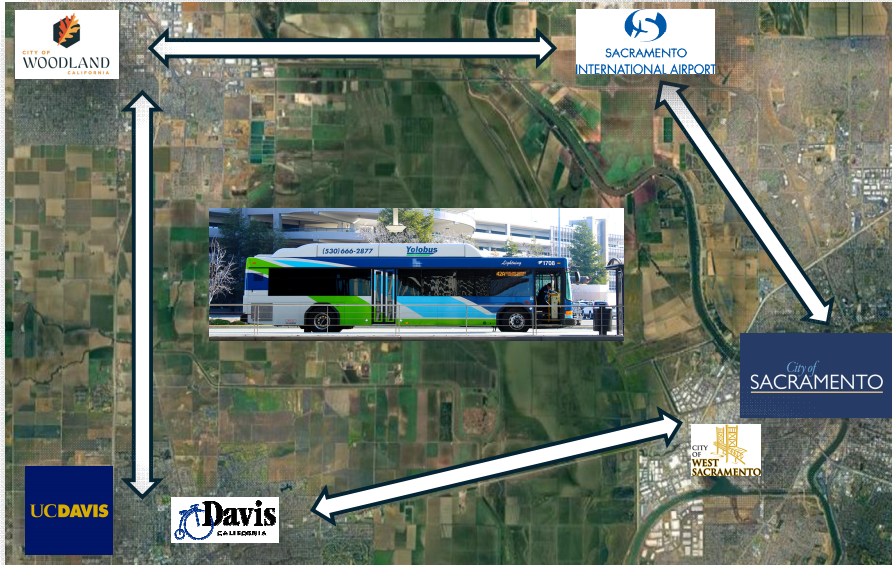


Connecting Downtown to the Region

A new transit center will provide direct, one-seat ride from Downtown Woodland to key destinations including UC Davis, Airport and Downtown Sacramento via the Route 42A/B



Yolobus Service in Woodland



Route 42A/B: Woodland to Davis, West Sac, Downtown Sacramento and Airport

- 25,000 rides per month
- 7 days a week
- 5 am – 10:30 pm
- Service every 30 minutes during rush hour

Route 215: Woodland to Cache Creek Casino

- 14,000 rides per month

Routes 211 and 212: Woodland Local

- 4,500 rides per month

BeeLine Woodland (On-Demand):

3,000 rides per month

For more information contact
Yolo Transportation District
custserv@yctd.org

A More Vibrant, Walkable Downtown

- Relocating the transit center will bring more foot traffic to downtown businesses
- Will make transit a more convenient option to access jobs and services
- Pedestrian and bike improvements at 2nd & Court will improve safety at this busy intersection

Improving Safety For Travelers

- Existing transit center is in unoccupied, poorly lit area of County Fair Mall.
- The mall property has experienced frequent safety incidents and vandalism in recent years.
- Transit riders have expressed safety concerns about the center.



PROPOSED LOCATION: 2ND & Court Street

Why 2nd & Court St?

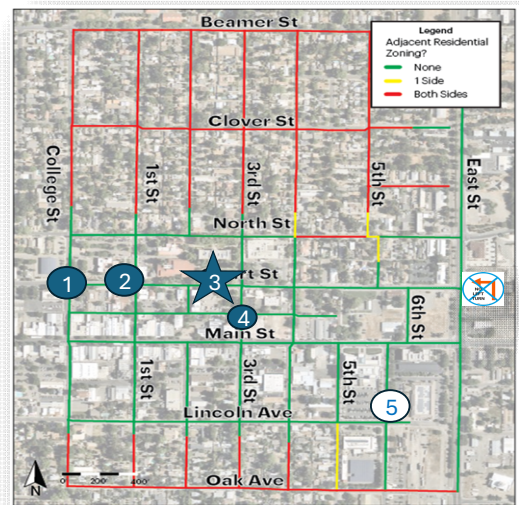
- Easy access to downtown businesses and municipal services
- 2700 jobs within walking distance
- Compatible with existing bus routes
- No buses on residential streets
- Meets safety criteria for transit riders, pedestrians and vehicles
- No direct impacts to private property



What Other Locations Were Considered?

- Two rounds of three alternatives each were analyzed over a 12-month period (April 2023-April 2024), in close consultation with City of Woodland staff
- Other sites were eliminated due to incompatibility with siting criteria (see list below)

Location	Fatal Flaw(s)
College & Court (1)	<ul style="list-style-type: none"> • Insufficient curb space on Court St to accommodate four bus bays • College Ave (south of Court) is too narrow to accommodate a bus bay plus two-way traffic • College Ave (north of Court) is wider but would require bus routing onto North Street, a narrow residential street
Lincoln btwn 5 th and 6 th (5)	<ul style="list-style-type: none"> • Long walk to downtown core • 40% fewer jobs within walking distance than preferred alternative • Unsignalized intersections and dead-end streets create challenges for transit routing • Rerouting would add 200 minutes and 44 miles of daily delay to existing bus routes • Does not meet safety criteria for transit riders
Court & 1 st Street (2)	Conflicts with existing infrastructure (street trees, fire hydrant, driveways would all need to be removed)
3 rd Street (btw. Main & Court) (4)	Narrower street, sidewalks are not up to code, utility poles would require relocation, circulation concerns at 3 rd /Main.



Siting Criteria (a challenge!):

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