



# Downtown Woodland Transit Center Study: Update

12/9/2024 YoloTD Board Meeting

# Purpose and Goals for Relocation

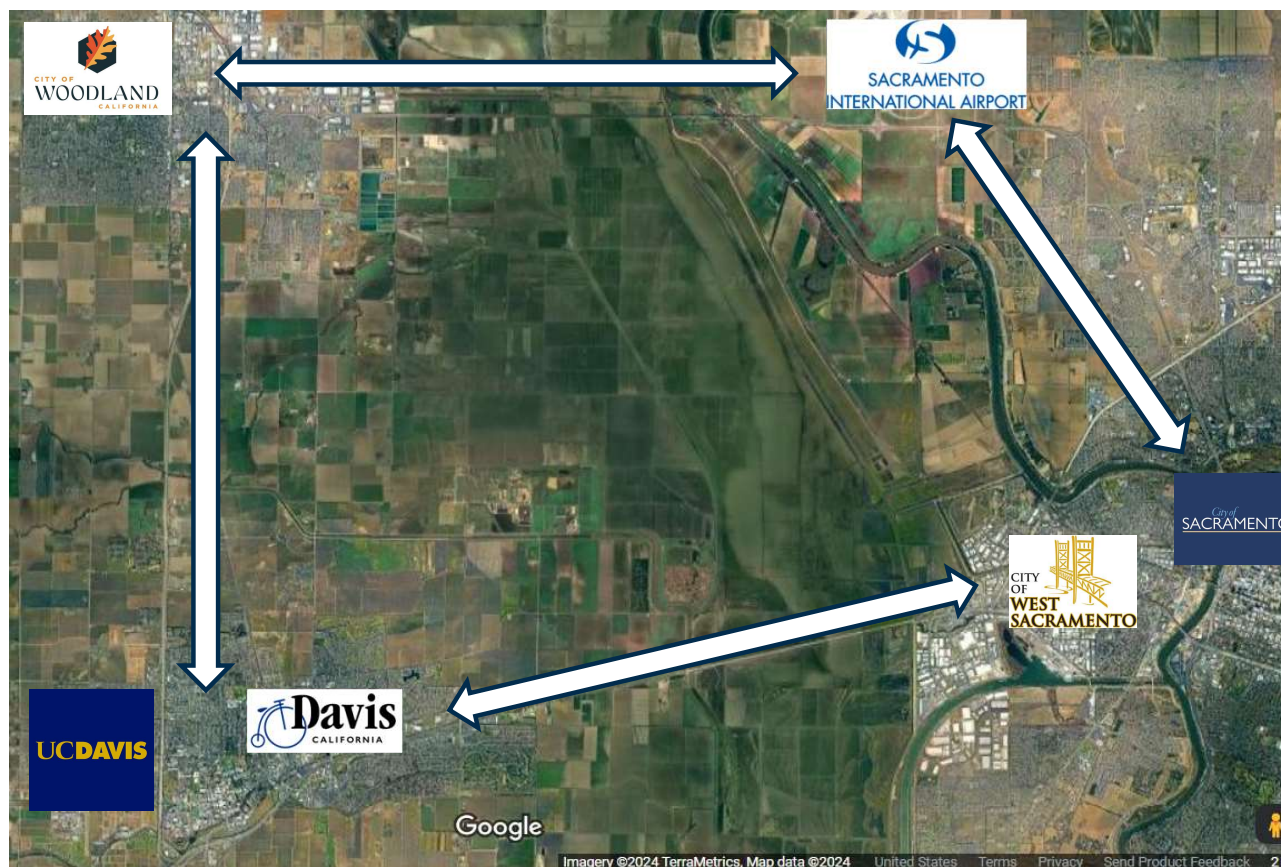
- A designated, identifiable place, either on- or off-street where transit routes converge to facilitate passenger transfers.



# Purpose and Goals for Relocation

**Goal #1:** Improve connectivity between downtown Woodland and key regional destinations

- One-seat ride to UC Davis, Airport and Downtown Sacramento on the 42A/B
- Woodland is the only Central Business District with no intercity bus service
- 30-minute service during rush hour
- 25,000 monthly riders



# Purpose and Goals for Relocation

**Goal #2:** Improve personal security for YoloBus passengers in Woodland

- YoloTD receives regular reports of unsafe conditions at County Fair Mall
- Summer 2024 was particularly bad
- In a 2016 study of former transit riders, **29% cited personal safety concerns** as the primary reason they stopped taking transit
- **Women are particularly impacted:** 75% of women transit riders have experienced harassment or theft on transit

*Source: TransitCenter, Safety for All <https://transitcenter.org/wp-content/uploads/2021/07/SafetyForAll.pdf>*

*All Photos: County Fair Mall, August 2024*



# Snapshot of Woodland Transit Ridership

## Woodland Yolobus Riders

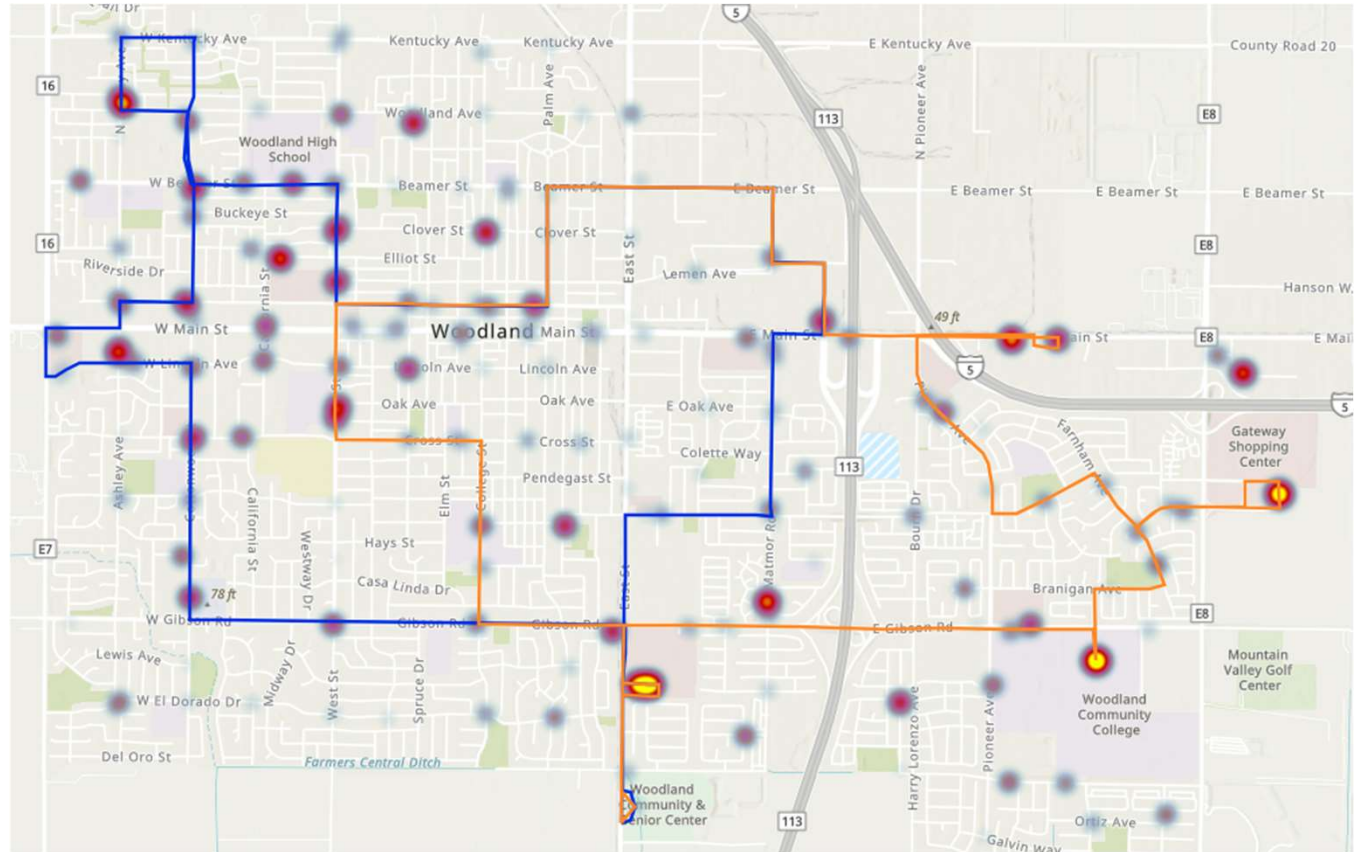
**215 (Cache Creek):**  
14,000 rides per month

