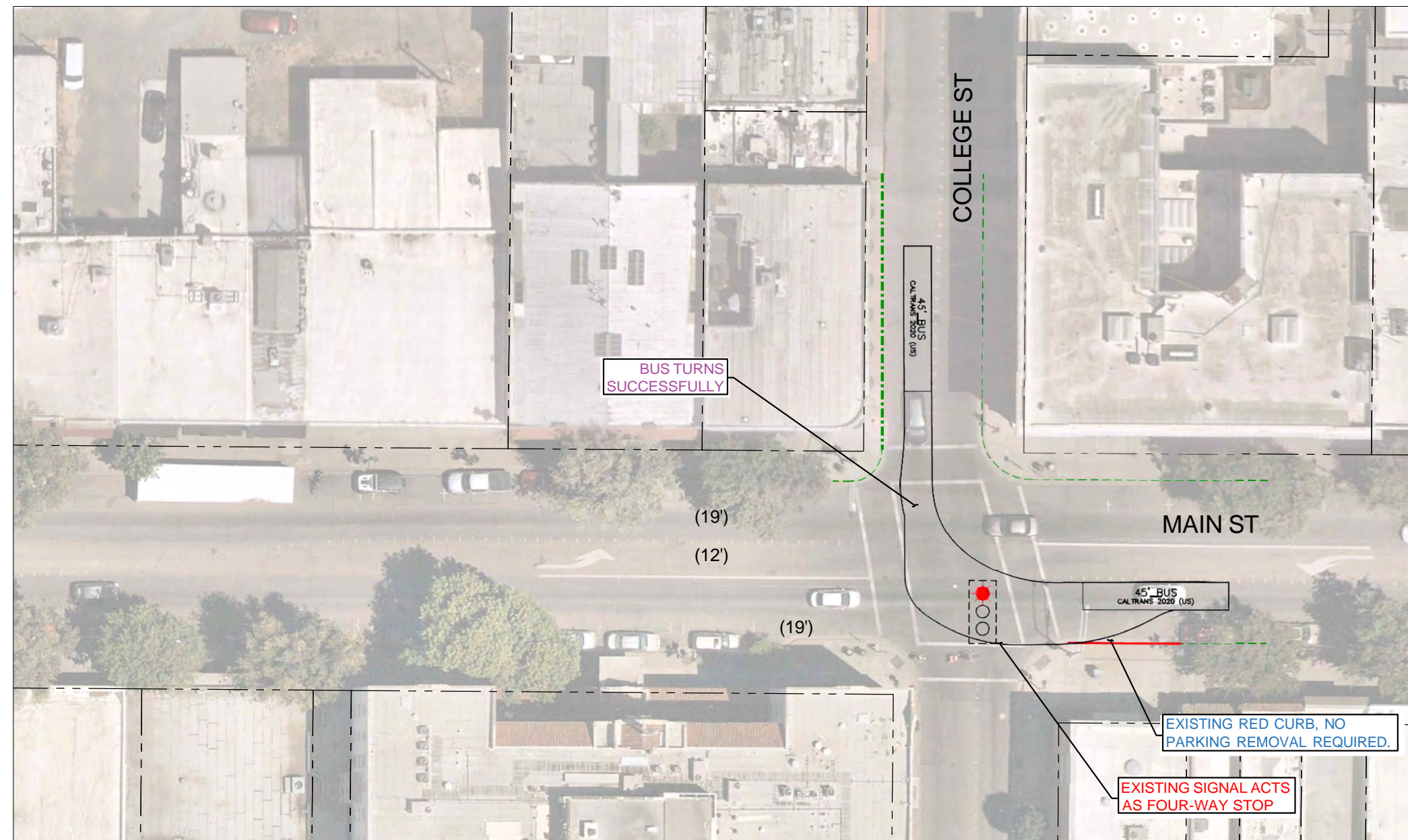
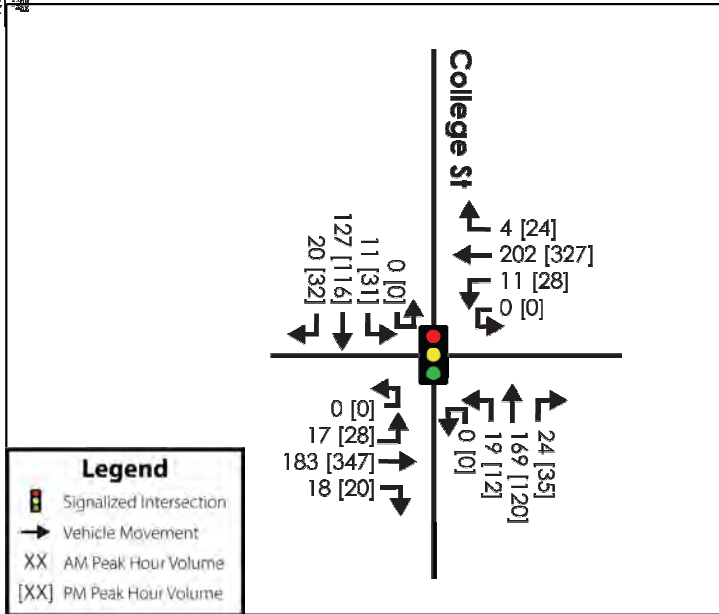
Legend

- Signalized Intersection
- Vehicle Movement
- XX AM Peak Hour Volume
- [XX] PM Peak Hour Volume



Existing Volumes

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WOODLAND TRANSIT CENTER RELOCATION CONCEPT

BUS TURN MODIFICATIONS

COLLEGE ST AND MAIN ST - BUS 45

JUNE 2024

LEGEND

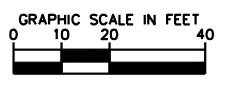
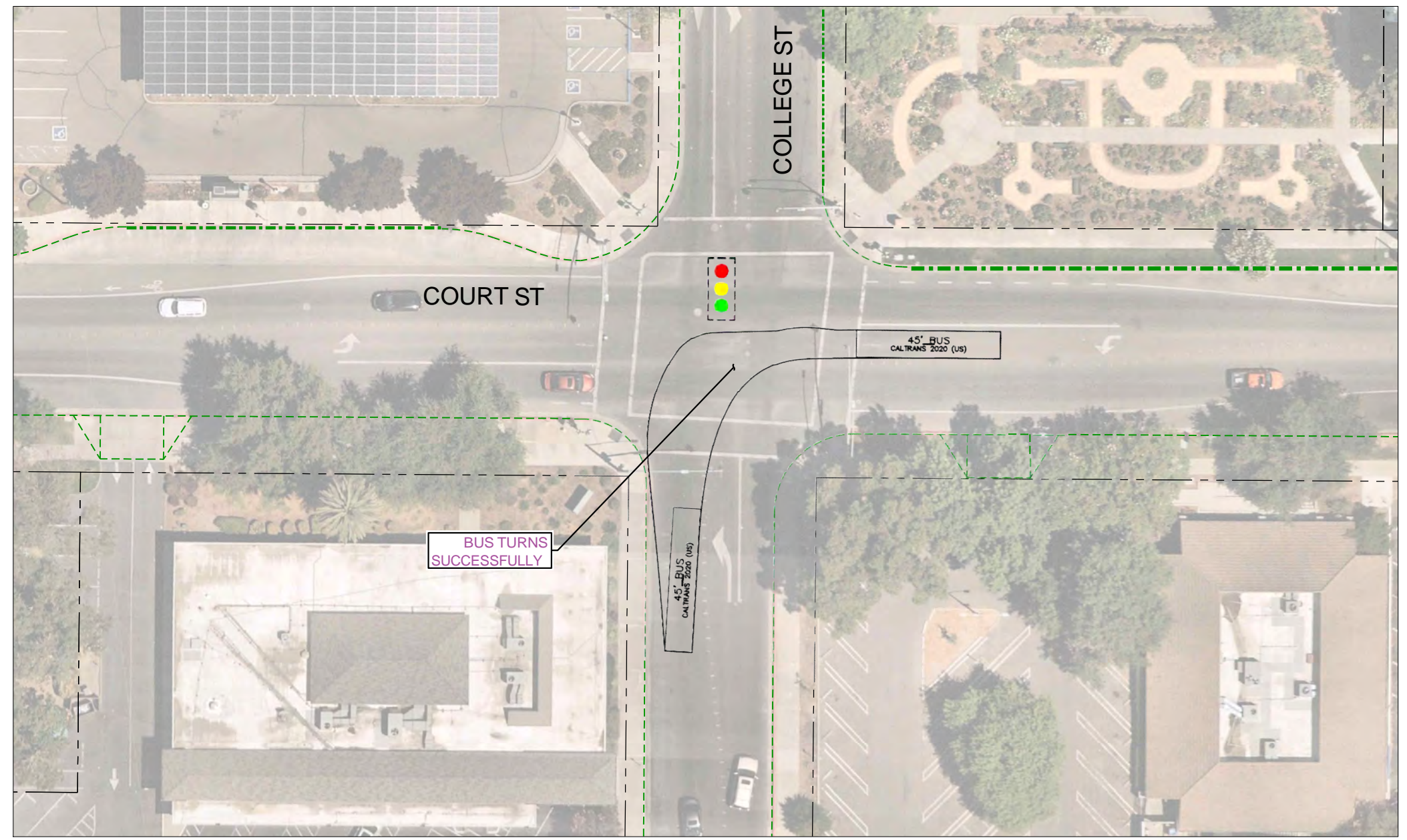
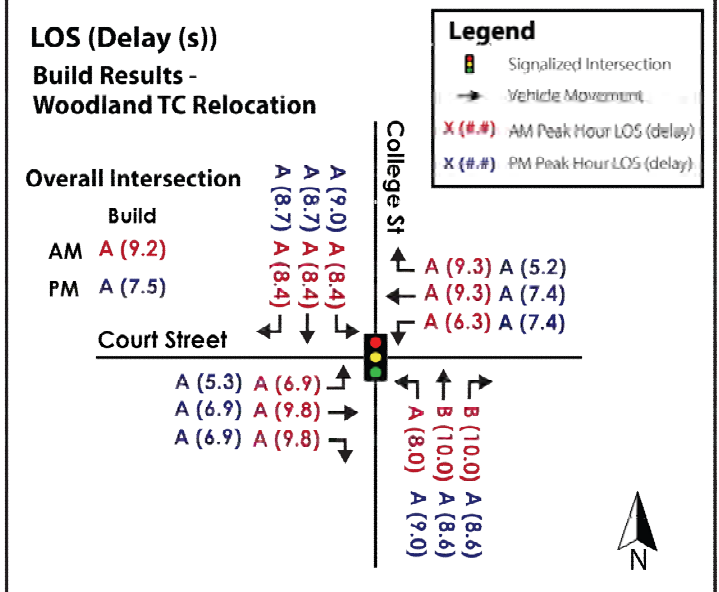
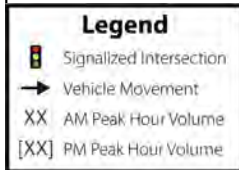
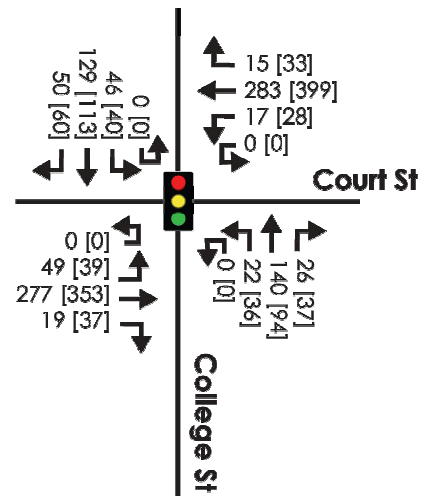
- EXISTING RIGHT OF WAY/PROPERTY LINE
- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
- EXISTING WIDTH
- PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

Legend

- Signalized Intersection
- Vehicle Movement
- XX AM Peak Hour Volume
- [XX] PM Peak Hour Volume



