



STAFF REPORT

TOPIC

Short-Range Transit Plan: Woodland Transfer Point, Summary of Phase 2 Outreach, and Process/Timeline Update

ITEM NUMBER

7

Action

Nov. 17, 2025

Board of Directors

PREPARED BY: Lola Torney, Senior Planner

ATTACHMENTS: A. Full SRTP Survey Results

STAFF RECOMMENDATION(S)

1. Receive an update on the Short-Range Transit Plan (SRTP) Phase II outreach and the next steps in the process for implementation
2. Approve relocating the Woodland Transit Center at the County Fair Mall to a Transfer Point on Main Street between Fifth and Sixth Streets

BACKGROUND

SRTP

An SRTP is a comprehensive document that outlines an agency's strategies, goals, and projects for a horizon typically ranging from five to seven years (this project assumes 2025-2031). It provides a detailed roadmap for the agency's operations, investments, and service improvements within this defined timeframe. The SRTP is a living document, subject to periodic updates and revisions to ensure its relevance in a dynamic transit landscape.

In April 2024, Transportation Management and Design, Inc. (TMD) was selected as the prime consultant for the SRTP. The service plan recommendations will examine options to enhance ridership, optimize service efficiency and align with contemporary travel patterns. The financial plan's inclusion of multiple scenarios (e.g. "Contraction," "Base Case," and "Aspirational" scenarios) will allow YoloTD to adapt to different economic realities within the plan's time horizon.

Process to Date and Prior CAC/Board Feedback

This section recaps SRTP major milestones and CAC/Board discussions to date.

RFP Input

On January 22, 2024, the YoloTD Board provided feedback on and approved staff's proposed approach to the YoloTD 2024-31 SRTP and published a request for proposals (RFP) for consulting services. Board comments included exploring additional funding opportunities to promote expanded service, identifying bus rapid transit corridors to implement bus rapid transit service, and identifying three funding scenarios that could be implemented based on different market trends.

On January 30, 2024 the CAC also provided feedback on the SRTP RFP. CAC comments included ensuring more than one financial scenario, coordinating with the City of Davis on their SRTP, providing transit-supportive infrastructure and bus stop amenities, and ensuring paratransit, microtransit, and fixed route services are coordinated in rural areas.

Transit 101 Presentation

On January 6, 2025, YoloTD staff gave a presentation to the CAC on Transit 101 fundamentals to establish a baseline understanding for the Board of how transit service planning works and the tradeoffs associated with offering transit services in a community. The presentation was generic and not Yolo County-specific but did include Yolo County examples. At this meeting Committee members received complimentary copies of Human Transit by transit planning expert Jarrett Walker. Comments focused on encouraging a commitment to increased funding, for local agencies like West Sacramento to continue with transit-supportive development, and interagency partnerships.

On January 13, 2025 the same presentation was given to the YoloTD Board. Most Board questions centered around tradeoffs between microtransit vs fixed-route services and about how land uses may impact the efficacy of service in a given area. Board members also received copies of Human Transit.

Existing Conditions and Draft Goals, Objectives, and Performance Measures

On April 14, 2025, YoloTD and TMD staff gave a presentation sharing results from the outreach survey and market analysis completed in summer 2024 along with draft goals and objectives for the SRTP. Most of the feedback received was about how some of the existing conditions presented may have changed since they were conducted.

Draft Recommendations

On July 14, 2025, YoloTD and TMD gave a presentation to the YoloTD Board and on November 3, 2025, YoloTD gave a presentation on the draft recommendations and next steps for community outreach that occurred in fall 2025. The presentation for the draft

recommendations was scheduled for a summer meeting date, but due to lack of quorum, the presentation was moved to November. The CAC voted to recommend the Board approve the recommendations for the “base case” scenario. CAC members showed support for the “hybrid” option for transit service for Winters, meaning to both have one BeeLine vehicle and to restore Route 220 on a less-frequent basis (four round trips per day). The CAC also commented on lack of service in the Springlake neighborhood of Woodland, requesting that it be included in the “aspirational” funding scenario. CAC members supported the proposed route changes in downtown Sacramento and to the Railyards area, noting that the future Kaiser hospital in that neighborhood will become a major destination.

DISCUSSION

SRTP

SRTP Phase II Outreach Summary

YoloTD hosted an online survey that was open from September 15 to October 29, 2025 to solicit feedback from the community about proposed route changes. Two hundred and thirty-nine people responded to the survey. The survey was structured to allow respondents to only provide feedback on the communities or routes that would impact them along with some optional demographic questions.

To help promote the survey, information and the link to the website was shared on social media and with agency partners including city managers and public information officers. Additionally, YoloTD attended four community events in each of the four member agencies. They were:

- Davis Farmer's Market: Saturday September 20, 2025 @ Central Park, 301 C St., Davis, CA 95616
- Woodland Farmer's Market: Saturday September 27, 2025 @ 250 1st St, Woodland, CA 95695
- Yolo County Food Bank Food Distribution Event: Saturday October 4, 2025 @ 1271 West Capitol Avenue, West Sacramento, CA, 95691
- Winters Farmer's Market: Sunday October 5, 2025 @ 1 Main St, Winters, CA 95694

Additionally, YoloTD staff conducted on-the-bus outreach on Routes 40 and 41 to answer questions and promote the online survey to riders who could be impacted by future route changes.

YoloTD held a raffle for a \$50 gift card to survey respondents if they provided their contact information.

Across the four tabling events, participants shared constructive feedback focused on improving reliability, coverage, and convenience of local and intercity transit services.

- **Service Frequency and Reliability**

Many riders emphasized the need for more frequent service and shorter wait times, especially for work commutes and evening travel. Reliability was a common concern, with several noting that late or inconsistent buses make it difficult to plan trips.

- **Coverage and Access**

Participants expressed a strong interest in expanding routes to better serve new residential areas, major destinations such as shopping centers, public offices, and the airport. Some mentioned that current routes or microtransit zones do not reach their neighborhoods, and that certain listed stops are not always being serviced.

- **Intercity Connections**

There was significant interest in improving regional connections between Davis, Woodland, West Sacramento, and Sacramento, particularly direct service to Sacramento International Airport without lengthy transfers or layovers.

- **Amenities and Rider Experience**

Several participants suggested practical improvements such as installing bus shelters, publishing paper schedules and maps, and equipping more buses with charging ports. Riders also appreciated staff engagement at events and expressed general support for the proposed route and frequency changes.

Community members were broadly supportive of proposed improvements that make transit more frequent, reliable, and accessible. Feedback reflected optimism about the direction of the changes and a desire for continued communication as updates are implemented. The pictures below show the team interacting with the public at each event.



Figure 1: Tabling at the Davis Farmers Market



Figure 2: Tabling at the Woodland Farmers Market



Figure 3: Tabling at the Yolo Food Bank Distribution Event



Figure 4: Tabling at the Winters Farmers Market

S RTP Survey Results

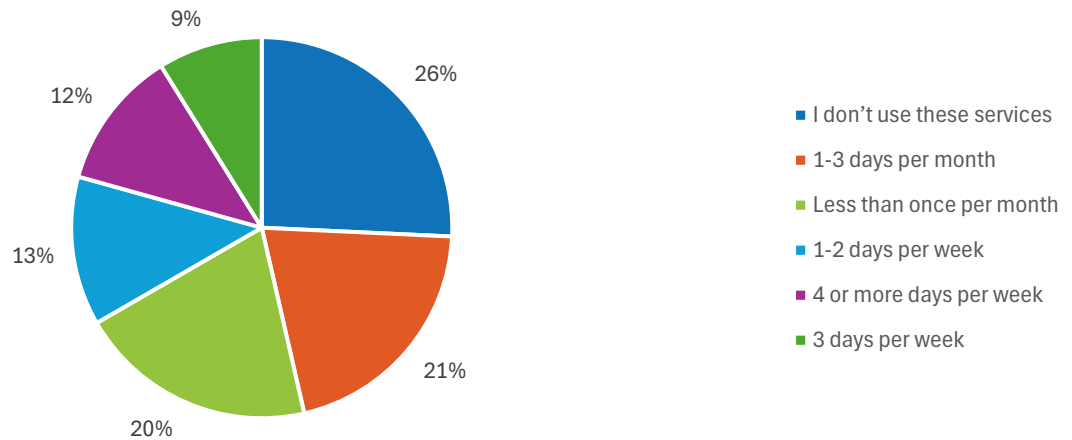
Provided below are all the questions asked as well as one summary graph for each section of the online survey. Attachment A shows all responses to all survey questions along with any qualitative comments provided.

General and Demographic Questions

- How often do you currently use YoloBus, BeeLine, or YoloBus paratransit services?
- Where do you live?
- What is your age group?

- Do you have access to a car?
- Do you have a disability that limits your ability to ride regular YoloBus routes?
- What is your primary language?

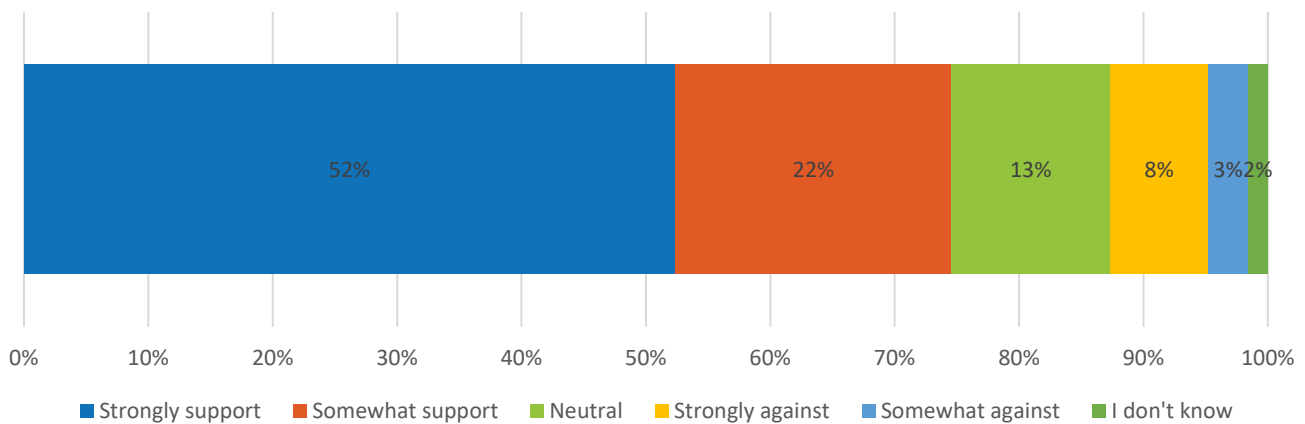
How often do you currently use YoloBus, BeeLine, or YoloBus paratransit services? (N=237)



West Sacramento Questions

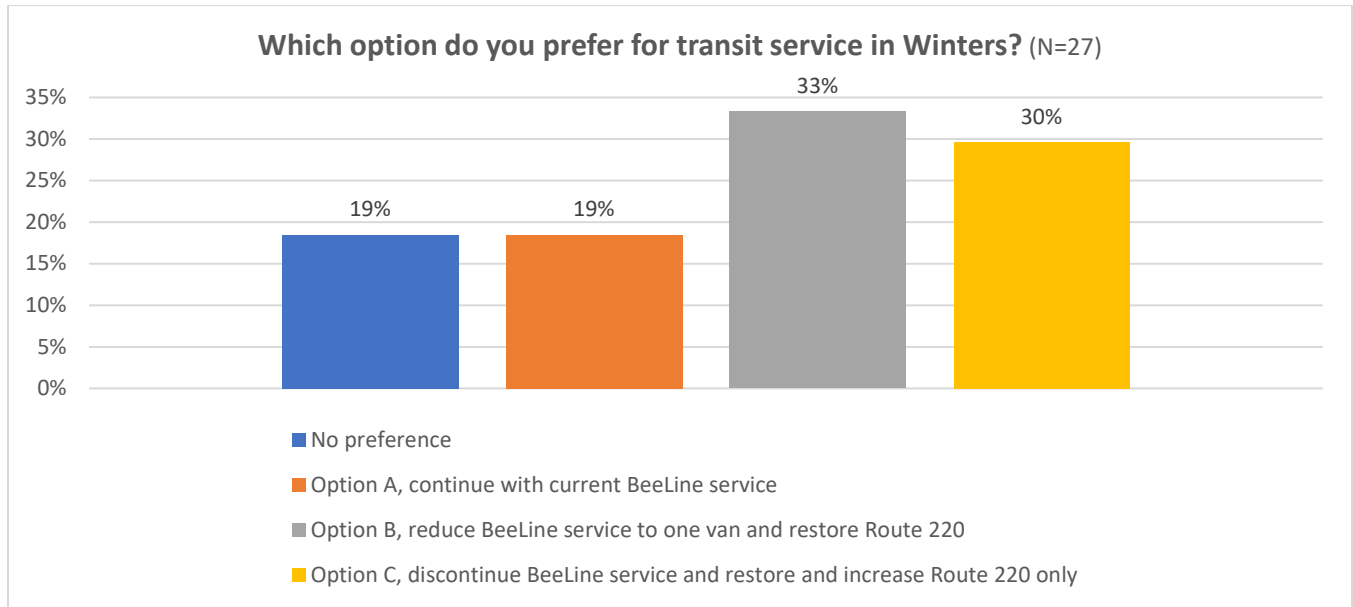
- Does this proposal change how you reach your regular destinations in West Sacramento?
- What is your level of support for the recommended changes in West Sacramento?

What is your level of support for the recommended changes in West Sacramento? (N=63)



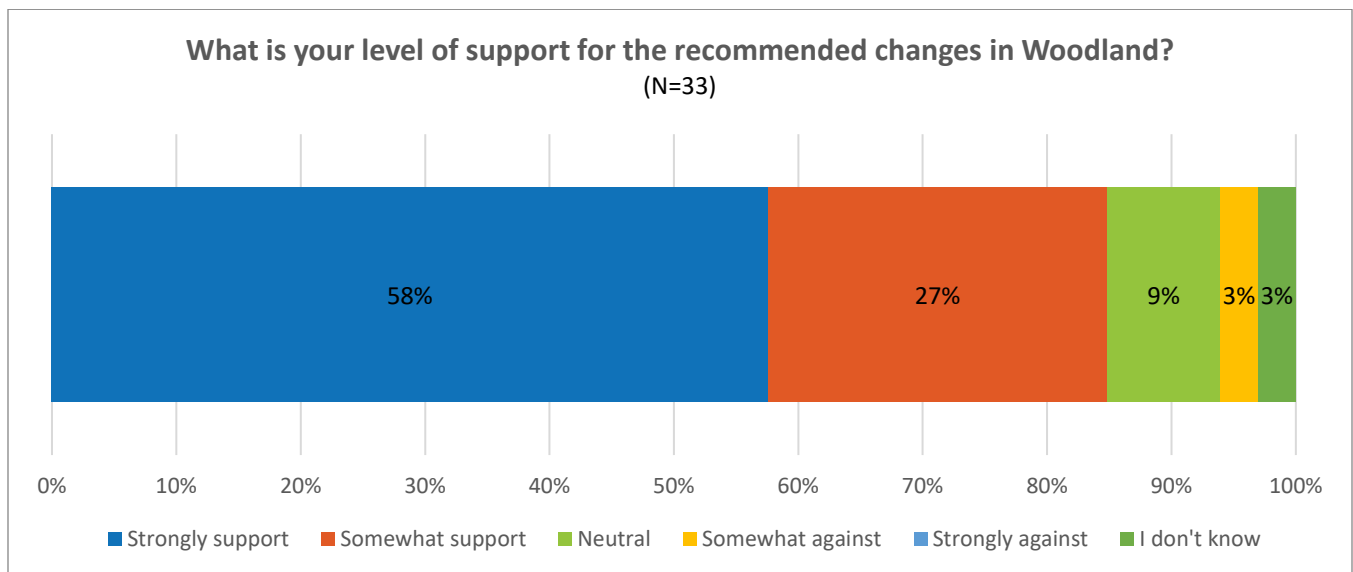
Winters Questions

- What is your level of support for each option for recommended changes in Winters?
- How does each option change how you reach your regular destination?
- Which option do you prefer for transit service in Winters?