**211/212 (Woodland Local):**  
4,500 rides per month

**BeeLine (On-Demand):**  
3,000 rides per month

**Intercity 42A/B:**  
25,000 rides per month  
(system-wide)

**Transit Center is the  
#1 Destination in  
Woodland**



# Background

- Completed a **draft** study in November 2019 that was never finalized or approved.
- April 2023, Board acted to prepare an updated analysis for an on-street transit center in downtown Woodland.
- Worked with consultant Kimley-Horn and City of Woodland staff to evaluate alternative sites and recommend preferred location



## Slide 6

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**AB0** Replace this photo with a photo of downtown Woodland  
Autumn Bernstein, 2024-12-09T14:23:49.515

**BA0 0** Changed!  
Brian Abbanat, 2024-12-09T19:43:52.238

# Siting Criteria for Downtown Woodland

1. Proximity to key destinations and compatibility with surrounding land uses
2. Avoid residential streets and active storefronts
3. Minimize parking removal
4. Compatibility with existing bus routes
5. Require controlled intersections (signal or stop sign) for bus turns
6. Adequate road & intersection space for bus movements, bus bays
7. Pedestrian, vehicular, rider safety
8. Timeliness and cost to implement



## Slide 7

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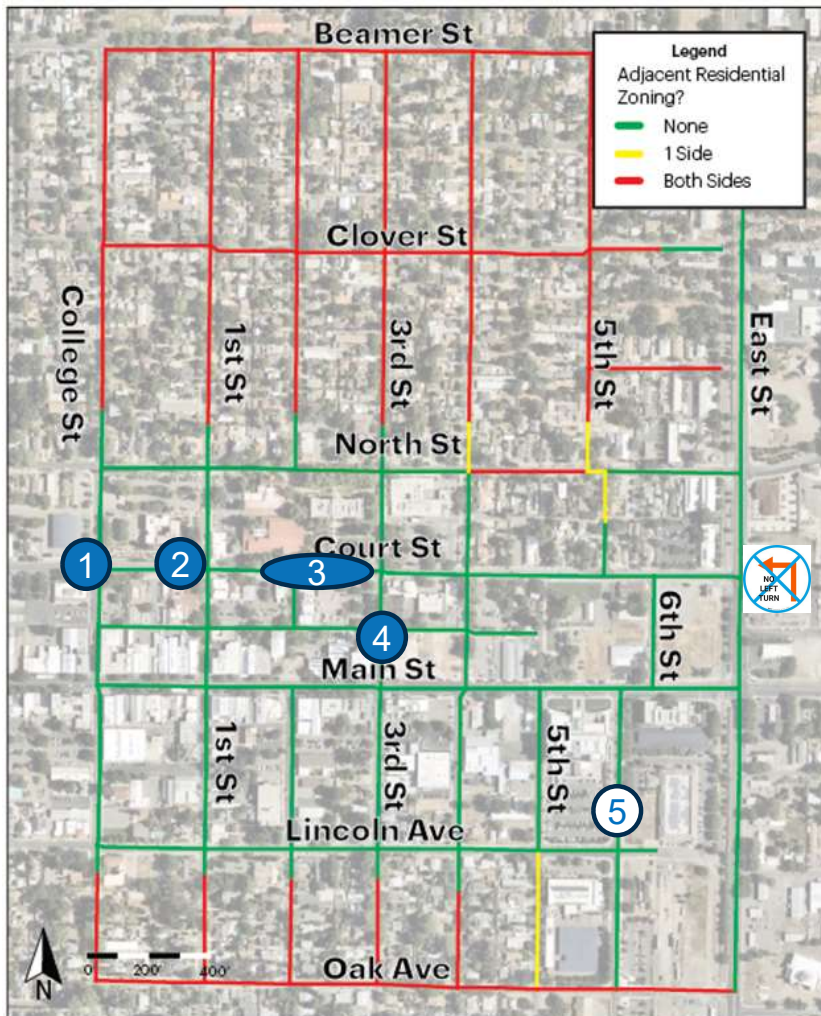
**AB0** Do a light touch on this; it's a lot of detail

Autumn Bernstein, 2024-12-09T14:27:10.856

**BA0 0** Yes, you or I can just state that we are trying to balance many different factors when determining an ideal location.

Brian Abbanat, 2024-12-09T19:44:56.994

# Alternatives Considered



ID	Fatal Flaw(s)
1	Rider safety and narrower street (College Ave)
2	Conflicts with existing infrastructure (tree removal, fire hydrant removal, driveways, & landscape strip)
3	N/A, Preferred alternative
4	Circulation, safety, parking concerns, narrower street (3 <sup>rd</sup> St)
5	<ul style="list-style-type: none"> <li>• Access issues: No signal @ 6<sup>th</sup> Street or Oak/East St</li> <li>• Narrower street</li> <li>• Compatibility with existing routes</li> </ul>