Existing Volumes ©2024



WOODLAND TRANSIT CENTER RELOCATION CONCEPT

BUS TURN MODIFICATIONS

COLLEGE ST AND COURT ST - BUS 45

JUNE 2024

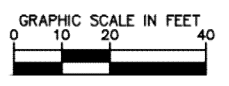
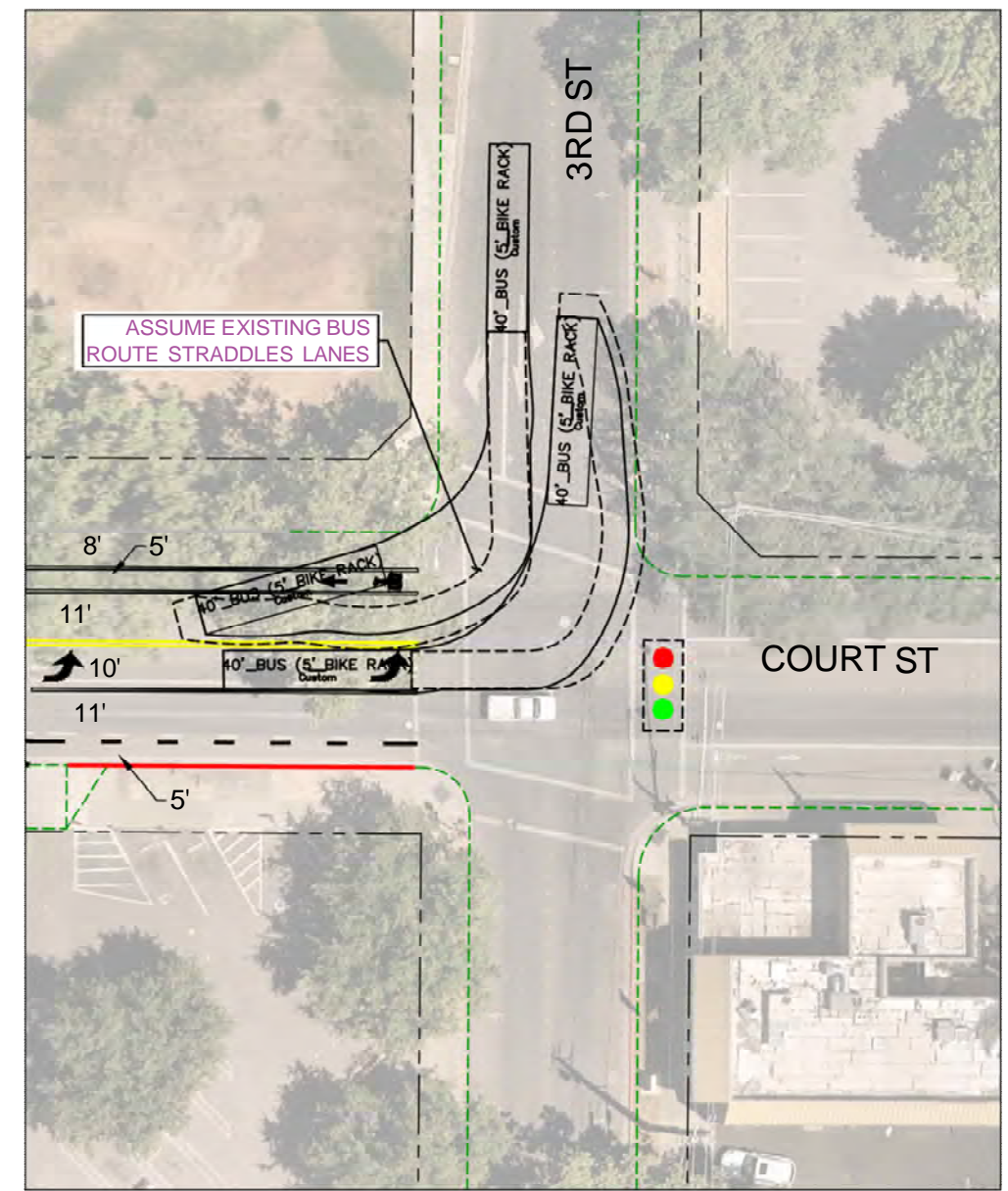
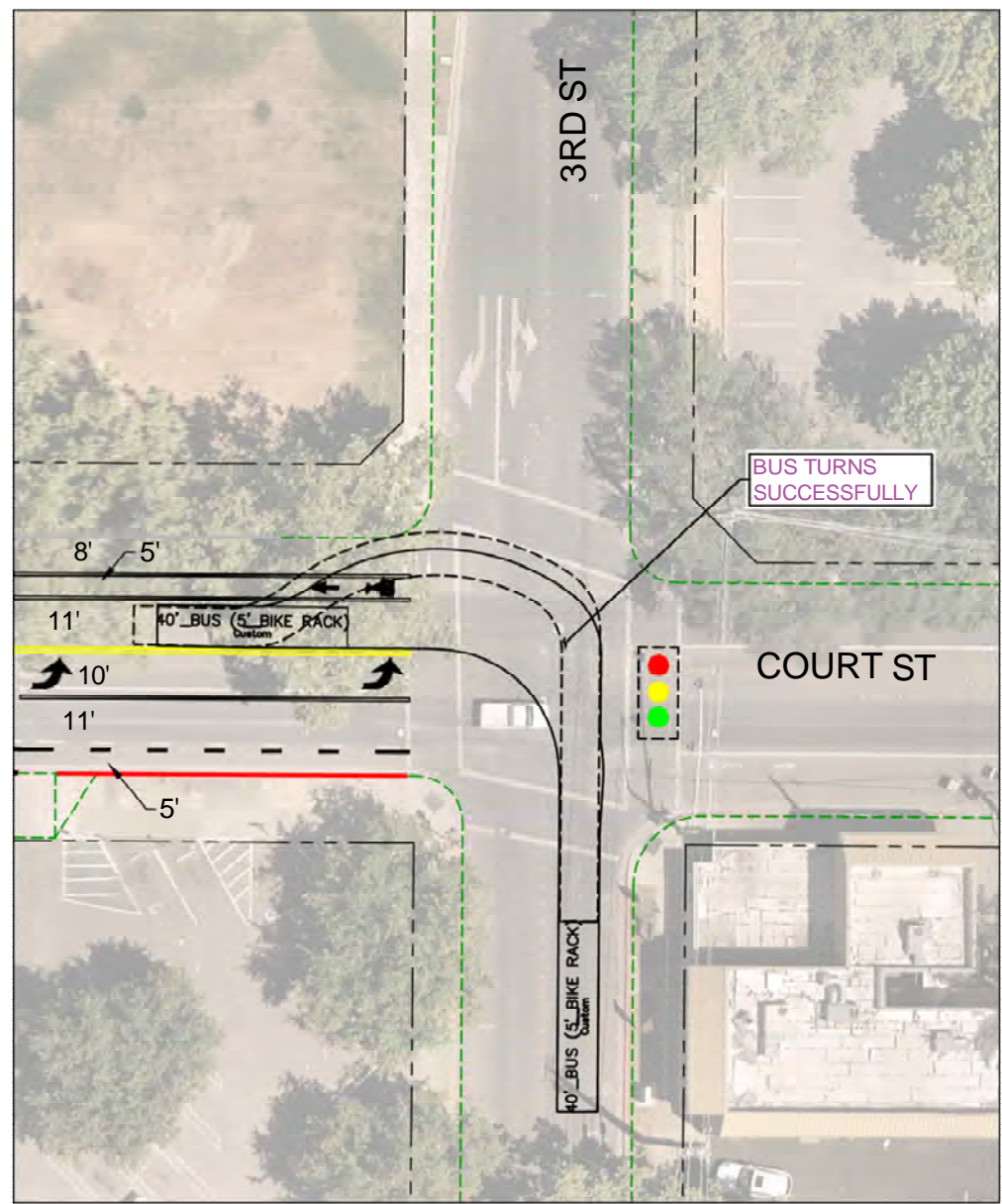
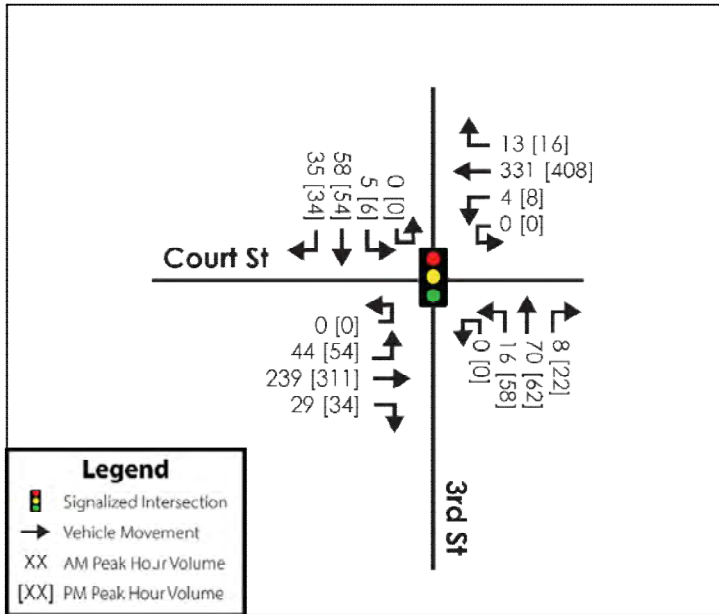
LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
- EXISTING WIDTH
- PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL



Existing Volumes

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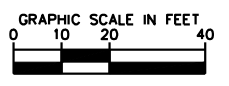
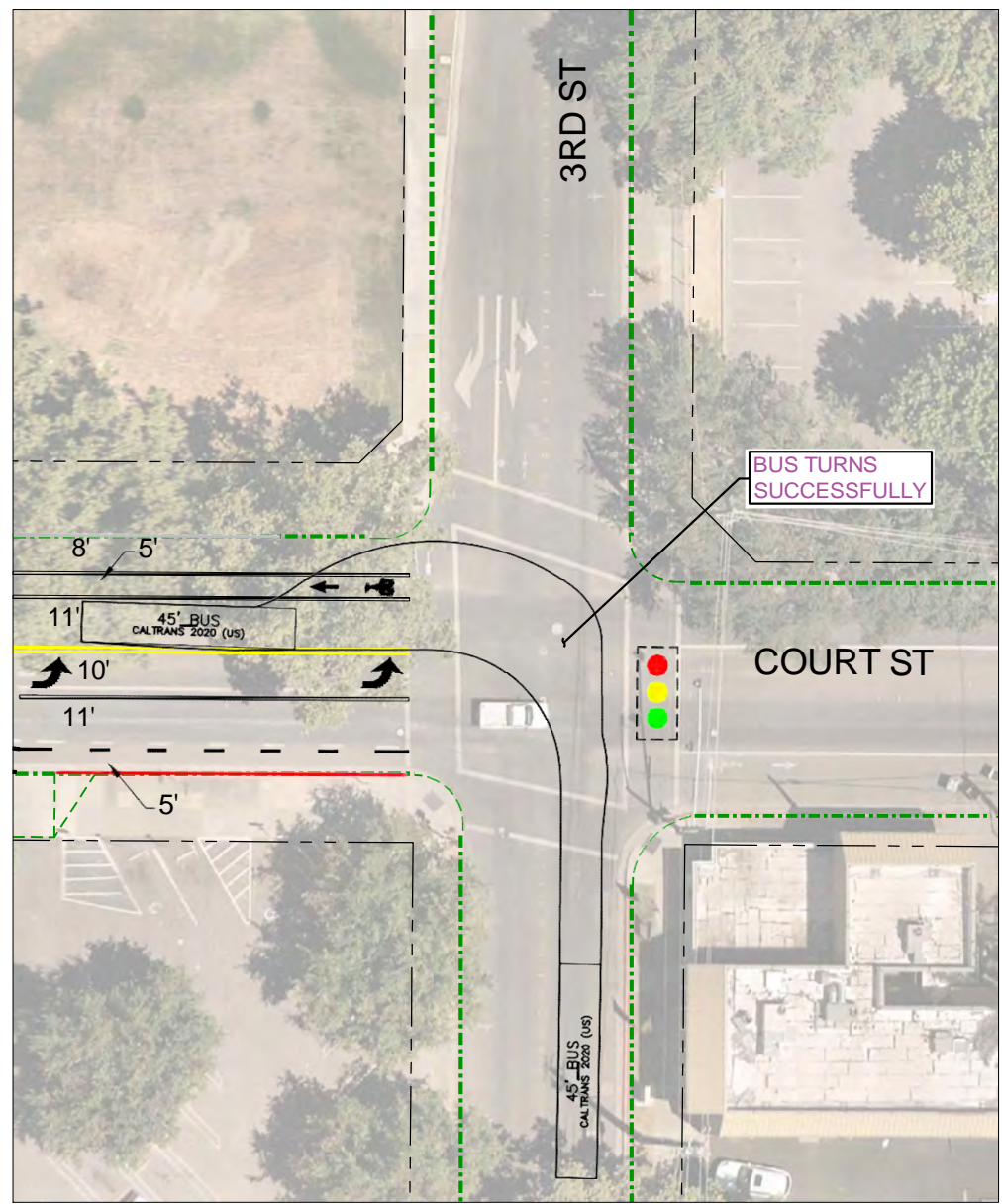
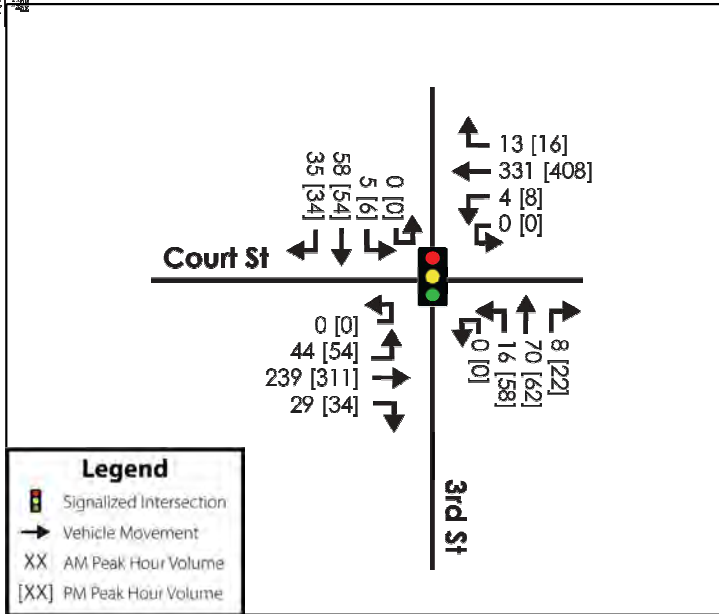


**WOODLAND TRANSIT CENTER RELOCATION CONCEPT
BUS TURN MODIFICATIONS
3RD ST AND COURT ST
JUNE 2024**

LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- - - EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
- ⌒ EXISTING WIDTH
- ⌒ PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

K:\GAK_1710\187130002 - Woodland TC Relocation\187130002\Design\Exhibits\Circulation1.dwg Location 4 Jun 12, 2024



WOODLAND TRANSIT CENTER RELOCATION CONCEPT

BUS TURN MODIFICATIONS

3RD ST AND COURT ST - BUS 45

JUNE 2024

LEGEND

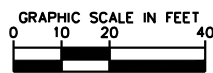
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- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
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- PROPOSED WIDTH
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- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

Legend

- Signalized Intersection
- Vehicle Movement
- AM Peak Hour Volume
- PM Peak Hour Volume



Existing Volumes ©2024



WOODLAND TRANSIT CENTER RELOCATION CONCEPT BUS TURN MODIFICATIONS WEST ST AND COURT ST JUNE 2024

Legend	
	Proposed Curb
	Proposed White Curb
	Bike Lane Symbol
	Existing Width
	Proposed Width

