City of Woodland

Meeting Agenda - Final

Planning Commission

City of Woodland Planning Commission
c/o Community Development Department
300 First Street
Woodland, CA 95695

530-661-5820

Thursday, August 18, 2016 **6:30 PM** **Council Chambers**

Please Note: The numerical order of items on this agenda is for convenience of reference; items may be taken out of order. No new items shall begin after 10:30 pm unless unanimous consent exists to continue.

A. Call to Order

B. Roll Call

C. Pledge of Allegiance

D. Staff and Commissioner Comments

This is an opportunity for the Planning Commission members and staff to make comments and announcements to express concerns, or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting..

E. Subcommittee Reports

F. Communications from the Public

This is an opportunity for the public to speak to the Commission on any item other than those listed for public hearing on the agenda. Speakers are requested to use the microphone in front of the Commission and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Commission may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered.

G. Approval of Minutes

H. Public Hearing

16-644 Fort Sutter Company Parcel Map No. 5105 (PLNG 16-00026). A request for a tentative parcel map to divide an existing 8.979 acre parcel into two parcels of approximately 6.432 acres and 2.547 acres, at 444 Santa Anita Drive in the Industrial Zone.

Location: 444 Santa Anita Drive

Applicant/Owner: Fort Sutter Company, P.O. Box 255646, Sacramento, CA 95865

Environmental Report: Class 15 Categorical Exemption (CEQA Guidelines, §15315)

APN: 027-450-079

Project Planner: Jeff Ballantine, Associate Planner

Staff Recommendation: Conditional Approval

Attachments: 1 - Planning Commission Resolution 8-4-16

2 - General Application

I. Business Items

Items for Planning Commission discussion and/or action that do not require public hearing.

16-667 SUBJECT: Presentation of the Woodland Transit Study by Terry Bassett, Executive Director of the Yolo County Transit District (YCTD)

DATE: August 18, 2016

RECOMMENDATION:
Staff recommends that the Planning Commission receive and accept presentation of the Woodland Transit Study and provide questions and comments.

Attachments: A - Woodland Transit Study

J. Staff or Commissioner Comments

Continued as needed.

K. Adjournment

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24 hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.

Legislation Details (With Text)

File #:	16-644	**Version:**	1	**Name:**	
Type:	Public Hearing Item			**Status:**	Agenda Ready
File created:	7/20/2016			**In control:**	Planning Commission
On agenda:	8/18/2016			**Final action:**	

Title: Fort Sutter Company Parcel Map No. 5105 (PLNG 16-00026). A request for a tentative parcel map to divide an existing 8.979 acre parcel into two parcels of approximately 6.432 acres and 2.547 acres, at 444 Santa Anita Drive in the Industrial Zone.

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Staff Recommendation: Conditional Approval

Sponsors:

Indexes:

Code sections:

Attachments: 1 - Planning Commission Resolution 8-4-16
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Date	Ver.	Action By	Action	Result

City of Woodland

Planning Commission

Fort Sutter Company Parcel Map No. 5105 (PLNG 16-00026). A request for a tentative parcel map to divide an existing 8.979 acre parcel into two parcels of approximately 6.432 acres and 2.547 acres, at 444 Santa Anita Drive in the Industrial Zone.

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APN**:** 027-450-079

Project Planner**:** Jeff Ballantine, Associate Planner

Staff Recommendation**:** Conditional Approval
Report For**:** Planning Commission Public Hearing - August 18, 2016

General Plan Designation**:** Industrial

Existing Land Uses**:** Aluma Systems (concrete forming business) and vacant land

Adjacent Land Uses & Zoning:

DIRECTION	LAND USE	ZONING
North	Industrial	I
South	Industrial	I
East	Industrial	I
West	Industrial	I

Flood Zone: AE - Flood hazard areas subject to inundation by the 1% annual chance flood, FIRM Community Panel Number - 06113C0435H Revised June 18, 2010.

Street Access**:** Santa Anita Drive

Pending/Potential Action

Staff recommends that the Planning Commission take action on the following:

1. Receive the staff report;

2. Conduct the public hearing;

3. Adopt Resolution No. PC - _____ recommending approval of Tentative Parcel Map No. 5105 to divide the property located at 444 Santa Anita Drive into two separate parcels: “Parcel 1” being an area of 6.432 acres and “Parcel 2” consisting of 2.547 acres.

Project Site Description

The existing parcel is 8.979 acres. The southeastern portion of the property (proposed Parcel 2) consists of vacant open land, and is separated from the developed portion of the property (proposed Parcel 1) by a chain link fence. The developed portion consists of parking and landscaping at the front, a 16,500 square foot building occupied by Aluma Systems for concrete forming, and for outside storage of materials. The landscaping on the developed portion is largely maintained in good condition. There are numerous trees planted throughout the front parking and landscape area. Additionally, there are many medium canopy and evergreen trees planted on the perimeter of the developed portion of the parcel (proposed Parcel 1). The developed portion is accessed via Santa Anita Drive and the vacant portion (proposed Parcel 2) would also be accessed via Santa Anita Drive at such time that development occurs on Parcel 2. There are public utility easements on the northeastern edge of the property adjacent to Santa Anita Drive and on the southeastern edge

of the property adjacent to the railroad. There is also a 30 foot PG&E easement for gas pipelines spanning across the property as shown Attachment 1, Exhibit A.

There are no further site improvements proposed at this time and there are no proposed land use changes.

Project Proposal

The applicant is requesting approval for a division of land at 444 Santa Anita Dr. (APN 027-450-079-000). The existing 8.979 acre parcel would be split into two separate parcels. This division would result in "Parcel 1" and "Parcel 2" being 6.432 acres and 2.547 acres respectively. Parcel 2 will continue to remain vacant land for the time being. There is no intended use for Parcel 2, as of yet. The Applicant wants to divide the current parcel to provide opportunity for future development.

Public Notification

Public notice advertising for the public hearing on this project was prepared by the Community Development Department in accordance with notification procedures set forth in the City of Woodland's Municipal Code and State Planning Law. Two methods of public notice were used:

- Legal notice was published in the Woodland Daily Democrat on July 29, 2016.
- Notices were mailed to all property owners within 300 feet of the project site on July 21, 2016.

- Copies of the factual staff report for the proposed project have been on file at City Hall since July 29, 2016.

Applicable Laws, Codes & Ordinances

This project is subject to several laws, codes and ordinances:

- The California Environmental Quality Act (CEQA)
- The City of Woodland General Plan
- The City of Woodland Zoning Ordinance
- City of Woodland Subdivision Ordinance
- Community Design Standards

Environmental Review

This project qualifies for the categorical exemption from the provisions of CEQA, as the project is considered a Class 15 Categorical Exemption as listed in Title 14, Division 6, Chapter 3, Article 19 of the California Code of Regulations.

A Class 15 (CEQA Guidelines, §15315) exemption applies to the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and Zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.

Prior to taking an action to approve the project as recommended, the Planning Commission is required to confirm this environmental determination in conjunction with action on the project. If this project is approved, staff will file a notice of exemption with the Yolo County Clerk's Office in conformance with Article 5 §15062 (a) of the CEQA guidelines.

Reviewing Agency Comments

The project has been circulated to other City divisions and departments for review. All reviewing comments have been integrated into the conditions of approval.

Staff Analysis

General Plan Consistency

The 2002 General Plan (GP) designation for the site is Industrial (I) which provides for industrial parks, warehouses, manufacturing, research and development, commercial uses compatible with the industrial uses, public and quasi-public uses, and similar and compatible uses. The Floor Area Ratio (FAR) shall not exceed 0.60 for Industrial parcels. The proposed Parcel 1 will have a FAR of 0.06 and the proposed Parcel 2 will have a FAR of 0.00 since it is vacant. The proposed tentative map is consistence with the City's General Plan.

Zoning Consistency

Land Use

The zoning designation for the site is Industrial (I), which provides standards for properties located within the Industrial zone. The purpose of this zoning is to provide a general Industrial area to promote development of industrial uses to meet present and future needs of Woodland residents for greater economic development and employment opportunities. The proposed tentative parcel map is consistent with the Zoning Ordinance.

Parking

The proposed tentative parcel map indicates that there are 31 parking spaces on Parcel 1, and 0 parking spaces on Parcel 2 which is undeveloped. When Parcel 1 was developed in 2001, it was required to provide 26 parking spaces; existing parking on site exceeds this requirement. Any proposed new use or building on either of the two proposed parcels would be required to provide sufficient parking per the City's Zoning Ordinance.

Setbacks

Properties in Industrial Zones are required to have a 20 foot front yard setback. There are no setback requirements for rear yards or interior side yards. The existing building on Parcel 1 complies with these requirements since the building is setback 67 feet from the front property line and this building will continue to comply with these requirements if the proposed Tentative Parcel Map No. 5105 is approved. Any future development on either of the proposed Parcel 1 or Parcel 2 would be required to comply with applicable setback requirements in the City's Zoning Ordinance.

Lot Coverage

Maximum lot coverage in the Industrial Zone is sixty percent. Only Parcel 1 has an existing building (0.38 acres of building per 8.979 acre site). The lot coverage under the current parcel layout is 4.2%. Under the new parcel division, the lot coverage on Parcel 1 will be 5.9%, which still complies with the maximum lot coverage regulation. At such time that future development is proposed for Parcel 1 or Parcel 2, they will be subject to applicable lot coverage requirements. This project meets all lot coverage requirements.

Landscaping

The developed portion of the site (Parcel 1) has a significant number of trees and plants located along the frontage and surrounding the parking area of Parcel 1 as well as numerous trees located on the edges of Parcel 1. Many of these were planted consistent with the landscaping plan that was approved as part of the overall development project in 2001 on this site. However, there are some areas where trees have died, that were once required as part of this approval. As described in Section 25-22-50 of the City's Municipal Code, all required landscaping shall be maintained in a healthy and attractive condition. Therefore, Condition #9 in Attachment 1, Exhibit B, requires additional trees be planted along the boundaries of the developed portion of the property consistent with approved landscape plans dated July 19, 2001, prior to Final Map approval. Any development or use of Parcel 2 will be subject to Site Plan and Design Review, as appropriate, and as part of Site Plan and Design Review, landscaping will be required per Article 22 of the City's Zoning Code.

City of Woodland Subdivision Ordinance

The project site, as conditioned, complies with the City of Woodland's Subdivision Ordinance including conformance with applicable lot sizes and dimensions as required by the City's Zoning Ordinance.

Appeals

Any party adversely affected by the decision, the City Council, an individual city council member, or the city manager, may appeal any action of the Planning Commission with respect to a zoning change to the City Council within ten (10) days after the action of the Planning Commission. No conflict of interest shall exist solely by reason of the filing of an appeal by the City Council, an individual city council member, or the city manager. Any such appeal shall be filed with the city clerk and, except an appeal by the City Council, a City Council member, or the city manager, shall be accompanied by a filing fee as prescribed by City Council resolution. Upon the filing of an appeal, the city clerk shall set the matter for hearing. Such hearing shall be held within thirty days after the date of filing the appeal. Within ten days, or at its next regular meeting following the conclusion of the hearing, the City Council shall render its decision on the appeal. (Ord. No. 1203, § 1 (Exh. A)(part); Ord. No. 1235, § 2 (part); Ord. No. 1261, § 2 (part); Ord. 1339, § 1 (part); Ord. No.

1350, § 1.).

Recommendation

Staff recommends approval of the project by making an affirmative motion as follows:

Motion #1: Move that the Planning Commission adopt Resolution No. PC - _____ in support of Tentative Parcel Map No. 5105 to divide the property located at 444 Santa Anita Drive into two separate parcels: “Parcel 1” being an area of 6.432 acres, and “Parcel 2” consisting of 2.547 acres.

ATTACHMENTS:

Attachment 1 - Planning Commission Resolution

a. Exhibit A - Tentative Parcel Map No. 5105
b. Exhibit B - Conditions of Approval

Attachment 2 - General Application

RESOLUTION NO. PC 16 - _____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WOODLAND APPROVING TENTATIVE PARCEL MAP NO. 5105 LOCATED AT 444 SANTA ANITA DRIVE (APN 027-450-079) IN THE INDUSTRIAL ZONE.

WHEREAS, the Woodland Planning Commission held a duly noticed public hearing on August 4, 2016 to review and consider a request from Fort Sutter Company to subdivide an existing 8.979 acre parcel into two parcels of approximately 6.432 acres and 2.547 acres, at 444 Santa Anita Drive (APN 027-450-079) as shown in Exhibit A; and

WHEREAS, the proposed project, as conditioned, is consistent with the provisions that have been outlined by the General Plan and meets all regulatory requirements of the Zoning Ordinance; and

WHEREAS, pursuant to California state law and the Woodland Municipal Code, public hearing notices were mailed to all property owners within as area exceeding a three hundred foot radius of the subject property, and a public hearing notice was published for a minimum of ten days prior to the public hearing in the Woodland Daily Democrat; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA"), the proposed modified use is categorically exempt from further environmental review pursuant to Section 15315 of CEQA and is a Class 15 exemption; and

WHEREAS, the Planning Commission has reviewed all written evidence and oral testimony presented to date.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Woodland, based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby make the following findings, and determinations with respect to the proposed Tentative Parcel Map No. 5105:

1. The Planning Commission, approving Tentative Parcel Map No. 5105, hereby makes the following findings concerning the Tentative Parcel Map pursuant to Government Code section 66474:

    a. The proposed Tentative Parcel Map is consistent with the City's General Plan. The proposed Tentative Map will implement the General Plan by providing the opportunity for development of for-sale, industrial land within the community.

b. The Tentative Parcel Map depicts a site that is physically suitable for development. There are no conditions that would render the property unsuitable for industrial development.
c. The site is physically suitable for the proposed density of development. The site is of sufficient size and shape to allow the proposed density; and the parcel will be able to accommodate future development of industrial uses given the shape and topography of the Project site.
d. The design of the parcel or the proposed improvements will not result in substantial environmental damage or substantial and avoidable injury fish or wildlife or their habitat.
e. The design of the proposed parcel will not cause serious public health problems and is not anticipated to have any negative impacts on Project residents or occupants of the surrounding area.

2. The Planning Commission does hereby approve Application No. PLNG 16-00026 for Tentative Parcel Map No. 5105 (Exhibit A) to allow for the subdivision of property located at 444 Santa Anita Drive, subject to the recommended conditions of approval as provided in **Exhibit B**.