# What We Heard...

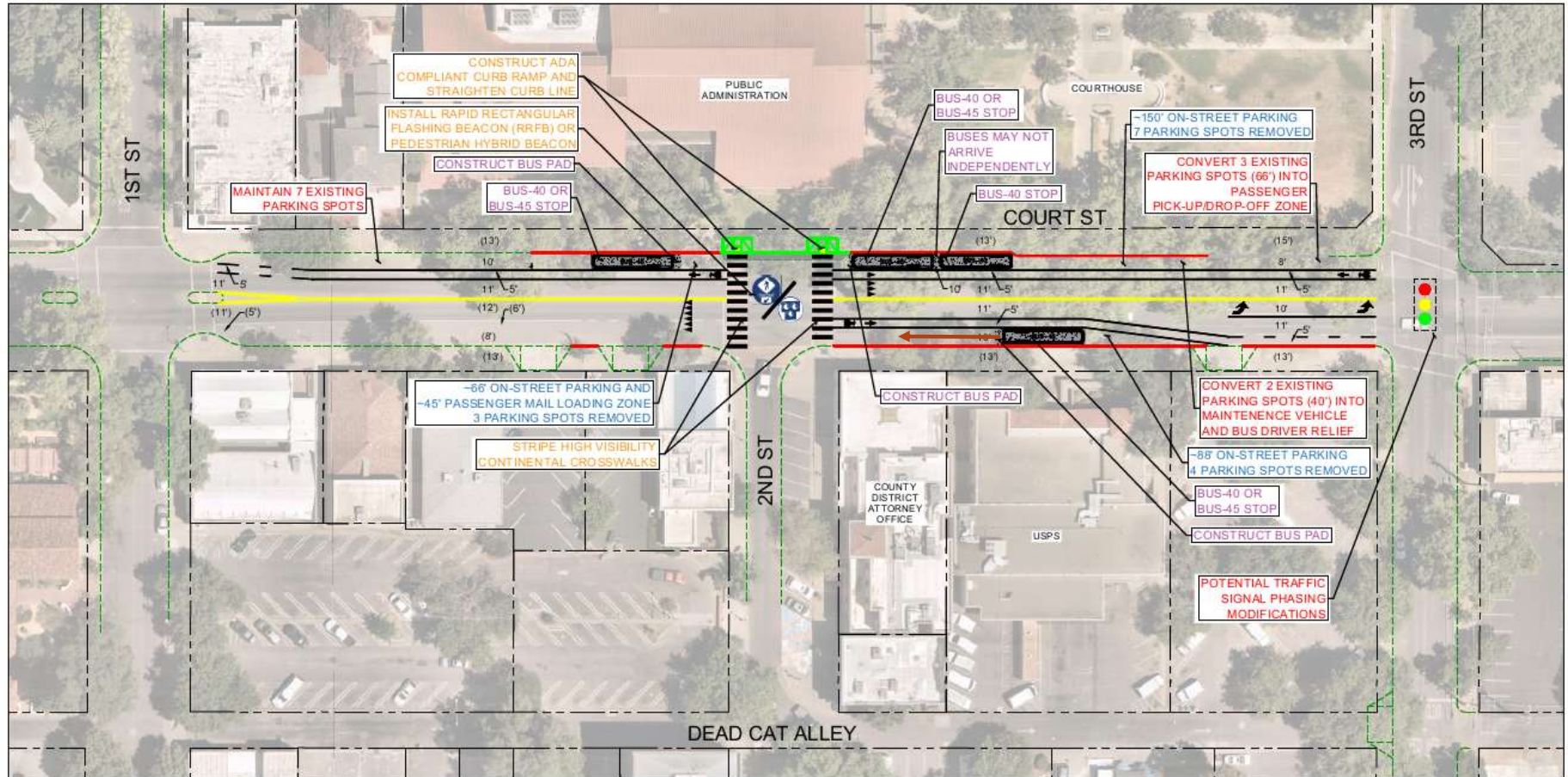
## Citizens Advisory Committee:

- Unanimous support for 2<sup>nd</sup> & Court Street location

## December 2023 Transit Rider Survey:

- 4% have “negative” or “very negative” feelings about relocating
- 38% of respondents arrive by walking, 15% by bicycling

# Preliminary Preferred Alternative



## Slide 10

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**AB0** Do we need two different views of the PPA? I suggest only using this one. You can have the other one as a hidden backup slide.

Autumn Bernstein, 2024-12-09T14:26:42.502

**BA0 0** Removed second view showing bus routing.

Brian Abbanat, 2024-12-09T19:45:52.178

# YoloTD Board Actions April 2024

**Action #1:** Affirm Preliminary Preferred Alternative location as Court Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets pending completion of Phase 2 design and analysis

**Action #2:** Advance Preliminary Preferred Alternative to 30% design.

- Address City staff concerns about traffic impacts and infrastructure needs
- Ensure project feasibility prior to full commitment
- Cost: Not to exceed \$84,003



# Traffic Analysis: Preliminary Preferred Alternative

## Analysis:

**Data:** What are the intersection turn movement volumes at Court Street intersections?

- Resolved

**Traffic Signals:** Are upgrades, “protected” left turns needed, what are the priorities?

- Resolved

**Signal(s) Upgrade Timing:** How do traffic signal upgrades affect timing of relocation and can they be phased?

- Resolved

**Cost:** What exactly is needed and how much will it cost?

- Resolved



**Woodland Transit  
Center Relocation**

**Traffic and Safety  
Analysis Memorandum**

August 2024



# Local Reception to Preliminary Preferred Alternative

## City of Woodland Staff:

- Requested infrastructure improvements @ 2<sup>nd</sup> Street Intersection:
  - Reconstruct north side curb lines to reduce crossing distance/improve sightlines
  - Demolish and reconstruct intersection crosswalks with enhanced crosswalks
  - Install flashing crossing beacons
  - Construct center refuge islands
- Additional requests:
  - Upgraded street lighting
  - Bicycle improvements included green-painted bike lanes and bicycle parking
  - Ramp reconstruction for ADA compliance (required)



Raises cost from \$415,000 (w/out req'd ADA ramp improvements): ~\$1,200,000.



# Local Reception to Preliminary Preferred Alternative

## Presentations to Elected Officials:

- 10/9/2024: Yolo County Supervisors Barajas & Sandy
  - 11/13/2024: Councilmembers Fernandez, Lansburgh; Supervisors: Barajas, Lansburgh, Sandy (rep by Moreno)
- 



## Concerns Raised

- Platoons of passengers transferring between buses = traffic congestion
- Public safety (loitering)
- Darkness
- Reduces Yolano-Donnelly grant competitiveness
- Ped improvements will increase traffic delay by making it harder for cars to pass on the right
- Wanted more than one viable alternative
- More analyses at Court & College and south of Main near 6th St

## Slide 14

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**AB0**

A couple of suggestions on phrasing here:

- We haven't explained AHSC at this point in the presentation so I suggest deleting that and replacing it with Yolano Donnelly
- Instead of "2nd street crossing" say "pedestrian improvements will increase traffic delay by making it harder for cars to pass on the right"

Autumn Bernstein, 2024-12-09T14:08:05.695

**BA0 0**

Made changes.