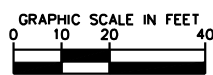


LEGEND

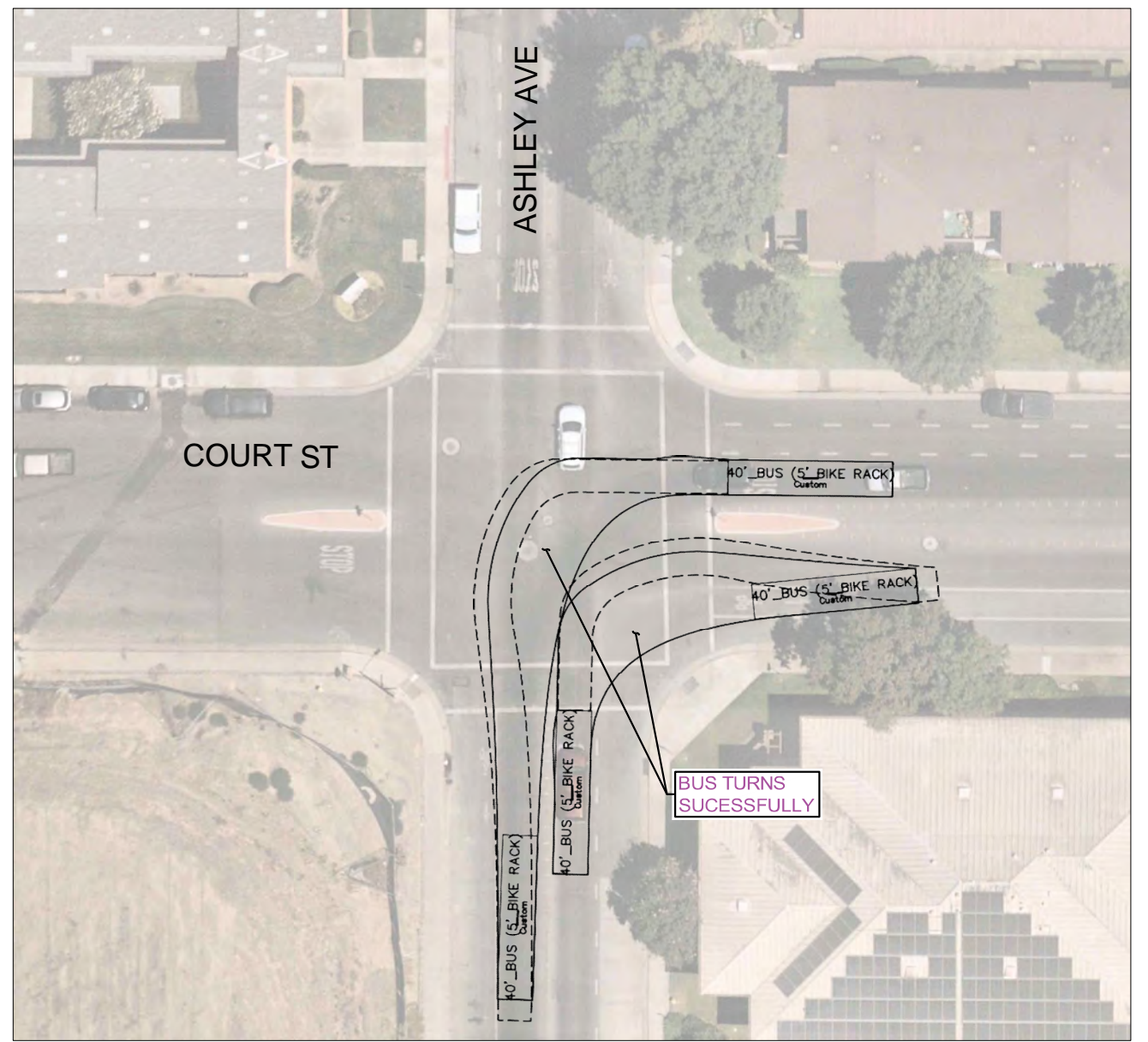
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- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
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- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL



Existing Volumes



WOODLAND TRANSIT CENTER RELOCATION CONCEPT BUS TURN MODIFICATIONS ASHLEY AVE AND COURT ST JUNE 2024



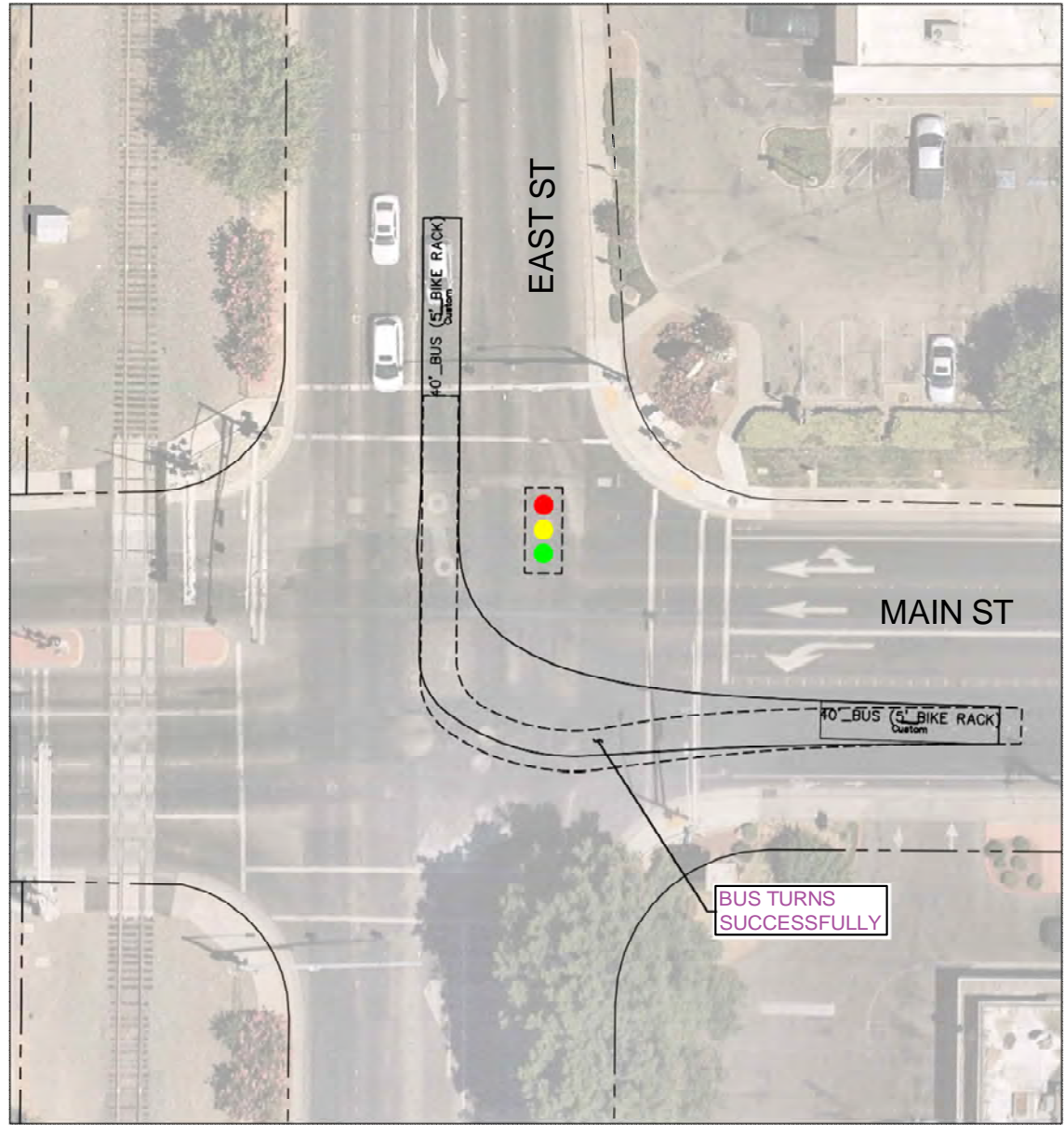
LEGEND

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- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
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- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

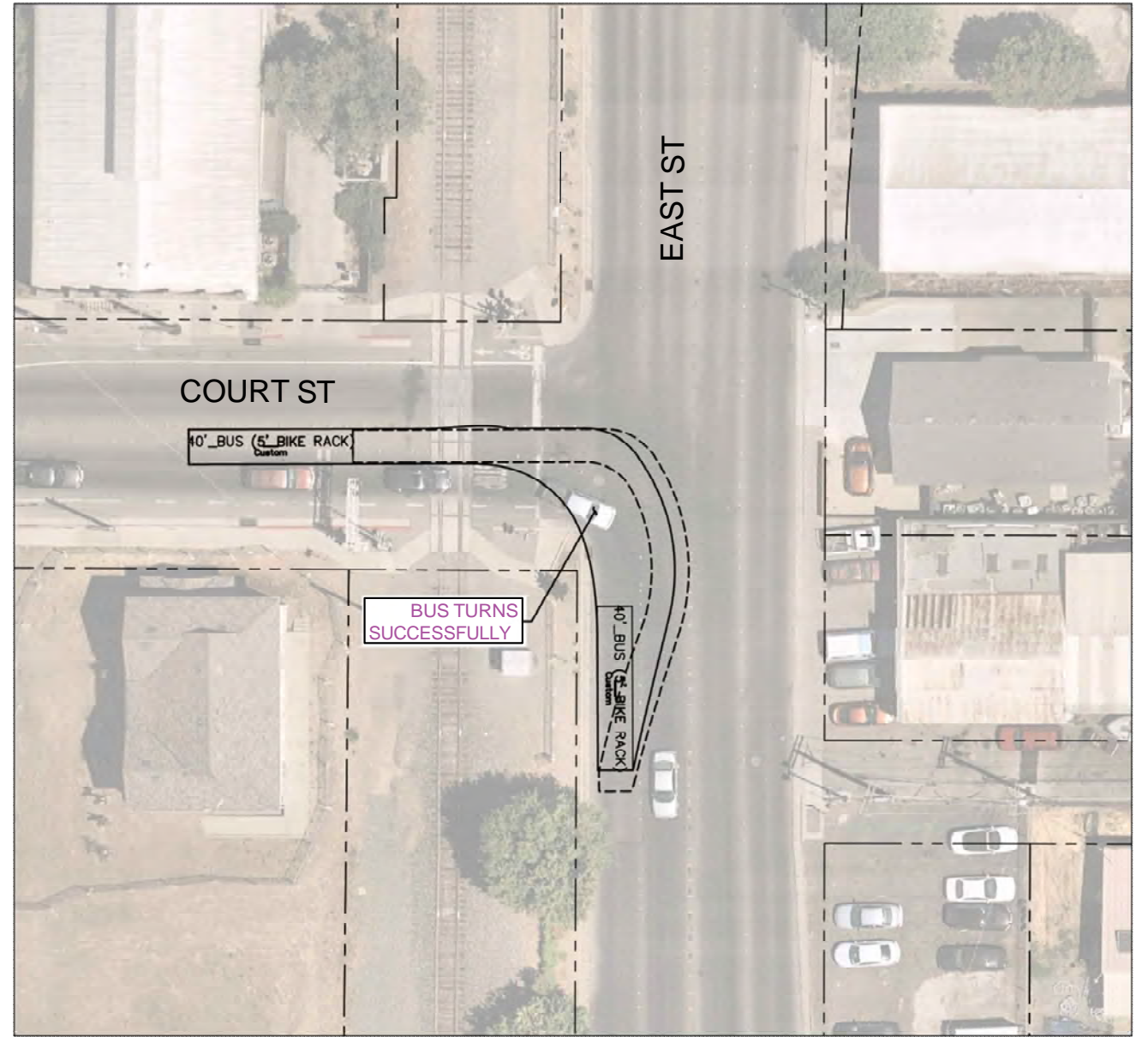
Legend



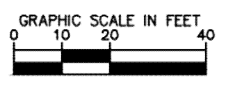
Existing Volumes



EAST ST AND MAIN ST



EAST ST AND COURT ST



**WOODLAND TRANSIT CENTER RELOCATION CONCEPT
BUS TURN MODIFICATIONS
EAST ST
JUNE 2024**

LEGEND

- EXISTING RIGHT OF WAY/PROPERTY LINE
- EXISTING CURB/SIDEWALK
- PROPOSED CURB/SIDEWALK
- PROPOSED RED CURB
- PROPOSED WHITE CURB
- BIKE LANE SYMBOL
- EXISTING WIDTH
- PROPOSED WIDTH
- VEHICLE/ROADWAY RECOMMENDATION
- PEDESTRIAN RECOMMENDATION
- BICYCLE RECOMMENDATION
- TRANSIT RECOMMENDATION
- PARKING ANALYSIS
- PROPOSED CONCRETE
- EXISTING TRAFFIC SIGNAL

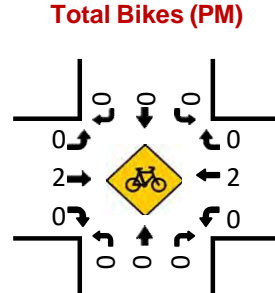
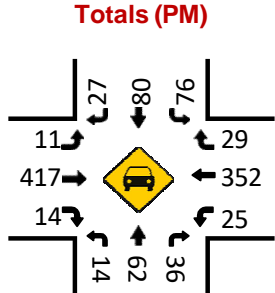
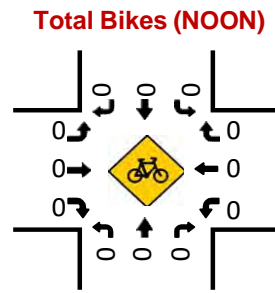
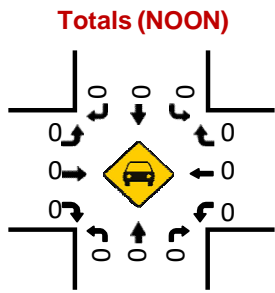
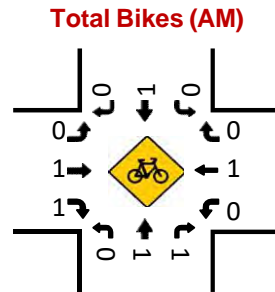
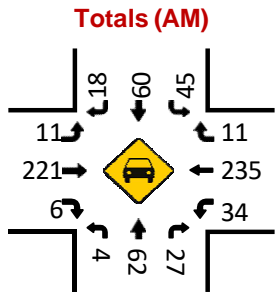
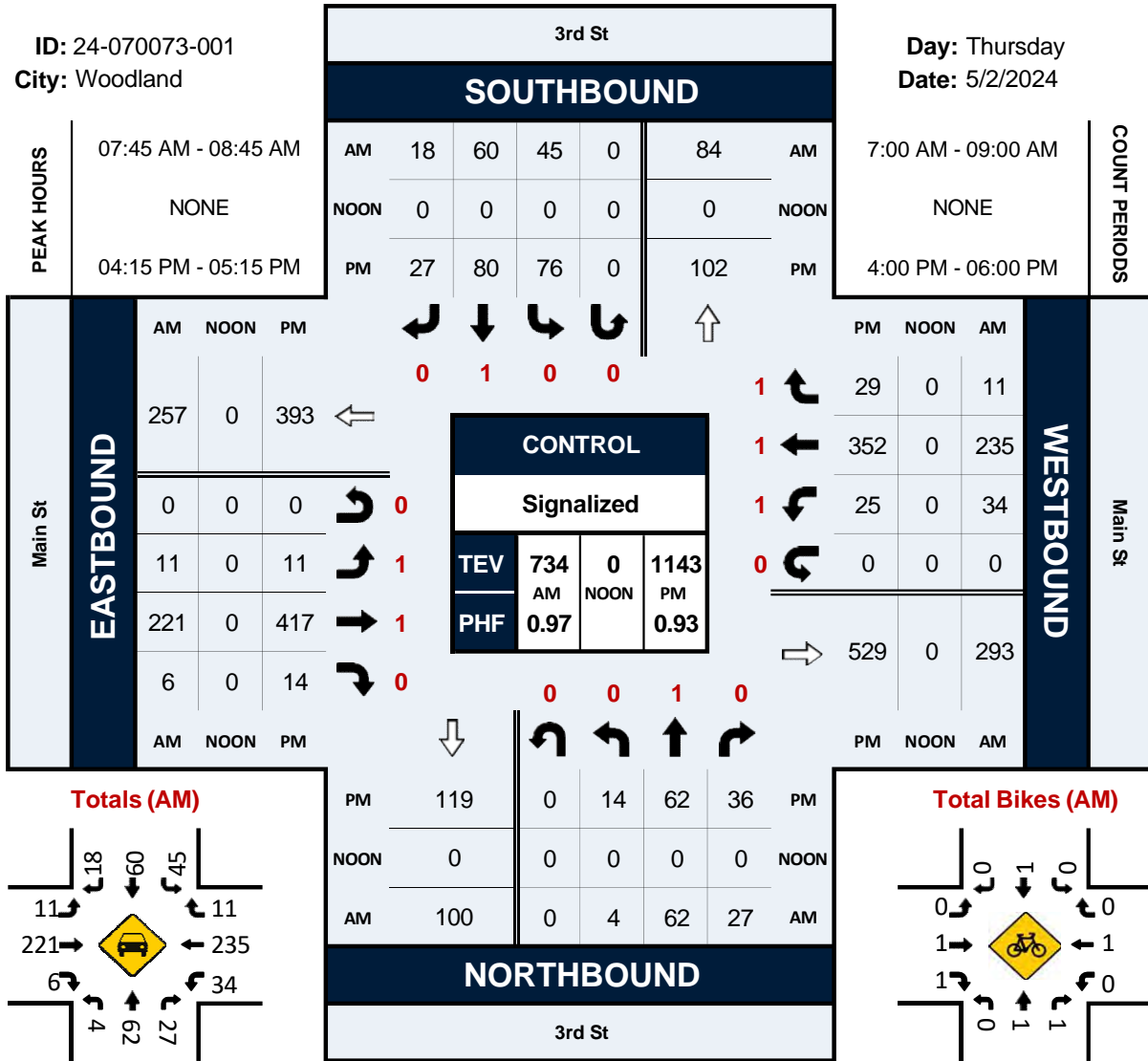
ATTACHMENT B: TURNING MOVEMENT COUNTS