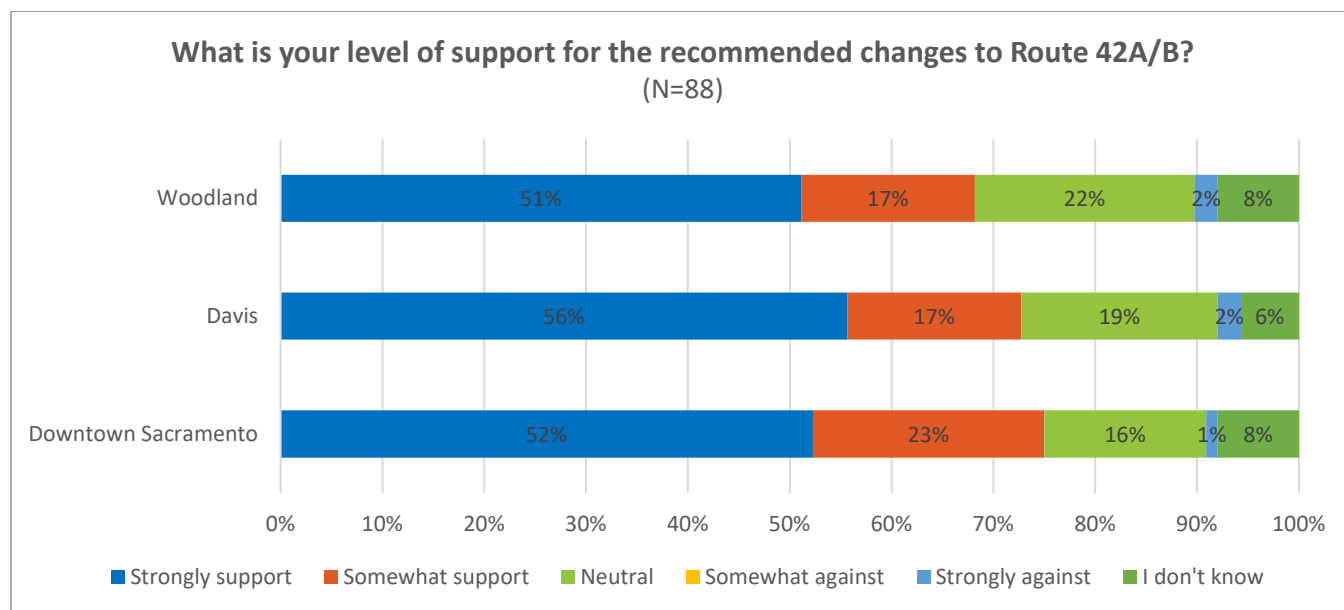
Woodland Questions

- What is your level of support for the recommended changes in Woodland?
- Does this proposal change how you reach your regular destinations in Woodland?



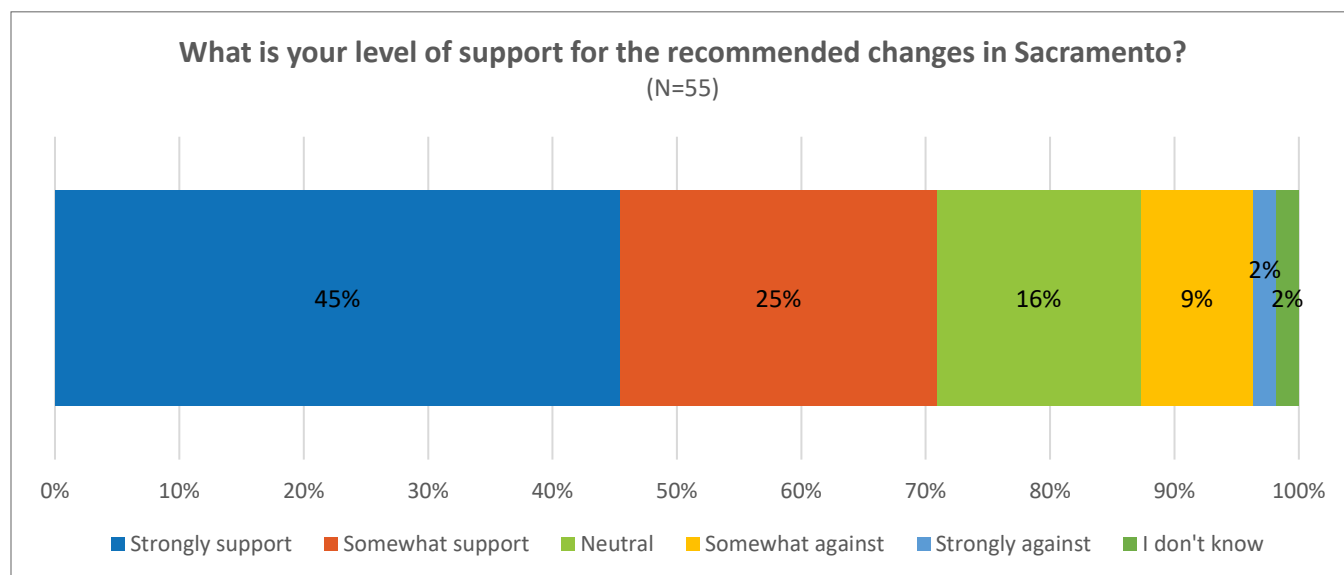
Route 42 Questions

- What is your level of support for the recommended changes to Route 42A/B in Woodland?
- What is your level of support for the recommended changes to Route 42A/B in Davis?
- What is your level of support for the recommended changes to Route 42A/B in Downtown Sacramento?
- Does this proposal change how you reach your regular destinations?



Downtown Sacramento Questions

- What is your level of support for the recommended changes in Sacramento?



Woodland Transfer Point Recommendation

Over the past several years YoloTD and the City of Woodland have coordinated closely on relocating the bus transfer point from the existing County Fair Mall to a location in or proximate to the downtown, a longstanding YoloTD objective and consistent with the City's General Plan policy.

September 8, 2025 YoloTD Board Feedback

An update was provided to the YoloTD Board on September 8 focusing on a location on Main Street between Fifth and Sixth Streets which was mutually supported by staff from both City of Woodland and YoloTD. Action on this item was intentionally deferred to ensure Woodland City Council was supportive of the proposal. However, the YoloTD Board expressed support for this location and overall excitement about establishing a transfer point at the Main Street location.

September 15, 2025 Woodland City Council

An SRTP and Woodland Transfer Point update was brought to the Woodland City Council on September 15, 2025. The City Council supported the draft SRTP recommendations for community outreach purposes and supported the proposed Woodland Transfer Point location on Main Street between Fifth and Sixth Streets.

SACOG Mobility Zones Funding Application

Since the last Board update on this item in September 2025, YoloTD and City of Woodland convened to discuss potential site and safety improvements at the Main Street location. A list of improvements was identified and YoloTD partnered with the City of Woodland to submit a capital funding application to the Sacramento Area Council of Governments (SACOG) Mobility Zones funding program.

November 3, 2025 CAC

YoloTD gave a presentation to the CAC on November 3, 2025 on the status of the Woodland Transfer Point. The CAC voted to approve the recommendation by staff to make this change consistent with SRTP implementation.

The Short-Range Transit Plan service recommendations in Woodland are progressing with the assumption of the Woodland Transfer Point relocation to the Main Street location. The staff recommendation for the YoloTD Board to approve the relocation will formalize the decision while providing certainty for Woodland SRTP service recommendations as the project continues toward implementation planning.

Process Next Steps

The following list outlines the remaining tasks for the SRTP:

- Board of Directors adopts SRTP funding scenarios

- Develop Implementation Plan
 - Identify locations for new bus stops and work with local jurisdictions to identify funding and install new stops
 - Develop route schedules
 - Develop bus stop standards and guidelines
 - Develop key performance indicators for routes
 - Identify new location for Route 42 start and end point
 - Update fare policy
 - Develop Capital Plan for transition to zero emission buses (ZEB)
- Develop new bus stop signs and route maps
- Develop Outreach Plan
- Rollout SRTP

Other YoloTD efforts impact the implementation of the SRTP. The Request for Proposals for a new transit operations contract will be released in November 2025 with proposals due in February 2026. As proposals for the transit service operations contract are received, YoloTD staff and the Board will better understand operational costs to provide public transportation services. Upon direction from the Board and the Executive Director, YoloTD staff and TMD will develop an implementation plan for the appropriate funding scenario. The graphic below shows the high-level order and timing for SRTP implementation.



KEY

SHORT RANGE TRANSIT PLAN ■

WOODLAND TRANSFER POINT ■

TRANSIT OPERATIONS ■

S RTP IMPLEMENTATION SCHEDULE

(Tentative)





FISCAL IMPACT

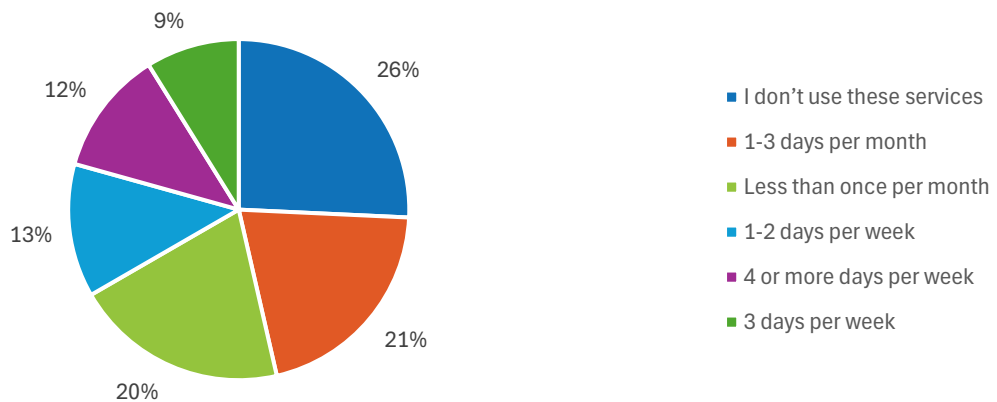
No immediate budget impact. The final SRTP will include three budget scenarios that reflect varying levels of funding availability.

Appendix A: Full SRTP Survey Results

General and Demographic Responses

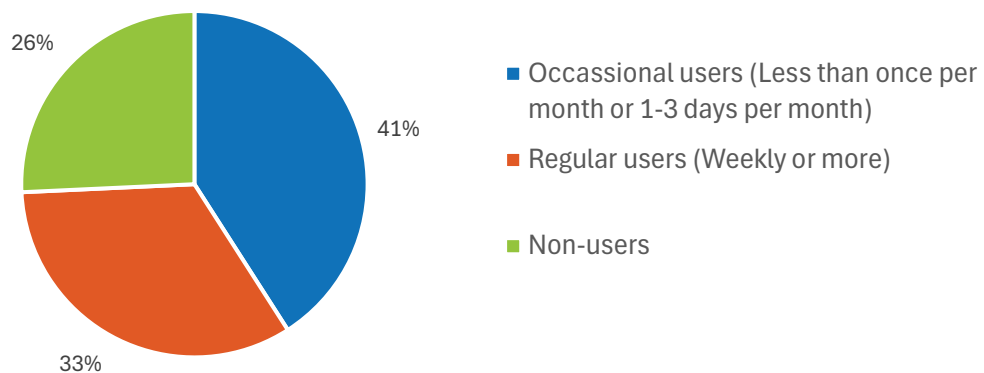
Non-users are the largest group of respondents, Occasional users (less than once per month or one to three days per month) make up 41 percent of responses, and non-users make up 26 percent. Regular users (weekly or more) account for 33 percent.

How often do you currently use Yolobus, BeeLine, or Yolobus paratransit services? (N=237)

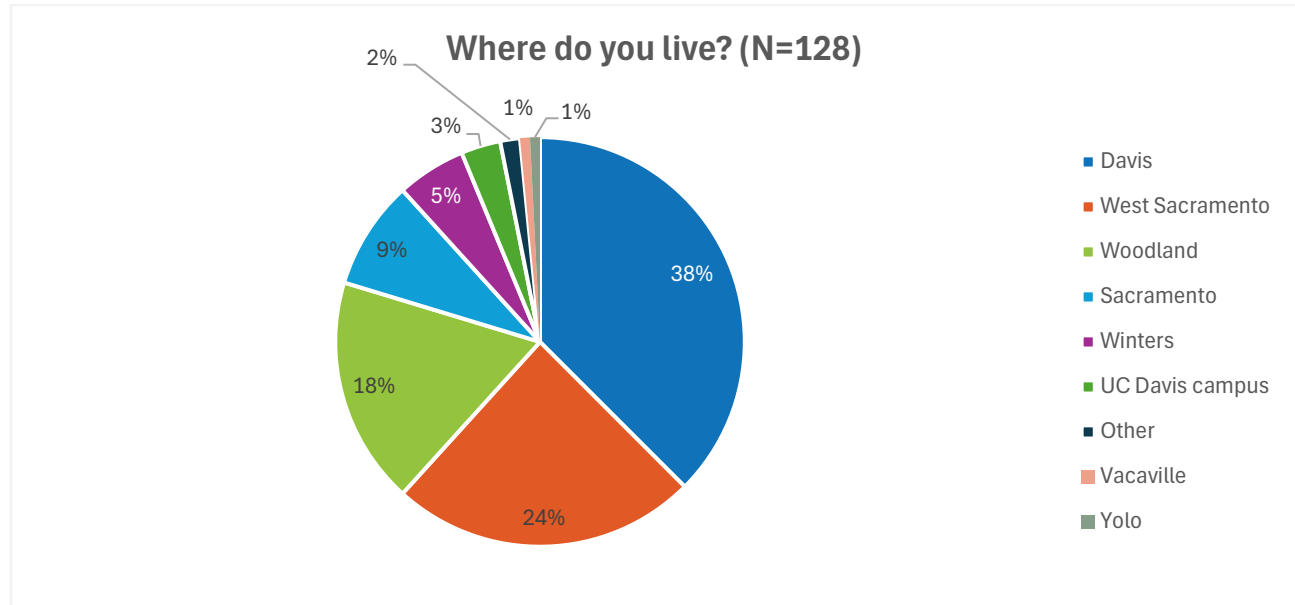


While a core group of respondents rely on Yolobus, BeeLine, or Yolobus paratransit services frequently, most responses come from non-users or occasional users.

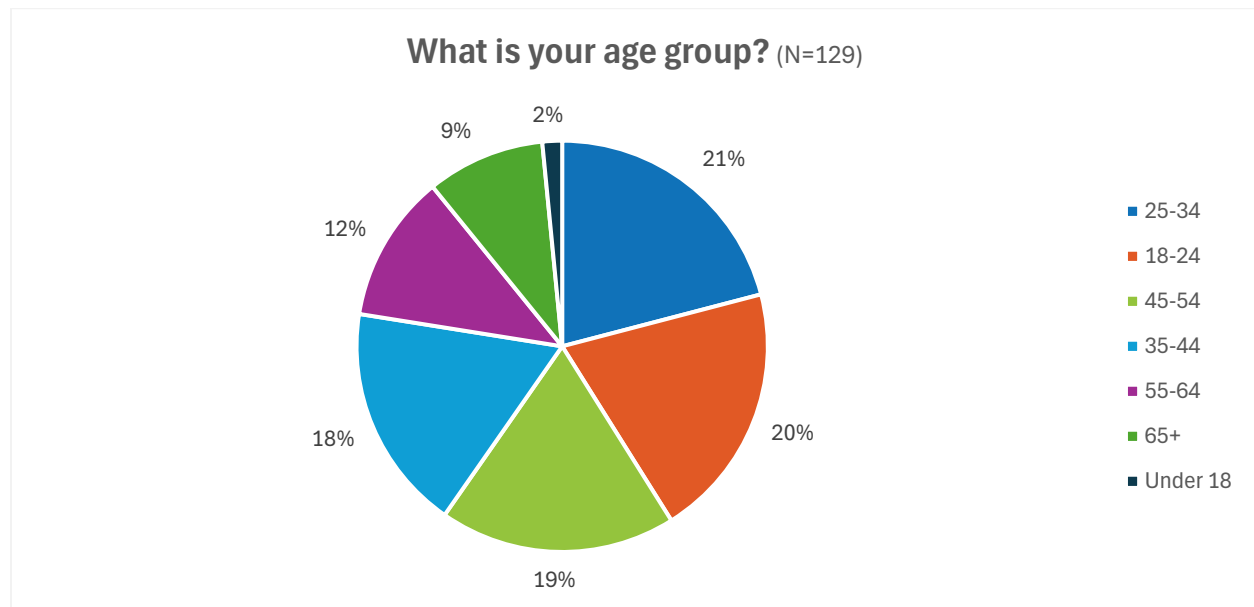
How often do you currently use Yolobus, BeeLine, or Yolobus paratransit services? (N=237)



The largest proportion of survey respondents live in Davis, with West Sacramento and Woodland as the next-largest cities represented.