PASSED AND ADOPTED by the Planning Commission of the City of Woodland at a regular meeting on the 18th day of August 2016, by the following vote:

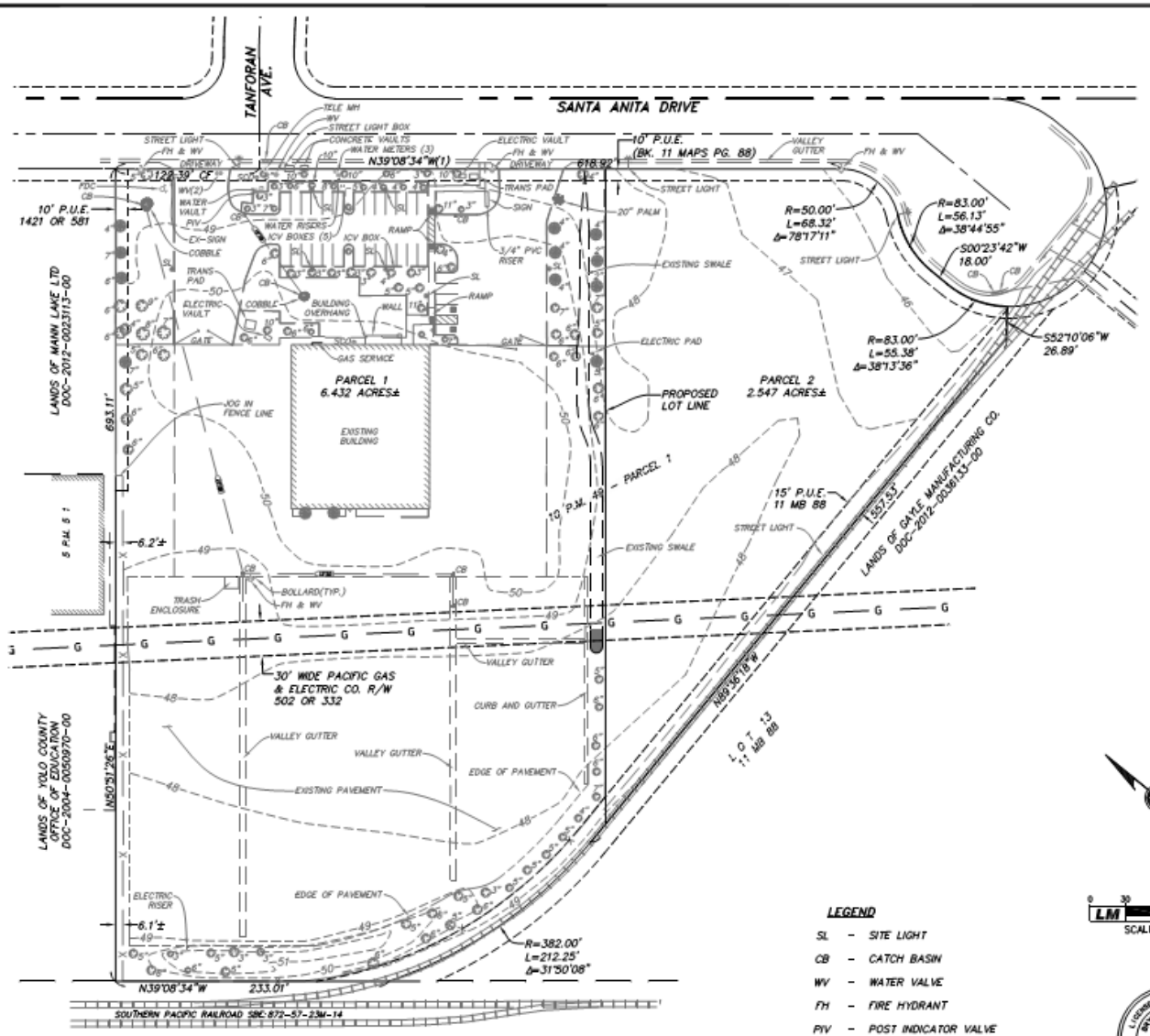
AYES:
NOES:
ABSTAIN:
ABSENT:

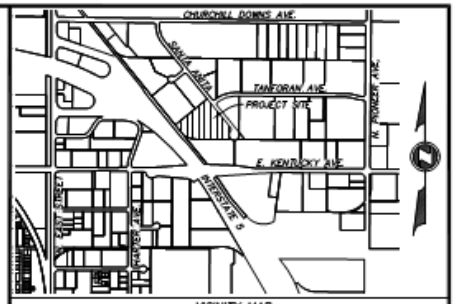
_____
Chairperson, Kirby Wells

ATTEST:

_____
Cindy Norris, Principal Planner

Exhibit A – Tentative Parcel Map
Exhibit B – Conditions of Approval





OWNER/SUBDIVIDER:	FORT SUTTER COMPANY PO BOX 255646 SACRAMENTO, CA 95865 PHONE: (916) 483-1100
ENGINEER/SURVEYOR:	LAUGENOUR AND MEIKLE CIVIL ENGINEERS 608 COURT STREET WOODLAND, CA. 95695 PHONE: (530) 662-1755
ASSESSOR'S NUMBER:	027-450-079-000
EXISTING USE:	SCAFFOLD SERVICES BUSINESS
PROPOSED USE:	SCAFFOLD SERVICES BUSINESS
EXISTING ZONING:	INDUSTRIAL
PROPOSED ZONING:	INDUSTRIAL
SEWER SERVICE:	CITY OF WOODLAND
DRAINAGE SERVICE:	CITY OF WOODLAND
WATER SERVICE:	CITY OF WOODLAND
ELECTRIC SERVICE:	PACIFIC GAS & ELECTRIC
GAS SERVICE:	PACIFIC GAS & ELECTRIC
TELEPHONE SERVICE:	AT&T
FLOOD ZONES:	06113C0435H ZONE X
GROSS AREA:	8.979± ACRES

NOTES:

1) UNDERGROUND UTILITIES WERE PLOTTED PER CITY OF WOODLAND UNDERGROUND UTILITIES MAPS.

2) MAP CONFORMS WITH ALL REQUIREMENTS OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT.

3) MAP CONFORMS WITH ALL REQUIREMENTS OF THE CITY OF WOODLAND SUBDIVISION ORDINANCE.

4) NO WATER COURSES , IRRIGATION, OR DRAINAGE CHANNELS WILL BE ALTERED OR AFFECTED BY THIS MAP.

LEGEND

SL	–	SITE LIGHT
CB	–	CATCH BASIN
WV	–	WATER VALVE
FH	–	FIRE HYDRANT
PIV	–	POST INDICATOR VALVE
ICV	–	IRRIGATION CONTROL VALVE
FDC	–	FIRE DEPTARTMENT CONNECTION

0 30 60 120
SCALE: 1"=60'

LICENSED LAND SURVEYOR BRYAN F. SCHUTZ L.S. 7521 STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 5105
FOR
FORT SUTTER COMPANY
BEING A PORTION OF SECTION 21,
TOWNSHIP 10 NORTH, RANGE 2 EAST,
MOUNT DIABLO BASE AND MERIDIAN,
CITY OF WOODLAND, YOLO COUNTY, CALIFORNIA

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING . LAND SURVEYING . PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 FAX: (530) 662-4602

SHEET 1 OF 1 APRIL 4, 2016

Exhibit A

Exhibit B

Conditions of Approval

PLANNING

General:

1. The project is as described in the staff report prepared for the August 18, 2016 Planning Commission meeting to approve Tentative Parcel Map 5105 to divide the property located at 444 Santa Anita Drive into two separate parcels: Parcel 1 being an area of 6.432 acres and Parcel 2 at 2.547 acres. The project shall be carried out in substantial compliance as depicted on the submitted Tentative Parcel Map No. 5105 dated April 4, 2016, included in Exhibit A, except as modified in these conditions of approval and with any changes necessary to meet city codes and specifications.

2. The applicant shall defend, indemnify, and hold harmless the City of Woodland, its agents, officers or employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the subject application by the City, its legislative body, advisory agencies or administrative officers. The City will promptly notify the applicant of any such claim, action or proceeding against the City and the applicant will either, at the City's discretion, undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney.

3. Upon approval, the applicant will be required to submit a final parcel map. Prior to official recordation of the legal description and revised lots, the Community Development Department must approve this map.

4. Secure approval and satisfy requirements of all agencies of jurisdiction.

5. The applicant will be required to file a copy of the recorded instruments with the City of Woodland Community Development and the Public Works Department upon recordation of the revised parcels.

6. Applicant shall provide the Community Development Department with a check for the sum of $25.00 made out to Yolo County to record the environmental document with Yolo County.

7. New business signage, exterior painting and/or outdoor patio improvements shall be subject to review and approval by the Community Development Director to ensure conformity with applicable Zoning Ordinance and Community Design Standards and shall be subject to all applicable building permit requirements prior to the commencement of work.

8. Any future proposed development or use of Parcel 2 or improvements or change of use to

Parcel 1 will be subject to Site Plan and Design Review, as appropriate.

To be required prior to Final Map approval:

9. Prior to Final Map approval, additional trees shall be planted along the boundaries of the developed portion of property consistent with approved landscape plans dated July 19, 2001. These landscape plans are available for review in the Community Development Department. If applicant proposes to plant trees that were not approved as part of these plans, any new proposed tree will need approval by the Planning Division.

DEVELOPMENT ENGINEERING

Fees

10. The Owner shall pay all required fees for processing final maps (technical check) with final map submittal.

11. The conditions of approval set forth herein include certain fees, dedication requirements, reservation requirements and/or other exactions. Pursuant to Government Code, Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.

    The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding, or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

Prior to approval of final map complete/construct

12. Replace the grate for the catch basin on the frontage of Parcel 1 with a bicycle safe grate.

Construct with building permit

For Parcel 2, applicant shall construct with first building the following:

13. Applicant shall construct separate metered water service for a building on Parcel 2. Per the City's cross connection control ordinance, Owner shall install approved backflow devices on all services that serve Parcel 2 including domestic and irrigation. Backflow devices shall be tested by a City-approved tester and results provided to the Public Works Department prior to occupancy.

14. Applicant shall construct a separate sewer service in accordance for Parcel 2 in accordance with City Standards.

15. If the project does not fully improve and pave the site Owner shall construct a city approved driveway, and a minimum 20' wide and 50' deep paved access.

Site Design and Frontage Improvements

16. Any future proposed development or use of Parcel 2 or improvements or change of use to Parcel 1 may require site design and frontage improvements consistent with City requirements at the time of the application.

Easement Dedications, Right of Way, and map restrictions

17. Any future proposed development or use of Parcel 2 or improvements or change of use to Parcel 1 may require easement or right of way dedications or map restrictions consistent with City requirements at the time of the application.

General Conditions

18. If the final map is requested prior to the construction of required improvements, applicant shall prepare improvement plans for all work and obtain an encroachment permit for all within the public right-of-way or public easements, or new utility connections and submit them to the Development Services Engineering Section enter into an improvement agreement and provide security. This submittal is separate from the building permit submittal. All public improvements shall conform to the current City of Woodland Standard Specifications.

19. In accordance with the City Ordinance, project shall obtain an encroachment permit for any work within the public right-of-way and utility connections. Applicant shall submit to the Development Engineering Division of the Community Development Department an encroachment permit application and civil improvement plans for review and

approval. All public improvements shall conform to the current City of Woodland Standard Specifications. This is a separate application from the building permit.

General Information and Applicable Ordinances

20. The project is within the flood plain. Development shall comply with all FEMA standards and regulations and all City requirements for development within a flood plain.

21. Construction of projects disturbing more than one acre of soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit. Applications/projects disturbing less than one acre of soil shall implement BMP's to prevent and minimize erosion. The improvement plans for construction of less than 1 acre shall include a BMP to be approved by the City Engineer.

22. This project is subject to the City's Storm Water Quality Control Ordinance. All parcels, regardless of size shall incorporate General site design measures, Site Specific Measures, and Treatment Measures. Alternatively the development may pay the Storm water treatment in lieu fee.

    Project shall include low impact development standards to minimize storm drain run off, applicant shall submit a plan to minimize run off to the City for approval. The plan shall include such measures as bioretention basins, porous pavement, dry wells/trench drains, or other approved method as described in section E.12.b.(ii) of the phase II MS4 General permit (CAS000004), and demonstrate that the amount of treated run off is in accordance with the section E.12.f E.12.e.ii.c of the phase II MS4 General permit. Applicant shall enter into an access, maintenance, and reporting agreement for such measures prior to certificate of occupancy.

    When constructing improvements OWNER need to describe how the project is meeting the requirement. OWNER may reference the City's Post Construction Standards Manual on the web.

    http://www.cityofwoodland.org/gov/depts/cd/divisions/engineering/development/h2oquality.asp

23. Final map shall tie into two City control network monuments in accordance with the City's electronic submission ordinance

24. Developer shall document and show evidence that all tentative map conditions are met with submittal of final map.

BUILDING DIVISION

The following comments are from the City of Woodland Building Division and are applicable to the reference project:

25. This project must meet all criteria and mandates for these City adopted codes or the most current code:
    A. 2013 California Building Code
    B. 2013 California Plumbing Code
    C. 2013 California Mechanical Code
    D. 2013 California Electrical Code
    E. 2013 Building Energy Efficiency Standards
    F. 2013 California Green Building Code
    G. The Code of the City of Woodland
    H. NOTE: If project plans are submitted after January 1, 2017 design shall comply with the 2016 California Code

26. Other City and County Agencies (Health, Fire, Public Works, and Planning) may be required to approve the project prior to a building permit being issued.

27. Any deferred submittals that are not a part of the initial permit application must be listed on the cover sheet of the plan at the time of application for the project.

28. All plans, computations and specifications to be prepared and designed by an architect or engineer licensed by the state of California.

29. A licensed architect or licensed engineer shall be responsible for reviewing and coordinating all submittal documents prepared by others, including deferred submittal items, for compatibility with the design of the building.

30. FEMA Flood Certificate for final slab shall be at or above Base Flood Elevation.

31. NOTE: Site is located within the Special Flood Hazard Area. Determination of exact flood elevation will be required for any project at this site. Development impacts to adjacent project sites and surrounding non-project areas shall be evaluated for flood impact.

City of Woodland

Community Development Department
300 First St, Woodland CA 95695
(530) 661-5820 Fax (530) 406-0832
www.cityofwoodland.org

General Application Form

1. Owner/Applicant

PROPERTY OWNER:
FORT SUTTER COMPANY

MAILING ADDRESS:
P.O. BOX 255646

CITY STATE ZIP CODE:
SACRAMENTO, CA 95865

PHONE NUMBER:
(916)483-1100

E-MAIL ADDRESS:
debrafletter@fortsutterco.com

PROJECT APPLICANT
DEBRA L. FLETTER

MAILING ADDRESS:
P.O. BOX 255646

CITY STATE ZIP CODE:
SACRAMENTO, CA 95865

PHONE NUMBER:
(916)483-1100

E-MAIL ADDRESS:
debrafletter@fortsutterco.com

2. Application Requested

- ☐ General Plan Petition
- ☐ Zoning Amendment
- ☐ General Plan Amendment
- ☐ Tentative Subdivision Map
- ☑ Tentative Parcel Map
- ☐ Lot Line Adjustment
- ☐ Site Plan Review
- ☐ Design Review
- ☐ Sign Design Review
- ☐ Conditional Use Permit (CUP)
- ☐ Zoning Administrator Permit
- ☐ Variance
- ☐ Public Convenience or Necessity
- ☐ Other _____

Is this request part of another application? ☐ Yes ☑ No If so, what? _____

3. Project Description

Project Name:
TPM 5105
FORT SUTTER COMPANY PARCEL MAP

Site address or location:
444 SANTA ANITA DRIVE

Total Acres or Square Feet
8.979 ACRES

Assessor's Parcel Number:
027-450-079-000

Is Your Project Located in a Flood Zone?
☐ Yes ☑ No

Does this request include signage?
☐ Yes ☑ No

4. Justification for Request

☞ On a separate sheet, explain in detail your request and why you believe your request is justified.