Brian Abbanat, 2024-12-09T19:47:41.333

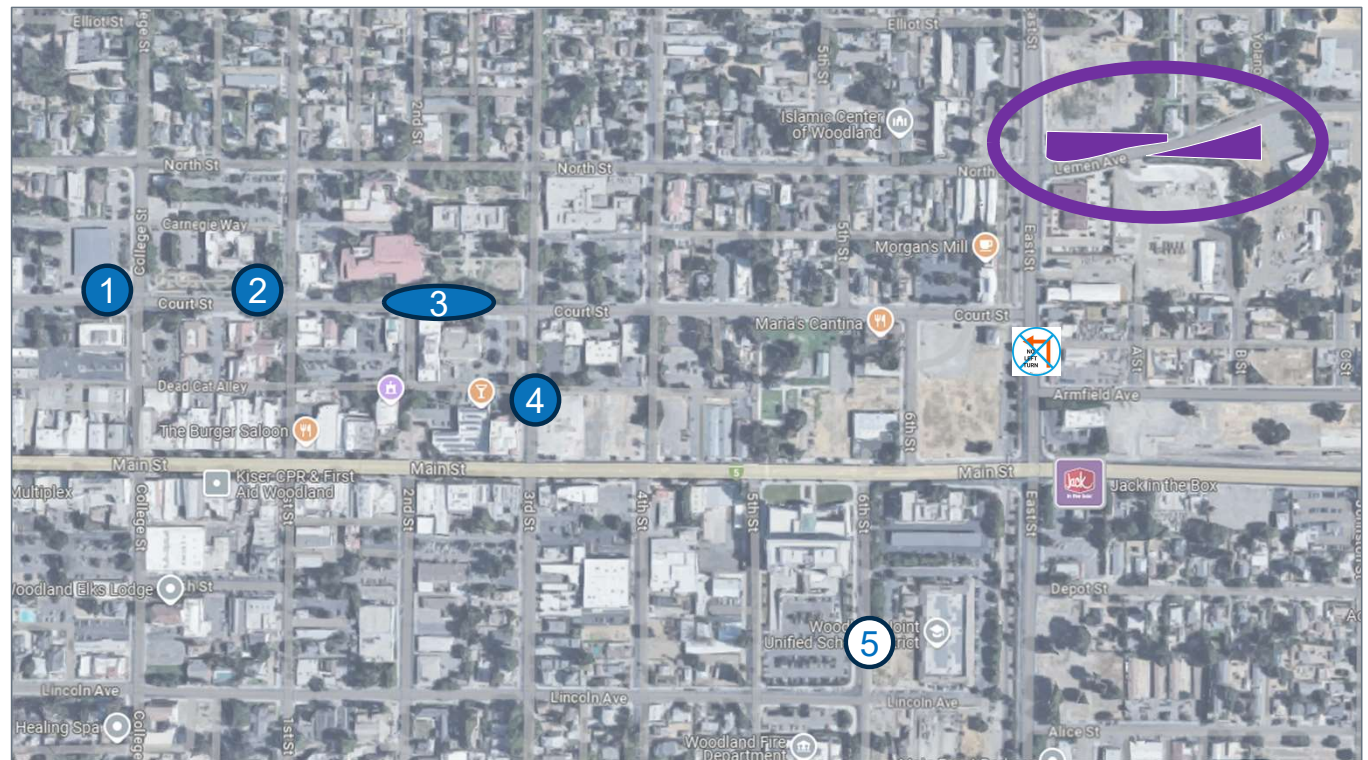
## Shifting Approach

- Safety issues at County Fair Mall remain a major concern
- Lukewarm local support and ballooning costs of Court Street location erode viability as a short-term opportunity site
- Emerging long-term opportunity requires swift action
- Recommend pivot to a two-pronged approach to assess new short-term and long-term opportunities

# Shifting Approach

## Long-Term Opportunity: YCHA Yolano-Donnelly Redevelopment Site

- Exciting opportunity for purpose-built transit center that achieves most of our goals
- Actively collaborating with YCHA and City on \$15 million AHSC grant due in spring 2025



## Slide 16

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**AB0** You're missing some key information about Yolano-Donnelly and this slide is already very full, so you probably need to break this into two or possibly three slides. The information missing is:

- Where is this site? Perhaps take the map from slide 9 (Alternatives considered) and add Yolano Donnelly site
- Discussion of AHSC: what it is, why they need us, what we'd get (capital funding), and the timing of the application which is forcing a decision

Autumn Bernstein, 2024-12-09T14:15:35.482

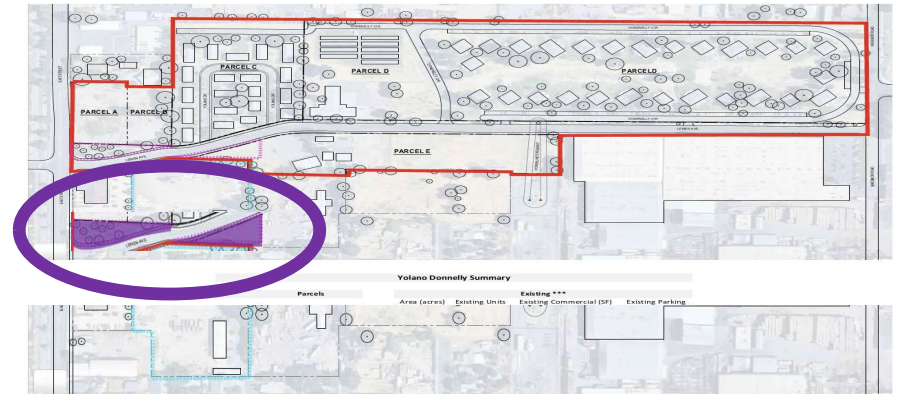
**BA0 0** Made changes!

Brian Abbanat, 2024-12-09T20:09:58.329

# Shifting Approach

## Long-Term Opportunity: YCHA Yolano-Donnelly Redevelopment Site

- High priority project for City and County
- Transit Center needed for grant competitiveness
- Risk Factors:
  - Contingent on grant funding
  - Slower timeline (5-10 year horizon)
  - On downtown periphery, access challenges
  - Routing constraints
  - Uncertainty of transit center siting feasibility



Yolano Donnelly Summary

Parcels	Area (acres)		Existing Units		Existing Commercial (SF)		Existing Parking	
	Area (acres)	Existing Units	Existing Commercial (SF)	Existing Parking	Existing Commercial (SF)	Existing Parking		
A 063-060-010	1.25	0	0	0	0	0		
B 063-060-012	0.94	0	0	0	0	0		
C 063-060-003	5.22	60	0	125	0	125		
D 063-060-004	20.18	72	12,700	240	0	240		
E 063-060-005	4.36	0	9,075	18	0	18		
<b>Totals</b>	<b>32.05</b>	<b>132</b>	<b>21,775</b>	<b>383</b>				

\*\*\* Parking and commercial square footage counts are estimates to be verified against building records

EXISTING CONDITIONS - BUILDING MAP

YOLANO DONNELLY REPOSITIONING | YCHA + Bivestore Development



# Shifting Approach

## Short-Term Opportunity: Gateway / Costco Shopping Center

Advantages	Drawbacks
Location: Thriving commercial center	Adjacent to undeveloped parcels, limited activity
Existing Infrastructure	Reduced sense of safety in evening
“Eyes on the street” (daytime)	Significant route impacts
Lower cost than Court Street	Peripheral location: Less accessible for bike/peds

May be best site to accommodate a timely relocation at minimal cost.



# Summary YoloTD Timeline

## 1. Short-/Mid-term (0-7 years):

- Need viable on-street location
- Conducted extensive analysis
- Conclusion: Downtown @ 2<sup>nd</sup> & Court best meets this need
- Insufficient Support: Gateway / Costco likely next best alternative

## 2. Long-term: Permanent location is assumed to be Yolano-Donnelly redevelopment site.

- If AHSC-funded, likely 5 years away AB0
- May not receive AHSC funding this round.