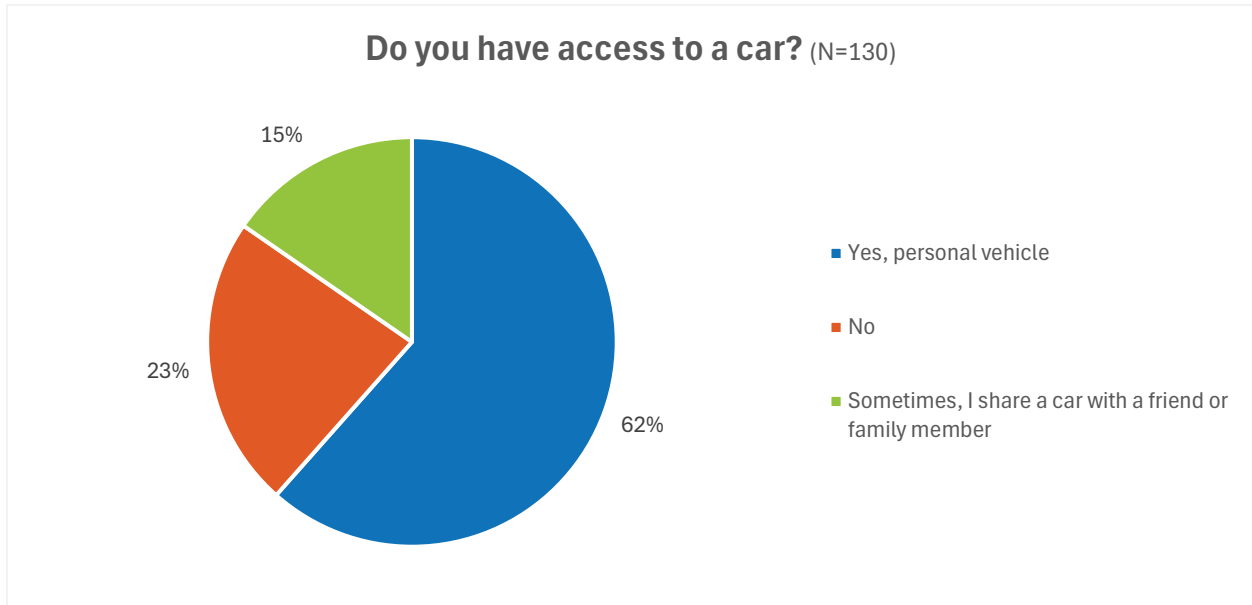


The largest age group who responded to the survey was 25-24, followed by 18-24. Younger and middle-aged voices are strongly represented in this survey, with relatively few seniors (21 percent of responses are from respondents aged 55 or older). The online survey medium may influence this, as younger individuals may be more likely to take online surveys.

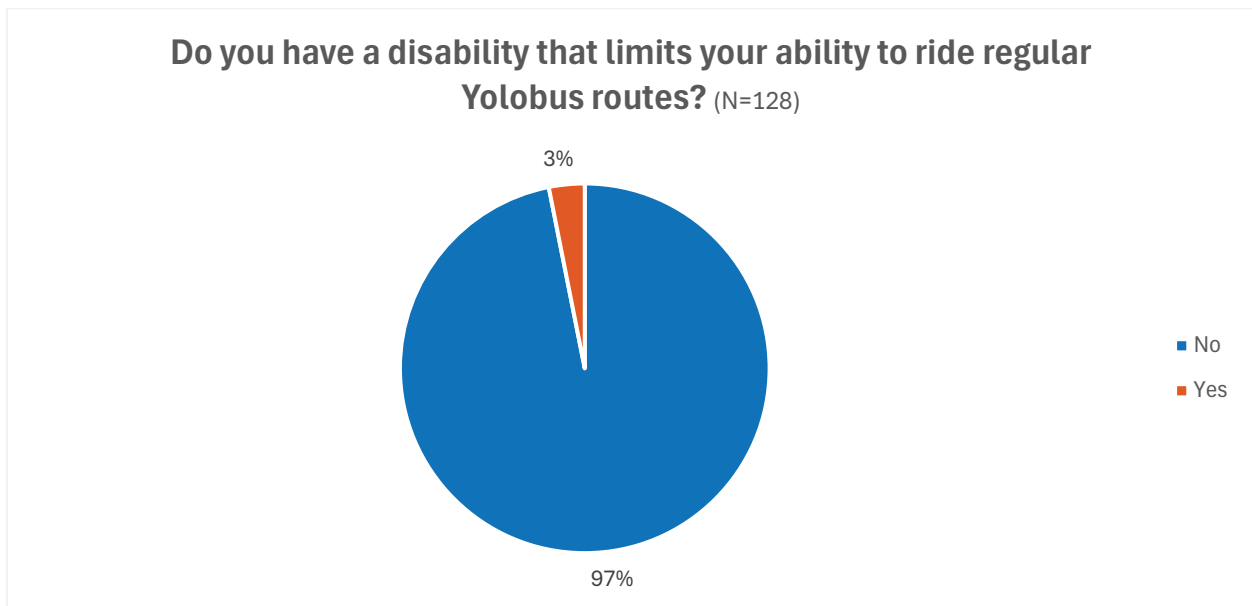


While most survey respondents have a personal vehicle or access to a car, a large minority of respondents have no access to a vehicle at all.

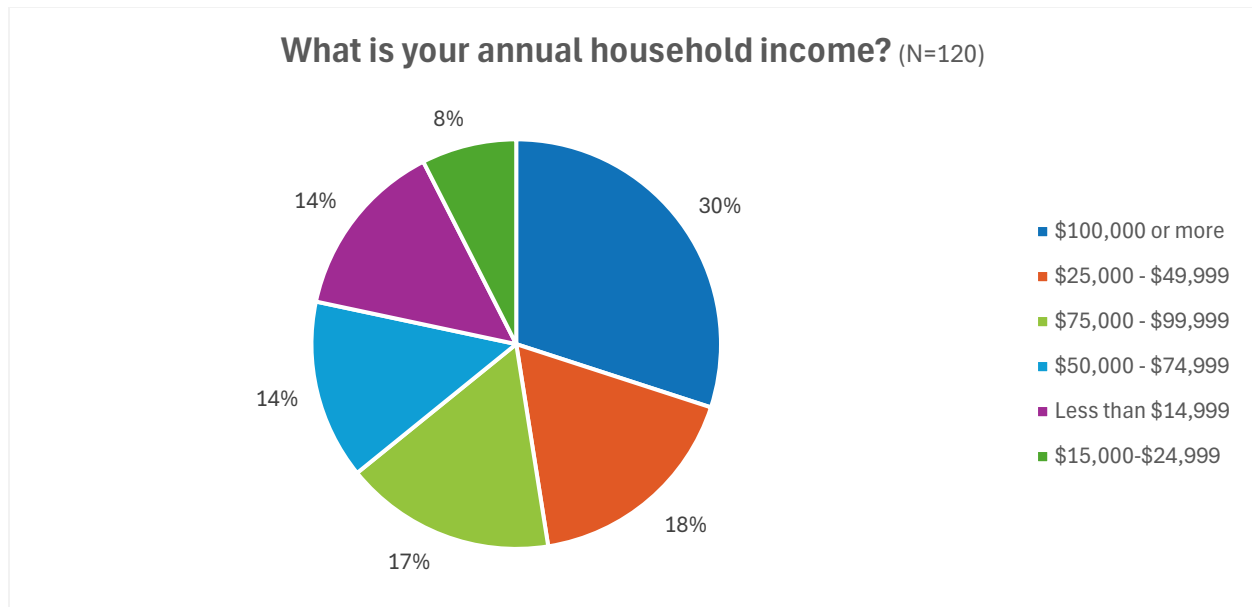
This indicates that both car-free riders and choice riders make up a significant portion of Yolobus ridership.



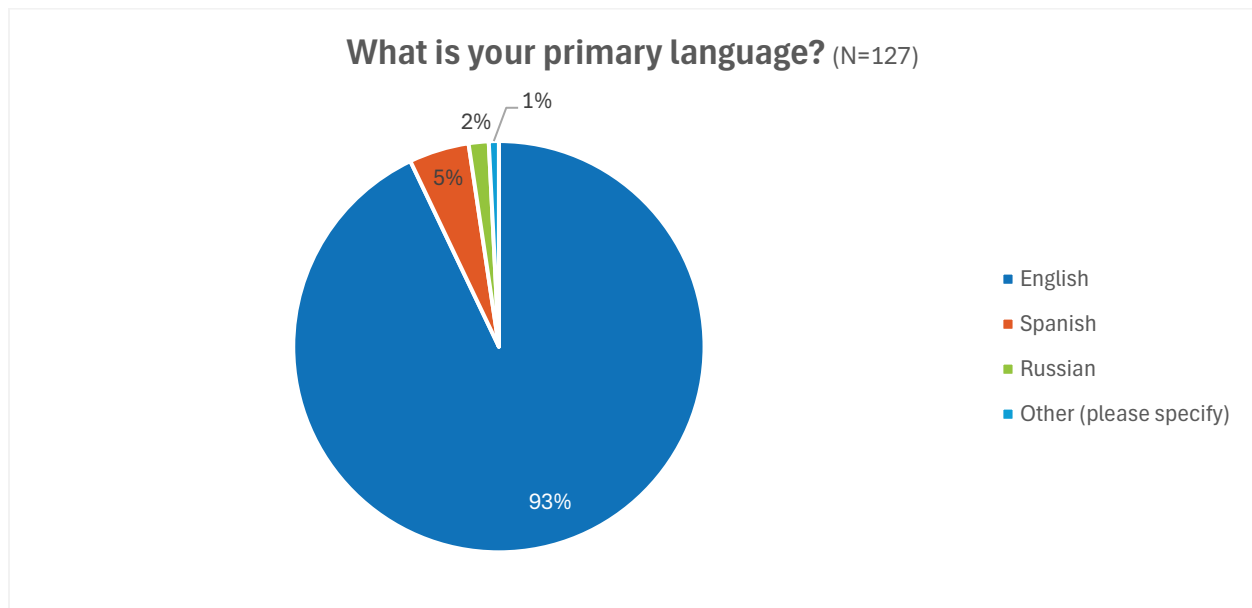
About 3 percent of respondents have a disability that limits their ability to ride regular Yolobus routes.



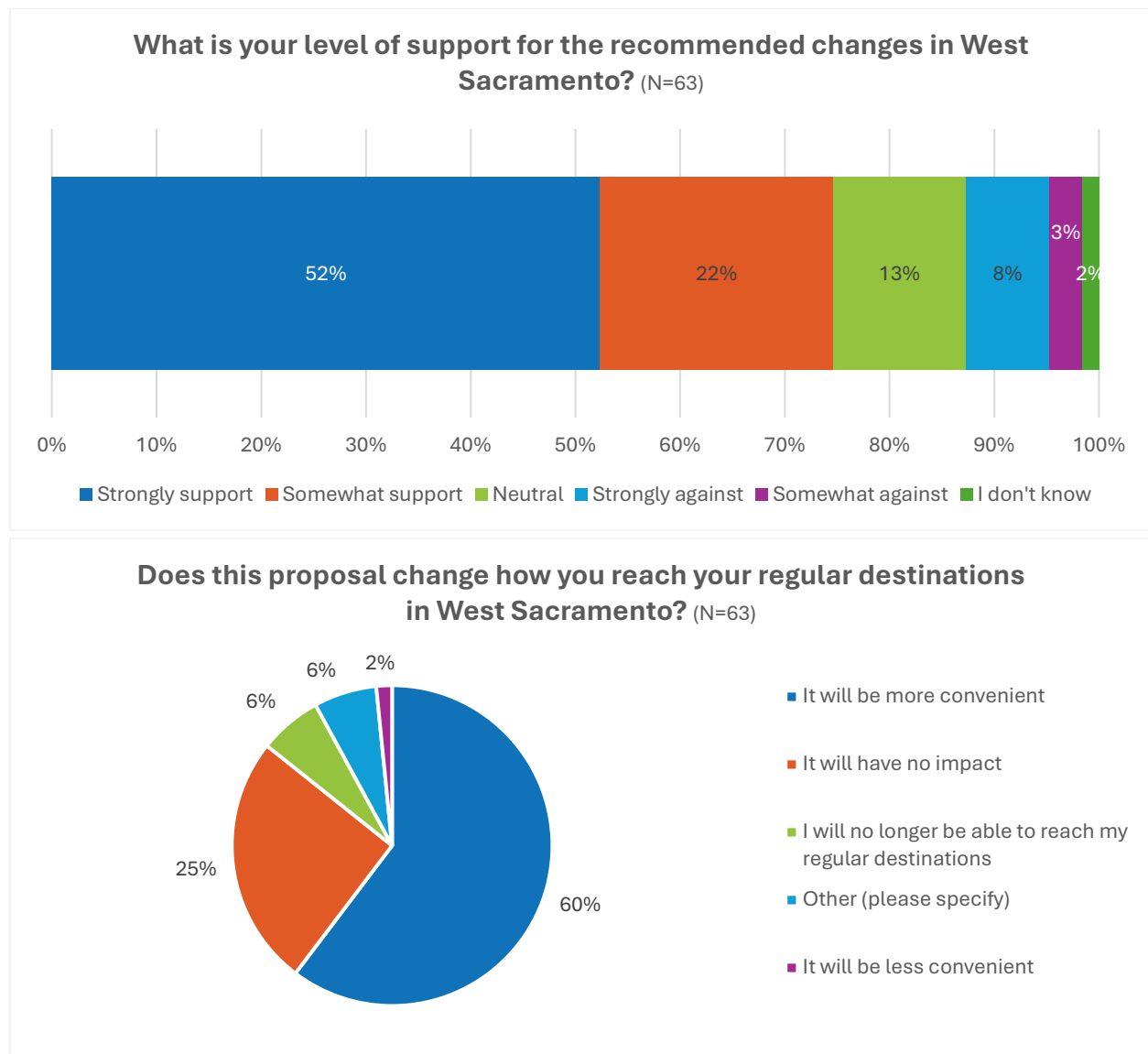
The largest proportion of responses came from households earning \$100,000 or more, followed by households earning \$25,000-\$49,000.



English is the primary language of most survey respondents, followed by Spanish. The survey also received responses from Russian speakers. One “Other” language was submitted: Polish.



West Sacramento Responses



West Sacramento Key Themes

The changes in West Sacramento are also well supported, with 74 percent of respondents strongly or somewhat in support. Eleven percent of respondents are strongly or somewhat against. Respondents noted satisfaction with increased frequency on Route 42A/B; others said that they also wanted to see routes that serve more of the city.

Ninety percent of respondents say the changes will make it more convenient to reach their destinations or will have no impact. However, eight percent of respondents say that the changes mean they will no longer be able to reach their destinations, with one respondent noting the bus will no longer travel along Harbor Boulevard. A few other respondents noted

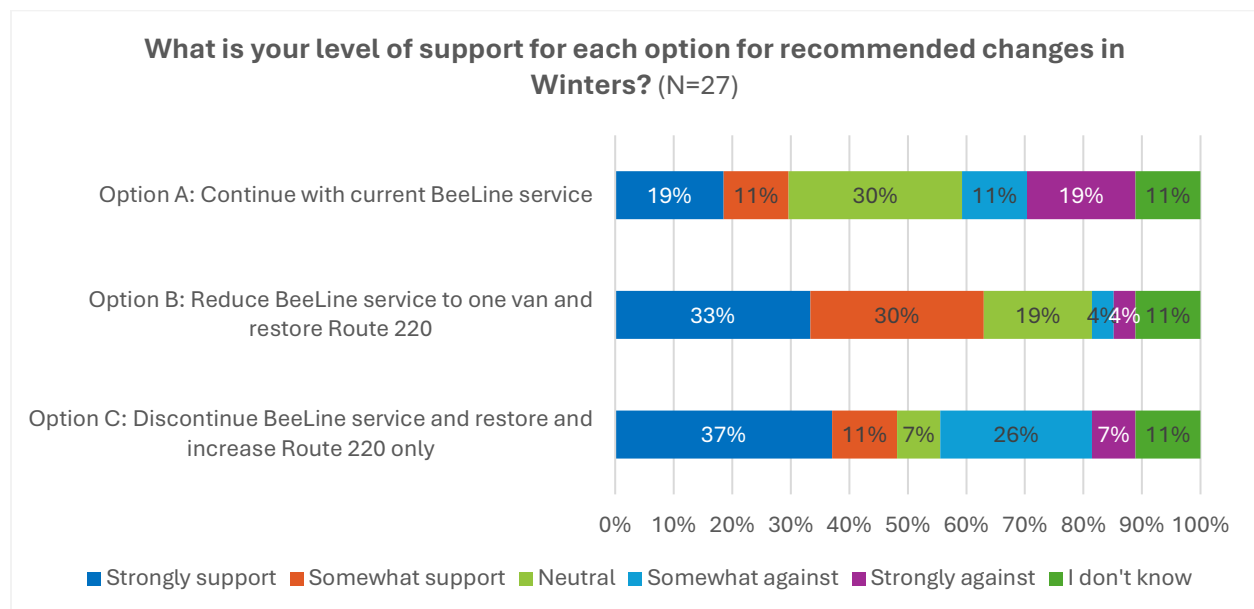
that the stops along Jefferson are too far for residents of Southport to walk to. Respondents noted that currently, the Via service and Route 37 are infrequent and unreliable. Other comments wanted to see coordinated schedules with Route 38 and Routes 37 and 42A/B for smooth transfers.