PLNG 16-00026

5. General Plan Amendment

Existing General Plan Designation	Gross Acres	Proposed General Plan Designation	Gross Acres
INDUSTRIAL	8.979 ACRES	N/A	

6. Zoning Amendment

Existing Land Use Zone	Gross Acres	Proposed Land Use Zone	Gross Acres
INDUSTRIAL	8.979 ACRES	N/A	

7. Residential Development

No. of residential units are being requested? _____

Single Family _____ Half-plex _____

Duplex _____ Apartments _____

Condominiums _____ Other _____

Townhomes _____ **Total Units** _____

No. of lots will be created by this project? _____

Do you intend to market the units for sale?

☐ YES ☐ No

Do you intend to market the units for rent?

☐ YES ☐ No

8. Commercial/Industrial Development

Indicate the type of commercial/industrial development proposed:

NONE

Indicate the gross and leasable square footage for each type of development:

N/A

9. Authority to File Application

Check one:

☑ Property Ownership ☐ Power of Attorney*

☐ Contract to Purchase* ☐ Other

Specify _____

*Attach Evidence of Authority

I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list.

Date Received Stamp Here

APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT

3/31/16

Applicant: **Date**

Same

Legal Owner: **Date**

Same

Legal Owner: **Date**

DEPARTMENT USE ONLY

Amount Paid: _____ Project No: _____

Amount Due:: _____ Logged by: _____ Date: _____

GP / Zoning Designation: _____ Planner: _____ Date: _____

Legislation Details (With Text)

File #:	16-667	Version: 1	Name:		
Type:	Staff Report		Status:	Agenda Ready	
File created:	8/10/2016		In control:	Planning Commission	
On agenda:	8/18/2016		Final action:		

Title: SUBJECT: Presentation of the Woodland Transit Study by Terry Bassett, Executive Director of the Yolo County Transit District (YCTD)

DATE: August 18, 2016

RECOMMENDATION:
Staff recommends that the Planning Commission receive and accept presentation of the Woodland Transit Study and provide questions and comments.

Sponsors:

Indexes:

Code sections:

Attachments: A - Woodland Transit Study

Date	Ver.	Action By	Action	Result

City of Woodland

MEMORANDUM

TO: Members of the Woodland Planning Commission

FROM: Cindy Norris, Principal Planner

SUBJECT: Presentation of the Woodland Transit Study by Terry Bassett, Executive Director of the Yolo County Transit District (YCTD)

DATE: August 18, 2016

RECOMMENDATION:

Staff recommends that the Planning Commission receive and accept presentation of the Woodland Transit Study and provide questions and comments.

BACKGROUND:

The Yolo County Transportation District (YCTD) administers YOLOBUS, which operates local and intercity

bus service 365 days a year in Yolo County and neighboring areas. YOLOBUS serves Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Cache Creek Casino Resort, Esparto, Madison, Dunnigan and Knights Landing.

As an added convenience for riders, Yolobus makes connections with other local public transportation systems. Connections to Unitrans and Fairfield-Suisun Transit in Davis, and Regional Transit and Light Rail in Sacramento provide a wide range of options.

Over the last year, City staff has been working with YCTD staff and LSC Transportation Consultants on the Woodland Transit Study. The goal of this transit study is to optimize transit service in Woodland by taking an in depth study of operational costs and ridership.

The results of the Woodland Transit Study will be incorporated into YCTD's Short Range Transit Plan, which needs to be updated every 5-7 years. As part of their scope of work, LSC implemented a comprehensive public outreach plan with community stakeholders and Yolobus riders.

A presentation on the Transit Study was made to the City Council on May 3, 2016 at which time comments were provided concerning study recommendations. The comprehensive study includes a number of recommendations which are summarized as follows:

- Revise existing routes to serve Yolo County Justice Center
- Modifications to schedules of existing routes
- Modification of existing service to a "two-loop" configuration
- Resultant modifications to existing bus stops and establishing up to 23 new bus stop locations, to include improved ADA accessibility and new bus shelters
- Establishment of a new commuter route to Sacramento Longer-Term Recommendations:
- Construction of a new transit center located in Downtown Woodland, and
- Conversion of local transit service to a "pulse" route where each of the four bus routes connects to the central transit center on an hourly basis

Terry Bassett, Executive Director of YCTD, will provide an update to the Planning Commission regarding this study and key recommendations.

RECOMMENDATION:

Staff recommends that the Planning Commission receive and accept presentation of the Woodland Transit Study and provide questions and comments.

ATTACHEMENTS:

Attachment A - Woodland Transit Study (provided via electronic copy only).

Woodland Transit Study

Draft Plan

Prepared for the

Yolo County Transportation District

Prepared by

LSC Transportation Consultants, Inc.

Woodland Transit Study

Prepared for the

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
530 ♦ 402-2819

Prepared by

LSC Transportation Consultants, Inc.
P.O. Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145
530 ♦ 583-4053

April 27, 2016

LSC #157020

TABLE OF CONTENTS

LIST OF TABLES

Table *Page*

LIST OF FIGURES

Figure *Page*

Chapter 1
Introduction and Key Study Issues

INTRODUCTION

Public transportation is a vital service to many residents of the City of Woodland and its surrounding areas. Transit services provide mobility to residents, including access to important medical, recreational, social, educational and economic services and opportunities. In addition to being important to the quality of life of residents in the region, public transit services assist in the functioning of educational programs, public and private employers, and social service programs throughout the region.

The Woodland Transit Study was conducted to assess transit and related transportation issues in Woodland, geared toward an understanding of the City's specific needs for transit services as well as the overall role of and impact local services have as part of the YOLOBUS system. The intent of this study was to evaluate the specific needs for transit services within Woodland, as well as to develop plans for improvements and service revisions for YOLOBUS services which specifically serve Woodland. This was accomplished through the review of existing transit conditions and evaluation of operations, as well as through public outreach via onboard surveys, online surveys and community-based meetings. A wide range of alternatives were evaluated, along with funding strategies. The overall plan provides a localized transportation service strategy and capital development plan which will complement and support the system-wide YOLOBUS service.

STUDY ISSUES

This study takes direction from specifically identified study issues surrounding transit in the region. These issues were identified by Yolo County Transportation District staff, City of Woodland staff, stakeholders and the public through the outreach efforts, and include the following:

- **Service Efficiency**: What is the most appropriate service plan to meet the varied transit needs and to make best use of limited resources? Are there routing and scheduling changes which could improve efficiency? What are the trade-offs of increasing frequency versus increasing service areas?

- **Service to New Areas**: The Spring Lake community in south Woodland is rapidly growing and slated for additional growth, including multi-unit and low income housing. What will the transit needs be for this area, and how can they best be addressed? What will be the trigger for new service, and should it be incorporated to existing routes? Are additional routes needed? Will demand be for local service, or to Davis or West Sacramento?

- **On-time Performance**: Schedule-adherence is an issue, particularly on some routes, and particularly during portions of the day (such as commute hours). Many of the routes have timed-transfers, making on-time performance important to all routes. How can scheduling be improved, and what policies are appropriate for dealing with missed connections?

- **Financing:** YCTD has a detailed operating cost and revenue allocation process, reflecting the numerous jurisdictions in the service area. Woodland has recently exceeded 50,000 population, changing the Federal funding revenues for which it is eligible. What is the best approach for maintaining a unified approach to funding, and equitably allocating the funding resources for transit? What public and private sources of revenue are available? What is the funding outlook for the next five years? How can the transit program take advantage of new sources of revenue, such as the cap and trade program?

- **Transfer Center Location(s):** The Woodland transit system currently focuses on the County Fair Mall. This location offers a good amount of space for parking, bus activity, bike parking and passenger activity. However, it is not especially well placed for some activities, such as medical and social services. Is there a better location for transfer activity? Is a second location warranted and would this enhance operations? What are the capital costs of developing a new transfer center?

- **Entertainment/Recreation-Oriented Service:** Should a trolley or other tourist-oriented vehicle operate in the downtown entertainment district for restaurants and shops? How would this be funded? Should the motels also be served? Can this be done through a public-private partnership?

- **Bicycle and Transit:** Is there a way to improve access to the transit system for bicycles? Can more bicycles be accommodated at stops and on buses?

- **Aging Community:** As with most of California, Woodland's senior population is projected to grow. How can seniors best be served by transit? Can more seniors be accommodated on fixed route?

- **Probation Department:** The closest stop to the probation department and jail is at Woodland Community College. This requires passengers from the Probation Department to walk up to half a mile to wait at the neighboring stop, and can lead to loitering on the campus. However, a new stop would add time to an already tightly-scheduled route. What are the best options for serving this location? Would a taxi voucher or shuttle be appropriate for serving this site?

- **Passenger Amenities:** Which stops work well, and which need relocating or improving?

- **Express Service**: Is additional express service warranted to Sacramento? To UC Davis?

- **Park-and-Ride:** Could transit service be improved if there were designated park-and-ride locations to facilitate commuting? Would these be best as formal or informal?

These issues will be considered in this study as the service is evaluated and service alternatives are developed. This study affords the leadership of the area an opportunity to take a look at the transit services in the next five years and identify the optimal manner in which public transit can meet both the present and the future needs of the City of Woodland.

Chapter 2
Existing Community Conditions

GEOGRAPHY OF YOLO COUNTY

YCTD serves Yolo County, including the Cities of West Sacramento, Woodland, Davis, and Winters as well as unincorporated areas, and provides service into Downtown Sacramento and the Sacramento International Airport in Sacramento County, and to Vacaville in Solano County. Yolo County lies immediately west of Sacramento County with the Sacramento River dividing the two counties. Figure 1 shows the study area.

Located in northern California's Central Valley, the eastern two-thirds of Yolo County consists of rich, relatively flat agricultural land. All four incorporated cities are in the eastern portion, with about 85 percent of the county's population. Woodland in particular has approximately 26 percent of the county's population. In contrast, the western third of Yolo County is mostly rural, consisting of rolling hills and steep uplands, forming the eastern slope of the Coastal Range.

Key access corridors consist of Interstate 5 connecting Sacramento with Woodland and points north, Interstate 80 connecting Sacramento with Davis and the Bay Area, Interstate 505 connecting I-5 and I-80 in the western portion of Yolo County, State Route (SR) 113 connecting Davis and Woodland, and SR 16 extending west from Woodland to Esparto and points West, The Amtrak Capitol Corridor offers up to 32 trains daily between Sacramento and the Bay Area with one well-used Yolo County station located in Davis.

DEMOGRAPHICS

Historic and Projected Population

From 1990 to 2010, Yolo County's population increased by 42 percent, as shown in Table 1. As of 2010, the total population of YCTD's service area was 200,849. By 2020, the population is expected to increase more slowly, by 12 percent, bringing the total number of residents up to 224,647. Population growth has not been evenly distributed. West Sacramento has seen the most dramatic growth (69 percent) over the past 20 years and anticipates the most growth of any city in Yolo County. Growth has been slowest in the unincorporated areas of Yolo County, with just a 15.5 percent increase from 1990 to 2010, due largely to the strict policies in place in Yolo County that direct growth to incorporated areas. This trend is likely to continue over the next 10 years, with most new growth occurring within the boundaries of existing cities.

Woodland is Yolo County's second largest city, with a 2010 population of 55,468. Woodland has a rich agricultural and historic heritage, and as the county seat of Yolo County, is home to many County services. Woodland has seen steady population growth over the last 20 years, increasing its population by over 15,000 people (37.9%) between 1990 and 2010. Table 1 shows a leveling off of growth over the next decade. However, it should be noted that those estimates were generated in 2008, when the economy was slipping into a recession so the actual growth rate is likely to be higher.

Figure 1

Site and Location Map

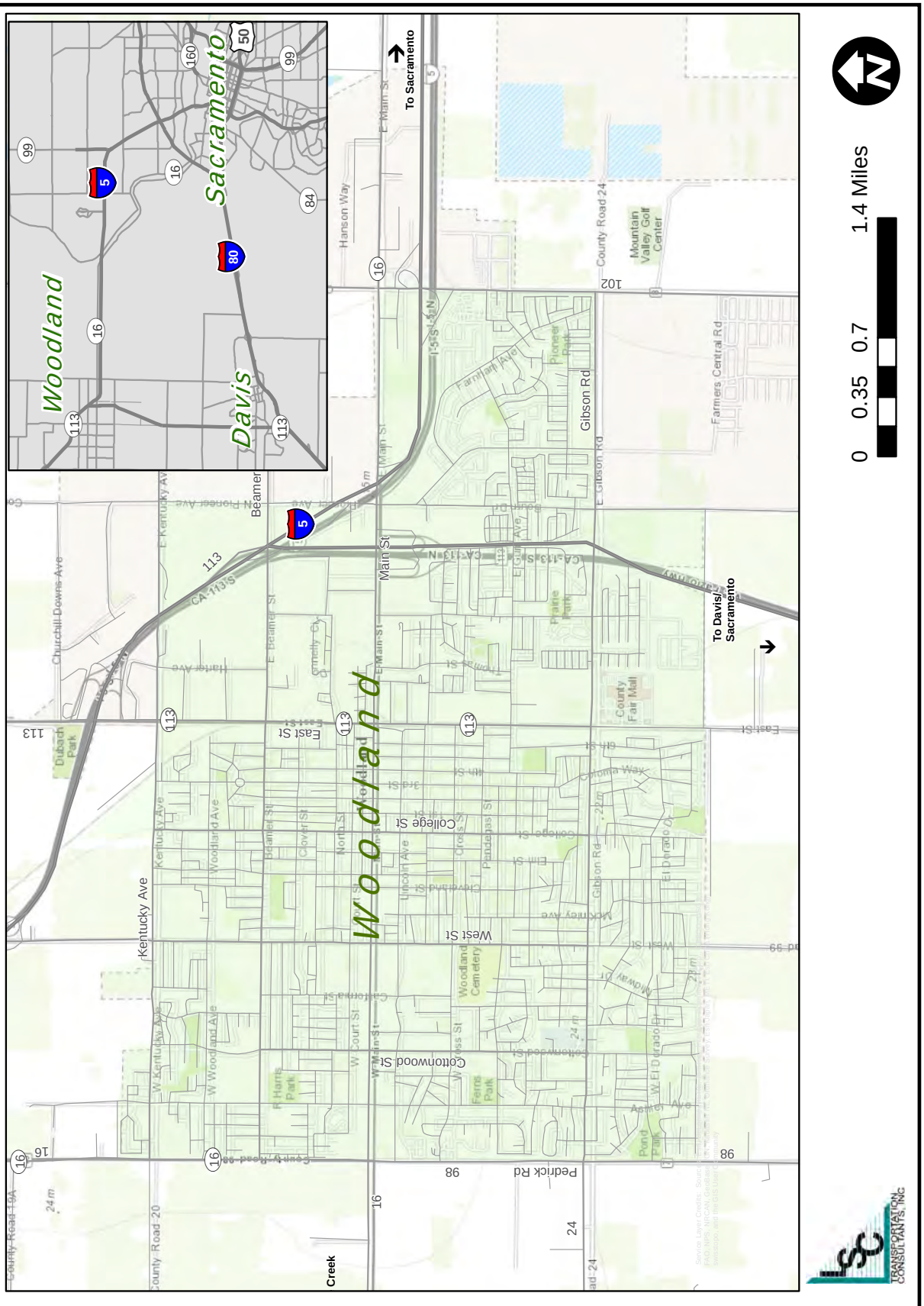


TABLE 1: Population and Households Over Time in YCTD Service Area

	Population over Time						
Community	1990	2000	2010	% change '90 – '10	2015	2020	% change '10 – '20
Davis	46,322	60,308	65,622	42%	67,462	69,301	6%
West Sacramento	28,898	31,615	48,744	69%	55,545	62,346	28%
Winters	4,639	6,125	6,624	43%	6,882	7,139	8%
Woodland	40,230	49,151	55,468	38%	55,754	56,040	1%
Unincorporated	21,121	21,461	24,391	15%	27,106	29,821	22%
Total YCTD Service Area	141,210	168,660	200,849	42%	212,748	224,647	12%