## Slide 19

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**AB0** Ian has concerns about this language. Rather than say "at least" let's say "likely five years away"  
Autumn Bernstein, 2024-12-09T14:54:36.606

**BA0 0** Changed!  
Brian Abbanat, 2024-12-09T20:10:29.327

# Staff Recommendations

## Two Resolutions:

### 1. Woodland Transit Center Relocation

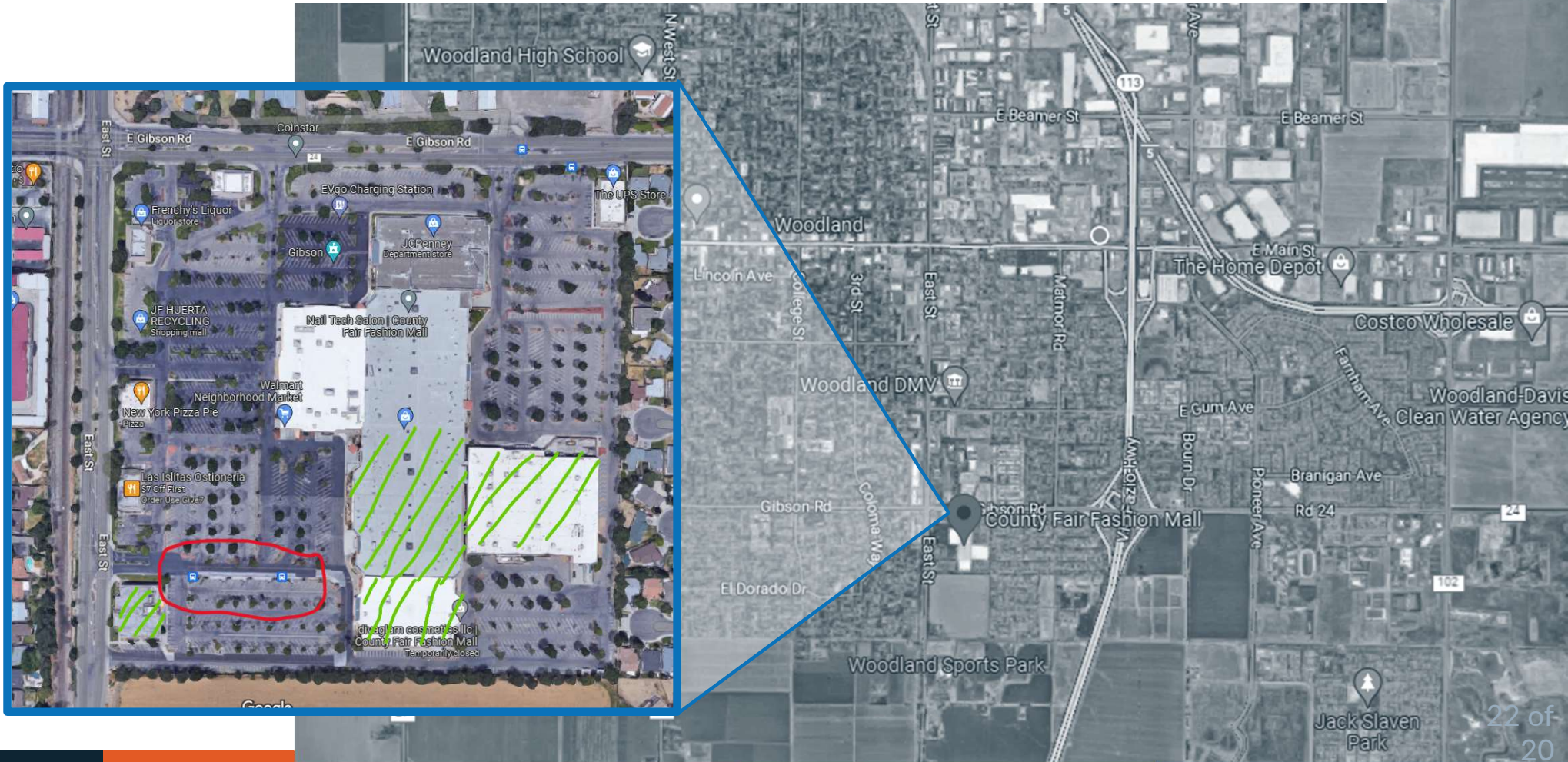
- a. Authorize feasibility analysis for Gateway/Costco Shopping Center
- b. Direct staff to return with relocation strategy upon completion

### 2. YCHA Yolano-Donnelly AHSC Application

- a. Affirm intent to partner on application, conditional on MOU with City
- b. Collaborate with YCHA and the City to develop transit center and street design concepts

## Board Discussion

# Existing Woodland Transit Center



# Background

- Completed a **draft** study in November 2019 that was never finalized or approved.
- Looked at primarily **off-street** transit center options; recommended a downtown Woodland location
- Circumstances have changed:
  - COVID
  - Deteriorating situation at County Fair Mall
  - Microtransit service in Woodland
  - Desire for shorter-term solution
- April 2023, Board acted to prepare a new analysis for an **on-street** transit center in downtown Woodland.



## Slide 23

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**AB0** I think they don't need all this old history at this point – see my attempt to consolidate on the next slide

Autumn Bernstein, 2024-12-09T14:22:58.200

**BA0 0** Okay, we'll use your slide.

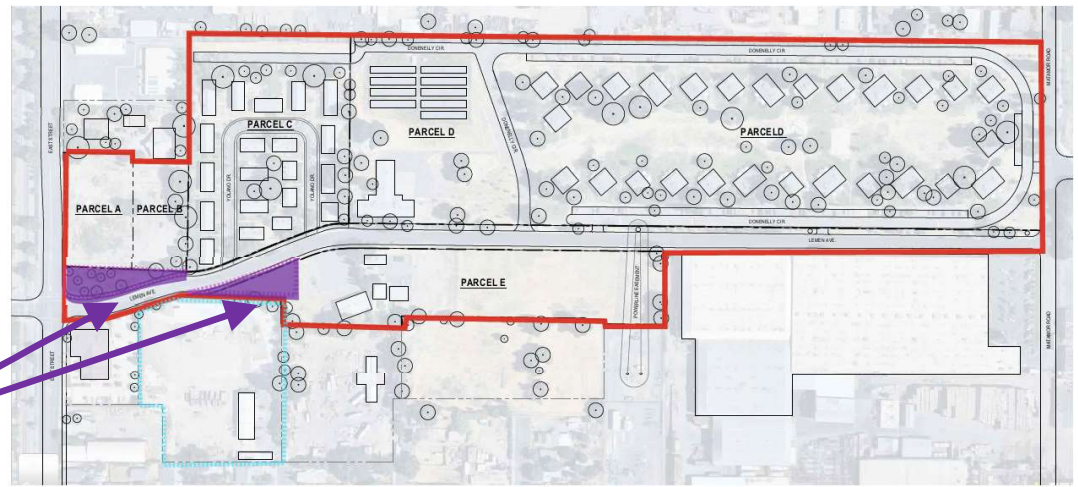
Brian Abbanat, 2024-12-09T19:42:40.166

# Purpose and Goals for Relocation

## Woodland: Two-Phase Project

**Phase 1:** A near-term location in downtown Woodland that we can occupy quickly.

**Phase 2:** A permanent location in downtown – likely part of the Yolano-Donnelly redevelopment.



Yolano Donnelly Summary				
Parcels	Area (acres)	Existing ***		
		Existing Units	Existing Commercial (SF)	Existing Parking
A 063-060-010	1.25	0	0	0
B 063-060-012	0.94	0	0	0
C 063-060-003	5.32	60	0	125
D 063-060-004	20.18	72	12,700	240
E 063-060-005	4.36	0	9,075	18
<b>Totals</b>	<b>32.05</b>	<b>132</b>	<b>21775</b>	<b>383</b>

\*\*\* Parking and commercial square footage counts are estimates to be verified against building records

EXISTING CONDITIONS - BUILDING MAP

## Slide 24

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**ABO**

I suggest deleting this slide. It's a bit odd to introduce Yolano Donnelly in this way, this early in the presentation, without any other context.