3rd St & Main St

Peak Hour Turning Movement Count

ID: 24-070073-001
City: Woodland

Day: Thursday
Date: 5/2/2024

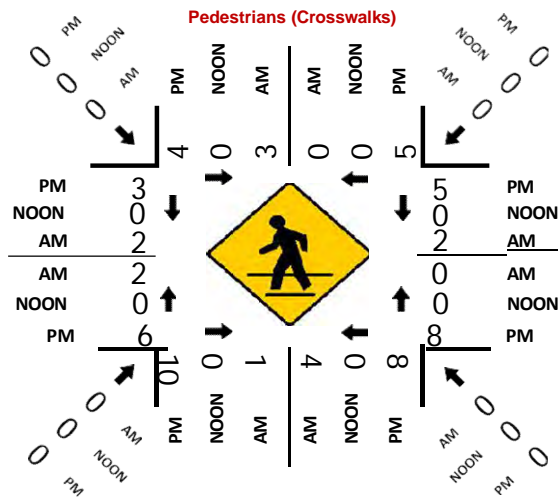
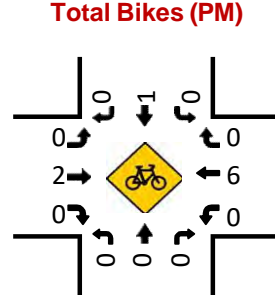
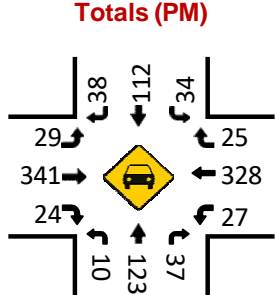
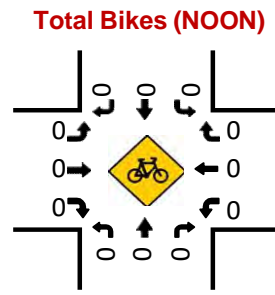
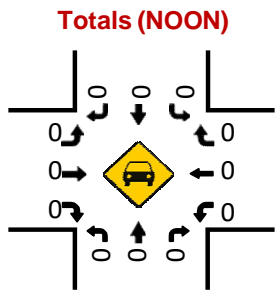
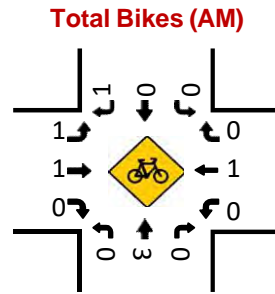
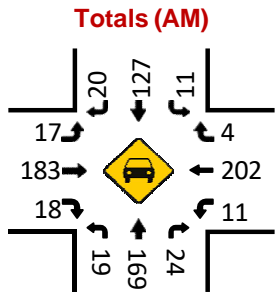
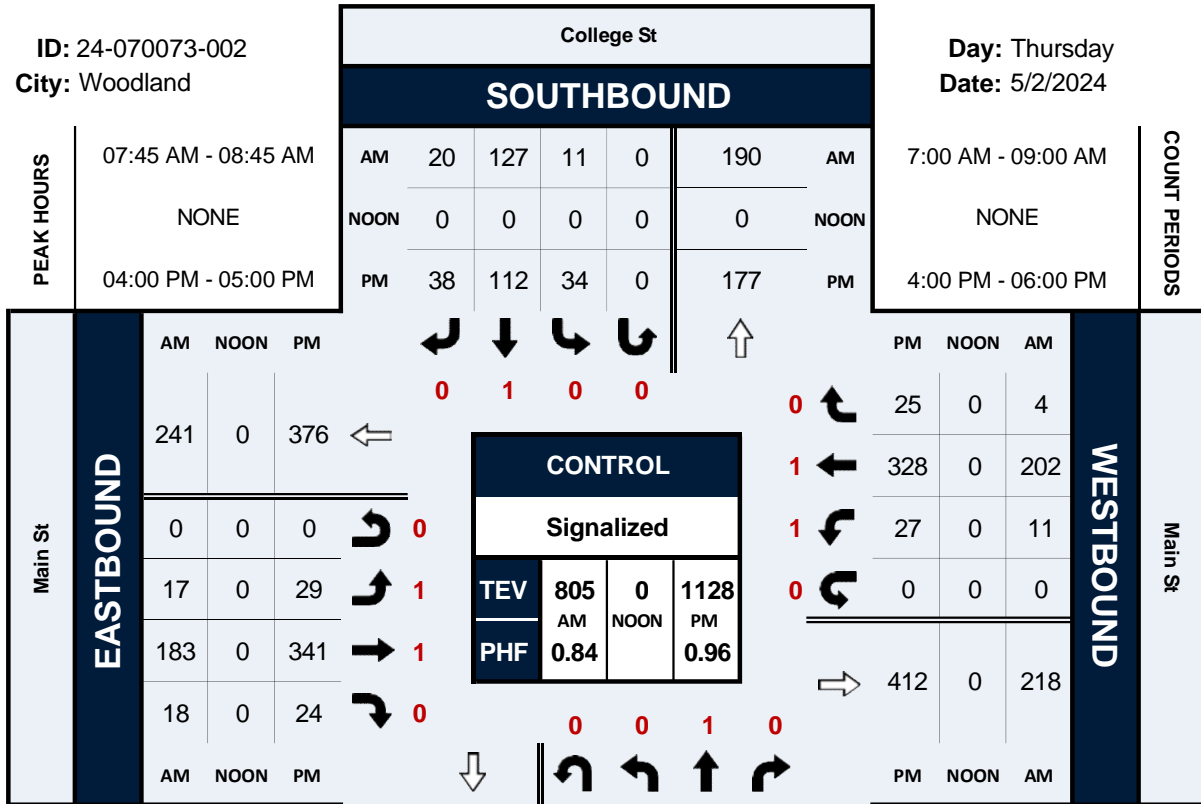


College St & Main St

Peak Hour Turning Movement Count

ID: 24-070073-002
City: Woodland

Day: Thursday
Date: 5/2/2024

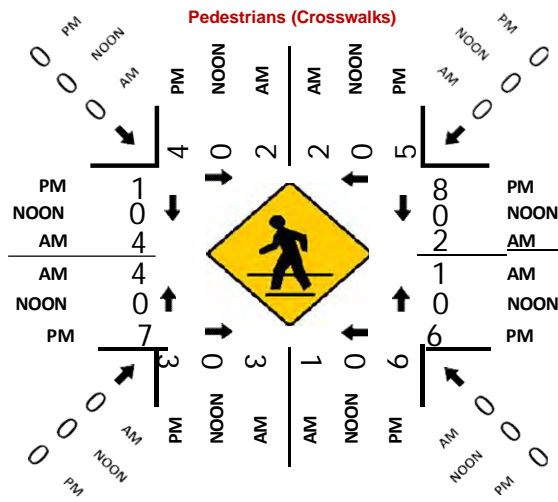
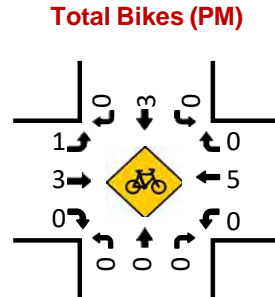
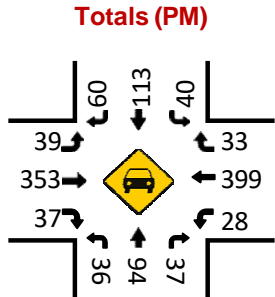
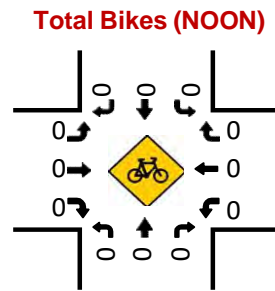
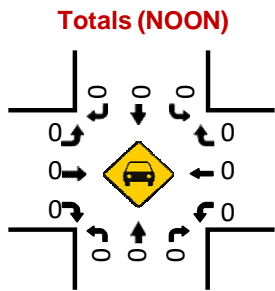
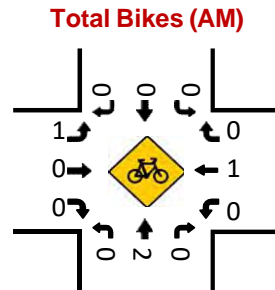
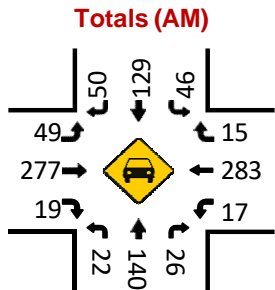
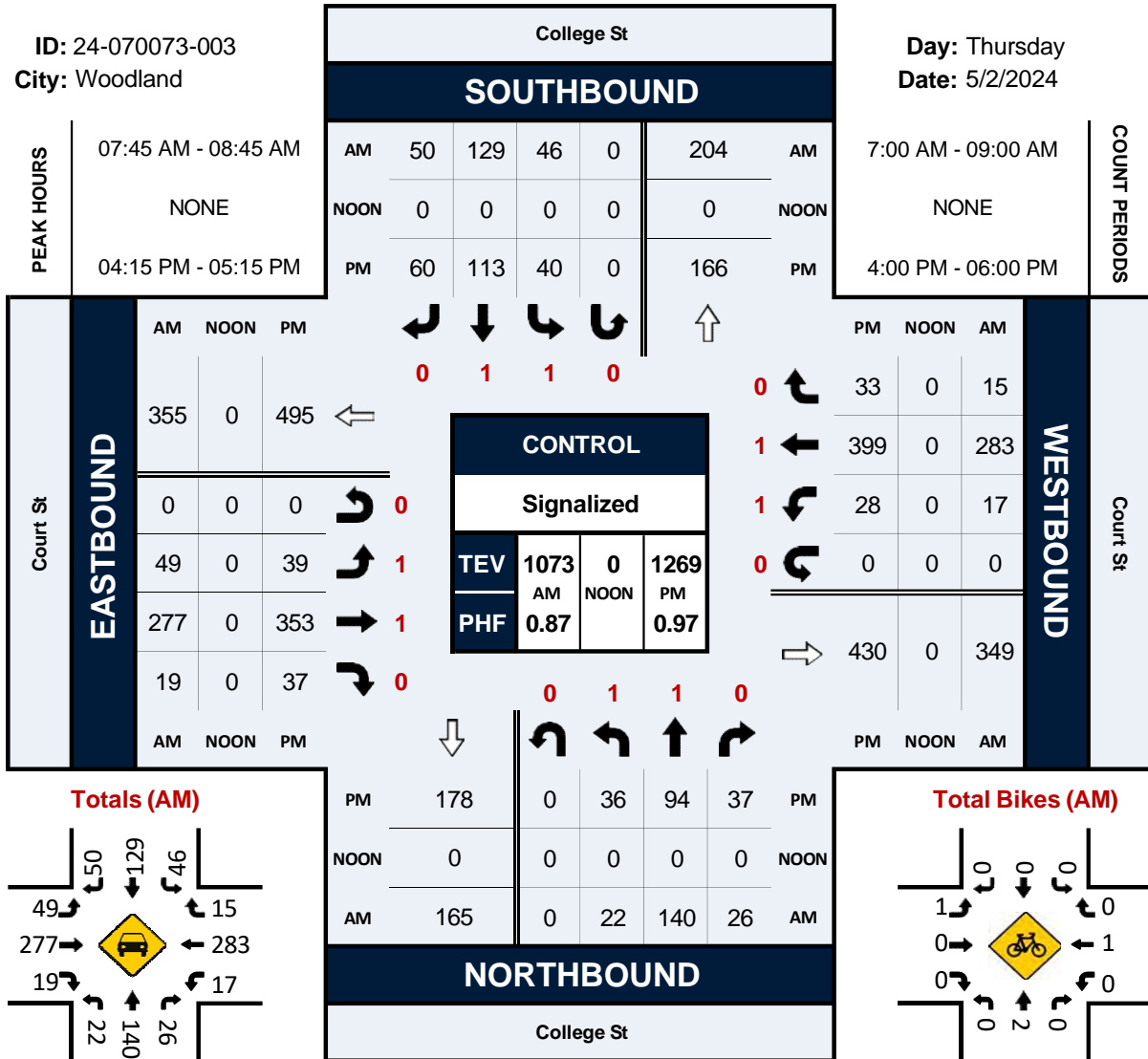