West Sacramento Individual Responses

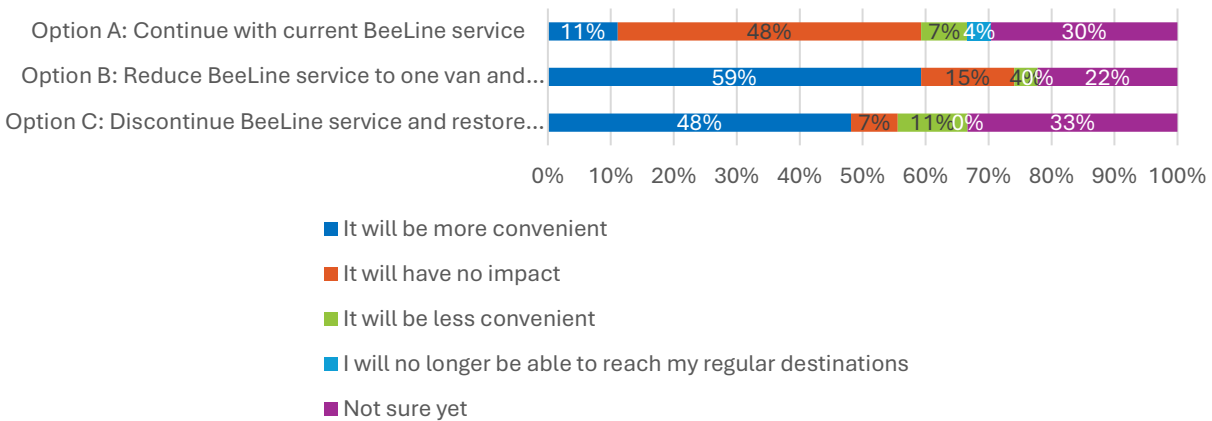
- As a Bridge District resident, I'm very supportive of the new Route 38. It finally brings more frequent, reliable transit to our community and connects us directly with key destinations in West Sacramento. Having a north-south line improves access for residents who rely on transit and helps make the system more convenient overall.
- continue 40 or 41 route stop crossing bridge sept 42s
- Deberia de ver mas fluidez en los horarios y rutas
- Good! 38 will hopefully get a lot of ridership due to all the development happening by the River.
- Great service also can be one more route on summer
- Half hourly service is fantastic! There are also offices south of the mall.
- I like the increase in frequency but I'd prefer more service that connects all areas of the city. Something of a loop is required.
- I live on the east side of Southport near the levee, and would love it if Route 37 (or any route that goes across the bridge into downtown) would include Village Pkwy, even if just for one direction of the loop. The Jefferson stops are too far to walk, and there are unused bus stop cutouts in the road in multiple places on Village Pkwy. More and more housing is being completed in this area, as well as the ongoing improvements to Heritage Oaks Park making it an area that access to public transportation would be welcome.
- I take 42A/B and increasing the frequency will certainly help!
- KEEP 40 & 41
- Muy bien
- My support highly depends on time schedules. Elimination of 40/41 buses for 38 could definitely work, but for me it's useless if I can't get to the 38 stops using the 37. Previously I would take the 37 to the 41, but it would only half the time get there before the 41 left.
- Proposed changes would increase my usage. Current route 37 is fairly useless except to commuters working in Sacramento. More frequent buses throughout the day would be great. Buses from Southport to the WalMart/Ikea area without having to transfer also great. Regular routes going from WS (south of W. Capital Ave.) to Sacramento without transfers needed throughout the day.

- Sounds good
- The 37 is the number one priority in my opinion. It is way too infrequent right now. For most of us we just need to get from the southside up to capital Avenue and we can take it from there anyways so we're not so concerned about crossing over into SACRAMENTO as much as we are making that that full distance From Southport all the way up Jefferson Boulevard all the way up to Capitol Avenue.
- The 37 route should run until 10 pm. The route should also go down ramco st because via is not really reliable and is over charging for trips from Downtown to West Sacramento. The bee line should also be an option for West Sac especially when baseball games are happening.
- There is an entire growing community of residents along South River Rd that remain unserved. The Jefferson stops are not accessible to us. There are already built in bus stops near the roundabouts on South River Rd. Please consider having route 37 pick up in this residential area. I live off of South river rd and Berry Creek Rd and work in downtown Sac. I would LOVE to take the Yolo Bus but currently it is not accessible.
- These changes bypass social security, county medical and social services, and shopping centers I use now.

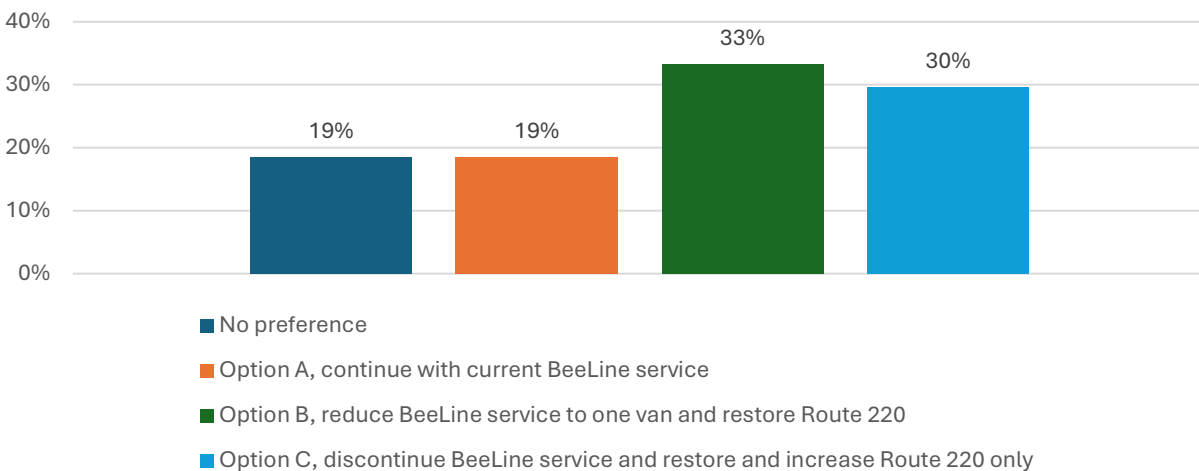
Winters Responses



How does each option change how you reach your regular destination? (N=27)



Which option do you prefer for transit service in Winters? (N=27)



Winters Key Themes

The results demonstrate support for the return of Route 220 in some form. The most supported alternative is Option B (63 percent strongly or somewhat in support), followed by Option C (48 percent). Option A received only 21 percent of strongly or somewhat supportive responses.

While Option C received the most respondents who strongly support (37 percent), it also received more responses against the proposal than Option B did (33 percent vs eight percent).

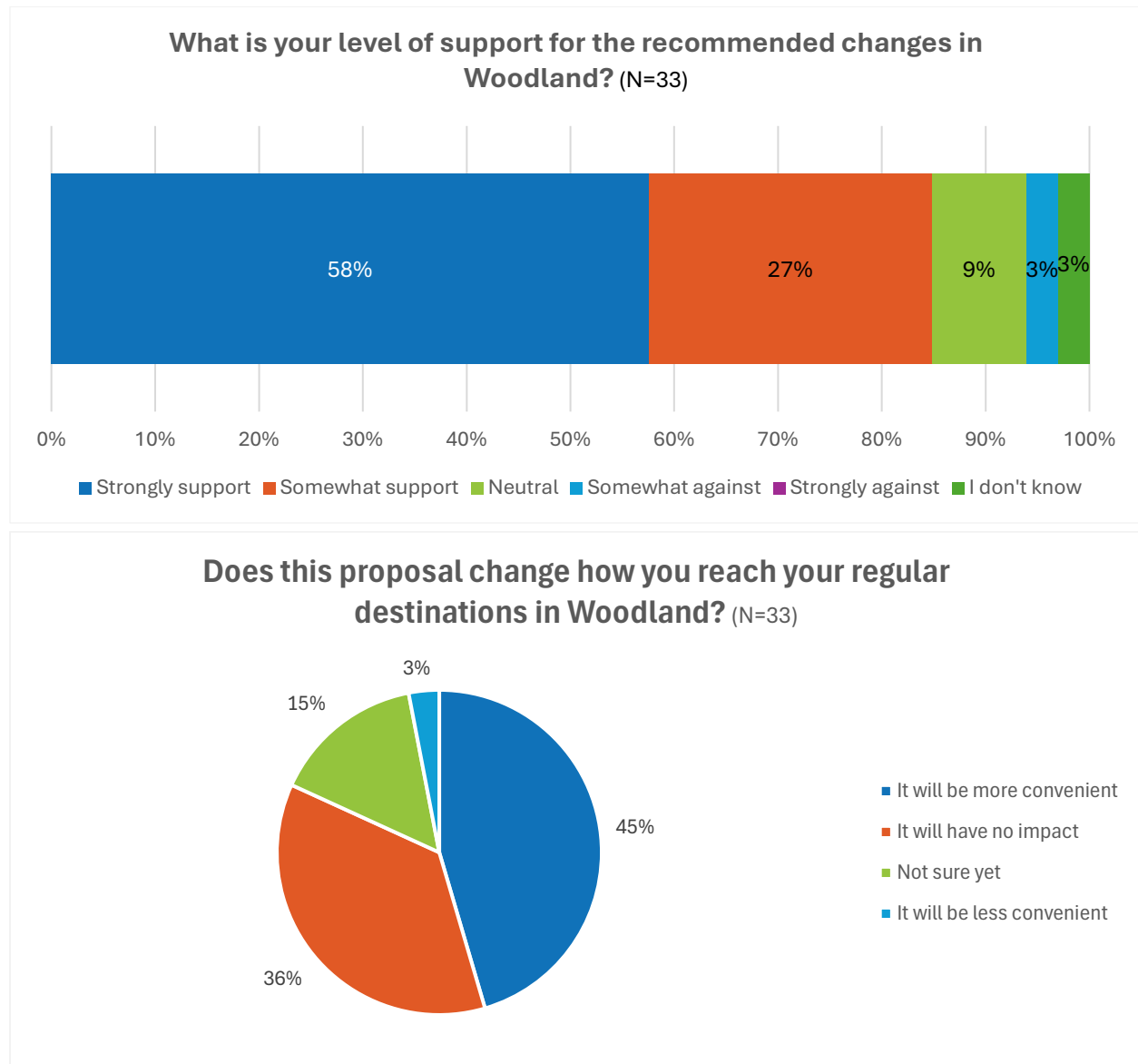
Respondents noted that Options B and C both provide far more convenient access to their regular destinations than Option A. Respondents found Option B (59 percent) to be more convenient than Option C (48 percent).

In terms of overall preferences, Options B and C are both preferred over Option A, demonstrating strong support for the return of fixed-route intercity service between Winters and Davis/Vacaville. Option B is slightly preferred over Option C (33 percent vs 30 percent), indicating that, in the trade-off between local BeeLine transit and increased intercity fixed-route service, respondents prefer keeping some BeeLine service.

Winters Individual Responses

- Buses are best.
- I take the bus (5:30pm) home to Winters after work from Davis and would really value having that a time. 5-7 as an option
- I would regularly use route 220 if it were restored. I don't know the current impact of the Bee Line, but if it is a crucial service for people in need, I support maintaining along with route 220.
- More fixed route service would be attractive to people visiting Winters from Davis, as far as I know BeeLine does not currently serve Davis.
- My real issue is that the BeeLine only goes as far as UCD in Davis. Why not include a stop at the train station which would be a logical next way to get somewhere
- The new 220 looks great! Wow! Winters was a destination of mine for years when the 220 ran.
- We need commuting options from Winters for school and work in Davis.
- Dial-a-ride works when driver's salaries are much less than minimum wage.
- Fixed route is significantly more predictable than pure microtransit
- Again, too few riders and no desire to go somewhere without being able to get home.
- Microtransit serves to fill an important gap but can be used in conjunction with fixed route to provide useful service
- Reliable, scheduled, fixed route... the definition of transit.
- Bus winters to Davis and Davis to Vacaville
- I am so pleased to see a desire for people to return to Winters and Vacaville.
- Make sure timing aligns with start and end of school day in Davis.
- More businesses, to make it worth going there.
- One to Woodland, to stop at the Raleys on the west side

Woodland Responses



Woodland Key Themes

Eighty-five percent of respondents strongly or somewhat support the recommended changes. Three percent of users are against the changes. Respondents noted that having a single route with increased frequency would be easier for riders to understand. One commenter noted that with BeeLine service, frequency is more important than coverage – another noted that the streamlined map was easy to read.

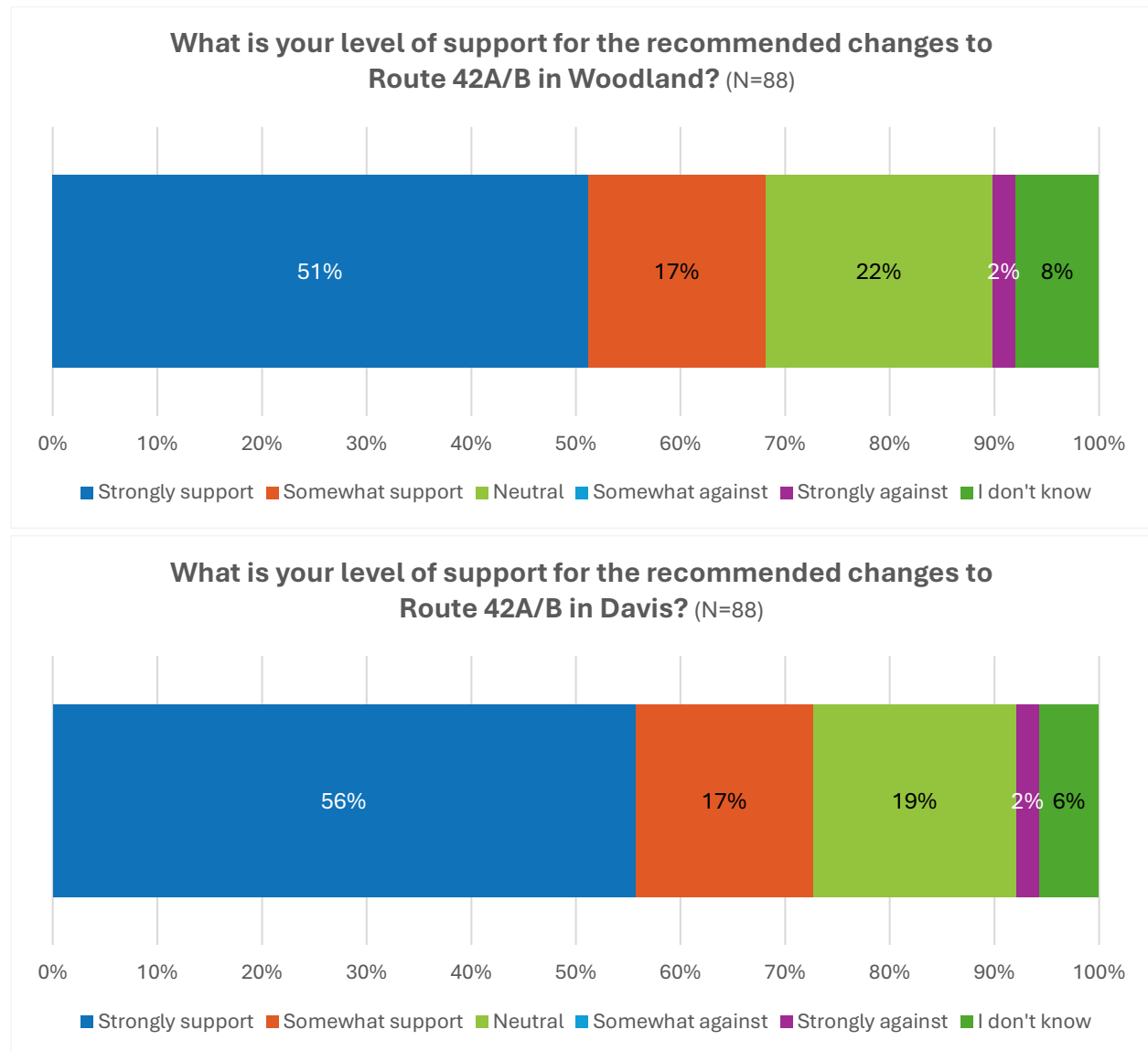
Eighty-one percent of respondents say the recommended changes will be more convenient or have no impact, while three percent say service will be less convenient. However, some