Autumn Bernstein, 2024-12-09T14:19:59.354



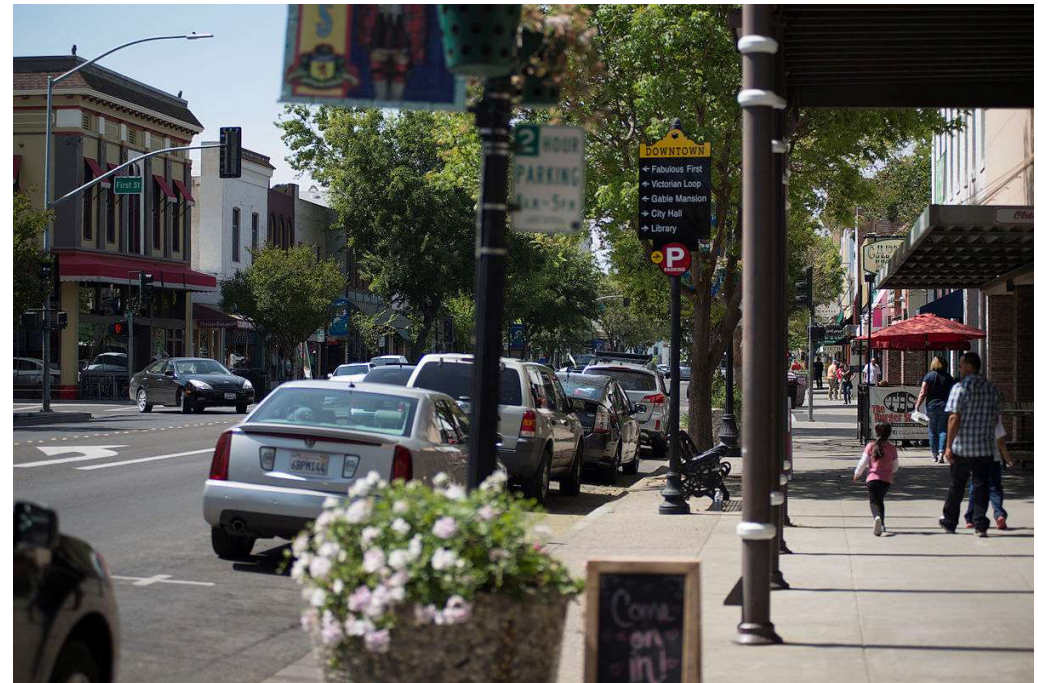


## Milestones Completed Since April 2023

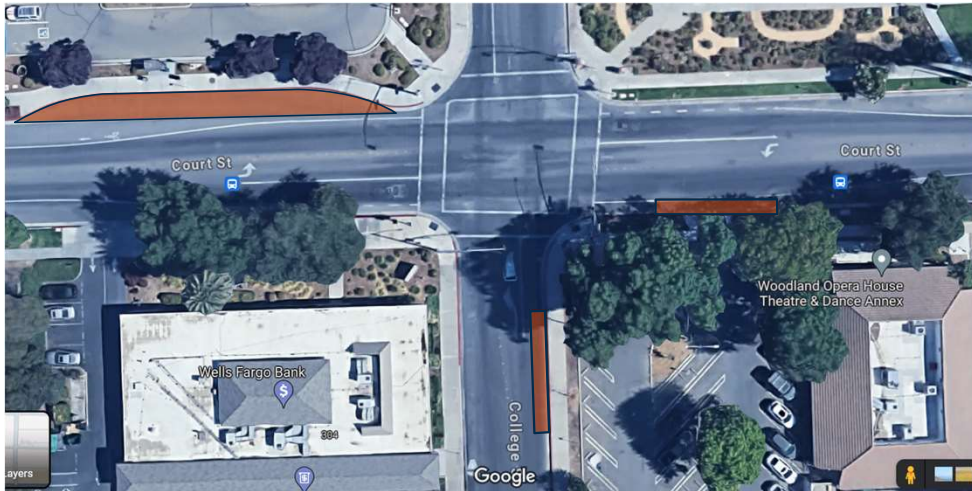
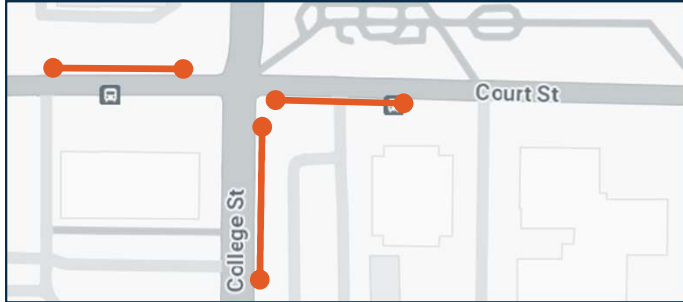
1. Identified the type, size, #, & configuration of bus bays
2. Identified the sizing and passenger loading areas, and ADA accessibility
3. Determined operational support and facilities needed for the new location
4. Identified land use and circulation constraints
5. Identified potential impacts to adjacent land uses
6. Analyzed several alternatives
7. Completed routing & turning movement assumptions
8. Outreach: CAC, City of Wodland, Transit riders
9. Identified preliminary preferred alternative
10. Developed planning-level cost estimates

# Scope of Work

- Identify Facility requirements
- Prepare initial concept layouts for a feasible transit center
- Evaluate the location, options, features, and cost estimates for the preferred location
- Provide 10% design and cost estimate for completion



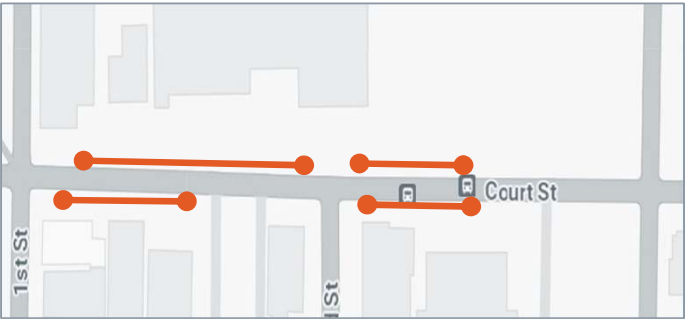
# Round 1 Alternative 1



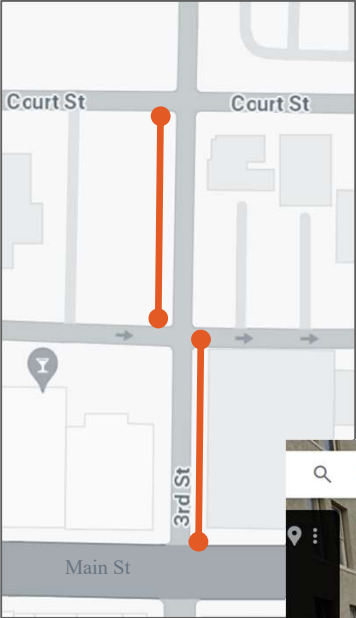
Benefits	Drawbacks
Can efficiently route buses	Potentially confusing for riders, lack of identity
Minimal on-street parking effects	Large intersection, potentially requires crossing two streets for transfer
Plentiful off-street parking	Longer travel time for 42 A/B
Independent arrival and departure for all buses	