	Households over Time						
Community	1990	2000	2010	% change '90 – '10	2015	2020	% change '10 – '20
Davis	17,953	22,948	24,873	39%	26,437	28,001	13%
West Sacramento	11,052	11,404	17,421	58%	20,437	24,056	38%
Winters	1,506	1,907	2,186	45%	2,312	2,438	12%
Woodland	14,317	16,751	18,721	31%	19,891	21,060	12%
Unincorporated	6,171	6,365	7,671	24%	10,754	13,837	80%
Total YCTD Service Area	50,999	59,375	70,872	39%	80,132	89,392	26%

Source: SACOG, 2013

Transit Dependent Population

Nationwide, public transit ridership is drawn in large part from the potentially transit-dependent population consisting of elderly and youth, low-income, disabled, and members of households with no available vehicles. Estimates of current population by categories and households are available at the census tract block group level through multiple sources, including the US Census Bureau, the California Department of Finance Demographic Section, and the Sacramento Area Council of Governments (SACOG). Population by census tract is shown in Table 2 and Figure 2. The current population of these census tracts totals 51,484. Census Tract 112.06 has small areas within the influence of Woodland, but this data is not included in the table or maps.

Youths: Youths represent a transportation-dependent population, as those younger than 18 are often unable to drive and may not have a parent available to transport them. In particular, junior high school students who are independent enough to attend after-school activities but are unable to drive are a representative group. The population between 10 and 17 years of age (inclusive), by census tract block group, is presented in Table 2 and Figure 3. An estimated 11.3 percent of the population consists of youths in Woodland. The central portion of Woodland surrounding Main and East Streets has particularly high numbers and proportions of youths (within Census tracts 108, 109 and 111).

Elderly: The population aged 65 years of age and older comprises 12.5 percent in Woodland. There are particularly high concentrations of seniors in Census Tract 110 in the western portion of Woodland, with up to 39 percent elderly. Elderly populations are shown in Table 2 and Figure 4.

TABLE 2: Population Characteristics of Woodland

Census Tract	Block Group [7]	Square Miles [1]	Total Persons [2]	Total House-holds [3]	Youth (10-17) [4]		Elderly (65+) [4]		Persons Ages 16-65 with a Disability [5]		Below Poverty [6]		Zero Vehicle Households [3]	
					#	%	#	%	#	%	#	%	#	%
108.03	1	0.02	1,651	619	127	7.7%	165	10.0%	126	7.6%	234	14.2%	81	13.1%
	2	0.02	1,257	444	161	12.8%	48	3.8%	91	7.2%	321	25.5%	67	15.1%
	3	0.10	1,056	356	220	20.8%	97	9.2%	160	15.2%	184	17.4%	29	8.1%
109.01	1	0.02	2,149	687	205	9.5%	241	11.2%	126	5.9%	225	10.5%	38	5.5%
	2	0.02	915	322	200	21.9%	107	11.7%	95	10.4%	53	5.8%	20	6.2%
	3	0.02	3,048	836	284	9.3%	302	9.9%	172	5.6%	714	23.4%	83	9.9%
109.02	1	0.02	1,965	735	128	6.5%	186	9.5%	228	11.6%	318	16.2%	45	6.1%
	2	0.02	2,563	1,017	173	6.7%	345	13.5%	295	11.5%	194	7.6%	133	13.1%
	3	0.02	1,445	578	86	6.0%	245	17.0%	141	9.8%	204	14.1%	103	17.8%
110.01	1	0.03	1,884	736	189	10.0%	402	21.3%	48	2.5%	31	1.6%	14	1.9%
	2	0.03	1,868	874	29	1.6%	512	27.4%	75	4.0%	717	38.4%	333	38.1%
	3	0.02	1,674	677	313	18.7%	84	5.0%	137	8.2%	414	24.7%	95	14.0%
110.02	1	0.01	1,349	526	113	8.4%	347	25.7%	71	5.3%	256	19.0%	101	19.2%
	2	0.02	976	444	73	7.5%	382	39.1%	21	2.2%	23	2.4%	15	3.4%
	3	0.02	938	417	63	6.7%	230	24.5%	15	1.6%	33	3.5%	0	0.0%
111.01	1	0.02	1,894	604	138	7.3%	184	9.7%	191	10.1%	324	17.1%	82	13.6%
	2	0.02	1,246	476	114	9.1%	209	16.8%	83	6.7%	25	2.0%	28	5.9%
111.02	1	0.03	3,083	934	415	13.5%	236	7.7%	216	7.0%	460	14.9%	15	1.6%
	2	0.02	1,743	613	185	10.6%	224	12.9%	128	7.3%	361	20.7%	31	5.1%
111.03	1	0.03	1,769	535	156	8.8%	100	5.7%	94	5.3%	456	25.8%	40	7.5%
	2	0.02	1,413	389	211	14.9%	97	6.9%	41	2.9%	60	4.2%	11	2.8%
112.03	1	0.02	1,572	648	95	6.0%	210	13.4%	76	4.8%	0	0.0%	0	0.0%
	2	0.02	953	386	175	18.4%	173	18.2%	48	5.0%	0	0.0%	0	0.0%
112.04	1	0.02	1,954	728	221	11.3%	375	19.2%	143	7.3%	41	2.1%	15	2.1%
	2	0.02	1,928	632	267	13.8%	246	12.8%	112	5.8%	474	24.6%	0	0.0%
	3	0.05	1,215	374	238	19.6%	115	9.5%	55	4.5%	0	0.0%	0	0.0%
112.05	1	0.09	7,976	2,476	1,243	15.6%	570	7.1%	312	3.9%	701	8.8%	223	9.0%
Woodland Total		***0.79***	***51,484***	***18,063***	***5,822***	**11.3%**	***6,432***	***12.5%***	***3,300***	**6.4%**	***6,823***	***13.3%***	***1,602***	***8.9%***

Note 1: US Census Table G001, Geographic Identifiers, US Census 2010
Note 2: Table B01003, Total Population 2009-2013 ACS 5 year
Note 3: Table B25004, Tenure by Vehicles Available, ACS 2009-2013
Note 4: Table B01001, Sex by Age, ACS 2009-2013.
Note 5: Table C23023, Sex by disability status by full-time work status in the past 12 months for the population 16 to 64 years, ACS 2009-2013
Note 6: Table B17021, Poverty Status in the Past 12 Months, ACS 2009-2013
Note 7: Census block groups with small areas within Woodland were not included.

Disability: Individuals with a disability are often transit dependent. Individuals of working age (16 to 65) with a disability comprise 6.4 percent of the population, with high proportions in Census Tract 109 and 111 (central Woodland). Table 2 and Figure 5 depict the population with disabilities by census tract.

Poverty: The US Census also counts the population living below the poverty level, defined by a number of factors including household income and the number of dependent children. Residents living below the poverty level comprise 13.3 percent of Woodland's population, compared to 15.3 statewide. However, there are pockets of high poverty within Woodland, as shown in Table 2 and Figure 6.

Zero-Vehicle Households: Finally, one of the strongest indicators of transit dependency is the number of households without a vehicle available. There are a total of 1,602 households in Woodland without a vehicle (8.9 percent of all households). This number is particularly high in downtown Census tracts 109, 110 and 112, as shown in Table 2 and Figure 7.

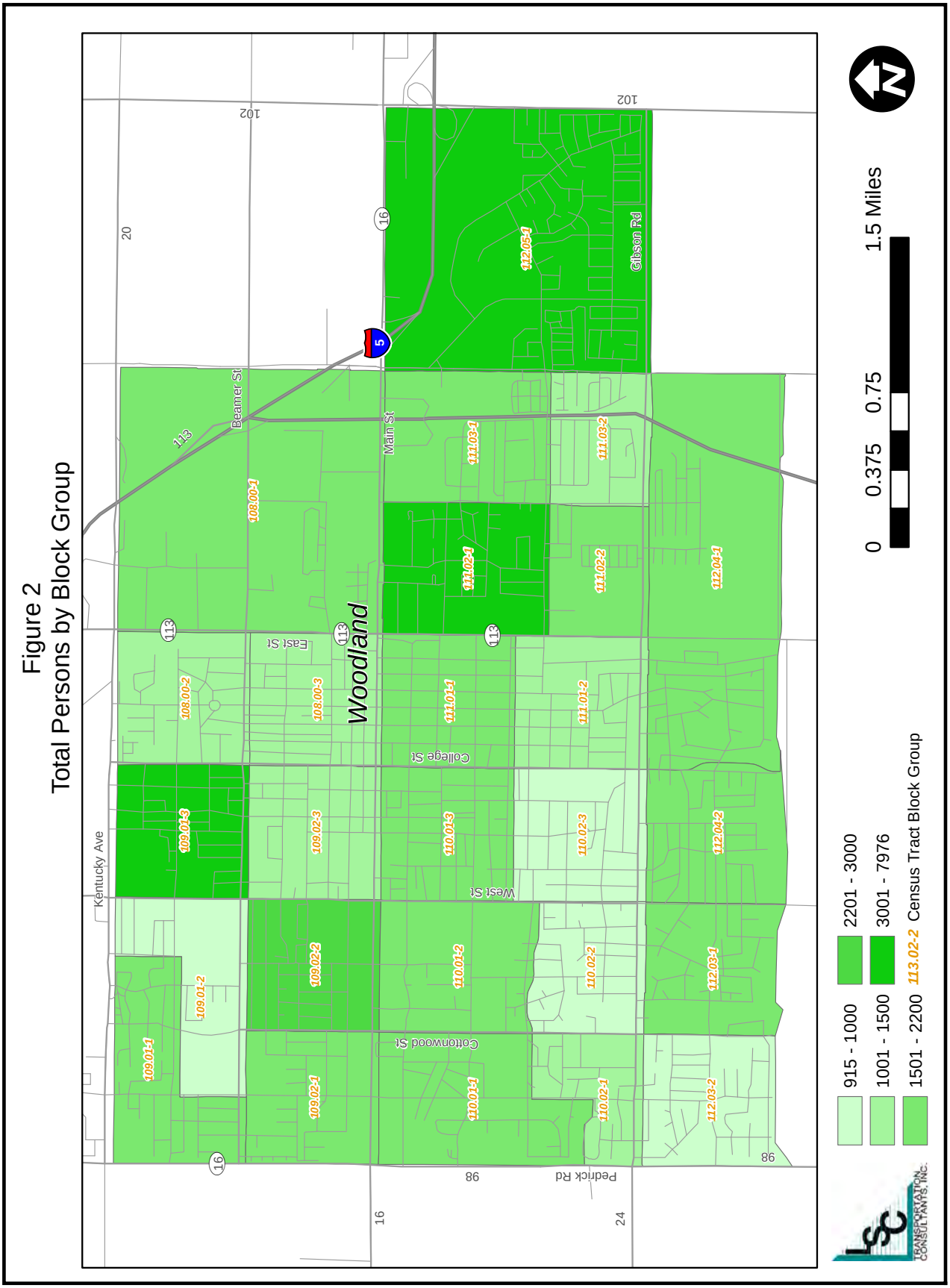


Figure 2
Total Persons by Block Group
Woodland
Main St
Beamer St
East St
College St
West St
Cottonwood St
Kentucky Ave
Pedrick Rd
Gibson Rd
102
20
16
5
113
98
24
0
0.375
0.75
1.5 Miles
915 - 1000
1001 - 1500
1501 - 2200
2201 - 3000
3001 - 7976
113.02-2 Census Tract Block Group
LSC
TRANSPORTATION CONSULTANTS, INC.

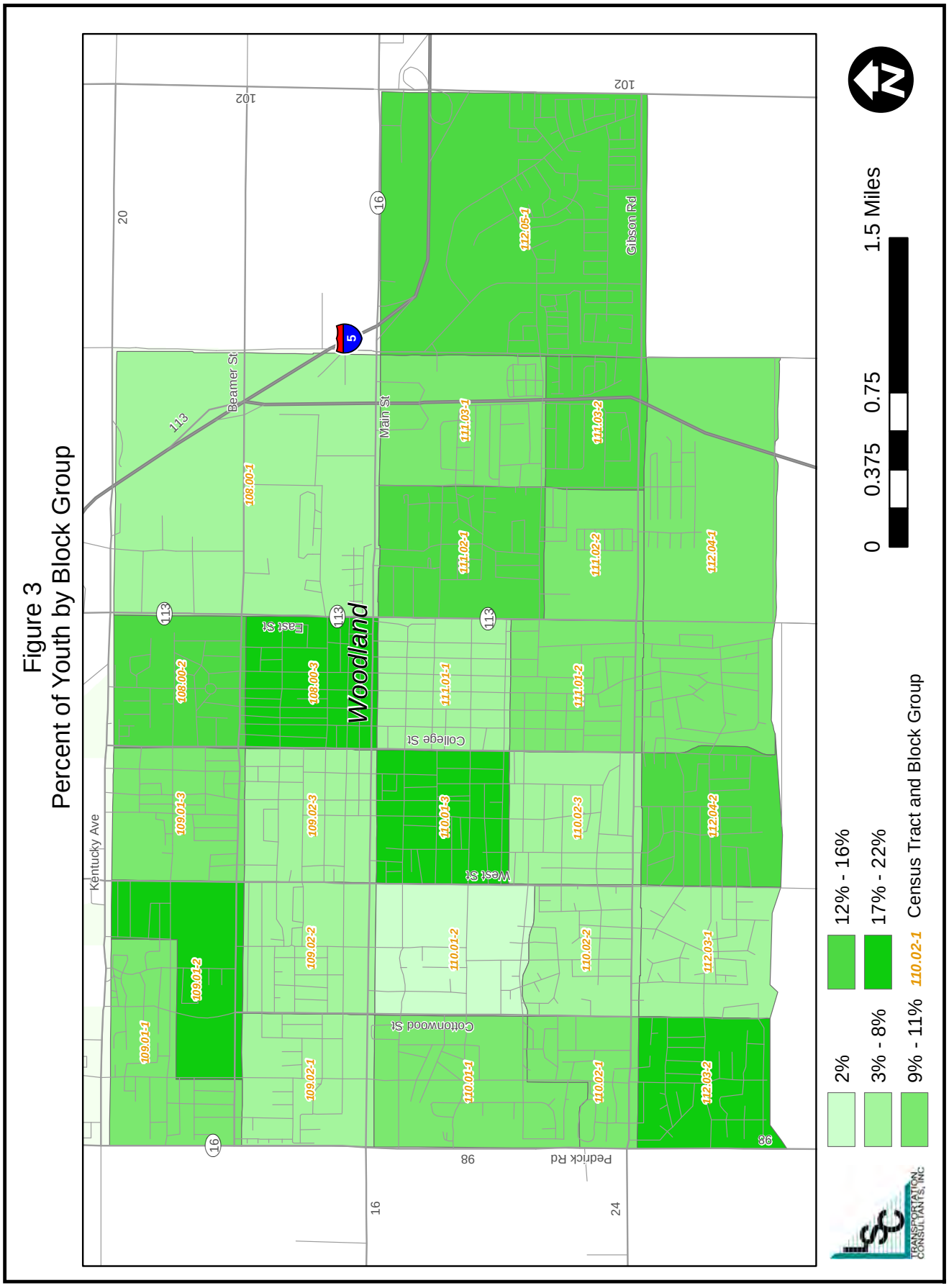


Figure 3
Percent of Youth by Block Group
Woodland
Kentucky Ave
Beamer St
Main St
College St
West St
East St
Cottonwood St
Pedrick Rd
Gibson Rd
102
20
16
113
5
98
24
0
0.375
0.75
1.5 Miles
2%
3% - 8%
9% - 11%
12% - 16%
17% - 22%
110.02-1 Census Tract and Block Group
LSC
TRANSPORTATION CONSULTANTS, INC