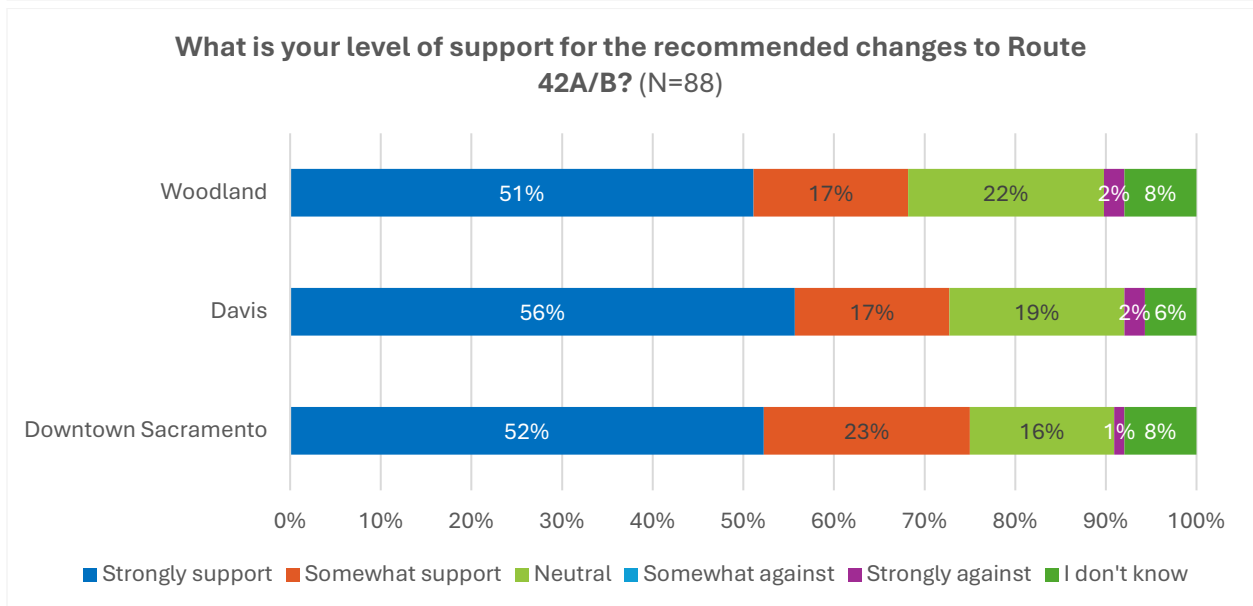
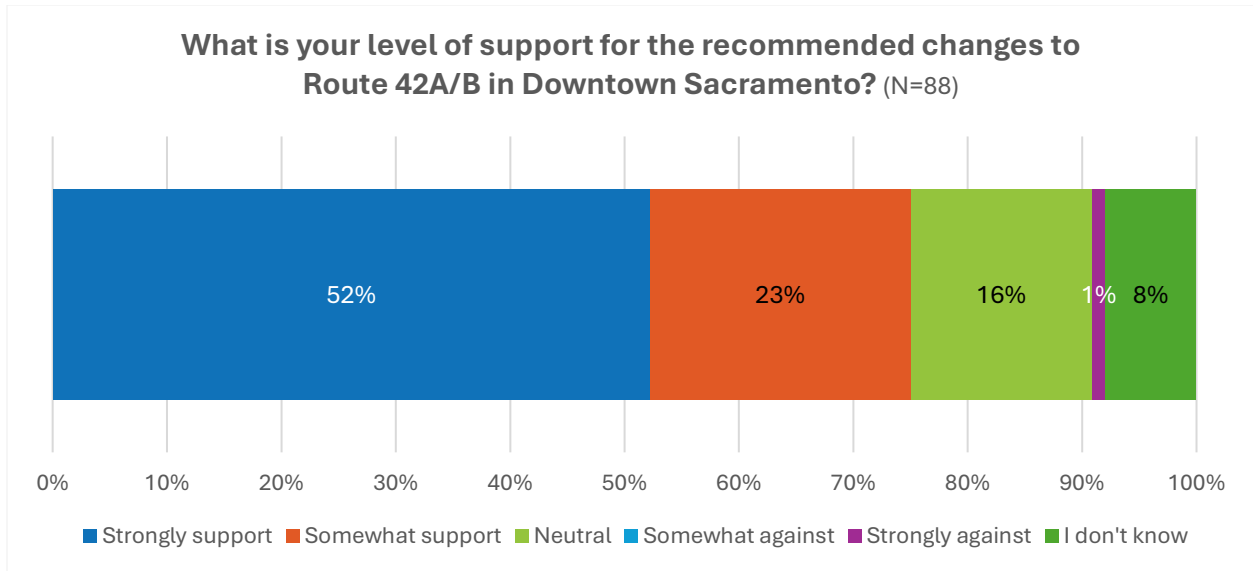
respondents noted they were not yet sure whether the changes would have an impact. A few respondents also noted that transfers from Woodland local service to Route 42A/B are very important. One commenter hoped the new schedules would address the long layover at County Fair Mall, which makes travel outside of Woodland very inconvenient. A few other comments noted a desire to see a proposed schedule before forming an opinion, and some wanted the County Fair Mall Transit Center moved to a safer, more useful location.

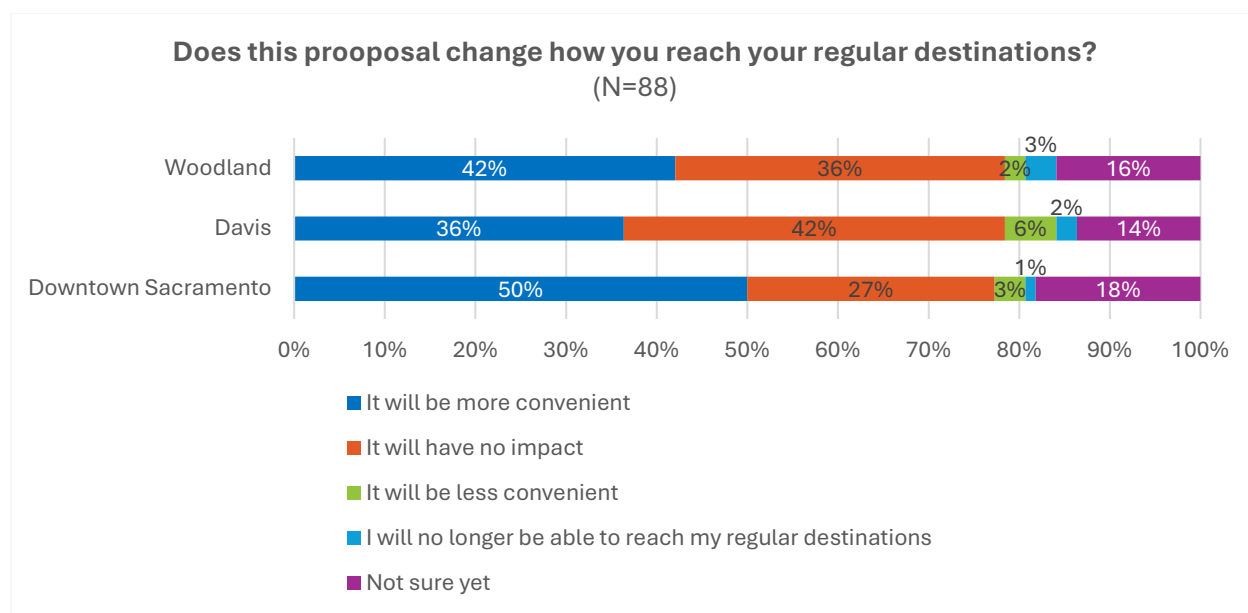
Woodland Individual Responses

- Better Connections and more service to high density housing! Yay!
- Good! By only having one route, it will require less for riders to understand and have increased frequency.
- Having one route is much better
- I live in Woodland (near Cottonwood/Beamer) and work in Davis. Currently, the morning trip takes over 90 minutes by bus with a 30-minute layover at the Fairgrounds station to transfer to 42B. It looks like this change will make the trip shorter and more convenient. It's hard to be certain without seeing a more detailed schedule or simulation.
- I would like Bee Bus to go from Woodland to Davis.
- I'll take frequency over coverage any day, especially now with the Beeline service.
- Need to know more, but this sounds good.
- Sounds great.
- Streamlines and makes the route maps easy to read.
- Beeline does not allow for very young children to ride without a safety restraint system while the normal bus routes do not require such a system. The 42A/B serving the Spring Lake neighborhood could attract new riders who might otherwise not be able to ride Beeline due to the time it would take to haul and install a child restraint system. Even local route access into the neighborhood may help improve access to healthcare sites such as Woodland Healthcare.
- I don't know where this fits in this form, but I would really like to see a safe bike route between Woodland and Davis that is not along streets.
- I want my son to take the bus to middle school. But none of the routes pass close enough, they go a round about way, and busses are too infrequent. It is hard for people to use mass transit when the coverage is so sparse.
- More routes around Woodland
- Removal of county fair transit stop, move it somewhere safer and near businesses / more lighting & security
- This plan is great! Improved frequencies are good.

Route 42 Responses







Route 42 Key Themes

In all three geographies, changes to Route 42A/B received support. All changes received at least 2/3rds of respondents either strongly support or somewhat support. Woodland had the least support at 68 percent, and Downtown Sacramento had the most support at 75 percent.

Most respondents were pleased with the increased frequency and new destinations. A few commenters also noted that skipping County Fair Mall was a good idea. Some commenters noted the routes might take longer, particularly between Woodland and Davis, and headed to the airport.

Most respondents noted that the new changes would make reaching their destinations more convenient, while a few said it would be less convenient. The changes in Downtown Sacramento (including new service to the Mary Lee State Office Complex) were rated as the most impactful, while Davis was rated the least impactful, as was the frequency increase, which made the schedule more convenient and easier to understand.

However, several respondents noted that access to SMF is difficult via Yolobus because it requires changing buses at County Fair Mall (especially coming from Davis). Some comments noted that the bus takes a long time to travel through north and east Davis, and that the layover at the mall is long. Other respondents stated the bus takes a long time to get through Davis (including a long layover for an operator break at the last Davis stop at Mace Boulevard & Second Street).

Route 42 Individual Responses

- All the changes work for me, an intermittent rider who frequently brings a bike along.
- Es muy favorable Para nosotros que usamos El transporte
- Good! More direct and consistent changes will reduce rider confusion, especially for first time riders. Also, the County Fair Mall is not a great spot in Woodland, there is more commerce in Downtown.
- I love the overall frequency going consistently to every thirty minutes. Currently, you need to have quick access to a paper schedule to see when it is every thirty minutes in frequency and when it is every forty-five minutes in frequency. Changing the inconsistency to something of consistency is so much better for all involved from operators and riders to administration staff too.
- I need to commute to work 2 days per week now. But it may change to more than 2 days in the future. The bus stop at Richard Blvd will really help me to commute.
- I strongly support the changes in Woodland and Downtown Sacramento.
- I use for airport; never liked to switch buses at night
- I wish 42A/B still operated along E. Covell Blvd., but I know that's not likely to change. Now I'm unlikely to walk a mile to the nearest stop. I'll drive to SMF and use the economy parking instead --as I did last week.
- I work at the May Lee State Office Complex on the corner of Richards/7th in Sacramento and this is mega convenient as I would have a stop in front of my office.
- I would take Yolobus to work every day if there was a stop near Richards and N 7th in Sacramento (May Lee State Office Complex)
- If I can transfer between the new 213 and 42A/B lines in downtown Woodland instead of County Fair Mall, this would likely shorten the commute between my home in Woodland and work in Davis. The changes in Davis and downtown Sacramento shouldn't affect me.
- If the coverage in Sacramento is increased why not serve California government building south of the mall in both directions?
- Not using the county mall is a great option, opting for 113 in Woodland. Serving the new offices in northern downtown and future locations as well is a great choice
- Please clarify the maps, such as separate the route descriptions. The overlay is confusing, hard to read.
- Sounds good

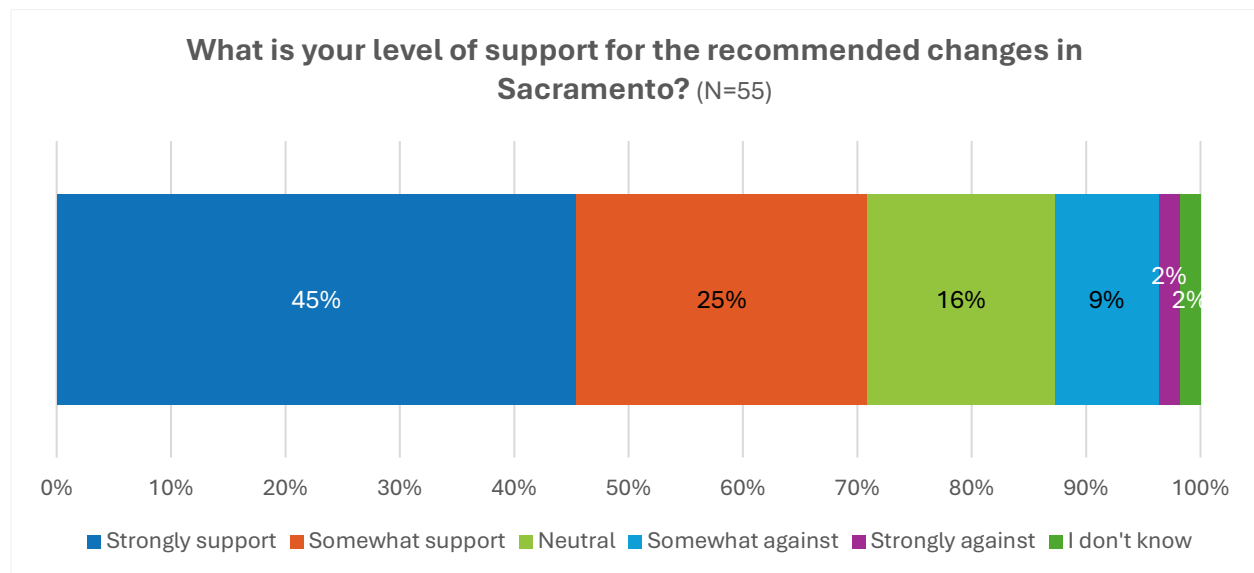
- The proposed changes would not only make my daily commute so convenient I would use the 42A/42B every day of my commute instead of driving as I currently do, the changes in Davis would entice other members of my household to use the route within the city limits as well.
- The Sacramento changes look good, but the only 42 stop I've seen in downtown Sac with an actual bench is the J & 6th stop, which would be cut off. If it does change, the new route would need more benches, since a large number of people who take the bus can't stand for that long of a wait. I do strongly support the increase in number of buses, as currently the longest waits are during the hottest parts of the day.
- The stops along Richards Blvd would help me reach my destination. However it may affect others
- This doesn't get at the core problem that there are few express services between metro areas. Having an increased volume of sac -> Davis-> woodland -> AirPort Express services would greatly increase ridership levels, as the many intracity stops greatly increase travel times
- Very excited to have 42 routes every 30min. But wish these maps listed out the exact proposed stops, makes a big difference when considering new routes. The commuters who park and ride at E. Main and Matmore in Woodland, where will the stop be for 42B for them to get back to their car, on Main and Industrial? I understand why but I really wish 42 went a little more into Sac past 9th street.
- What is the timing from Davis to Sacramento? I live in West Davis and typically use the 230 bus because it's faster, but the 230 options are limited.
- Would be much easier to get to Woodland from Davis than current transfer stop at County Fair, which is how I would like to use the bus. However, it appears there are no longer any east Davis stops, so I'm not certain this would save much if any time. Please help provide East & central Davis travel to East & Central Woodland!
- I hope the long stop at the Gibson Mall will be eliminated by the new route.
- Looks like it will stop closer to my house and office but will take longer to get home from work. So mixed results.
- Looks simpler
- Maybe it'll be more convenient - it depends on the amount of time it takes to get from Davis to near 7th & P
- The bike/bus combo makes my riding quite flexible.
- will reach the May Lee State office complex easier
- Appears to take longer, taking a less streamlined route.