# Round 1 Alternative 2

Benefits	Drawbacks
Close to County offices & heart of downtown	Substantial on-street parking loss, incl. post office
Independent arrival and departure for all buses	Uncontrolled mid-block crossing @ 2 <sup>nd</sup> St.
Accommodates existing routes using Court St	Bus berth fronts residential use
Existing curb frontage adequate for passenger loading zones	
Existing bus shelter, shade trees, and street lighting	

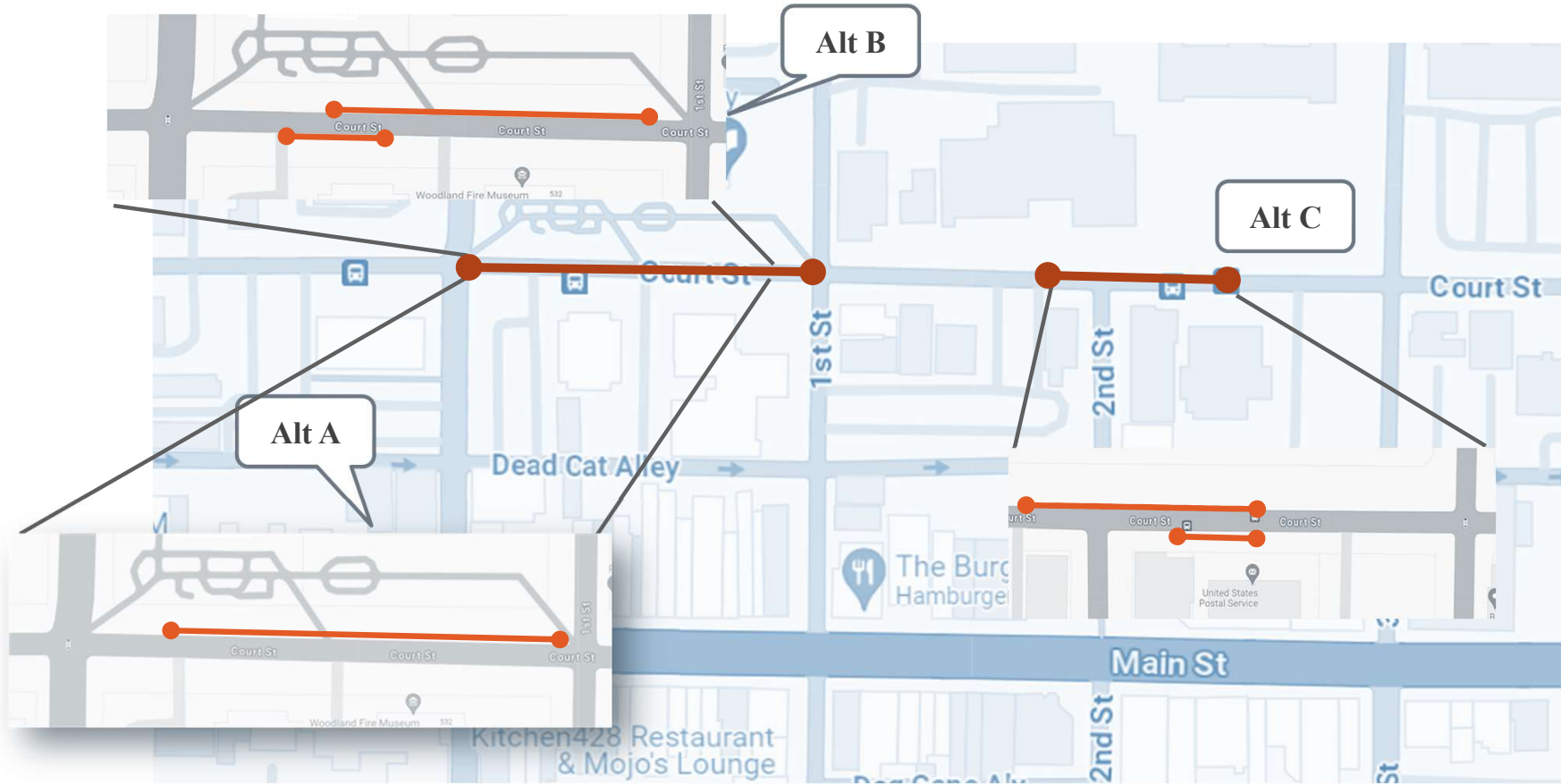


# Round 1 Alternative 3

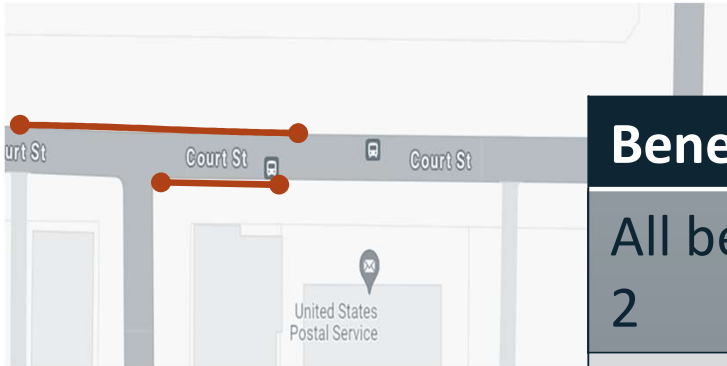


Benefits	Drawbacks
Easy access to Court & Main Streets	Narrow street, short block faces
Existing curb frontage adequate for passenger loading zones	Substantial on-street parking loss.
	No street lighting, "eyes on the street"