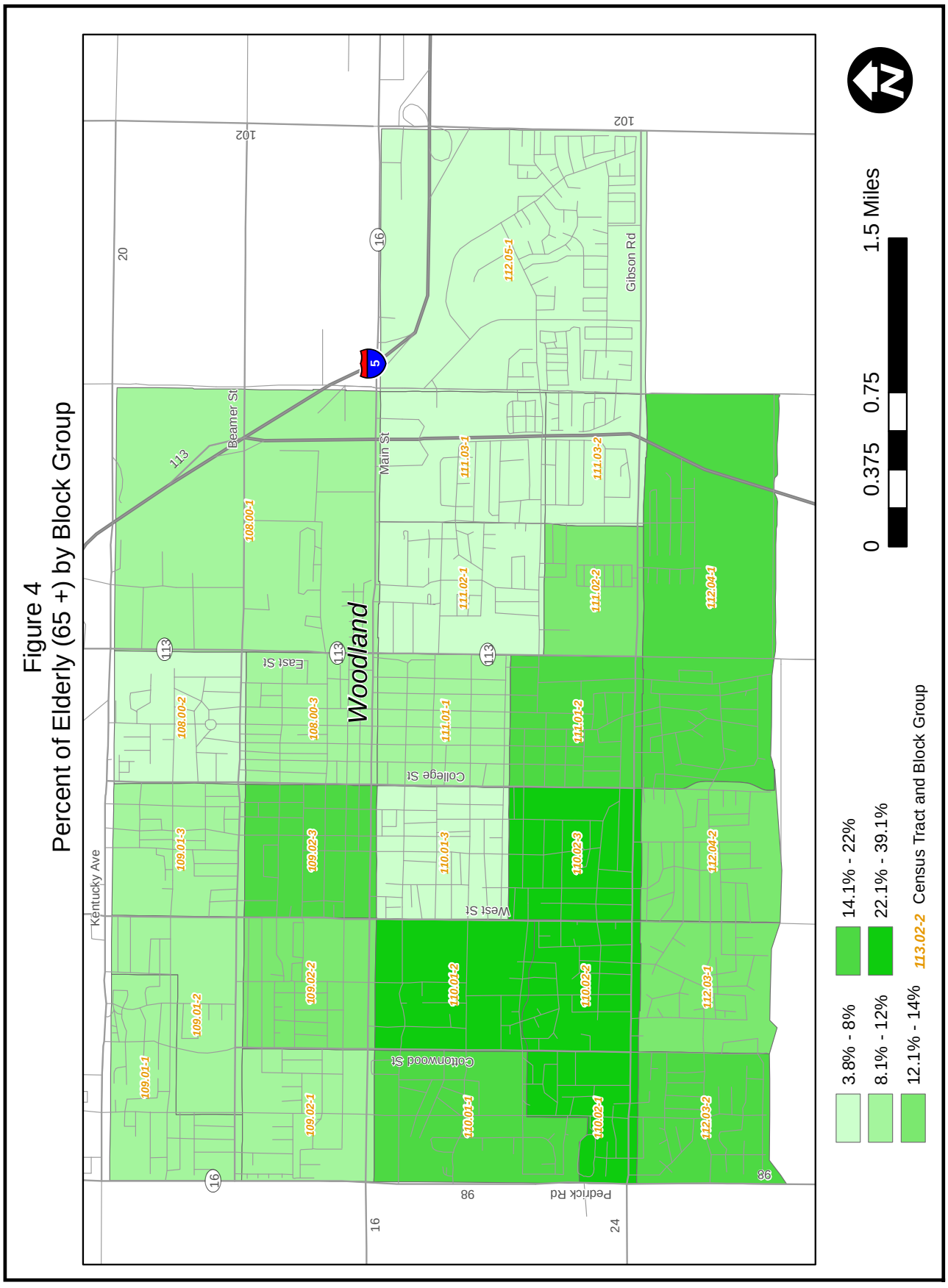


Figure 4
Percent of Elderly (65 +) by Block Group
Woodland
Main St
Beamer St
East St
College St
West St
Cottonwood St
Kentucky Ave
Gibson Rd
Pedrick Rd
0
0.375
0.75
1.5 Miles
3.8% - 8%
8.1% - 12%
12.1% - 14%
14.1% - 22%
22.1% - 39.1%
113.02-2 Census Tract and Block Group

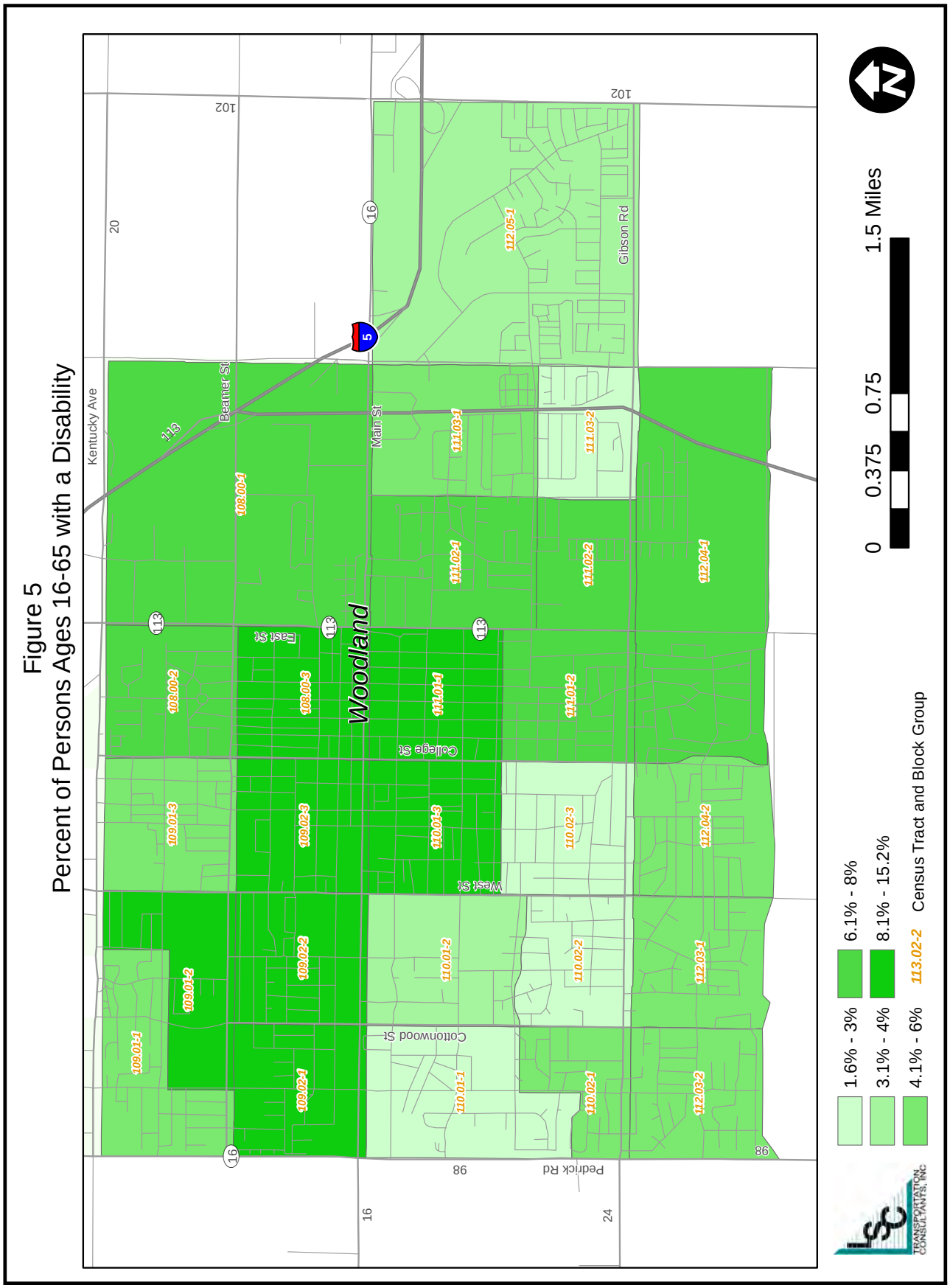


Figure 5
Percent of Persons Ages 16-65 with a Disability
Woodland
Kentucky Ave
Beamer St
Main St
Gibson Rd
College St
West St
Cottonwood St
Pedrick Rd
113
16
5
102
20
98
24
108.00-1
108.00-2
108.00-3
109.01-1
109.01-2
109.01-3
109.02-1
109.02-2
109.02-3
110.01-1
110.01-2
110.01-3
110.02-1
110.02-2
110.02-3
111.01-1
111.01-2
111.02-1
111.02-2
111.03-1
111.03-2
112.03-1
112.03-2
112.04-1
112.04-2
112.05-1
0
0.375
0.75
1.5 Miles
1.6% - 3%
3.1% - 4%
4.1% - 6%
6.1% - 8%
8.1% - 15.2%
113.02-2
Census Tract and Block Group
TRANSPORTATION CONSULTANTS, INC

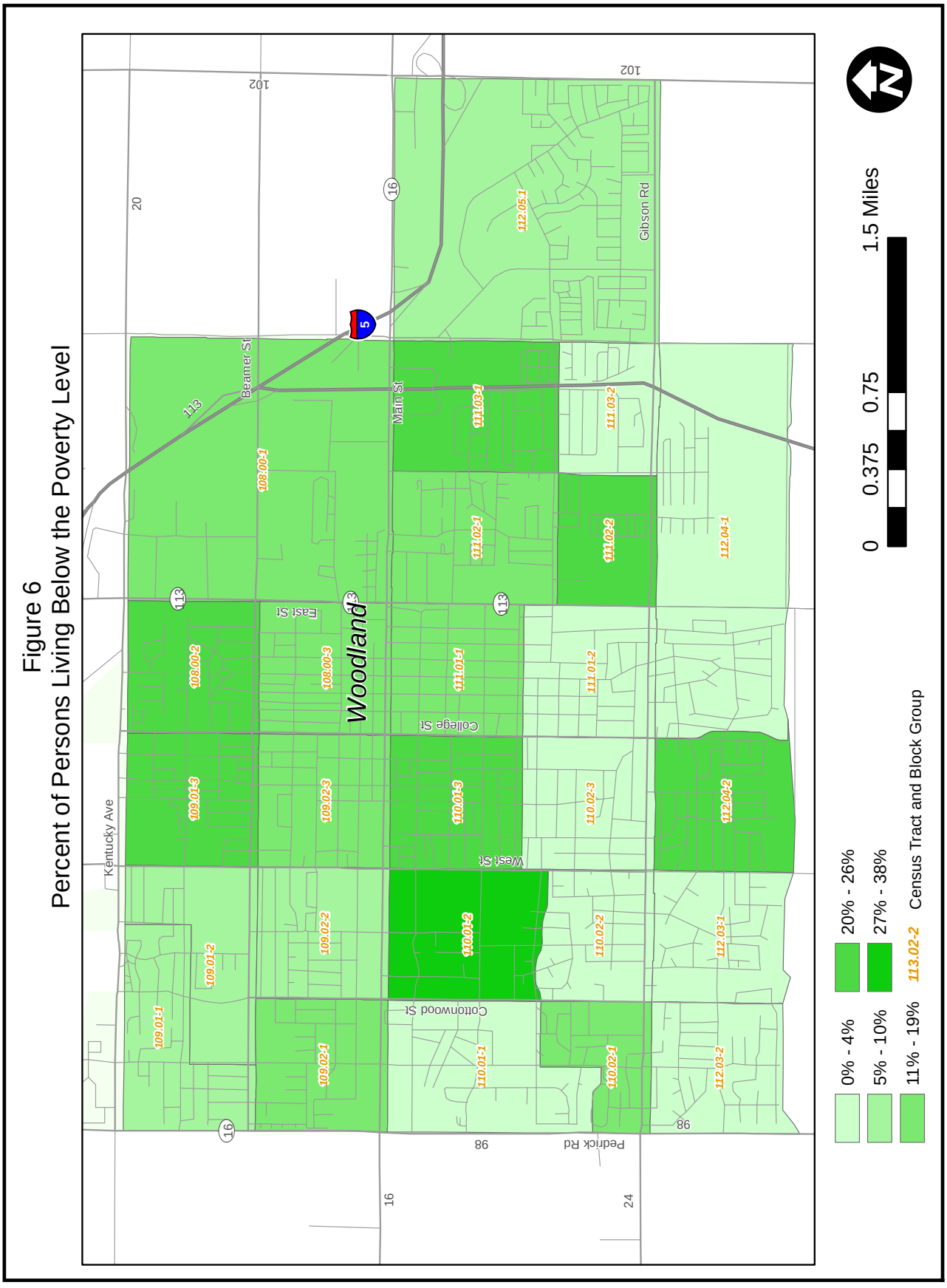


Figure 6
Percent of Persons Living Below the Poverty Level
Woodland
Main St
College St
West St
Cottonwood St
Beamer St
East St
Kentucky Ave
Gibson Rd
Pedrick Rd
102
20
16
113
5
98
24
0
0.375
0.75
1.5 Miles
0% - 4%
5% - 10%
11% - 19%
20% - 26%
27% - 38%
Census Tract and Block Group