College St & Court St

Peak Hour Turning Movement Count

ID: 24-070073-003
City: Woodland

Day: Thursday
Date: 5/2/2024

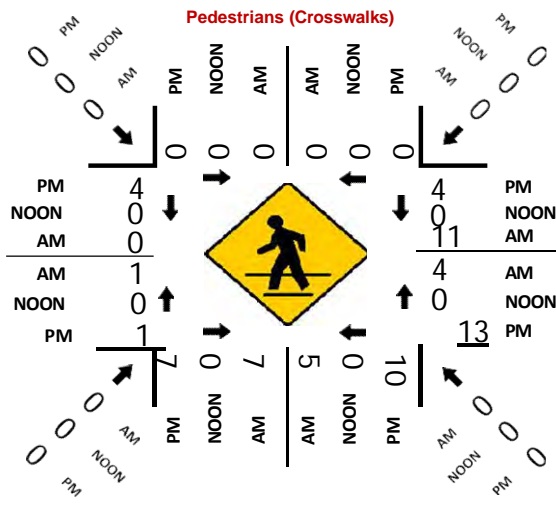
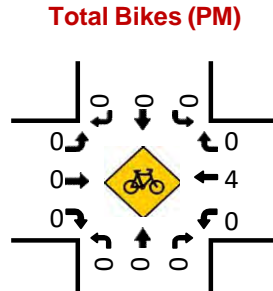
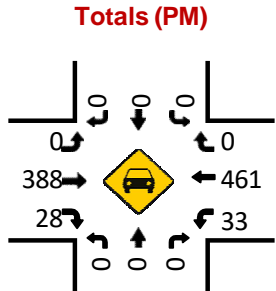
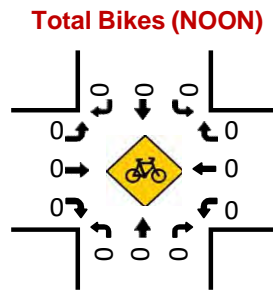
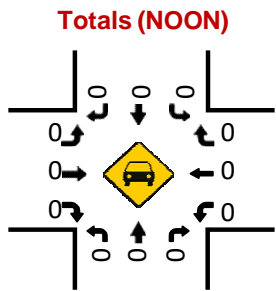
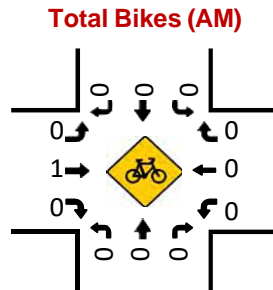
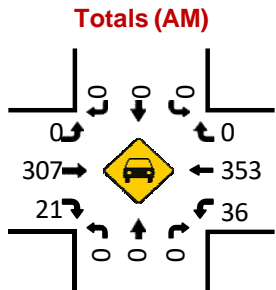
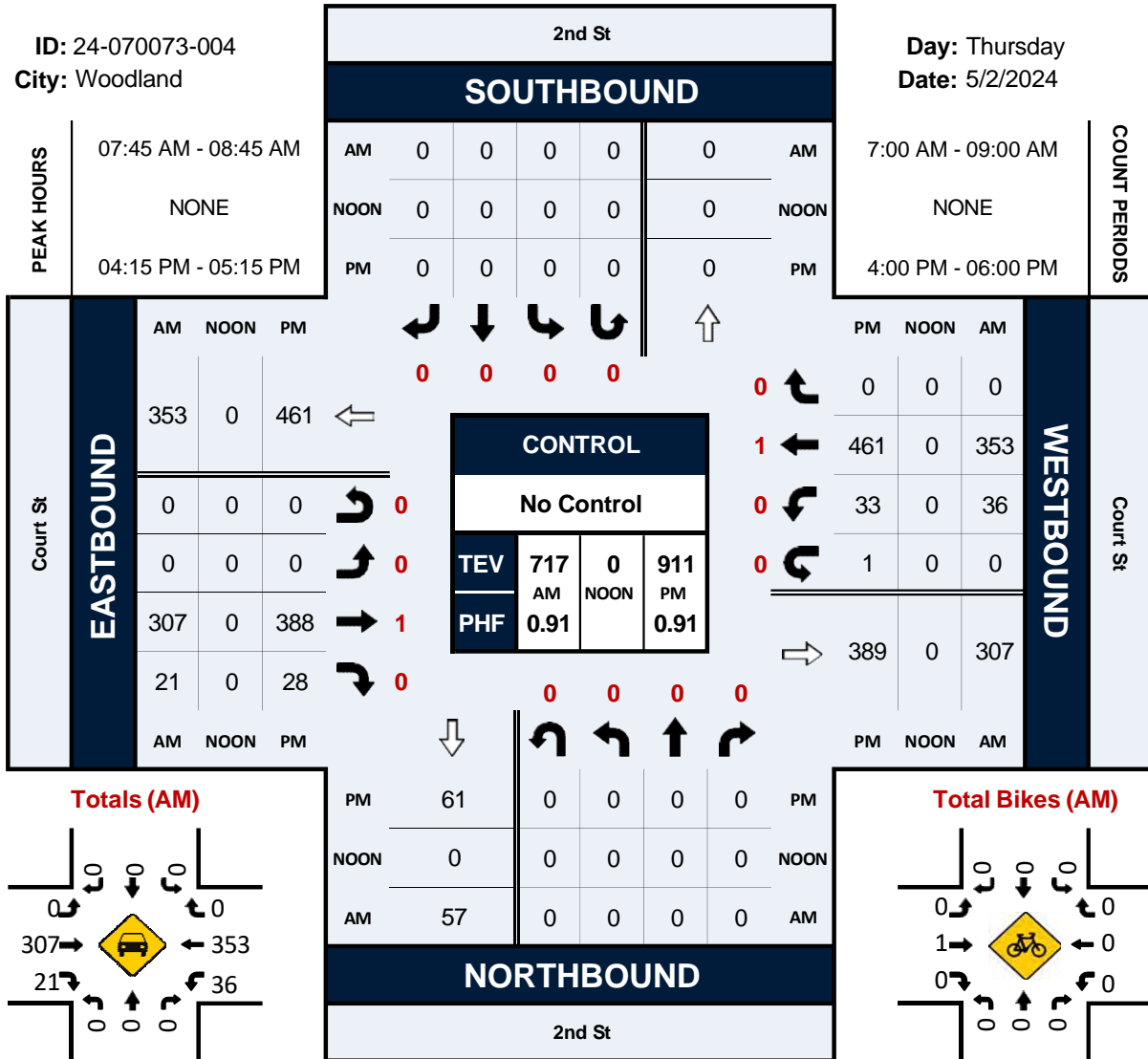


2nd St & Court St

Peak Hour Turning Movement Count

ID: 24-070073-004
City: Woodland

Day: Thursday
Date: 5/2/2024

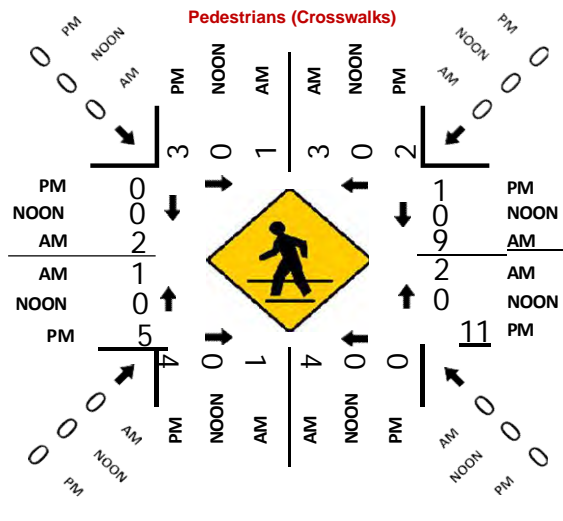
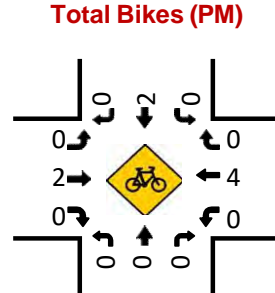
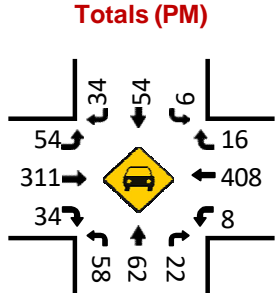
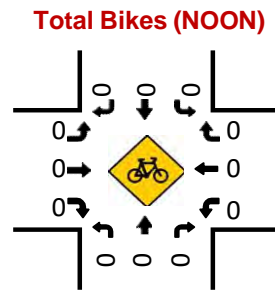
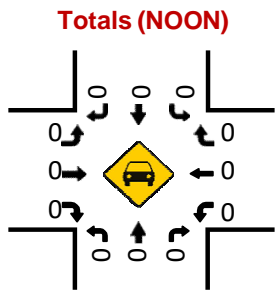
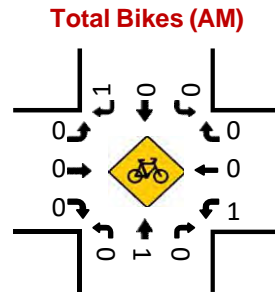
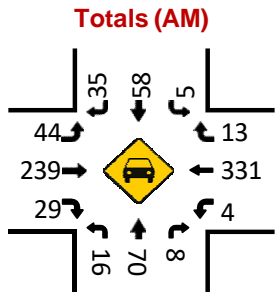
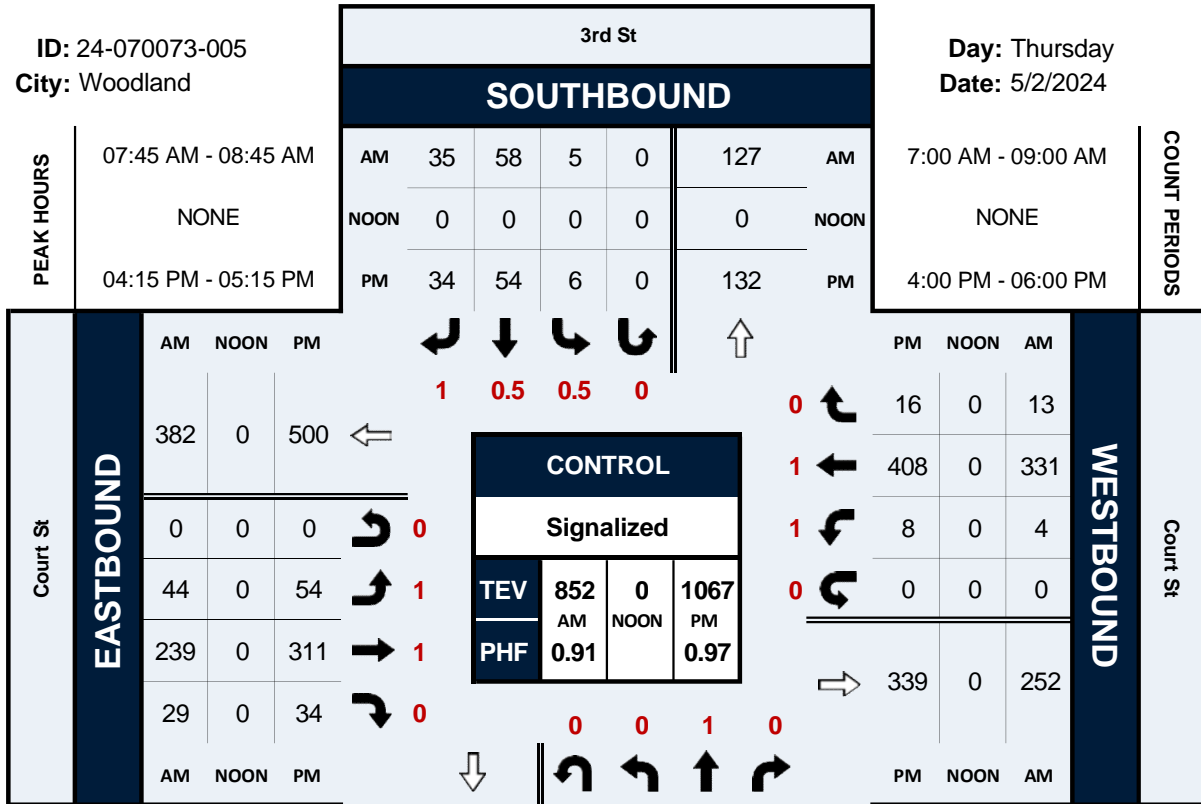


3rd St & Court St

Peak Hour Turning Movement Count

ID: 24-070073-005
City: Woodland




















Day: Thursday
Date: 5/2/2024



ATTACHMENT C: SYNCHRO CAPACITY REPORTS

Lanes, Volumes, Timings
1: 3rd Street & Main Street

2024 Existing AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	221	6	34	235	11	4	62	27	45	60	18
Future Volume (vph)	11	221	6	34	235	11	4	62	27	45	60	18
Satd. Flow (prot)	1805	1892	0	1805	1900	1615	0	1822	0	0	1830	0
Flt Permitted	0.583			0.578				0.985			0.772	
Satd. Flow (perm)	1108	1892	0	1098	1900	1615	0	1799	0	0	1439	0
Satd. Flow (RTOR)		2				55		23			10	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.86	0.86	0.86	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	257	7	37	258	12	5	72	31	48	65	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	264	0	37	258	12	0	108	0	0	132	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	21.7	21.7		19.7	19.7	19.7	26.7	26.7		21.7	21.7	
Total Split (s)	48.4	48.4		48.4	48.4	48.4	34.0	34.0		34.0	34.0	
Total Split (%)	52.4%	52.4%		52.4%	52.4%	52.4%	36.8%	36.8%		36.8%	36.8%	
Maximum Green (s)	44.7	44.7		44.7	44.7	44.7	30.3	30.3		30.3	30.3	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	3.7	3.7		3.7	3.7	3.7		3.7			3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		9.0	9.0	9.0	16.0	16.0		11.0	11.0	
Pedestrian Calls (#/hr)	3	3		2	2	2	2	2		7	7	
Act Effect Green (s)	44.9	44.9		44.9	44.9	44.9		11.3			11.3	
Actuated g/C Ratio	0.61	0.61		0.61	0.61	0.61		0.15			0.15	
v/c Ratio	0.01	0.22		0.05	0.22	0.01		0.36			0.57	
Control Delay (s/veh)	7.8	8.0		7.7	8.0	0.0		25.2			36.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	7.8	8.0		7.7	8.0	0.0		25.2			36.5	
LOS	A	A		A	A	A		C			D	
Approach Delay (s/veh)		8.1			7.7			25.2			36.6	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	2	43		5	42	0		35			52	
Queue Length 95th (ft)	11	112		24	116	0		71			102	
Internal Link Dist (ft)		1094			489			483			395	
Turn Bay Length (ft)	100			75		75						
Base Capacity (vph)	675	1154		669	1158	1005		756			600	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	Ø9	Ø10	Ø11	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	9	10	11	12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	5%	5%	5%	5%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	0.2	0.2	0.2	0.2
Recall Mode	Max	Max	Max	Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
Act Effect Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				