## Second Round of Alternatives (A-C)



# Preliminary Preferred Alternative: Alt C



## Benefits

All benefits of Round 1 Alt 2

No Post Office on-street parking impacts

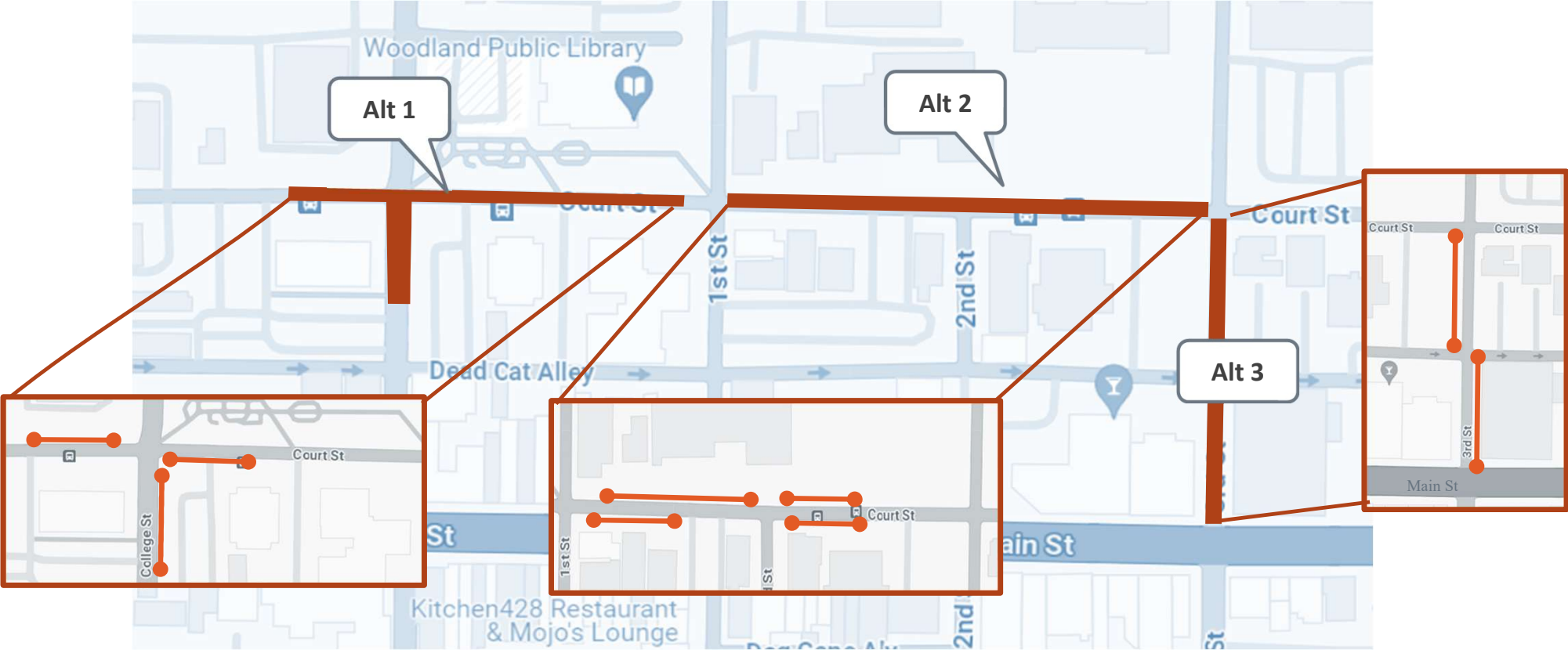
Enhanced mid-block crossing.

## Drawbacks

On-street parking removal on north side.

Potential intersection issues (applies to A-C)

# Alternatives (1-3)





# How Many Additional Buses?

**Currently:** 3-5 buses per hour in downtown Woodland

- Routes 211, 212, 215, and 45

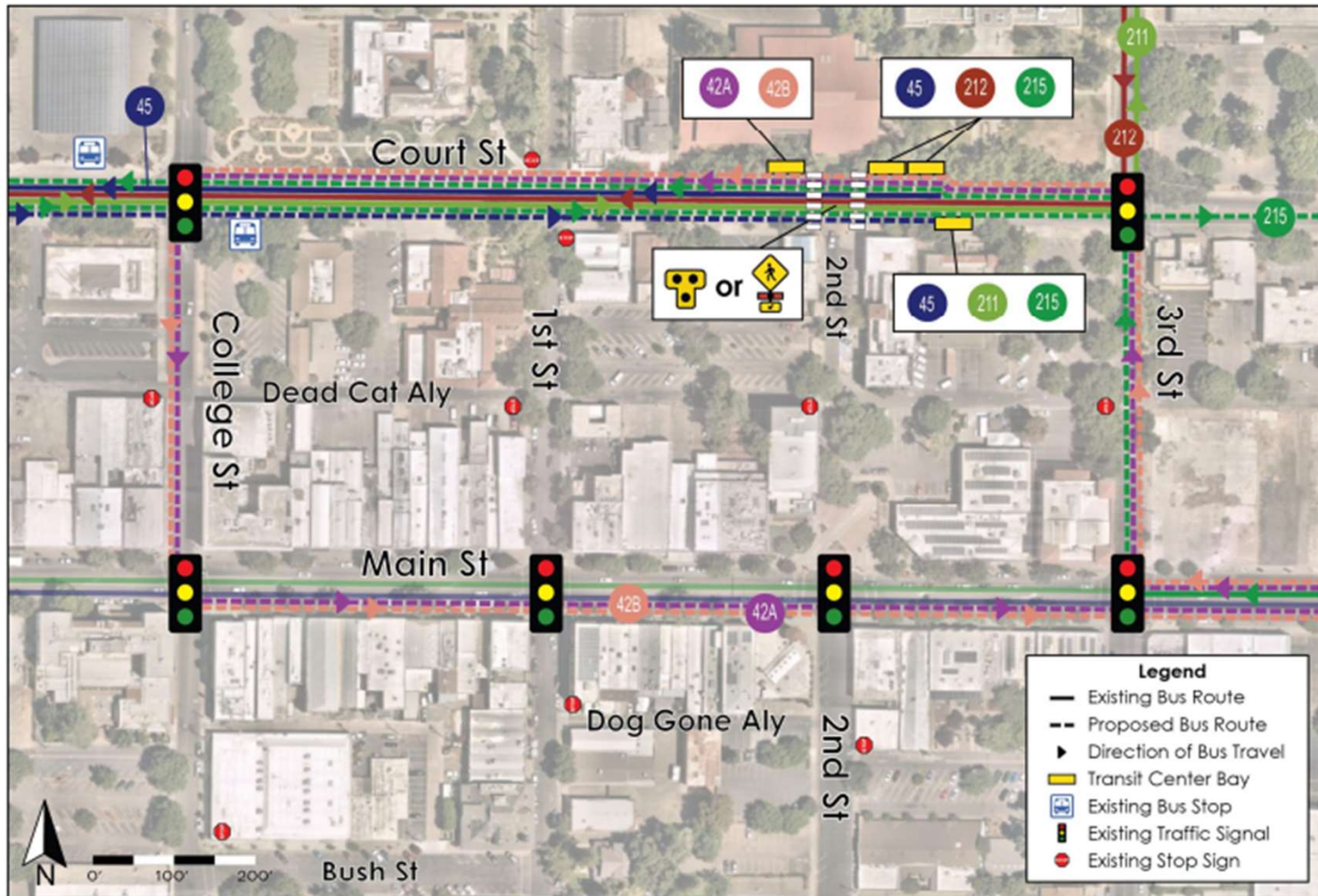
**With new transit center:**

- 5-9 buses per hour
- Route 42A and 42B

**Difference:** 2-4 additional buses per hour



# Preliminary Preferred Alternative



“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.”

Prepared by:  
**Kimley » Horn**



## Woodland Transit Center Relocation

Traffic and Safety  
Analysis Memorandum

August 2024



# Traffic Safety, Circulation & Congestion Implications

- Not anticipated to affect circulation safety in Downtown Woodland
- YoloTD addressing City of Woodland feedback on design/circulation issues
- YoloTD providing:
  - Safety & crossing improvements @ 2<sup>nd</sup> & Court
  - ADA-compliant ramps, where required
  - Collaborating on other potential improvements, including safety through design
- Peak Hour trips: 9 trips in am, 7 trips in pm (4 new am, pm)
- Moving Route 215 off Main Street and onto Court Street

## New Infrastructure

- Two additional bus bays adjacent to County Administrative Center
- Pedestrian Safety Improvements at 2<sup>nd</sup> and Court
- New bus shelters
- ADA compliant intersections, where required
- Bicycle amenities



# Next Steps

**TBD**

Community Workshop in Downtown Woodland

- “Pop-up” transit center with buses staged on Court St

**December**

Woodland City Council discussion

**January**

YoloTD Board Action to Advance 100% Design

**May**

Yolano-Donnelly AHSC application due

**Summer-Fall**

Final Design, Construction, Bus Routing and Timetables

**2026**

New Transit Center opens