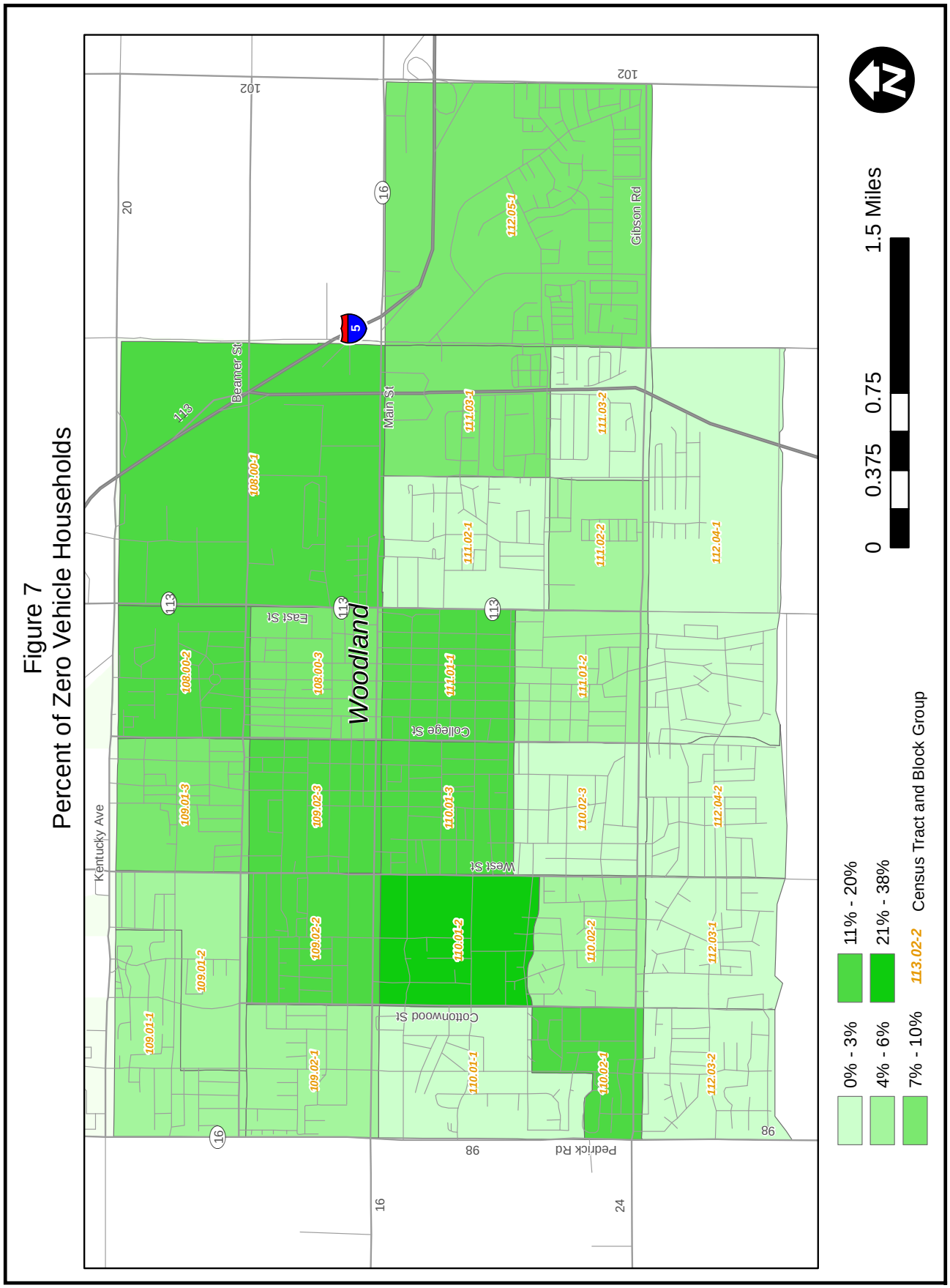


Figure 7
Percent of Zero Vehicle Households
Woodland
Main St
Beamer St
East St
College St
West St
Cottonwood St
Kentucky Ave
Gibson Rd
Pedrick Rd
102
20
16
113
5
98
24
108.00-1
108.00-2
108.00-3
109.01-1
109.01-2
109.01-3
109.02-1
109.02-2
109.02-3
110.01-1
110.01-2
110.01-3
110.02-1
110.02-2
110.02-3
111.01-1
111.01-2
111.02-1
111.02-2
111.03-1
111.03-2
112.03-1
112.03-2
112.04-1
112.04-2
112.05-1
0% - 3%
4% - 6%
7% - 10%
11% - 20%
21% - 38%
113.02-2
Census Tract and Block Group
0
0.375
0.75
1.5 Miles

ECONOMY

Woodland has grown from a historically agricultural-based and rail transportation economy to a much more mixed economy, which now includes large manufacturing warehouses just outside of the city limits. The downtown core is undergoing revitalization through streetscaping efforts and boasts a growing restaurant and service sector. Housing prices in Woodland are lower than regionally, creating a small housing boom and an increase in suburban neighborhoods.

Major Employers

Yolo County is home to a number of large employers (500+ employees) besides UC Davis, which employs about 12,000 faculty, staff and seasonal employees. The Cache Creek Casino Resort is northern California's largest Indian gaming resort. Located about eight miles west of Esparto in the Capay Valley (along Cache Creek) the casino employs approximately 2,400 people. Within Woodland, large employers include: Pacific Coast Producers, Target Distribution, Rite Aid Customer Support Center, Yolo Health Care and Yolo County government. Besides UC Davis and the Casino, most do not generate significant transit demand or ridership. In Woodland, the biggest employment cluster is in the northeastern quadrant of the city with other large employers sprinkled throughout the city. The top employers in Woodland are listed in Table 3.

TABLE 3: Largest Employers In Woodland

Company	Employees	Type
Target Corporation	1,337	Supplies, Clothes, Misc. Goods
United Parcel Service Incorporated	1,301	Express Carrier and Package Delivery
Woodland Joint Unified School District	1,125	K-12 Education
Woodland Healthcare	944	Hospital, Clinic, Surgery Center
Target Distribution Center	800	Distribution Center
Raley`s/Bel Air	600	Grocery Store
Rite Aid Distribution Center	500	Distribution Center
Nugget Markets/Food 4 Less	350	Grocery Store
City of Woodland	322	Municipality
Walgreens Distribution Center	300	Distribution Center
Wal-Mart	250	Supplies, Clothes, Misc. Goods
Lamson Session (Carlon)	216	PVC Pipe Manufacturing
Monsanto (Seminis Vegetable Seeds)	180	Vegetable Seed Research
Tri-Co Welding Supply	170	Welding Supply
Leer West	170	Truck Bed Manufacturing
Costco	170	Wholesale Supplies (Misc. Goods_
Pacific International Rice Milling	120	Rice Milling
Tremont Group	115	Agricultural Products Retail Distributor
Gayle Manufacturing	100	Grain and Rice Dryers
Johnston`s Trading Post	100	Seasonal Storage Warehouse
Pacific Grain	100	Rice Product Manufacturing
Tru-Serve Corporation	100	True Value Hardware Distribution

Source: http://www.woodlandchamber.org/statisical-info/# and Employment Development Department

Labor Force

The American Community Survey (ACS), conducted by the US Census, provides data on the number of individuals in the labor force and employment rates. According to the ACS 2013 5-year estimates, there are 26.401 individuals in the labor force. The unemployment rate has averaged 11.4, with rates as high as 26.9 percent in some census tracts. Employment by Census Tract is shown in Table 4.

TABLE 4: Employment by Census Block Group

Census Tract	Block Group	Population in Labor Force	Estimated Employed	Estimated Unemployed	
				#	%
108.03	1	974	802	172	17.7%
	2	652	576	76	11.7%
	3	474	474	0	0.0%
109.01	1	1,234	1,000	234	19.0%
	2	467	436	31	6.6%
	3	1,340	1,077	251	18.7%
109.02	1	1,112	998	114	10.3%
	2	1,136	1,034	102	9.0%
	3	714	565	149	20.9%
110.01	1	1,076	998	31	2.9%
	2	836	655	181	21.7%
	3	903	871	32	3.5%
110.02	1	622	515	107	17.2%
	2	414	401	13	3.1%
	3	473	453	20	4.2%
111.01	1	858	627	231	26.9%
	2	765	693	72	9.4%
111.02	1	1,670	1,369	301	18.0%
	2	764	641	123	16.1%
111.03	1	987	858	129	13.1%
	2	823	741	77	9.4%
112.03	1	940	879	61	6.5%
	2	434	414	20	4.6%
112.04	1	982	954	28	2.9%
	2	828	766	49	5.9%
	3	678	610	68	10.0%
112.05	1	4,245	3,903	342	8.1%
Woodland Total		***26,401***	***23,310***	***3,014***	***11.4%***

Source: US Census Table B23025, Employment status for Population Over Age 16 2009-2013 5 year.

City to City Commute Patterns

Table 5 presents US Census Longitudinal Employer Household Dynamics commute flow data for 2011 (the most recent available). This data provides a general overview of the number of potential commuters in Woodland. Of the 25,942 employed residents living in Woodland, approximately 25.3 percent of employed residents were employed within Woodland. Approximately 10.5 percent worked in Sacramento, while an additional 9.0 percent worked in Davis, and 2.9 percent worked in San Francisco. (These numbers may include telecommuters.) Between 300 and 400 residents of Woodland worked in each of the communities including San Jose, Vacaville, West Sacramento, Roseville, Arden-Arcade, and Fairfield. Additionally, 43.9 percent of residents worked in various other locations not including those listed above.

There are fewer workers employed in Woodland than live in Woodland, meaning more commute out of the area than into the area. As also shown in Table 5, of the 19,919 employees working in Woodland in 2011, 33.0 percent were also residents of Woodland, while 6.6 percent resided in Sacramento, 4.8 percent in Davis, and 2.2 percent each in West Sacramento and Yuba City.

TABLE 5: Commute Patterns for Woodland

Where Woodland Residents Work…			Where Woodland Workers Live…		
Woodland	6,575	25.3%	Woodland	6,575	33.0%
Sacramento	2,719	10.5%	Sacramento	1,323	6.6%
Davis	2,336	9.0%	Davis	951	4.8%
San Francisco	744	2.9%	West Sacramento	445	2.2%
San Jose	398	1.5%	Yuba City	434	2.2%
Vacaville	394	1.5%	Vacaville	376	1.9%
West Sacramento	377	1.5%	Elk Grove	367	1.8%
Roseville	360	1.4%	Dixon	215	1.1%
Arden-Arcade	340	1.3%	Roseville	199	1.0%
Fairfield	307	1.2%	Stockton	197	1.0%
All Other Locations	11,392	43.9%	All Other Locations	8,837	44.4%
Total Employed Residents	**25,942**	**100.0%**	**Total Workers**	**19,919**	**100.0%**

Source: US Census, Longitudinal Employer Household Dynamics Dataset, 2011

Means of Transportation to Work

Of the total 24,645 workers in Woodland in 2013 aged 16 or older, 624 were estimated to take public transportation to work, according to the American Community Survey 2013 five year estimates. This represents a 2.5 percent transit commute mode split.

Growth and Development

Yolo County has strict growth boundaries that limit the areas where new growth can occur. For the four incorporated cities, these growth boundaries reflect the current city boundaries and include each city's Sphere of Influence (SOI). In the unincorporated areas, the Yolo County General Plan has identified growth boundaries for all areas of non-agricultural land.

With an anticipated increase in population of about 24,000 people between 2010 and 2020, the cities and unincorporated areas of Yolo County will require new housing developments to accommodate that growth. Below is a brief summary of developments currently under review/construction specifically within Woodland.

- **Woodland Commerce Center:** The proposed Woodland Commerce Center consists of approximately 146 acres and is located in the northeast portion of Woodland. The proposed project would include up to 3,176,932 square feet of industrial-type uses (distribution/warehousing and light and heavy manufacturing). The site is anticipated to be developed in three phases (starting in 2012), with each phase taking approximately five years to complete. Full build-out is anticipated by 2032. Routes 42A, 42B, 212, and 214 currently provide transit service in this area.

- **Spring Lake Specific Plan:** The Spring Lake Specific Plan area consists of 1,097 acres located primarily south of Gibson Road and east of SR 113, immediately south of the City limits. The specific plan area includes 4,037 dwelling units on approximately 665 acres; 11 acres of neighborhood commercial uses; over 280 acres of public and quasi-public land uses; about 34 acres of park land; and over 100 acres of major streets and roads. Full build-out will result in an additional 11,270 residents. YOLOBUS currently provides service along the northern edge of the Spring Lake Specific Plan area on Gibson Road via Routes 212 and 214. YOLOBUS also provides service at the County Fair Mall Transit Center. YOLOBUS local Routes 212, 214, 210, and 211 all convene at the Transit Center where transfers are possible to/from Routes 42A, 42B, and 215.

- **Gateway II:** The proposed Gateway II development is a 154-acre commercial development with a mix of retail and auto-related uses. The project site is located east of CR-102 and north of Gibson Road, just south of the existing Gateway I development. YOLOBUS Route 212 and Route 214 currently serve the northern edge of the Gateway II proposed project site. The project is on hold while the City revises environmental documents.

- **Prudler Subdivision:** The Prudler project is an active senior (55+) community spread over 38 acres on East Street between Gibson Road and Road 24A, just south of the County Fair Mall. The proposal includes 247 single-family homes and a clubhouse facility to serve senior homebuyers. The project is currently on hold while the developer determines whether or not to move forward with the project. YOLOBUS currently serves the proposed project site with Routes 210, 211, 212, and 214.

The following two efforts also could impact the appropriate provision of transit services over coming years:

- **Downtown/Riverfront Transit Alternatives:** The Cities of West Sacramento and Sacramento, Yolo County Transportation District, and Sacramento Regional Transit District have engaged in many study efforts over the past several years to examine different transit options to connect the West Sacramento Riverfront and Downtown Sacramento. SACOG has been coordinating the most recent effort, which is preparing the involved agencies to construct a streetcar line. The initial 3.3-mile streetcar alignment would extend from the West Sacramento Civic Center to the Midtown entertainment and retail district in the City of Sacramento.

- **Bike Share:** YCTD, City of West Sacramento, City of Davis, and University of California, Davis contributed funds to a bike share feasibility study and business plan. YOLOBUS currently operates several commuter routes that are near proposed bike share locations in Sacramento, and has local service near proposed locations in West Sacramento and in Davis. A non-profit organization is being sought to operate the bike share program.

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Chapter 3
Review of Existing Transit Services

YOLO COUNTY TRANSPORTATION DISTRICT

In August 1989, the Yolo County Transit Authority (YCTA) was formed through a Joint Powers Agreement between the Cities of Davis, West Sacramento, Woodland, and Winters and the County of Yolo. In 1997, the Yolo County Transportation District (YCTD) replaced the YCTA. Current duties of the District include:

- Oversee public transit services in Yolo County (YOLOBUS fixed route and YOLOBUS Special);
- Act as the Consolidated Transportation Services Agency for Yolo County;
- Act as the Congestion Management Agency for Yolo County;
- Serve as the agency responsible for countywide coordination of transportation system planning, programming and prioritization of significant projects;
- Develop and announce plans for funding transportation projects within the District; and
- Serve as the coordinating agency for all state and federal funding applications where appropriate.