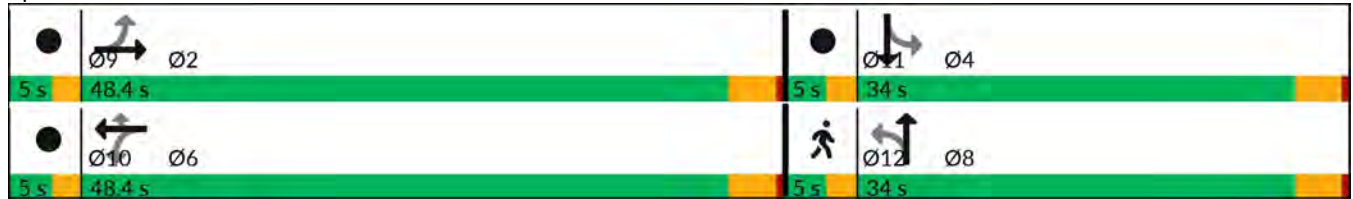
Lanes, Volumes, Timings
1: 3rd Street & Main Street

2024 Existing AM
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.02	0.23		0.06	0.22	0.01		0.14			0.22	

Intersection Summary	
Cycle Length:	92.4
Actuated Cycle Length:	73.7
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay (s/veh):	14.8
Intersection LOS:	B
Intersection Capacity Utilization:	42.4%
ICU Level of Service:	A
Analysis Period (min):	15



















Splits and Phases: 1: 3rd Street & Main Street



Lane Group	Ø9	Ø10	Ø11	Ø12
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

Lanes, Volumes, Timings
2: College Street & Main Street

2024 Existing AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	183	18	11	202	4	19	169	24	11	127	20
Future Volume (vph)	17	183	18	11	202	4	19	169	24	11	127	20
Satd. Flow (prot)	1805	1875	0	1805	1894	0	0	1864	0	0	1862	0
Flt Permitted	0.950			0.950				0.996			0.997	
Satd. Flow (perm)	1805	1875	0	1805	1894	0	0	1864	0	0	1862	0
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.64	0.64	0.64	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	19	208	20	12	215	4	30	264	38	14	165	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	228	0	12	219	0	0	332	0	0	205	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utilization 36.7%						ICU Level of Service A						
Analysis Period (min) 15												

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↶↷			↶↷	
Traffic Vol, veh/h	17	183	18	11	202	4	19	169	24	11	127	20
Future Vol, veh/h	17	183	18	11	202	4	19	169	24	11	127	20
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.64	0.64	0.64	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	208	20	12	215	4	30	264	38	14	165	26
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	13.5	13.5	15.2	12.3
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	100%	0%	100%	0%	7%
Vol Thru, %	80%	0%	91%	0%	98%	80%
Vol Right, %	11%	0%	9%	0%	2%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	17	201	11	206	158
LT Vol	19	17	0	11	0	11
Through Vol	169	0	183	0	202	127
RT Vol	24	0	18	0	4	20
Lane Flow Rate	331	19	228	12	219	205
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.528	0.038	0.415	0.023	0.403	0.346
Departure Headway (Hd)	5.855	7.122	6.546	7.15	6.625	6.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	619	505	553	503	546	593
Service Time	3.855	4.829	4.253	4.857	4.332	4.097
HCM Lane V/C Ratio	0.535	0.038	0.412	0.024	0.401	0.346
HCM Control Delay, s/veh	15.2	10.1	13.8	10	13.7	12.3
HCM Lane LOS	C	B	B	A	B	B
HCM 95th-tile Q	3.1	0.1	2	0.1	1.9	1.5

Lanes, Volumes, Timings
3: College Street & Court Street

2024 Existing AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	277	19	17	283	15	22	140	26	46	129	50
Future Volume (vph)	49	277	19	17	283	15	22	140	26	46	129	50
Satd. Flow (prot)	1805	1883	0	1805	1885	0	1805	1856	0	1805	1820	0
Flt Permitted	0.529			0.504			0.630			0.597		
Satd. Flow (perm)	1005	1883	0	958	1885	0	1197	1856	0	1134	1820	0
Satd. Flow (RTOR)		5			4			10			22	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.63	0.63	0.63	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	63	355	24	20	341	18	35	222	41	52	147	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	379	0	20	359	0	35	263	0	52	204	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		7.0	7.0		7.0	7.0		8.0	8.0	
Minimum Split (s)	22.1	22.1		24.1	24.1		23.7	23.7		22.7	22.7	
Total Split (s)	60.8	60.8		60.8	60.8		47.0	47.0		47.0	47.0	
Total Split (%)	56.4%	56.4%		56.4%	56.4%		43.6%	43.6%		43.6%	43.6%	
Maximum Green (s)	56.7	56.7		56.7	56.7		43.3	43.3		43.3	43.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		13.0	13.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	4	4		4	4		3	3		8	8	
Act Effect Green (s)	11.2	11.2		11.2	11.2		10.1	10.1		10.4	10.4	
Actuated g/C Ratio	0.38	0.38		0.38	0.38		0.34	0.34		0.35	0.35	
v/c Ratio	0.16	0.53		0.05	0.50		0.08	0.41		0.13	0.31	
Control Delay (s/veh)	8.2	10.7		7.3	10.3		8.0	9.8		8.4	8.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.2	10.7		7.3	10.3		8.0	9.8		8.4	8.3	
LOS	A	B		A	B		A	A		A	A	
Approach Delay (s/veh)		10.4			10.2			9.6			8.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	5	32		1	30		3	23		4	16	
Queue Length 95th (ft)	24	105		11	108		12	55		23	63	
Internal Link Dist (ft)		368			718			396			205	
Turn Bay Length (ft)	80			80			50			90		
Base Capacity (vph)	1005	1883		958	1885		1174	1821		1113	1786	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

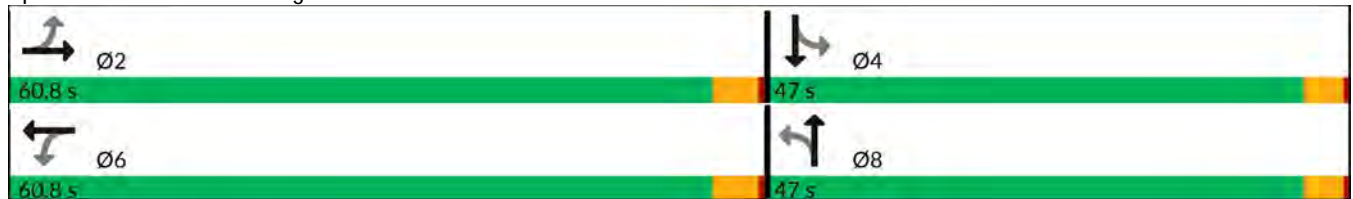
Lanes, Volumes, Timings
 3: College Street & Court Street

2024 Existing AM
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.20		0.02	0.19		0.03	0.14		0.05	0.11	




















Intersection Summary	
Cycle Length: 107.8	
Actuated Cycle Length: 29.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 9.8	In rsection LOS: A
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: College Street & Court Street



Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Existing AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	239	29	4	320	13	16	70	8	5	58	35
Future Volume (vph)	44	239	29	4	320	13	16	70	8	5	58	35
Satd. Flow (prot)	1805	1870	0	1805	1889	0	0	1860	0	0	1892	1615
Flt Permitted	0.950			0.950				0.936			0.969	
Satd. Flow (perm)	1805	1870	0	1805	1889	0	0	1757	0	0	1841	1615
Satd. Flow (RTOR)		8			3			4				40
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.81	0.81	0.81	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	48	263	32	4	344	14	20	86	10	6	66	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	295	0	4	358	0	0	116	0	0	72	40
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	7.0		3.0	7.0		3.0	3.0		7.0	7.0	7.0
Minimum Split (s)	9.5	19.1		6.0	19.1		19.7	19.7		19.7	19.7	19.7
Total Split (s)	19.0	62.8		19.0	62.8		33.0	33.0		33.0	33.0	33.0
Total Split (%)	16.6%	54.7%		16.6%	54.7%		28.7%	28.7%		28.7%	28.7%	28.7%
Maximum Green (s)	16.0	58.7		16.0	58.7		29.3	29.3		29.3	29.3	29.3
Yellow Time (s)	3.0	3.6		3.0	3.6		3.2	3.2		3.2	3.2	3.2
All-Red Time (s)	0.0	0.5		0.0	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	4.1		3.0	4.1			3.7			3.7	3.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	1.2		1.0	1.2		1.2	1.2		1.2	1.2	1.2
Recall Mode	None	None		None	None		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		8.0			8.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)		5			4		11	11		3	3	3
Act Effect Green (s)	5.5	16.1		4.6	14.4			8.6			10.1	10.1
Actuated g/C Ratio	0.19	0.55		0.16	0.49			0.29			0.35	0.35
v/c Ratio	0.14	0.28		0.01	0.38			0.22			0.11	0.06
Control Delay (s/veh)	16.5	7.5		18.2	10.5			11.8			11.3	5.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	16.5	7.5		18.2	10.5			11.8			11.3	5.4
LOS	B	A		B	B			B			B	A
Approach Delay (s/veh)		8.8			10.6			11.9			9.2	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)	5	21		1	27			10			6	0
Queue Length 95th (ft)	37	109		8	150			48			36	15
Internal Link Dist (ft)		304			385			395			180	
Turn Bay Length (ft)	80			80								40
Base Capacity (vph)	1112	1870		1112	1889			1546			1619	1425
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0

Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Existing AM
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.04	0.16		0.00	0.19			0.08			0.04	0.03




















Intersection Summary	
Cycle Length: 114.8	
Actuated Cycle Length: 29.2	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 9.9	In rsection LOS: A
Intersection Capacity Utilization 42.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: 3rd Street & Court Street



Lanes, Volumes, Timings
1: 3rd Street & Main Street

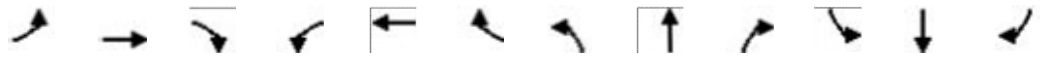
2024 Existing PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	417	14	25	352	29	14	62	36	76	80	27
Future Volume (vph)	11	417	14	25	352	29	14	62	36	76	80	27
Satd. Flow (prot)	1805	1890	0	1805	1900	1615	0	1807	0	0	1825	0
Flt Permitted	0.473			0.412				0.951			0.738	
Satd. Flow (perm)	899	1890	0	783	1900	1615	0	1729	0	0	1374	0
Satd. Flow (RTOR)		3				55		27			10	
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	12	458	15	28	391	32	17	76	44	93	98	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	473	0	28	391	32	0	137	0	0	224	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	21.7	21.7		19.7	19.7	19.7	26.7	26.7		21.7	21.7	
Total Split (s)	50.4	50.4		50.4	50.4	50.4	32.0	32.0		32.0	32.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%	54.5%	34.6%	34.6%		34.6%	34.6%	
Maximum Green (s)	46.7	46.7		46.7	46.7	46.7	28.3	28.3		28.3	28.3	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	3.7	3.7		3.7	3.7	3.7		3.7			3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		9.0	9.0	9.0	16.0	16.0		11.0	11.0	
Pedestrian Calls (#/hr)	12	12		2	2	2	3	3		7	7	
Act Effect Green (s)	46.9	46.9		46.9	46.9	46.9		14.5			14.5	
Actuated g/C Ratio	0.59	0.59		0.59	0.59	0.59		0.18			0.18	
v/c Ratio	0.02	0.42		0.06	0.34	0.03		0.40			0.86	
Control Delay (s/veh)	8.6	10.9		8.8	10.1	1.3		25.5			58.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay (s/veh)	8.6	10.9		8.8	10.1	1.3		25.5			58.9	
LOS	A	B		A	B	A		C			E	
Approach Delay (s/veh)		10.9			9.5			25.6			58.9	
Approach LOS		B			A			C			E	
Queue Length 50th (ft)	2	111		5	88	0		47			103	
Queue Length 95th (ft)	11	226		20	180	7		85			158	
Internal Link Dist (ft)		1094			489			483			395	
Turn Bay Length (ft)	100			75		75						
Base Capacity (vph)	534	1125		465	1129	982		640			501	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	

Lane Group	Ø9	Ø10	Ø11	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	9	10	11	12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	5%	5%	5%	5%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	0.2	0.2	0.2	0.2
Recall Mode	Max	Max	Max	Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
Act Effect Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				

Lanes, Volumes, Timings
1: 3rd Street & Main Street

2024 Existing PM
PM Peak Hour

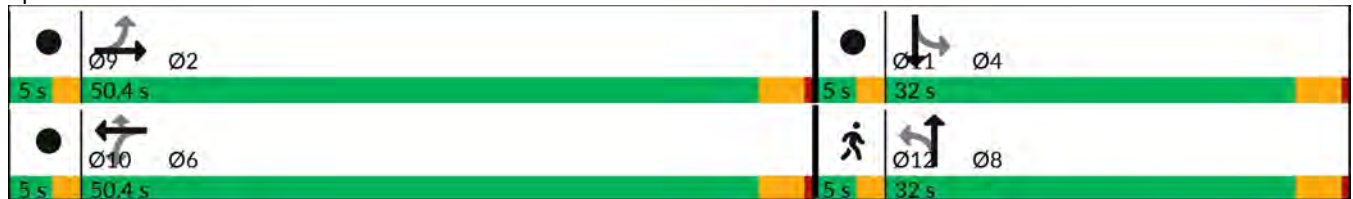


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.02	0.42		0.06	0.35	0.03		0.21			0.45	

Intersection Summary

Cycle Length: 92.4	
Actuated Cycle Length: 78.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 20.3	Intersection LOS: C
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	




















Splits and Phases: 1: 3rd Street & Main Street



Lane Group	Ø9	Ø10	Ø11	Ø12
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

Lanes, Volumes, Timings
2: College Street & Main Street

2024 Existing PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	347	20	28	327	24	12	120	35	31	116	32
Future Volume (vph)	28	347	20	28	327	24	12	120	35	31	116	32
Satd. Flow (prot)	1805	1885	0	1805	1881	0	0	1839	0	0	1838	0
Flt Permitted	0.950			0.950				0.996			0.991	
Satd. Flow (perm)	1805	1885	0	1805	1881	0	0	1839	0	0	1838	0
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	29	358	21	30	348	26	13	126	37	41	155	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	379	0	30	374	0	0	176	0	0	239	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utilization 47.6%						ICU Level of Service A						
Analysis Period (min) 15												