- I assume it will be slower to travel between Woodland and Davis
- it may slow our arrival to the Sac airport
- Less convenient if it adds time to the downtown route.
- May take longer to go home via multiple stops between downtown and Richard's blvd than current- where I choose to walk to the last stop before the freeway. However, traffic may make it a neutral change. It's probably a good change overall even if slightly less comvr won't for me.
- A route offered for students travelling only from West Sacramento to UC DAVIS or just students in general as I take the stop off enterprise however, have often gotten on and been greeted with the strong smell of weed on the bus.
- Be on time for the first run of the day
- Better stop signs for busses
- Buses operating according to schedule.
- Go back to operating on E. Covell Blvd. in Davis.
- Having the routes more closely match each other is a great idea. What I'd really love is an earlier express bus home from sac to woodland. Express is best, but right now if I take the express bus (45) in, then I have to work a long day because I am required to be in office until 4, but then I have to wait until 4:50 or 4:55 for any bus home. Can there be a 4:10 or 4:15 express departing downtown sac?? Or even a 4:10/4:15 42B would be better. There's a 3:55, then nothing until 4:50. But that window is when I need a bus home the most!
- Hire more bus drivers
- Hopefully with the bus running every 30min it will help keep it on time. Ensure bus trackers are ON so the live bus map continues to be an extremely useful tool. More frequent cleanings? 42 gets a lot of unhoused bus users and it can appear and feel very dirty at times.
- I appreciate that there's the Causeway Connection which helps me get to my class at the Manetti Shrem.
- I want to go to Walmart and to costco!! Wtfffff
- I would like a better shuttle service between Davis and SMF (Sacramento International Airport). I have recently used 42A to come home from the airport. The bus was a bit delayed, and it was a very lengthy commute (more than an hour even after the bus arrived at the airport). I cannot imagine using 42B to go to the airport and reliably reaching it on time. Davis Airporter is no longer in service, and there is a lack of a reliable bus or shuttle, particularly for early morning flights. I would also very much like a safe bike route with lights when it is dark (not on streets with traffic) between Davis and Woodland.

- I would only suggest for the purposes of simplicity for everyone that service be consistently every thirty minutes with a span of service being from 4:00am to midnight so as to address flights at SMF along with work shifts for SMF employees. For clarification, SMF is the 3-letter code for Sacramento International Airport.
- If you have a bus transfer station make it better
- Improved access to Downtown Davis, following the Unitrans route A/Z between B St and L St. Operate at least during Unitrans non-service hours, before 7AM and ~after 9PM to provide continuous service between Amtrak, the 5th St corridor of Davis, Anderson corridor and UCD.
- It works perfectly for me
- It would be nice to have higher frequency to make commuting more worth it. It's difficult to use Yolo bus as an option for commuting with such inconsistent service.
- Less stops and faster travel time! I would like to take 42B to get to school in Sacramento more but it's hard to justify taking the bus when the bus takes a 10 minute long break at Mace & 2nd Ave. I understand drivers need breaks but it makes the bus even less desirable for riders.
- Less stops/faster trips! I understand bus drivers need a break but having to wait for 10 minutes at the Mace & 2nd Stop makes taking the bus uncompetitive with driving... in general, it takes me 20 minutes to get to Sacramento in a car but over an hour by bus. It's hard to justify taking the bus with how much time I would lose.
- Maintaining 30-45 minute frequency on the weekends would be preferred to serve airport passengers and weekend travelers as other commute options are significantly less available on the weekend
- Maybe a connection to the UC Davis Med Center... A lot of people in Yolo work there.
- No, that sounds great.
- plastic seats instead of fabric ones; the fabric gets gross
- Please add a bus stop for 42A/B for the Arden Fair mall. International students at UC Davis would make the most of it, since most of them do not have a car (especially undergraduates).
- Please include east/central Davis stops.
- Please keep the stops on Russell /5th St in Davis, they are very convenient for reaching the university, downtown and the police department.
- Please provide separate maps and route descriptions. Hard to read without a lot of work.

- Route 42A/B should definitely start at Sacramento Airport to provide direct and efficient transportation from Davis to the airport, eliminating the need to wait at the County Fair Mall parking lot or travel through Downtown Sacramento.
- shorten the layover at the Woodland mall. It was 20 minutes and has increased to 40 minutes. This is too long when you need to get to the airport.
- When most of the traffic is between Sacramento and Davis why does the #42 wander through West Sac and North Davis instead of simply going straight to UCD for those who do not live in North Davis to get around fast and then serve North Davis for those who do not want to transfer like everyone else?

Downtown Sacramento



Downtown Sacramento Key Themes

Forty-five percent strongly support the changes, while 70 percent strongly or somewhat support the changes. Multiple respondents said they liked the simplification of downtown routes and the improved access to the Mary Lee State Office Complex. State workers who left comments said this was very important to them. Another respondent said they hoped the new routes would improve on-time performance during large events at Golden1 Center.

Seventy-three percent of respondents said the proposal would make accessing their regular destinations more convenient or would have no impact. However, 13 percent of respondents said it would make access to their regular destinations less convenient, more than any of the other proposals. A few commenters noted that the new routes would not travel very far into Sacramento, meaning some customers would have to walk or transfer.

One commenter specified that Route 43 would no longer serve the N St corridor of state office buildings, and another suggested one more stop further east into downtown.

Other respondents listed improved timeliness and more trips on the commuter routes, as well as improved coordination with the Capitol Corridor schedule for reduced redundancy with service to Davis. Another respondent suggested reviewing the stop amenities at downtown Sacramento stops.

Downtown Sacramento Individual Responses

- 45 is the only bus that goes deeper into Sac for Woodland commuters.
- As before, I would take YoloBus every day if it served MLSOC.
- Current H&11 stop at Calepa bldg busy and convenient
- I am very supportive of providing express service to the new state offices north of downtown
- I appreciate decreased confusion efforts!
- I don't believe service to the Golden1 center should be cut.
- I hope this improves on time performance during large events at Golden 1 Center.
- I like that it services more of the state employee offices south of the Capitol, but I don't like that it goes north into the Richards Blvd. area. I worry that will add a lot of time to an already long route.
- I like the access to the new office buildings.
- I really want YoloBus to be successful - I far prefer riding the bus to driving between Davis & Sacramento.
- I strongly support the proposed changes in Downtown Sacramento. Having all buses follow the same routing through downtown will reduce confusion and make transfers between routes much easier. This creates a simpler, more reliable system for riders who use multiple routes. I also appreciate that the plan eliminates detours for special events and extends service to the new State office buildings, which will be a major employment hub.
- I'd love to see the counter-clockwise 42 further south...
- It would be great if there was one stop even just a little further east for those of us that work in Downtown Sacramento
- Mas rutas y paradas
- My opinion of the change in route depends on where the stops would be located. I think the route change would be OK for me, but can't say for sure because I don't know where the stops would be.
- Sounds wonderful

- The existing route 43 serves the N street corridor in the afternoon which is convenient for people working at Caltrans, CalVet, and other state departments. This realignment would cause folks to have to walk longer distances.
- The service to the State office buildings north of downtown is really important to me as a state worker. Especially with the threat of returning to the office 5 days a week beginning next July.
- These changes would make it extremely easy for me to take the bus basically right to/from the front door of my workplace.



YoloTD SRTP

Update on Phase II Outreach,
Woodland Transfer Point, and
Implementation Process Next Steps



Agenda

1. What is an SRTP?
2. Project Overview
3. Public Engagement
4. Woodland Transfer Point
5. Implementation Next Steps

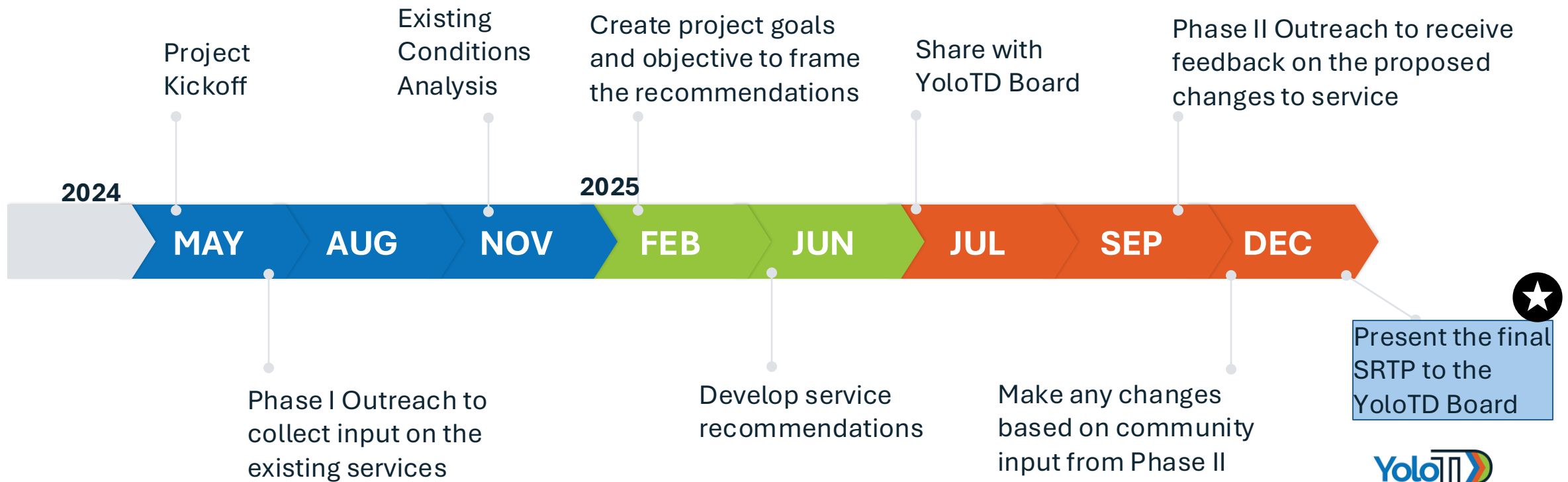
What is an SRTP?

- A detailed roadmap for YoloTD's operations, investments, and service improvements within a 5-7 year timeframe
- Subject to periodic updates and revisions
- Required by Federal Transit Administration for federal and state grants



Project Overview

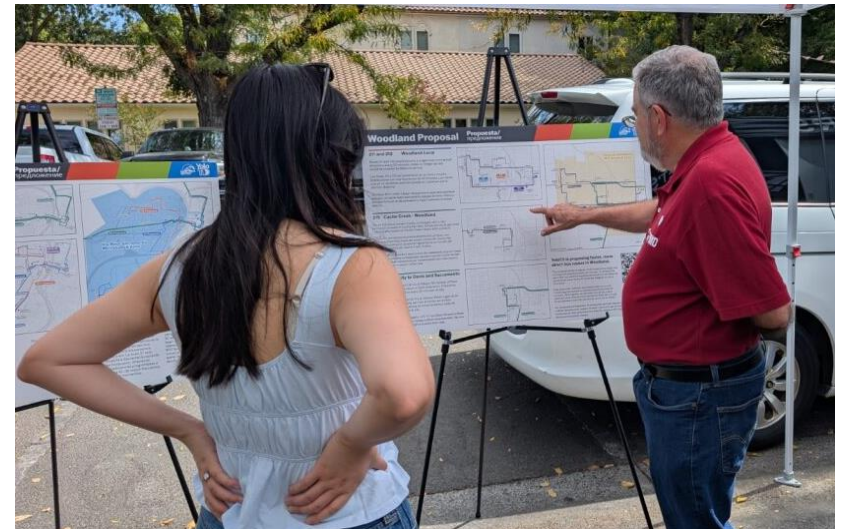
- Short Range Transit Plan (S RTP) update for 2024-2031
- Analyzed market demographics, travel demand trends, ridership and current transit service efficiency
- Used community surveys for recommendations to best serve Yolo County



Public Engagement

Two rounds of public engagement:

- Phase I: “What would you like to see from transit service in Yolo County?”
- Phase II: “Here are our recommendations, how did we do?”



Key Themes from Phase I

- **Focus on frequency over coverage**
(64% of survey respondents prefer a longer walk/roll to a route that comes more often)
- **Maintain fixed-route service as primary service model**
(57% of survey respondents would prefer fixed route over microtransit service)
- **Improve reliability and on-time performance**
(survey respondents ranked on time performance as their highest priority for improvement)

Phase II Outreach

- 238 total responses to the online survey
- Tabled at four community events in the four main member agencies in Yolo County
 - Davis Farmer's Market: Saturday September 20
 - Woodland Farmer's Market: Saturday September 27
 - Yolo County Food Bank: Saturday October 4
 - Winter's Farmer's Market: Sunday October 5
- Conducted outreach to riders on Routes 40, 41, and 240 during National Transit Database sample surveying



Photo by Michael Barnbaum

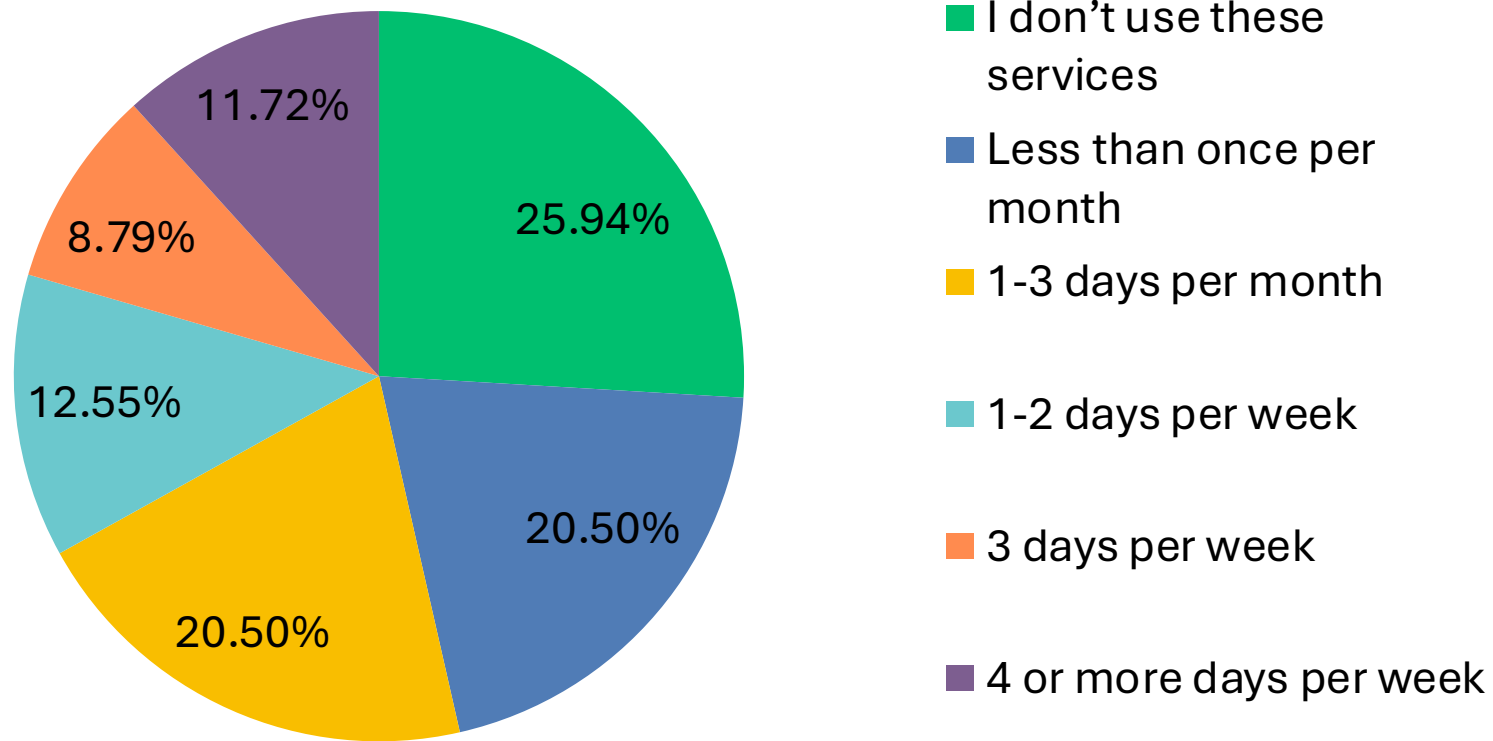


Key Themes from Phase II

- **Broad support all proposed changes**
 - All proposed changes received at least 50% of responses in strong support (except for Downtown Sacramento with 45%)
- **In Winters, the hybrid option was preferred**
 - Maintains one BeeLine vehicle and restores Route 220 in smaller capacity
- **Respondents approve of increased frequency**
- **Rerouting of routes in downtown Sacramento was popular**
 - A minority of open comments noted concerns about less convenient service