Nearly all (99%) of YCTD's budget relates to planning, operation and capital expenses relating to public transportation, with the remaining one percent being dedicated to the District's role as the Congestion Management Agency

Board of Directors

YCTD is governed by a five-member Board of Directors. The Board includes one member representing the County of Yolo, appointed by the County Board of Supervisors; and one member representing each city – Davis, West Sacramento, Winters and Woodland – appointed by each City Council. An alternate is also appointed by each jurisdiction. The Board also includes two ex officio members representing UC Davis and Caltrans.

YCTD Staff

In recent years, an Information Technology Technician was added and three YCTD staff positions were eliminated: Project Coordinator/Buyer and two Customer Service Representatives. Customer service activities have been shifted over to the Finance Associates. YCTD's current staff includes 10 positions:

- Executive Director
- Executive Assistant
- Deputy Director, Operations, Planning and Special Projects
- Deputy Director, Finance, Grants and Procurement
- Associate Transportation Planner

- Assistant Transportation Planner
- Finance Associates (2)
- Information Technology Specialist
- Information Technology Technician

Bus Contractor Staff

All of YOLOBUS's maintenance and operations are provided through a contractor. The current contractor is Transdev Services (formerly operating as Veolia Transportation). In its contract with YCTD, Transdev Services, Inc. is required to have the following positions:

- Site Manager (1 FTE);
- Operations Manager (1 FTE);
- Maintenance Manager (1 FTE);
- Bus Safety and Training Manager (1FTE);
- Administrative/Payroll Clerk (1 FTE);
- Maintenance and Service Personnel (at least 14 FTE);
- Operating Personnel;
- Road Supervisors/Dispatchers/Trainers;
- Drivers;
- Telephone Information and Ride Reservation/Scheduling Personnel;
- Maintenance Clerk.

One of YCTD's Deputy Directors reviews customer questions and concerns transmitted from both YCTD and Transdev's personnel associated with Customer Service.

EXISTING WOODLAND TRANSIT SERVICES

YOLOBUS currently provides a wide range of transit services in Woodland. A summary of service is provided in Table 6, while Figure 8 presents an existing map of services. The key elements of the service are discussed below.

Local Woodland Fixed Route Service (Routes 210, 211, 212, 214)

Four buses are currently operated in the local Woodland routes. Two routes form a large bi-directional route in central and western Woodland (Route 210 in the counterclockwise direction and Route 211 in the clockwise direction), with a small clockwise element in the northwest portion of the city and a spur to the Community and Senior Center to the south. Similarly, Routes 212 (counterclockwise) and 214 (clockwise) form a large bi-directional loop in central and eastern Woodland (with several spurs serving Wal-Mart, Costco/Target, the Community and Senior Center and Woodland Community College). All routes are operated once each hour from 7:00 AM to 6:50 PM on weekdays. On weekday evenings, Routes 211 and 212 extend to 8:50 PM. Two routes (211 and 212) are operated on Saturdays and Sundays, dropping some of the first and last runs.

TABLE 6: Summary of Existing Woodland Transit Services

Route	Service Area	Span of Service: Weekdays From	Weekdays To	Saturdays From	Saturdays To	Sundays/Holidays From	Sundays/Holidays To	Frequency	Trips per Weekday	Peak Buses In Operation	Serve County Fair Mall
Local Woodland Routes											
Route 210	West/Central Woodland (Cclockwise)	7:00 AM	6:50 PM	--	--	--	--	60 Min	12	1	Y
Route 211	West/Central Woodland (Clockwise)	7:00 AM	8:50 PM	7:00 AM	7:50 PM	8:00 AM	6:50 PM	60 Min	14	1	Y
Route 212	East/Central Woodland (Cclockwise)	7:00 AM	8:50 PM	8:00 AM	7:50 PM	8:00 AM	6:50 PM	60 Min	14	1	Y
Route 214	East/Central Woodland (Clockwise)	7:00 AM	6:50 PM	--	--	--	--	60 Min	12	1	Y
Commuter / Express Routes											
Route 45	Woodland - Sacramento	Note 1			--		--	5 AM runs, 5 PM runs	10	5	Y
Route 242	Woodland - Davis	Note 2			--		--	1 AM run, 1 PM run	2	1	Y
Route 243	Woodland (Springlake) - UC Davis	Note 3			--		--		4	2	Y
Route 42 A/B	Woodland - Davis - W. Sac - Sac - Airport	4:37 AM	11:43 PM	6:05 AM	11:01 PM	6:05 AM	11:01 PM	60 Min	39	6	Y
Rural Routes											
Route 215	Woodland - Cache Creek	4:55 AM	1:55 AM	4:55 AM	1:55 AM	4:55 AM	1:55 AM	60 Min (Note 4)	17	3	Y
Route 216	Woodland - Knights Landing	Mon, Wed, Fri		2nd Sat. of Month			--	1 AM run, 1 PM run	2	1	N
Route 217	Woodland - Dunnigan	Tues, Thur						1 AM run, 1 PM run	2	1	N

Note 1: Arrivals in Sacramento 6:42 AM to 7:42 AM, departures from Sacramento 4:05 PM to 5:35 PM
Note 2: Arrive in Davis at 7:23 AM, depart Davis at 5:10 PM
Note 3: Arrivals in Davis 7:48 AM, 8:18 AM, departures from Davis 5:09 PM, 5:39 PM
Note 4: 3 additional round-trips are operated daily, reducing frequency in AM commute, mid-day and PM commute periods.

Local Route Service Area

Transit service is typically considered to be available to areas within a quarter-mile walk of the nearest stop. Figure 9 depicts the area currently served by the four local routes. As a whole, the majority of Woodland is currently served. Key areas not served consist of the following:

- Spring Lake
- The industrial area northeast of I-5 and north of East Beamer Street
- The residential areas along North College Street north of Beamer Street
- The far southwestern residential portions of Woodland south of El Dorado Drive and west of Ashley Avenue.
- A substantial “hole” of mixed land uses southeast of downtown, focused along East Street between Court Street and Cross Street.
- A smaller “hole” of residential, high density land use along both sides of Gum Avenue just east of SR 133.
- A small area of lower density housing southwest of downtown along Southwood Drive and Hays Street

Local Route Existing Passenger Travel Time

Another important factor in assessing the quality of local transit service is passenger travel time: the length of time between boarding at a passenger’s originating stop and deboarding at their final stop (including any transfer time). Table 7 presents a summary of travel time (in minutes)

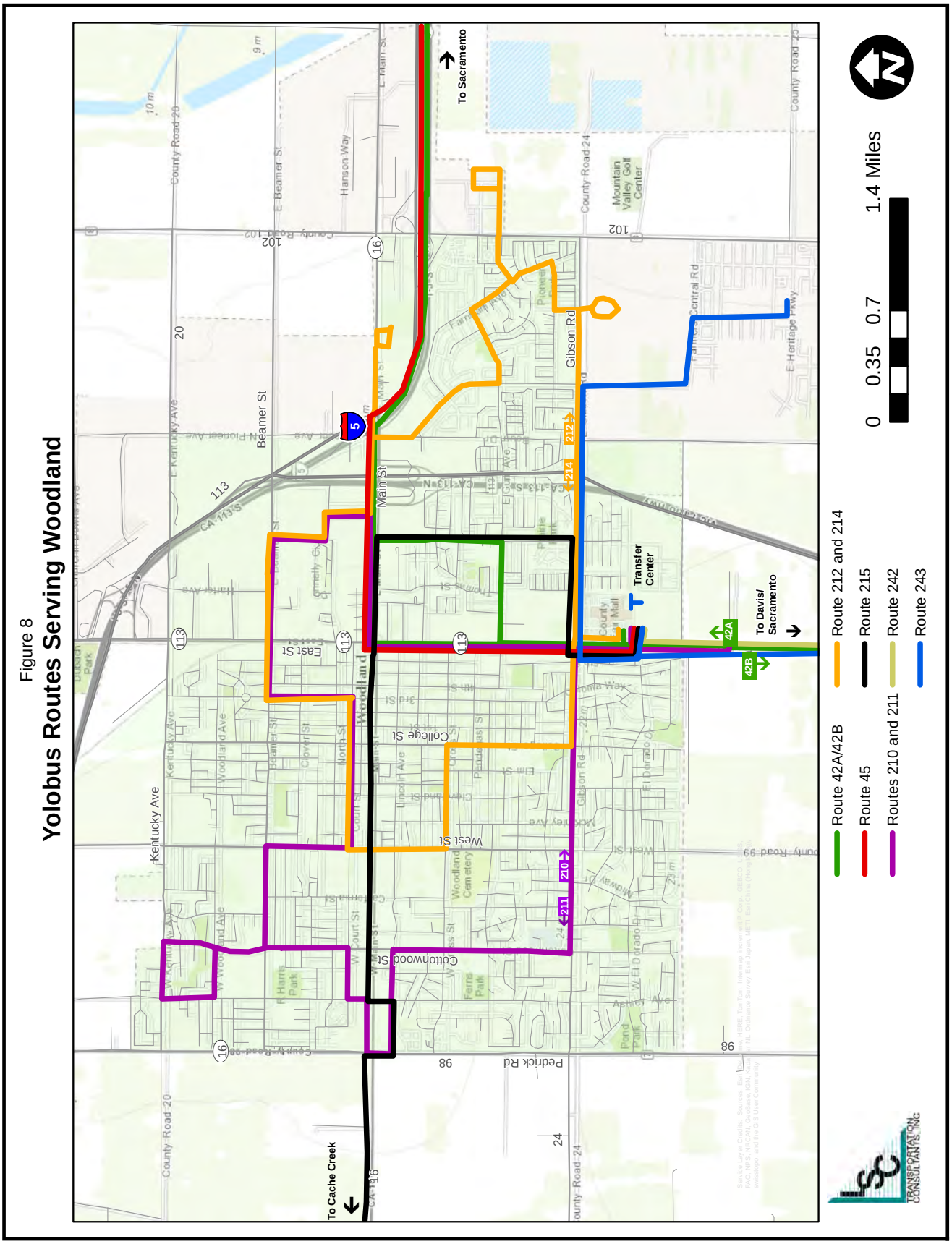


Figure 8
Yolobus Routes Serving Woodland
To Sacramento
To Cache Creek
Transfer Center
To Davis/ Sacramento
42A
42B
Route 42A/42B
Route 45
Routes 210 and 211
Route 212 and 214
Route 215
Route 242
Route 243
0 0.35 0.7 1.4 Miles
N

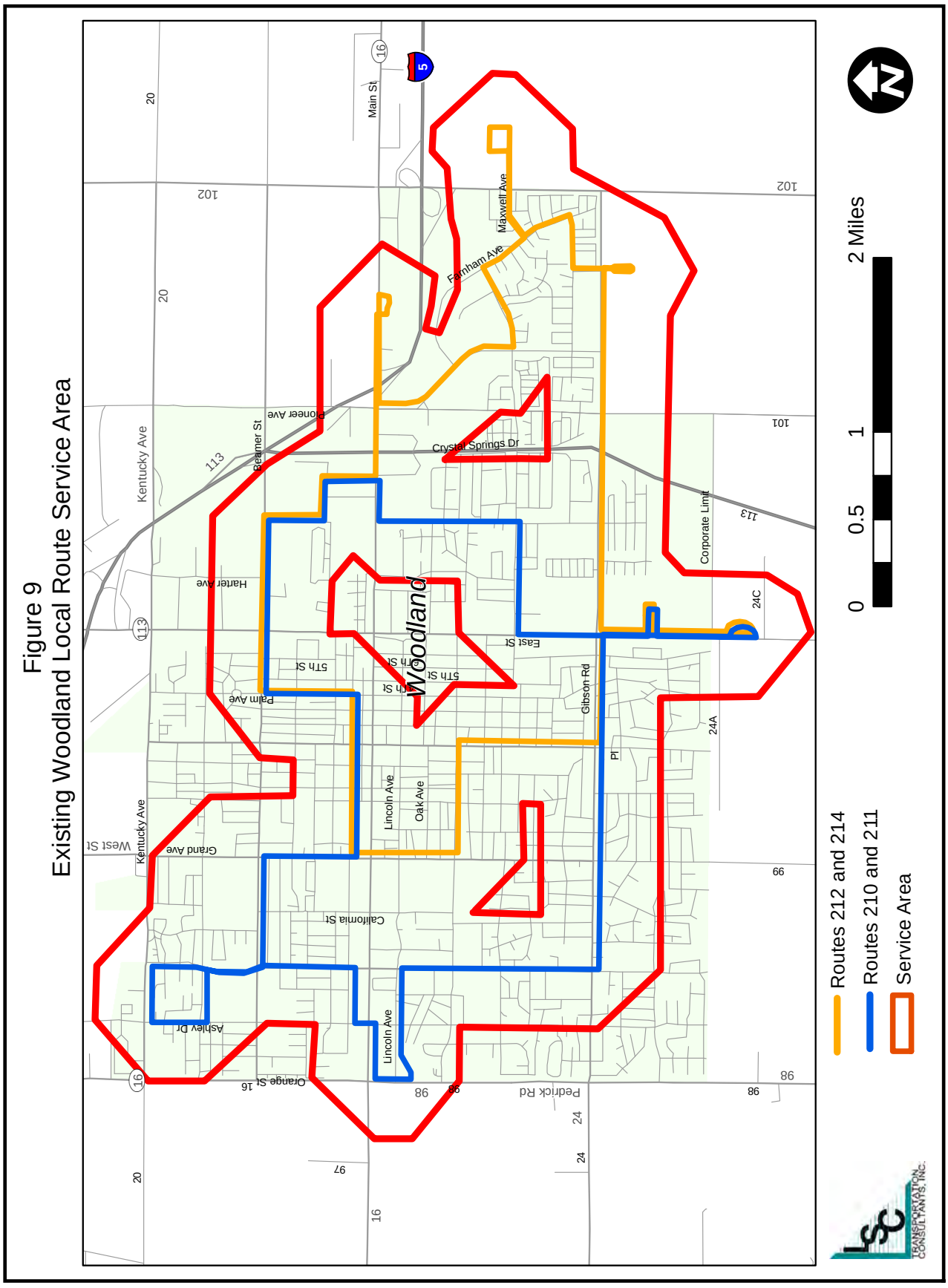


Figure 9
Existing Woodland Local Route Service Area
Woodland
Main St
Maxwell Ave
Farnham Ave
Pioneer Ave
Reamer St
Crystal Springs Dr
Kentucky Ave
Harter Ave
Palm Ave
5th St
East St
Gibson Rd
Corporate Limit
Lincoln Ave
Oak Ave
California St
Grand Ave
West St
Ashley Dr
Orange St
Pedrick Rd
0
0.5
1
2 Miles
Routes 212 and 214
Routes 210 and 211
Service Area
LSC
TRANSPORTATION CONSULTANTS, INC.