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	347	20	28	327	24	12	120	35	31	116	32
Future Vol, veh/h	28	347	20	28	327	24	12	120	35	31	116	32
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	358	21	30	348	26	13	126	37	41	155	43
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	23.1	22.6	13.8	15.6
HCM LOS	C	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	100%	0%	100%	0%	17%
Vol Thru, %	72%	0%	95%	0%	93%	65%
Vol Right, %	21%	0%	5%	0%	7%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	28	367	28	351	179
LT Vol	12	28	0	28	0	31
Through Vol	120	0	347	0	327	116
RT Vol	35	0	20	0	24	32
Lane Flow Rate	176	29	378	30	373	239
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.344	0.058	0.706	0.06	0.697	0.455
Departure Headway (Hd)	7.043	7.271	6.72	7.279	6.718	6.868
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	491	537	491	538	523
Service Time	5.122	5.036	4.484	5.045	4.483	4.941
HCM Lane V/C Ratio	0.346	0.059	0.704	0.061	0.693	0.457
HCM Control Delay, s/veh	13.8	10.5	24.1	10.5	23.6	15.6
HCM Lane LOS	B	B	C	B	C	C
HCM 95th-tile Q	1.5	0.2	5.6	0.2	5.4	2.3

Lanes, Volumes, Timings
3: College Street & Court Street

2024 Existing PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	353	37	28	399	33	36	94	37	40	113	60
Future Volume (vph)	39	353	37	28	399	33	36	94	37	40	113	60
Satd. Flow (prot)	1805	1873	0	1805	1879	0	1805	1818	0	1805	1801	0
Flt Permitted	0.455			0.501			0.639			0.665		
Satd. Flow (perm)	864	1873	0	952	1879	0	1214	1818	0	1264	1801	0
Satd. Flow (RTOR)		9			7			19			26	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	41	376	39	30	424	35	40	103	41	43	123	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	415	0	30	459	0	40	144	0	43	188	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		7.0	7.0		7.0	7.0		8.0	8.0	
Minimum Split (s)	22.1	22.1		24.1	24.1		23.7	23.7		22.7	22.7	
Total Split (s)	70.8	70.8		70.8	70.8		37.0	37.0		37.0	37.0	
Total Split (%)	65.7%	65.7%		65.7%	65.7%		34.3%	34.3%		34.3%	34.3%	
Maximum Green (s)	66.7	66.7		66.7	66.7		33.3	33.3		33.3	33.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		13.0	13.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	4	4		4	4		3	3		8	8	
Act Effect Green (s)	14.4	14.4		14.4	14.4		10.6	10.6		11.1	11.1	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.38	0.38		0.40	0.40	
v/c Ratio	0.09	0.42		0.06	0.46		0.08	0.20		0.08	0.25	
Control Delay (s/veh)	7.3	8.7		7.1	9.2		8.3	7.9		8.3	8.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	7.3	8.7		7.1	9.2		8.3	7.9		8.3	8.0	
LOS	A	A		A	A		A	A		A	A	
Approach Delay (s/veh)		8.6			9.1			8.0			8.1	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	3	35		2	41		4	11		4	15	
Queue Length 95th (ft)	21	143		16	163		20	47		21	59	
Internal Link Dist (ft)		368			718			396			205	
Turn Bay Length (ft)	80			80			50			90		
Base Capacity (vph)	864	1873		952	1879		1140	1709		1187	1693	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 3: College Street & Court Street

2024 Existing PM
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.22		0.03	0.24		0.04	0.08		0.04	0.11	




















Intersection Summary	
Cycle Length: 107.8	
Actuated Cycle Length: 27.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 8.6	In rsection LOS: A
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: College Street & Court Street



Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Existing PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	311	34	8	408	16	58	62	22	6	54	34
Future Volume (vph)	54	311	34	8	408	16	58	62	22	6	54	34
Satd. Flow (prot)	1805	1872	0	1805	1889	0	0	1823	0	0	1890	1615
Flt Permitted	0.950			0.950				0.835			0.965	
Satd. Flow (perm)	1805	1872	0	1805	1889	0	0	1553	0	0	1834	1615
Satd. Flow (RTOR)		9			3			8				67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	59	338	37	9	443	17	67	71	25	7	62	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	375	0	9	460	0	0	163	0	0	69	39
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	7.0		3.0	7.0		3.0	3.0		7.0	7.0	7.0
Minimum Split (s)	6.0	19.1		6.0	19.1		19.7	19.7		19.7	19.7	19.7
Total Split (s)	16.0	72.8		8.0	64.8		34.0	34.0		34.0	34.0	34.0
Total Split (%)	13.9%	63.4%		7.0%	56.4%		29.6%	29.6%		29.6%	29.6%	29.6%
Maximum Green (s)	13.0	68.7		5.0	60.7		30.3	30.3		30.3	30.3	30.3
Yellow Time (s)	3.0	3.6		3.0	3.6		3.2	3.2		3.2	3.2	3.2
All-Red Time (s)	0.0	0.5		0.0	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	4.1		3.0	4.1			3.7			3.7	3.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	1.2		3.0	1.2		1.2	1.2		1.2	1.2	1.2
Recall Mode	None	None		None	None		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		8.0			8.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)		5			4		11	11		3	3	3
Act Effect Green (s)	9.3	23.9		7.1	19.7			10.3			11.9	11.9
Actuated g/C Ratio	0.25	0.63		0.19	0.52			0.27			0.31	0.31
v/c Ratio	0.13	0.31		0.02	0.46			0.37			0.11	0.07
Control Delay (s/veh)	19.6	6.8		23.1	12.6			18.4			16.2	2.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	19.6	6.8		23.1	12.6			18.4			16.2	2.9
LOS	B	A		C	B			B			B	A
Approach Delay (s/veh)		8.6			12.9			18.5			11.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	12	32		2	85			32			13	0
Queue Length 95th (ft)	49	139		15	212			92			46	10
Internal Link Dist (ft)		304			385			395			180	
Turn Bay Length (ft)	80			80								40
Base Capacity (vph)	823	1872		340	1880			1199			1414	1260
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0

Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Existing PM
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.07	0.20		0.03	0.24			0.14			0.05	0.03



















Intersection Summary	
Cycle Length:	114.8
Actuated Cycle Length:	37.8
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.47
Intersection Signal Delay (s/veh):	12.0
Intersection LOS:	B
Intersection Capacity Utilization:	50.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 5: 3rd Street & Court Street



Lanes, Volumes, Timings
1: 3rd Street & Main Street

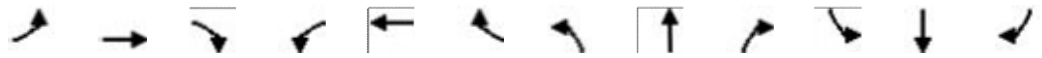
2024 Build AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	225	6	34	235	16	4	62	27	45	60	18
Future Volume (vph)	11	225	6	34	235	16	4	62	27	45	60	18
Satd. Flow (prot)	1805	1856	0	1805	1844	0	0	1822	0	0	1830	0
Flt Permitted	0.568			0.574				0.985			0.772	
Satd. Flow (perm)	1079	1856	0	1091	1844	0	0	1799	0	0	1439	0
Satd. Flow (RTOR)		2			5			23			10	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.86	0.86	0.86	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	13	262	7	37	258	18	5	72	31	48	65	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	269	0	37	276	0	0	108	0	0	132	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.7	21.7		19.7	19.7		26.7	26.7		21.7	21.7	
Total Split (s)	48.4	48.4		48.4	48.4		34.0	34.0		34.0	34.0	
Total Split (%)	52.4%	52.4%		52.4%	52.4%		36.8%	36.8%		36.8%	36.8%	
Maximum Green (s)	44.7	44.7		44.7	44.7		30.3	30.3		30.3	30.3	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.7	3.7		3.7	3.7			3.7			3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		9.0	9.0		16.0	16.0		11.0	11.0	
Pedestrian Calls (#/hr)	3	3		2	2		2	2		7	7	
Act Effect Green (s)	44.9	44.9		44.9	44.9			11.3			11.3	
Actuated g/C Ratio	0.61	0.61		0.61	0.61			0.15			0.15	
v/c Ratio	0.01	0.23		0.05	0.24			0.36			0.57	
Control Delay (s/veh)	7.8	8.1		7.7	8.1			25.2			36.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	7.8	8.1		7.7	8.1			25.2			36.5	
LOS	A	A		A	A			C			D	
Approach Delay (s/veh)		8.1			8.1			25.2			36.6	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	2	44		5	45			35			52	
Queue Length 95th (ft)	11	114		24	124			71			102	
Internal Link Dist (ft)		1094			489			483			395	
Turn Bay Length (ft)	100			75								
Base Capacity (vph)	657	1132		664	1125			756			600	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	

Lane Group	Ø9	Ø10	Ø11	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	9	10	11	12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	5%	5%	5%	5%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	0.2	0.2	0.2	0.2
Recall Mode	Max	Max	Max	Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
Act Effect Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				

Lanes, Volumes, Timings
1: 3rd Street & Main Street

2024 Build AM
AM Peak Hour

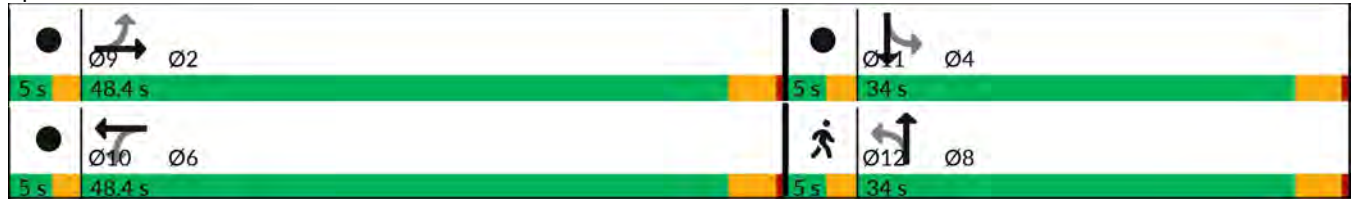


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.24		0.06	0.25			0.14			0.22	

Intersection Summary

Cycle Length: 92.4	
Actuated Cycle Length: 73.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 43.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 3rd Street & Main Street



Lane Group	Ø9	Ø10	Ø11	Ø12
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	183	18	11	202	4	19	169	24	15	127	20
Future Vol, veh/h	17	183	18	11	202	4	19	169	24	15	127	20
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.64	0.64	0.64	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	27	0	0
Mvmt Flow	19	208	20	12	215	4	30	264	38	19	165	26
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	13.8	13.8	15.8	13.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	100%	0%	100%	0%	9%
Vol Thru, %	80%	0%	91%	0%	98%	78%
Vol Right, %	11%	0%	9%	0%	2%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	17	201	11	206	162
LT Vol	19	17	0	11	0	15
Through Vol	169	0	183	0	202	127
RT Vol	24	0	18	0	4	20
Lane Flow Rate	331	19	228	12	219	210
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.543	0.039	0.421	0.024	0.409	0.384
Departure Headway (Hd)	5.905	7.216	6.64	7.232	6.718	6.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	497	544	495	537	547
Service Time	3.933	4.943	4.367	4.972	4.446	4.62
HCM Lane V/C Ratio	0.54	0.038	0.419	0.024	0.408	0.384
HCM Control Delay, s/veh	15.8	10.2	14.1	10.2	14	13.7
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3.3	0.1	2.1	0.1	2	1.8

Lanes, Volumes, Timings
3: College Street & Court Street

2024 Build AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	280	19	21	285	15	22	140	26	46	129	50
Future Volume (vph)	49	280	19	21	285	15	22	140	26	46	129	50
Satd. Flow (prot)	1805	1865	0	1517	1869	0	1805	1856	0	1805	1820	0
Flt Permitted	0.527			0.500			0.630			0.597		
Satd. Flow (perm)	1001	1865	0	798	1869	0	1197	1856	0	1134	1820	0
Satd. Flow (RTOR)		5			4			10			22	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.63	0.63	0.63	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	19%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	63	359	24	25	343	18	35	222	41	52	147	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	383	0	25	361	0	35	263	0	52	204	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		7.0	7.0		7.0	7.0		8.0	8.0	
Minimum Split (s)	22.1	22.1		24.1	24.1		23.7	23.7		22.7	22.7	
Total Split (s)	60.8	60.8		60.8	60.8		47.0	47.0		47.0	47.0	
Total Split (%)	56.4%	56.4%		56.4%	56.4%		43.6%	43.6%		43.6%	43.6%	
Maximum Green (s)	56.7	56.7		56.7	56.7		43.3	43.3		43.3	43.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		13.0	13.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	4	4		4	4		3	3		8	8	
Act Effect Green (s)	11.3	11.3		11.3	11.3		10.1	10.1		10.4	10.4	
Actuated g/C Ratio	0.38	0.38		0.38	0.38		0.34	0.34		0.35	0.35	
v/c Ratio	0.16	0.54		0.08	0.50		0.08	0.41		0.13	0.31	
Control Delay (s/veh)	8.2	10.9		7.7	10.4		8.0	9.9		8.4	8.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.2	10.9		7.7	10.4		8.0	9.9		8.4	8.4	
LOS	A	B		A	B		A	A		A	A	
Approach Delay (s/veh)		10.6			10.3			9.7			8.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	5	32		2	30		3	24		4	16	
Queue Length 95th (ft)	24	107		14	110		12	55		23	63	
Internal Link Dist (ft)		368			718			396			205	
Turn Bay Length (ft)	80			80			50			90		
Base Capacity (vph)	1001	1865		798	1869		1174	1821		1113	1786	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

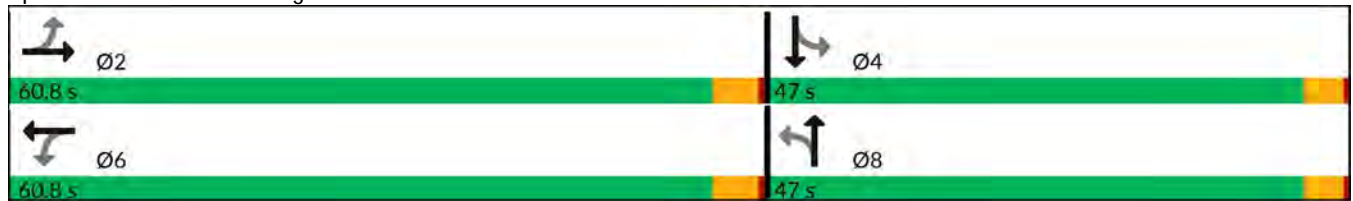
Lanes, Volumes, Timings
 3: College Street & Court Street

2024 Build AM
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.21		0.03	0.19		0.03	0.14		0.05	0.11	




















Intersection Summary	
Cycle Length: 107.8	
Actuated Cycle Length: 29.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: College Street & Court Street