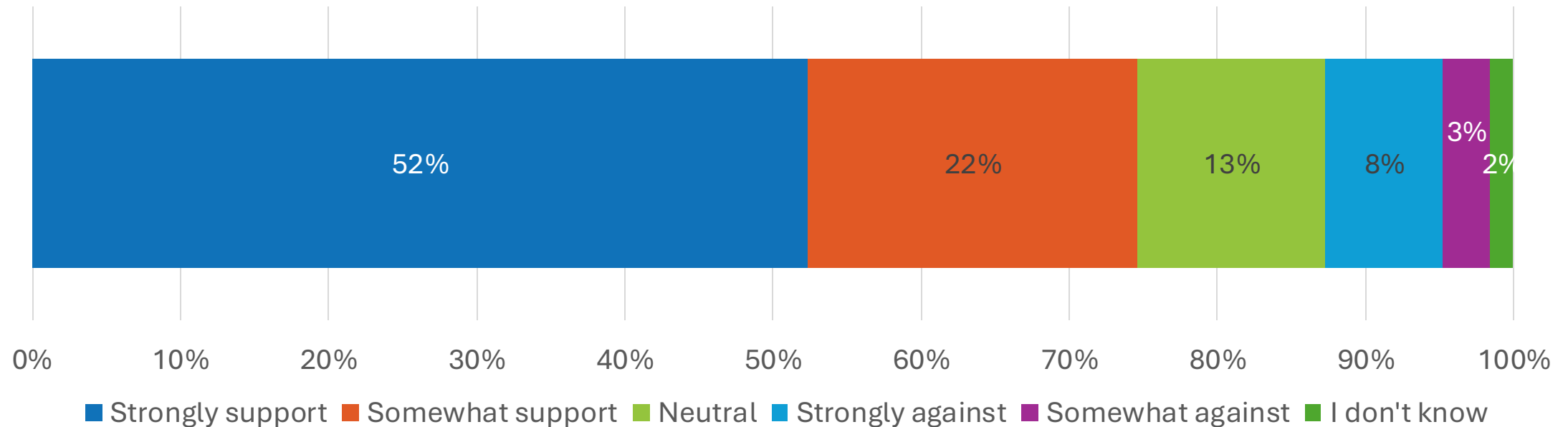
Phase II Survey Responses

How often do you currently use YoloBus, BeeLine, or YoloBus paratransit services?



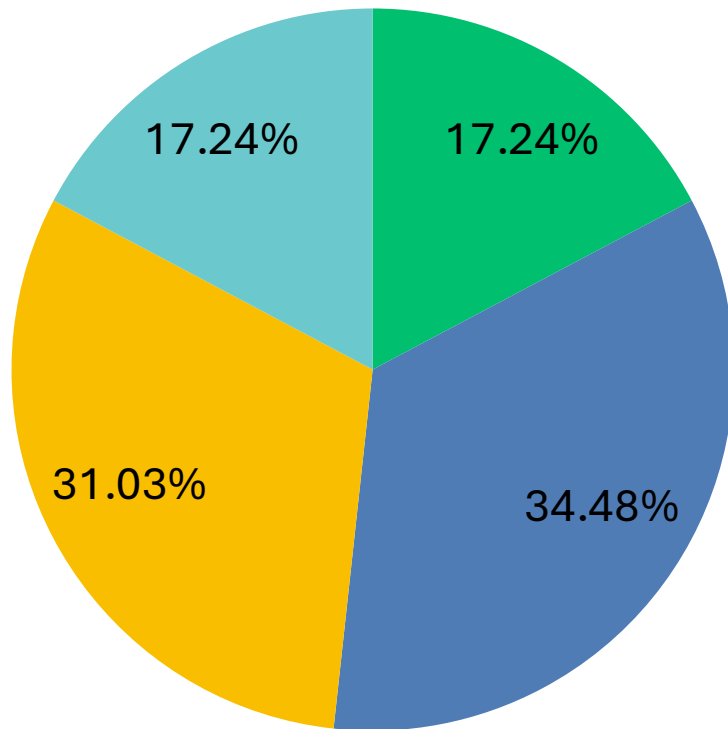
Phase II Survey Responses – West Sacramento

What is your level of support for the recommended changes in West Sacramento? (N=63)



Phase II Survey Responses – Winters

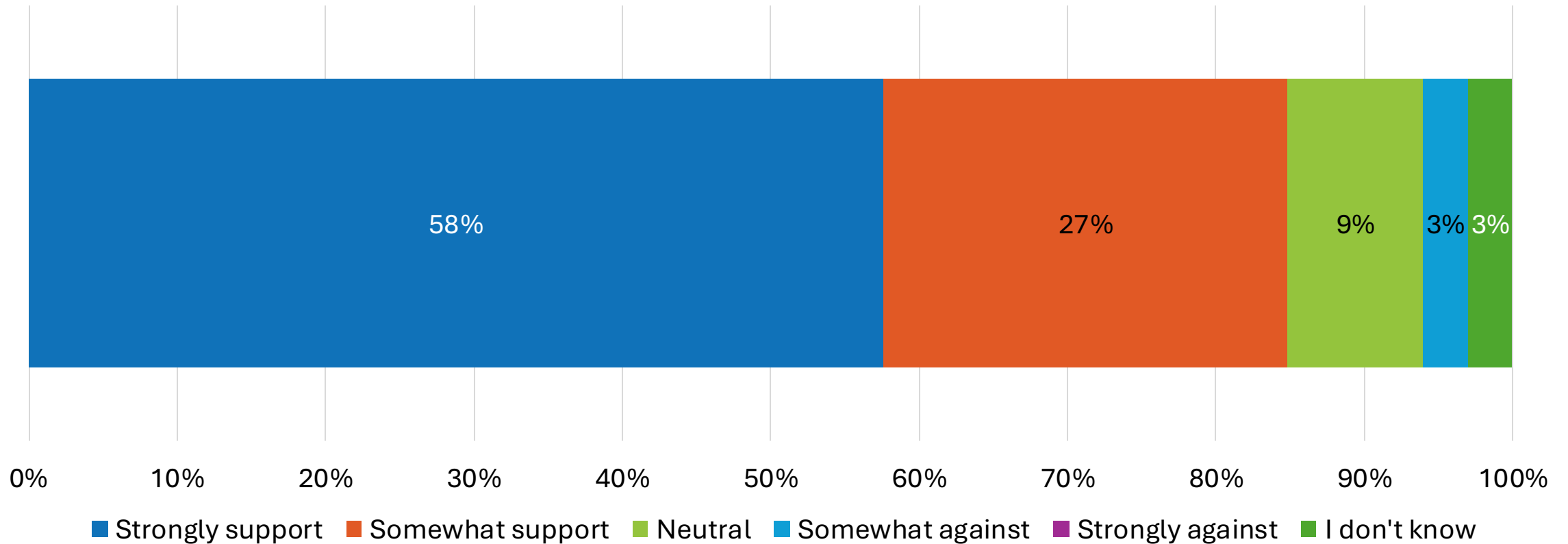
Which option do you prefer for transit service in Winters? (N=27)



- Option A, continue with current BeeLine service
- Option B, reduce BeeLine service to one van and restore Route 220
- Option C, discontinue BeeLine service and restore and increase Route 220 only
- No preference

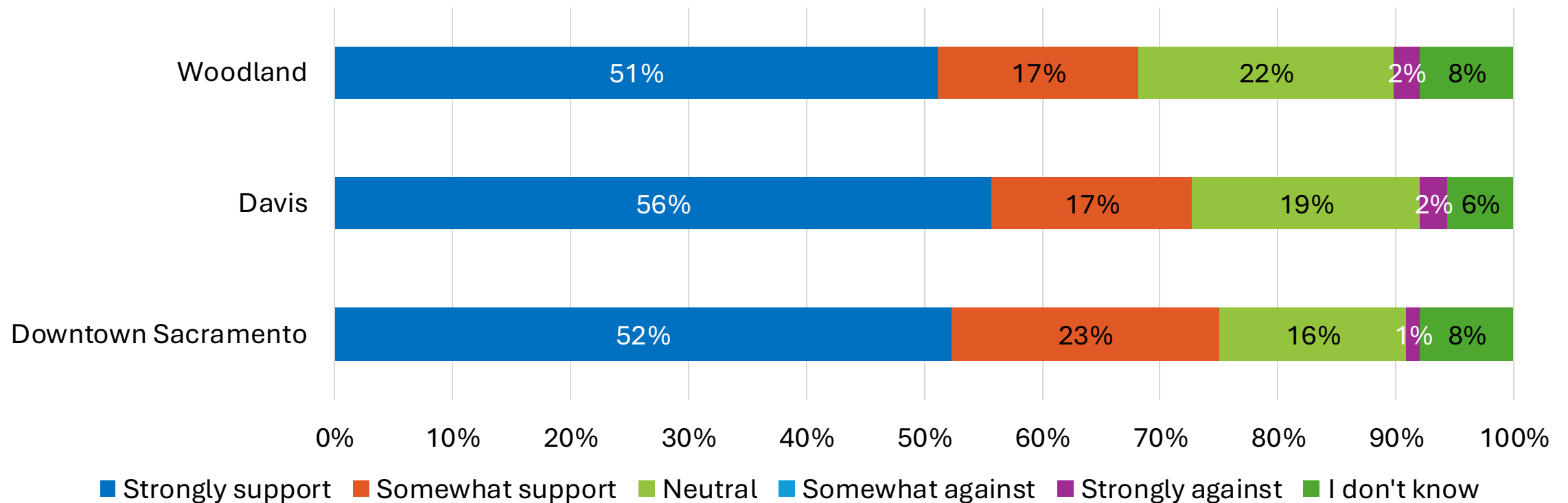
Phase II Survey Responses – Woodland

What is your level of support for the recommended changes in Woodland? (N=33)



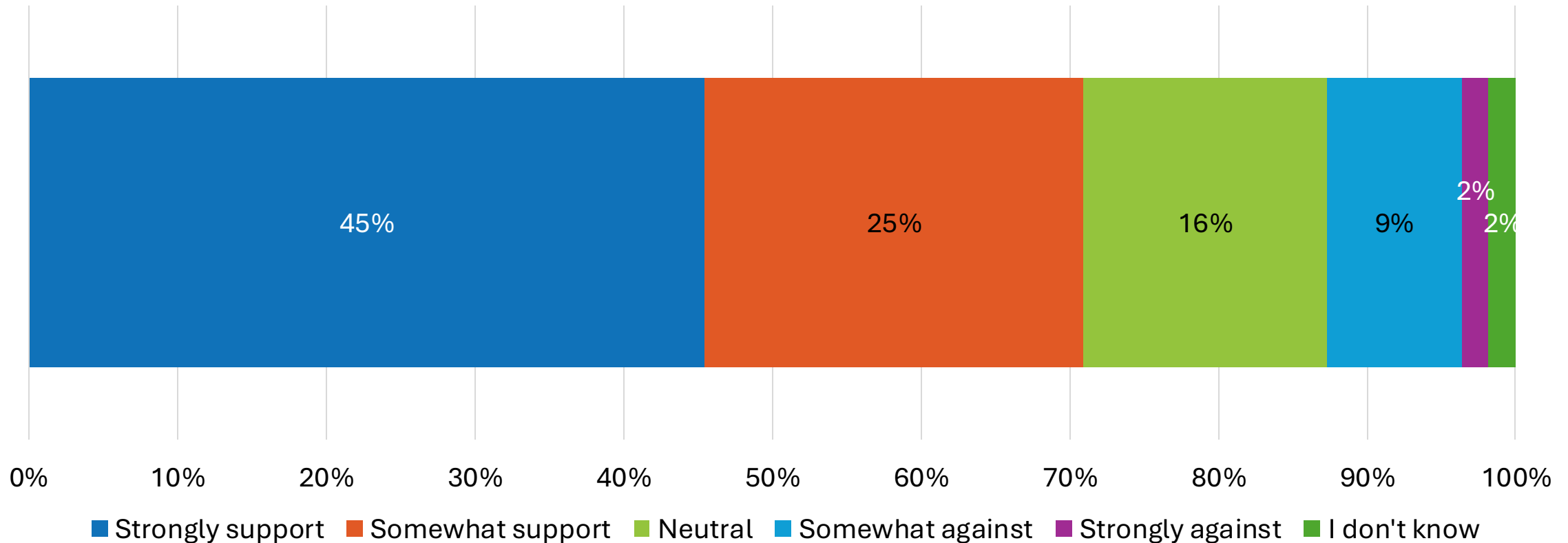
Phase II Survey Responses – Route 42

What is your level of support for the recommended changes to Route 42A/B?
(N=88)



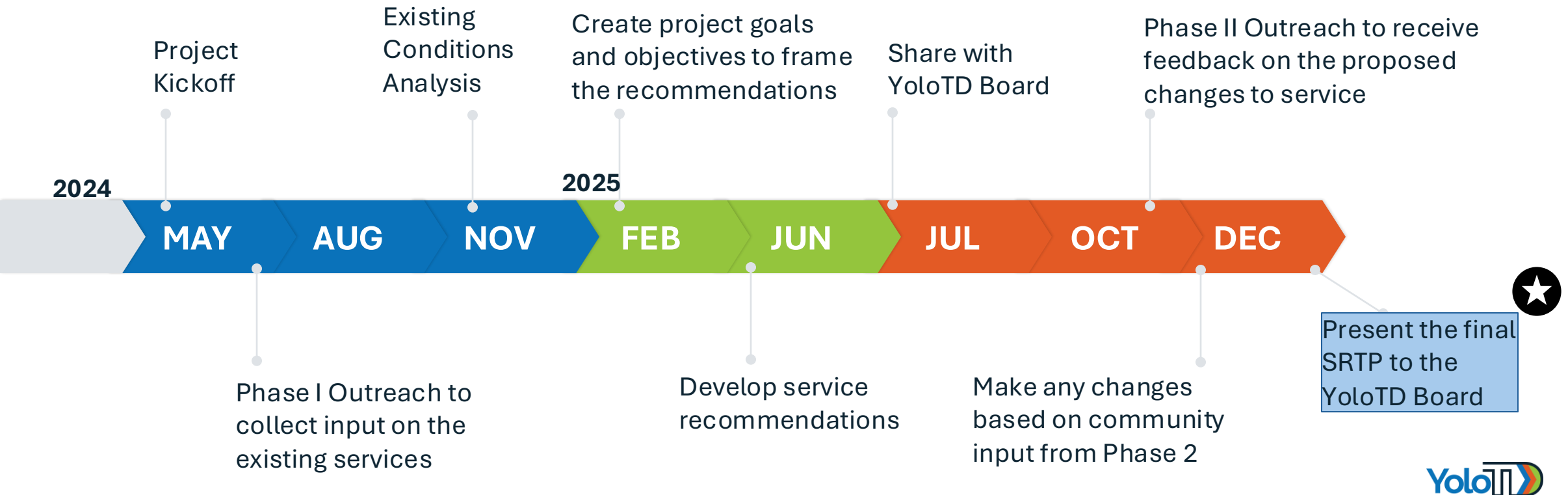
Phase II Survey Responses – Downtown Sacramento

What is your level of support for the recommended changes in Sacramento? (N=55)



Next Steps

- Refine recommendations for base case scenario based on Phase II feedback
- Create aspirational and funding constrained scenarios based on public input
- Develop route scheduling and implementation plan after Board adoption
- Analyze YoloBus ADA Paratransit service and make recommendations