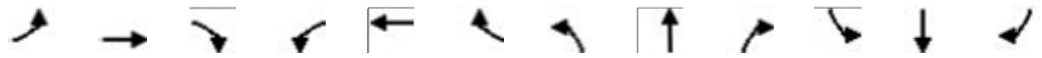
Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Build AM
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	241	29	4	331	13	21	70	8	5	58	36
Future Volume (vph)	45	241	29	4	331	13	21	70	8	5	58	36
Satd. Flow (prot)	1770	1853	0	1805	1889	0	0	1768	0	0	1892	1568
Flt Permitted	0.950			0.950				0.919			0.969	
Satd. Flow (perm)	1770	1853	0	1805	1889	0	0	1643	0	0	1841	1568
Satd. Flow (RTOR)		8			3			4				41
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.81	0.81	0.81	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	0%	0%	0%	0%	24%	0%	0%	0%	0%	3%
Adj. Flow (vph)	49	265	32	4	356	14	26	86	10	6	66	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	297	0	4	370	0	0	122	0	0	72	41
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	7.0		3.0	7.0		3.0	3.0		7.0	7.0	7.0
Minimum Split (s)	9.5	19.1		6.0	19.1		19.7	19.7		19.7	19.7	19.7
Total Split (s)	19.0	62.8		19.0	62.8		33.0	33.0		33.0	33.0	33.0
Total Split (%)	16.6%	54.7%		16.6%	54.7%		28.7%	28.7%		28.7%	28.7%	28.7%
Maximum Green (s)	16.0	58.7		16.0	58.7		29.3	29.3		29.3	29.3	29.3
Yellow Time (s)	3.0	3.6		3.0	3.6		3.2	3.2		3.2	3.2	3.2
All-Red Time (s)	0.0	0.5		0.0	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	4.1		3.0	4.1			3.7			3.7	3.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	1.2		1.0	1.2		1.2	1.2		1.2	1.2	1.2
Recall Mode	None	None		None	None		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		8.0			8.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)		5			4		11	11		3	3	3
Act Effect Green (s)	5.6	16.6		4.6	14.9			8.7			10.2	10.2
Actuated g/C Ratio	0.19	0.56		0.15	0.50			0.29			0.34	0.34
v/c Ratio	0.14	0.28		0.01	0.39			0.25			0.11	0.07
Control Delay (s/veh)	16.9	7.4		18.7	10.5			12.5			11.6	5.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	16.9	7.4		18.7	10.5			12.5			11.6	5.6
LOS	B	A		B	B			B			B	A
Approach Delay (s/veh)		8.8			10.7			12.6			9.5	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)	5	21		1	28			11			7	0
Queue Length 95th (ft)	38	110		8	156			51			37	16
Internal Link Dist (ft)		304			385			395			180	
Turn Bay Length (ft)	80			80								40
Base Capacity (vph)	1076	1853		1097	1889			1433			1605	1372
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0

Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Build AM
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.05	0.16		0.00	0.20			0.09			0.04	0.03

Intersection Summary



















Cycle Length: 114.8	
Actuated Cycle Length: 29.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: 3rd Street & Court Street



Lanes, Volumes, Timings
1: 3rd Street & Main Street

2024 Build PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	421	14	25	352	34	14	62	36	76	80	27
Future Volume (vph)	11	421	14	25	352	34	14	62	36	76	80	27
Satd. Flow (prot)	1805	1872	0	1805	1851	0	0	1807	0	0	1825	0
Flt Permitted	0.443			0.407				0.951			0.743	
Satd. Flow (perm)	842	1872	0	773	1851	0	0	1729	0	0	1383	0
Satd. Flow (RTOR)		2			7			27			10	
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	12	463	15	28	391	38	17	76	44	93	98	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	478	0	28	429	0	0	137	0	0	224	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.7	21.7		19.7	19.7		26.7	26.7		21.7	21.7	
Total Split (s)	49.4	49.4		49.4	49.4		33.0	33.0		33.0	33.0	
Total Split (%)	53.5%	53.5%		53.5%	53.5%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	45.7	45.7		45.7	45.7		29.3	29.3		29.3	29.3	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.7	3.7		3.7	3.7			3.7			3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		9.0	9.0		16.0	16.0		11.0	11.0	
Pedestrian Calls (#/hr)	12	12		2	2		3	3		7	7	
Act Effect Green (s)	45.9	45.9		45.9	45.9			14.4			14.4	
Actuated g/C Ratio	0.59	0.59		0.59	0.59			0.19			0.19	
v/c Ratio	0.02	0.43		0.06	0.39			0.40			0.85	
Control Delay (s/veh)	8.7	11.2		8.9	10.6			25.1			56.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	8.7	11.2		8.9	10.6			25.1			56.7	
LOS	A	B		A	B			C			E	
Approach Delay (s/veh)		11.2			10.5			25.1			56.7	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)	2	113		5	97			47			101	
Queue Length 95th (ft)	11	232		20	201			84			156	
Internal Link Dist (ft)		1094			489			483			395	
Turn Bay Length (ft)	100			75								
Base Capacity (vph)	497	1105		456	1095			671			529	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	

Lane Group	Ø9	Ø10	Ø11	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	9	10	11	12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	5%	5%	5%	5%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	0.2	0.2	0.2	0.2
Recall Mode	Max	Max	Max	Max
Walk Time (s)				
Flash Dont Walk (s)				
Pedestrian Calls (#/hr)				
Act Effect Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				

Lanes, Volumes, Timings
1: 3rd Street & Main Street

2024 Build PM
PM Peak Hour

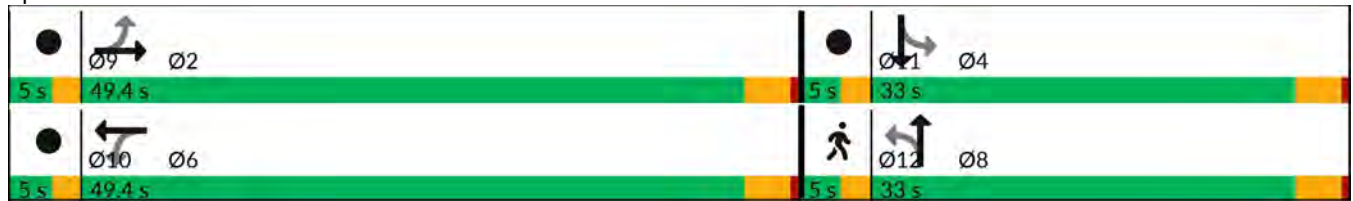


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.43		0.06	0.39			0.20			0.42	

Intersection Summary

Cycle Length: 92.4	
Actuated Cycle Length: 77.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 20.2	Intersection LOS: C
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 3rd Street & Main Street



Lane Group	Ø9	Ø10	Ø11	Ø12
Storage Cap Reductn				
Reduced v/c Ratio				
Intersection Summary				

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	347	20	28	327	24	12	120	35	35	116	32
Future Vol, veh/h	28	347	20	28	327	24	12	120	35	35	116	32
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	11	0	0
Mvmt Flow	29	358	21	30	348	26	13	126	37	47	155	43
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay, s/veh	23.9	23.3	14	16.6
HCM LOS	C	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	100%	0%	100%	0%	19%
Vol Thru, %	72%	0%	95%	0%	93%	63%
Vol Right, %	21%	0%	5%	0%	7%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	28	367	28	351	183
LT Vol	12	28	0	28	0	35
Through Vol	120	0	347	0	327	116
RT Vol	35	0	20	0	24	32
Lane Flow Rate	176	29	378	30	373	244
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.348	0.059	0.714	0.061	0.705	0.481
Departure Headway (Hd)	7.117	7.345	6.793	7.355	6.793	7.098
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	486	530	485	530	505
Service Time	5.205	5.115	4.563	5.124	4.562	5.177
HCM Lane V/C Ratio	0.35	0.06	0.713	0.062	0.704	0.483
HCM Control Delay, s/veh	14	10.6	24.9	10.6	24.3	16.6
HCM Lane LOS	B	B	C	B	C	C
HCM 95th-tile Q	1.5	0.2	5.7	0.2	5.6	2.6

Lanes, Volumes, Timings
3: College Street & Court Street

2024 Build PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	354	37	32	401	33	36	94	37	40	113	60
Future Volume (vph)	39	354	37	32	401	33	36	94	37	40	113	60
Satd. Flow (prot)	1805	1873	0	1597	1879	0	1805	1818	0	1805	1801	0
Flt Permitted	0.452			0.499			0.639			0.665		
Satd. Flow (perm)	859	1873	0	839	1879	0	1214	1818	0	1264	1801	0
Satd. Flow (RTOR)		9			7			19			26	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	41	377	39	34	427	35	40	103	41	43	123	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	416	0	34	462	0	40	144	0	43	188	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		7.0	7.0		7.0	7.0		8.0	8.0	
Minimum Split (s)	22.1	22.1		24.1	24.1		23.7	23.7		22.7	22.7	
Total Split (s)	70.8	70.8		70.8	70.8		37.0	37.0		37.0	37.0	
Total Split (%)	65.7%	65.7%		65.7%	65.7%		34.3%	34.3%		34.3%	34.3%	
Maximum Green (s)	66.7	66.7		66.7	66.7		33.3	33.3		33.3	33.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.1	4.1		4.1	4.1		3.7	3.7		3.7	3.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		13.0	13.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	12	12		9	9		14	14		8	8	
Act Effect Green (s)	14.5	14.5		14.5	14.5		10.6	10.6		11.1	11.1	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.38	0.38		0.40	0.40	
v/c Ratio	0.09	0.42		0.07	0.46		0.08	0.20		0.08	0.25	
Control Delay (s/veh)	7.3	8.7		7.3	9.2		8.3	7.9		8.3	8.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	7.3	8.7		7.3	9.2		8.3	7.9		8.3	8.0	
LOS	A	A		A	A		A	A		A	A	
Approach Delay (s/veh)		8.6			9.1			8.0			8.1	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	3	35		2	41		4	11		4	15	
Queue Length 95th (ft)	21	143		18	164		20	47		21	59	
Internal Link Dist (ft)		368			718			396			205	
Turn Bay Length (ft)	80			80			50			90		
Base Capacity (vph)	859	1873		839	1879		1140	1709		1187	1693	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 3: College Street & Court Street

2024 Build PM
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.22		0.04	0.25		0.04	0.08		0.04	0.11	




















Intersection Summary	
Cycle Length: 107.8	
Actuated Cycle Length: 27.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 8.6	In rsection LOS: A
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: College Street & Court Street



Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Build PM
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	311	34	9	408	16	63	62	22	6	54	35
Future Volume (vph)	55	311	34	9	408	16	63	62	22	6	54	35
Satd. Flow (prot)	1770	1872	0	1597	1889	0	0	1762	0	0	1890	1568
Flt Permitted	0.950			0.950				0.829			0.966	
Satd. Flow (perm)	1770	1872	0	1597	1889	0	0	1492	0	0	1835	1568
Satd. Flow (RTOR)		9			3			7				67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	0%	0%	13%	0%	0%	8%	0%	0%	0%	0%	3%
Adj. Flow (vph)	60	338	37	10	443	17	72	71	25	7	62	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	375	0	10	460	0	0	168	0	0	69	40
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	7.0		3.0	7.0		3.0	3.0		7.0	7.0	7.0
Minimum Split (s)	6.0	19.1		6.0	19.1		19.7	19.7		19.7	19.7	19.7
Total Split (s)	16.0	72.8		8.0	64.8		34.0	34.0		34.0	34.0	34.0
Total Split (%)	13.9%	63.4%		7.0%	56.4%		29.6%	29.6%		29.6%	29.6%	29.6%
Maximum Green (s)	13.0	68.7		5.0	60.7		30.3	30.3		30.3	30.3	30.3
Yellow Time (s)	3.0	3.6		3.0	3.6		3.2	3.2		3.2	3.2	3.2
All-Red Time (s)	0.0	0.5		0.0	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	3.0	4.1		3.0	4.1			3.7			3.7	3.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	1.2		3.0	1.2		1.2	1.2		1.2	1.2	1.2
Recall Mode	None	None		None	None		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		8.0			8.0		9.0	9.0		9.0	9.0	9.0
Pedestrian Calls (#/hr)		4			5		5	5		12	12	12
Act Effect Green (s)	9.4	24.4		7.2	20.2			10.6			12.1	12.1
Actuated g/C Ratio	0.24	0.63		0.19	0.52			0.28			0.31	0.31
v/c Ratio	0.13	0.31		0.03	0.46			0.40			0.11	0.07
Control Delay (s/veh)	20.0	6.8		23.8	12.7			19.3			16.5	3.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	20.0	6.8		23.8	12.7			19.3			16.5	3.1
LOS	C	A		C	B			B			B	A
Approach Delay (s/veh)		8.7			13.0			19.3			11.6	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	13	34		2	88			34			14	0
Queue Length 95th (ft)	50	138		16	213			98			47	11
Internal Link Dist (ft)		304			385			395			180	
Turn Bay Length (ft)	80			80								40
Base Capacity (vph)	799	1872		297	1875			1140			1400	1212
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0

Lanes, Volumes, Timings
5: 3rd Street & Court Street

2024 Build PM
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.20		0.03	0.25			0.15			0.05	0.03

Intersection Summary	
Cycle Length: 114.8	
Actuated Cycle Length: 38.5	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 12.2	In rsection LOS: B
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: 3rd Street & Court Street



BOARD COMMUNICATION: YOLO TRANSPORTATION DISTRICT
350 Industrial Way, Woodland, CA 95776---- (530) 661-0816

Topic: Long-Range Calendar	Agenda Item#: Agenda Type:	7d Informational	
		Attachments:	Yes <input checked="" type="radio"/> No
Prepared By: A. Bernstein		Meeting Date: December 9, 2024	

RECOMMENDATION:

The following agenda items are tentatively scheduled for upcoming meetings of the YoloTD Board of Directors.

Long Range Calendar Agenda Items

January 2025

- Approve Plan for Proposed Budget Workshops
- Appointments to CCJPA and CARTA
- Short Range Transit Plan Update (1)

February 2025:

- Open Public Hearing on BeeLine Service Changes in Winters and Knights Landing
- Service to Sutter Health Park for Rivercats and A's 2025 Baseball Season
- Yolo Active Transportation Corridors (YATC) Expenditure Authorization Request for Design
- FY23-24 Audited Financial Statements includes Internal Control updates

March 2025:

- **HOLD FOR POSSIBLE BUDGET WORKSHOP**
- SACOG Regional Funding Round STIP Coordination
- Close Public Hearing and Possible Action on BeeLine Service Changes in Winters and Knights Landing
- Short Range Transit Plan Update (2)