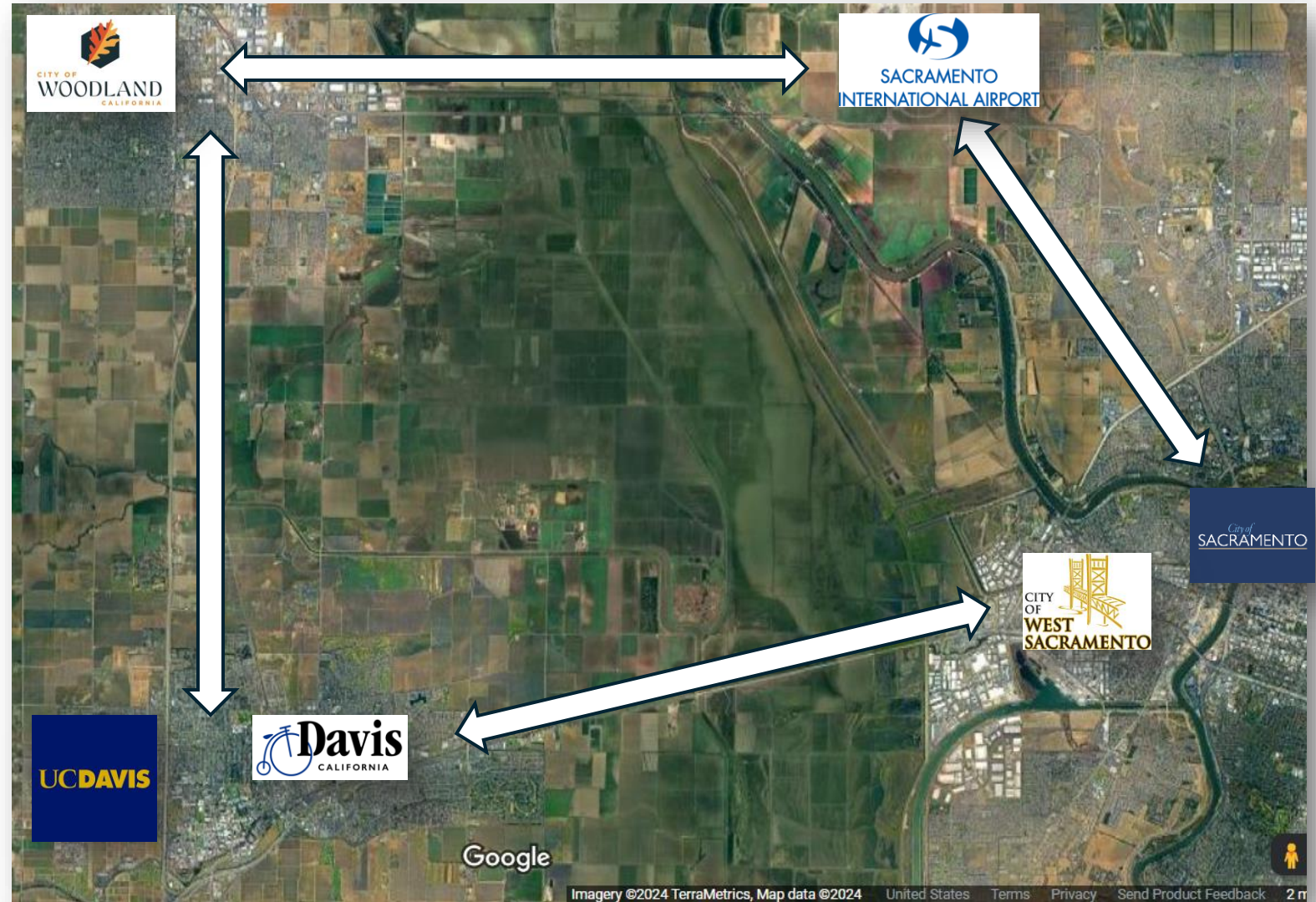


Woodland Transfer Point

Purpose and Goals for Relocation

Goal: Improve connectivity between downtown Woodland and key regional destinations

- One-seat ride to UC Davis, Airport and Downtown Sacramento on the 42A/B
- 3500 jobs in downtown Woodland
- Woodland is the only Central Business District with no intercity service



Timeline

February 2025

- Woodland City Council does not Support 2nd & Court Street
- Requests Woodland and YoloTD staff to find viable alternative(s)

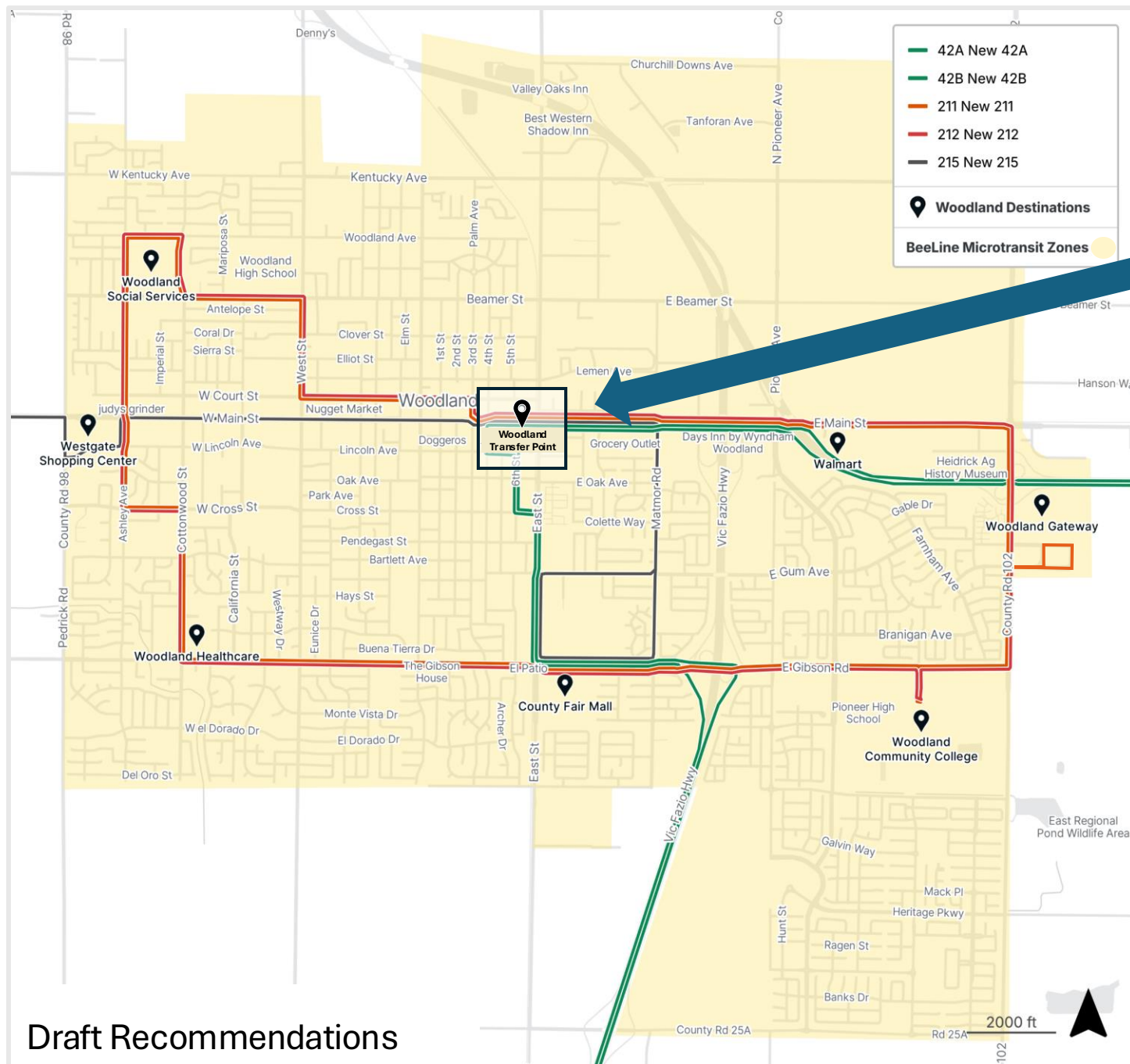
March – June 2025

- Evaluation of Alternatives
 - Main betw. 5th & 6th Streets (Courthouse)
 - 3rd betw. Court & North
 - 2nd betw. Lincoln & Main
 - 6th & Lincoln (3)
- Ad Hoc Committee Mtg #1

July – Sept. 2025

- Ad Hoc Committee #2
- Identify Main Street as preferred alternative
- Operate as **Transfer Point**, not Transit Center
- Woodland City Council
- Applied for SACOG Mobility Zones Funding

Woodland Transfer Point Location

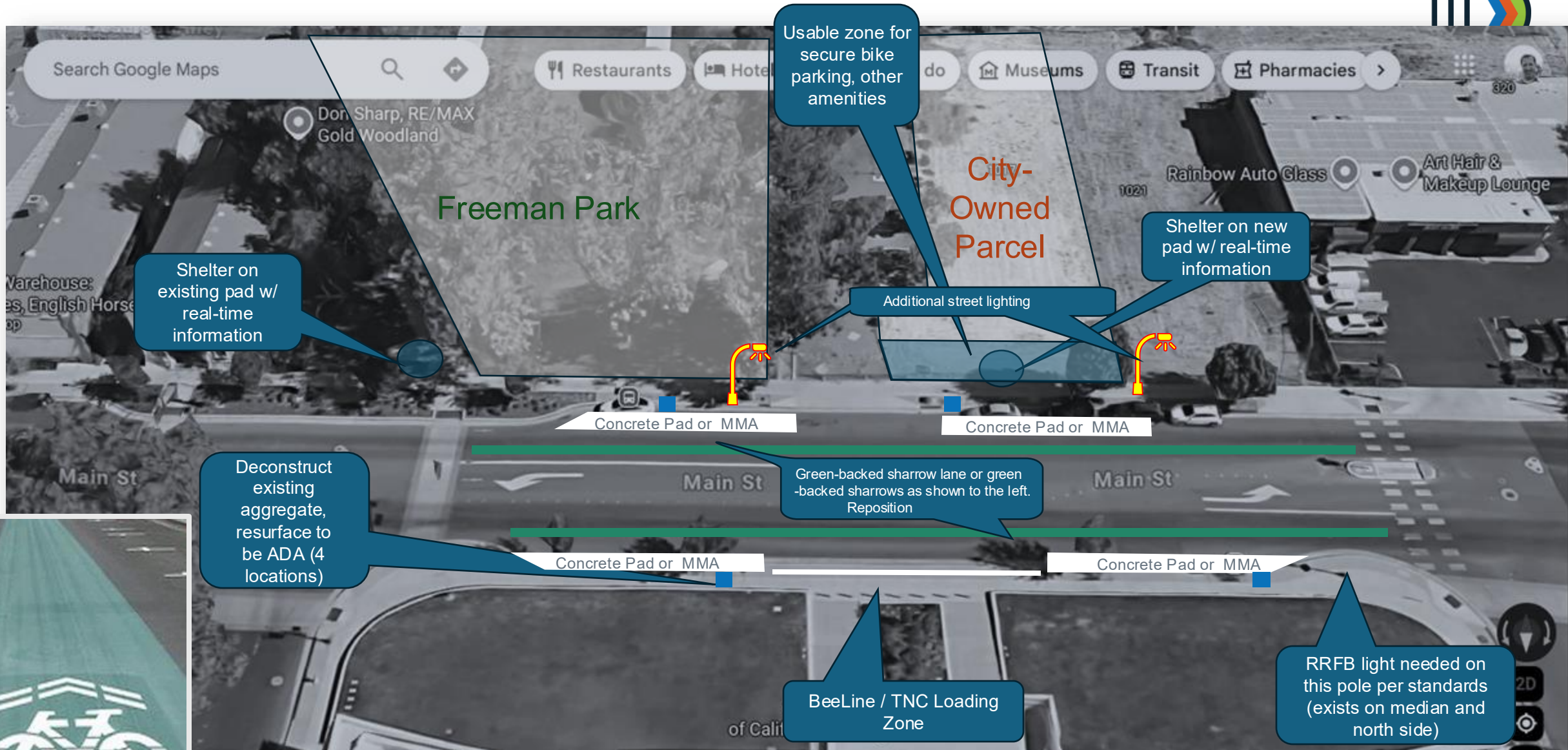


Draft Recommendations

Transit Center vs. Transfer Point

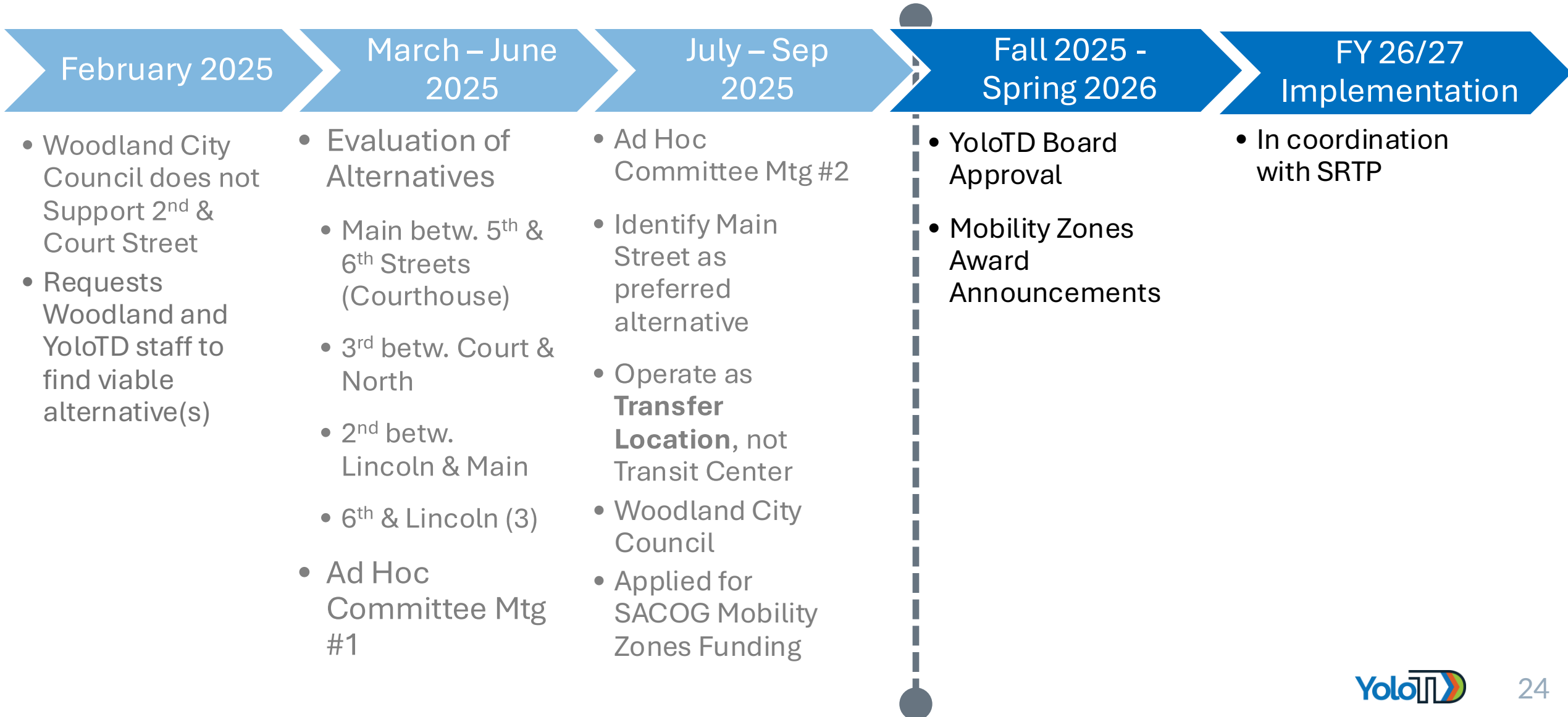
Features	Transit Center	Transfer Point
Scheduled Layover	✓	
Route Recovery	✓	
Driver Breaks/Changes	✓	Maybe
Vehicle Relief	✓	
Route Convergence	✓	✓
Passenger Amenities	✓	✓
Placemaking	✓	✓

Woodland Transfer Point Location



Example of green-backed sharrow lane

Next Steps



S RTP Implementation

Timeline

KEY

SHORT RANGE TRANSIT PLAN

WOODLAND TRANSFER POINT

TRANSIT OPERATIONS

S RTP IMPLEMENTATION SCHEDULE

(Tentative)