TABLE 7: Woodland Local Service Travel Time Matrix

Travel Time in Minutes: Weekday / Saturday or Sunday

T = Transfer Required

FROM	TO: 2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood
2nd & Court		10/47	27/33	18/18	33/37	7/47
Wal-Mart	9/9		17/46	23/31	42/56 **T**	46/56 **T**
Woodland Community College	27/27	14/14		6/45	24/60 **T**	29/70 **T**
County Fair Mall	12/28	19/19	5/5		5/5	15/15
Gibson & Cottonwood	23/23	40/74 **T**	26/60 **T**	7/45		10/10
Beamer & Cottonwood	7/7	49/58 **T**	37/44 **T**	22/35	11/50	

between six key activity centers on the Woodland local routes. Travel time is shown both for weekday service as well as for Saturday and Sunday service. In addition, this table shows those trips that require a transfer between buses, indicated by a "T." A review of this table indicates the following:

- While some weekday travel times are modest, there are specific trip origin/destination pairs for which a long travel time is required. The longest weekday travel time between these key points is 49 minutes (from Beamer/Cottonwood and Wal-Mart).

- The fact that service is only operated in one direction on Saturdays and Sundays (Routes 211 and 212, and not 210 or 214) significantly increases many travel times. On weekends, the longest travel time is 74 minutes (1 hour and 14 minutes), from Gibson/Cottonwood to Walmart. Overall, the trips shown in this matrix average 21 minutes of travel time on weekdays versus 36 minutes on Saturdays and Sundays.

- Transfers are required between stops served only by one bi-directional route pair and stops served only by the other route pair. As there is some overlap between the two sets of routes, the number of key trips that require transfers is limited.

Commuter and Express Routes

Express commuter service is provided between Woodland and Sacramento on Route 45, with five eastbound runs in the morning commute period and five westbound runs in the afternoon commute period, weekdays only.

Route 242 provides one daily commuter round-trip between Woodland and Davis (including South Davis), with southbound arrivals in Davis starting at 7:23 AM and northbound departures starting at 5:10 PM. In addition, Route 243 is a new (January 2015) service connecting the Spring Lake neighborhood in Woodland with UC Davis. It provides two AM southbound runs and two PM northbound runs. This route replaced Route 209, which consisted of a short shuttle between Spring Lake and the County Fair Mall Transit Center.

Route 42 A/B

Route 42 serves as the backbone of the YOLOBUS network. It consists of a large bi-directional loop connecting Woodland, Sacramento International Airport, downtown Sacramento, West Sacramento and Davis. A total of five buses are used to provide hourly service in both directions over a very long operating day: service is provided from 4:37 AM to 11:43 PM on weekdays, and from 6:05 AM to 11:01 PM on Saturdays and Sundays. (Individual buses reverse directions after a layover in downtown Sacramento.)

Rural Routes

Route 215 provides hourly service on the Highway 16 corridor between Woodland and the Cache Creek Casino, from 4:55 AM to 1:55 AM, seven days a week. Three additional round-trips are operated during the morning commute period, midday, and evening commute period. A total of three buses are required to operate this service at peak times.

Route 216 provides a morning and afternoon round-trip on the Highway 113 corridor between Woodland and Knights Landing on Mondays, Wednesdays and Fridays as well as the second Saturday of each month. Similarly, Route 215 provides a morning and afternoon round-trip along Interstate 5 between Woodland and Dunnigan on Tuesdays and Thursdays.

These rural routes are not the focus of this Woodlands study. Accordingly, they are only considered to the degree that they impact the need for transit connections and facilities.

Special Services and Premium Services

YOLOBUS also operates the demand response services required under the Americans with Disabilities Act, under the Special Services program. Service areas include all areas within ¾ miles of the fixed routes. This service is available every day from 5:45 AM to 1:55 AM.

In addition, as a courtesy to ADA-certified passengers, YCTD offers a premium service for medical-related appointments and mobility-assist repair purposes in Sacramento that are beyond the required ¾-mile fixed route buffer. Subject to space and scheduling availability, this premium service operates from 7:00 AM to 6:00 PM every weekday. A slightly higher fare is charged for this service since it exceeds YCTD's ADA requirements.

County Fair Mall Transit Center

With the exception of Routes 216 and 217, all fixed routes serve the County Fair Mall Transit Center in the southern portion of Woodland. This facility consists of a straight curb approximately 350 feet in length along an internal Mall drive aisle, along with sidewalks (of sufficient width to meet ADA requirements), four large shelters with benches, trash cans, and lighting. The curb length is sufficient to accommodate up to five buses with all buses pulling in and out independently and up to seven in a pinch (with buses sometimes having to wait for other buses to enter or exit).

Schedules are designed to provide direct transfers between Routes 210, 211, 212, 214, 42A, 42B, 215 (most runs) and 45 (some runs). Four routes (212, 214, 42A and 42B) arrive around 50 minutes after each hour, layover for 10 minutes, and depart around the top of the hour. Two routes (210 and 211) serve this stop just before and just after these four routes, with layover occurring just to the south at the Community and Senior Center. In addition, Route 215 serves the stop at 55 minutes past the hour, and Routes 45, 215, 242 and 243 serve the stop at various times. In total, the current schedules result in five buses at the peak time on a consistent hourly basis, and up to six buses at occasional times during commute periods. Over the course of a weekday, buses arrive at this center a total of 124 times.

Holidays/No Service

Depending on the specific holiday, YOLOBUS operates one of two different holiday service schedules: Sunday Service and Non-express Service. The holiday schedule for Sunday Service includes only routes 35, 40, 42A/B, 211, 212, 215, and 240. For Non-express Service, routes 35, 39, 40, 41, 42A/B, 210, 211, 212, 214, 215, 216 (Tues/Fri), 217 (Mon/Thurs), 220, 220C, 240, 241, and 242 operate as normally scheduled. If a holiday falls on a Saturday, YOLOBUS operates a Non-express Service schedule on the preceding Friday. If a holiday falls on Sunday, YOLOBUS operates a Non-express Service schedule on the following Monday. The schedule of holidays is shown in Table 8.

TABLE 8: YOLOBUS Holiday Schedule

Holiday	Service Schedule
New Year's Day	Sunday
Martin Luther King Jr. Day	Non-express
President's Day	Sunday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Veteran's Day	Non-express
Thanksgiving Day	Sunday
Day after Thanksgiving Day	Non-express
Christmas Day	Sunday

Existing Fares

Table 9 presents the current fares for YOLOBUS services in Woodland. In addition to cash fares, options are available for daily passes, monthly passes, multi-ride cash-value tickets. Other fare media accepted on YOLOBUS include UC Davis undergraduate or UCDE Global Study Aggie Cards, UC Davis Extension International Program ID with valid expiration date, Sacramento State Student ID with valid commuter sleeve, Los Rios Student Access Card with valid sticker, South Natomas TMA Pass with valid expiration date, Capitol Corridor transfers, and Sacramento County DHA Pass with valid sticker. Woodland Community College students do not have an arrangement to ride free. Free transfers are provided between YOLOBUS non-express routes, and a transfer from a YOLOBUS non-express route to an express route is provided by paying the difference in fare.

TABLE 9: YOLOBUS Fare Structure

Fare Media	Local Fare	Express Fare
Cash (one-way)		
Basic	$2.00	$3.00
Senior/Disabled	$1.00	$1.50
Student/Youth (September-May)	$1.00	$1.50
Student/Youth (June-August)	$0.35 (no transfer)	$0.35 (no transfer)
Day Pass		
Basic	$6.00	$6.00
Senior/Disabled	$3.00	$3.00
Student/Youth	$3.00	$3.00
Monthly Pass (Yolobus Only)		
Basic	$85.00	Additional $25.00
Senior/Disabled	$42.50	Included
Student/Youth (September-May)	$42.50	Additional $25.00
Student/Youth (June-August)	$15.00 (all summer pass)	Included
Monthly Pass (RT) – Also Valid on Yolobus		
Basic	$100.00	Additional $25.00
Senior/Disabled	$50.00	Included
Student/Youth	$50.00	Additional $25.00
Transfers		
From Yolobus (non-express)	Free	$1.00/$.50
From Yolobus (express)	Free	Free

Source: Yolobus.com, December 2013 (Effective 09/01/09)

Late in 2015 or in early 2016, YCTD will be implementing a new fare collection system called the Connect Card. Connect Card is an electronic fare payment system that allows patrons to pay fares on seven Sacramento area transit operators with one payment card. Patrons will be able to load period passes (such as a monthly pass) and cash value onto the Connect Card. The Connect Card system is expected to provide many benefits to transit operators including lower maintenance costs on existing fareboxes, faster loading and shorter dwell times, increased choice ridership, and more sophisticated data collections.

Google Trip Planner

YOLOBUS patrons can plan their transit trip using Google Trip Planner. By entering their starting location, destination, and day and time of travel, patrons receive a customized trip plan with step-by-step instructions on how to travel to their destination using YOLOBUS. The instructions include which routes to take (including stop numbers), time and location of any

transfers, and information about the next bus so patrons know what options are available for making their trip at alternate times.

YOLOBUS Real Time Information

YOLOBUS patrons can also obtain real time bus arrival information at the YOLOBUS.com web site or by going to http://avl.yctd.org/Public/Default.aspx.

Existing Ridership and Performance

Annual and Monthly Ridership

Table 10 presents the monthly ridership for the most-recently-available 12 month period (April 2014 through March 2015) for the various fixed routes, along with the annual totals. Not surprisingly, Route 42 A/B has the highest annual ridership, at 586,178 passenger boardings over the year. The four local routes total 193,489 boardings per year, the Route 45 Express to Sacramento totals 58,204 per year (or 229 per average weekday), while the commuter routes to Davis total 8,993 (or 35 passengers per average weekday). Other findings indicated by Table 10 are:

- Of the four local routes, the busiest is Route 211, with 34 percent of the local route total. Together, the Route 210/211 central/western loop carries 52 percent of the ridership, versus 48 percent on the Route 212/214 central/eastern loop.

- On the local route system, 88.6 percent of the ridership occurs on weekdays, 6.7 percent on Saturdays, and 4.7 percent on weekdays. Divided by the days per year, this indicates an average of 657 passengers per weekday, 251 passengers per Saturday, and 175 passengers per Sunday.

- Figure 10 presents the monthly variation in ridership for the key service categories. The Commuter/Express services to Davis and Sacramento are relatively consistent over the year. The Local Routes are moderately consistent, with the highest activity in October and the lowest in December. The 42A/B service dips in June and in December, and is relatively high in April and October.

- The replacement of Route 209 with Route 243 in January 2015 has been successful in increasing the ridership.

Recent Trends in Ridership

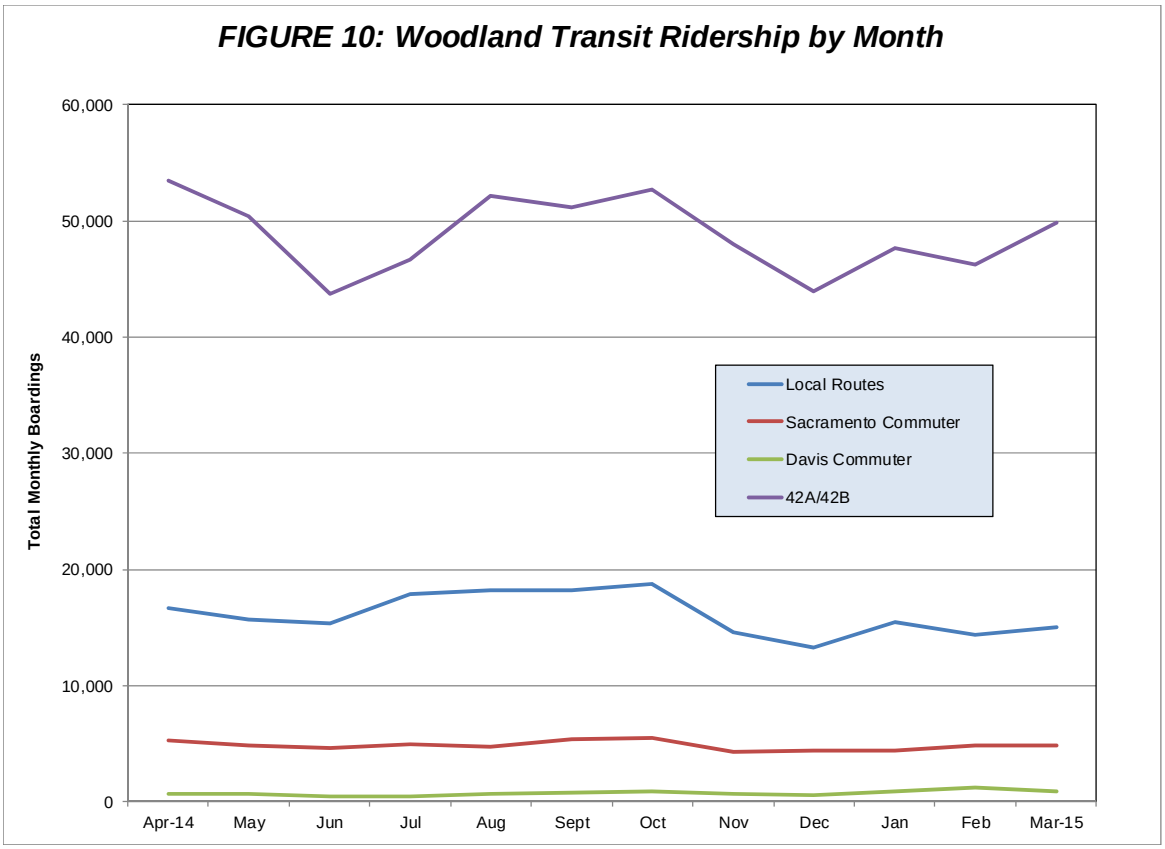
To gain an understanding of recent trend in ridership, the ridership by route for the most recent two-month period (February and March 2015) were compared with the ridership for the same months in 2014. The results, shown in Table 11, indicate a modest (4 percent) decline in local route ridership. By local route, Routes 212 and 214 declined by 14 percent each, while Route 210 increased by 8 percent and Route 211 increased by 3 percent. Among the local routes, weekday ridership declined by 3 percent, Saturday ridership declined by 23 percent and Sunday ridership declined by 12 percent. Route 42 A/B ridership declined by 5 percent, while Route 45 Express service to Sacramento was constant. As a whole, commuter ridership to Davis increased by 44 percent (or 16 one-way trips per day), due to the shift from Route 209 to Route 243.

TABLE 10: Woodland Transit Service Ridership by Month

	Apr-14	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar-15	Total Year
LOCAL ROUTES													
Route 210	3,128	2,784	3,126	3,736	3,159	3,093	3,354	2,589	2,378	2,859	2,640	2,739	35,585
Route 211	5,205	5,036	5,299	6,552	6,460	5,772	5,991	5,088	4,251	5,189	4,817	5,194	64,854
Week day	*4,353*	*4,000*	*4,275*	*5,464*	*5,169*	*4,736*	*5,089*	*4,048*	*3,464*	*4,177*	*4,080*	*4,291*	*53,146*
Saturday	*532*	*703*	*572*	*682*	*746*	*601*	*501*	*583*	*414*	*598*	*408*	*455*	*6,795*
Sunday	*320*	*333*	*452*	*406*	*545*	*435*	*401*	*457*	*373*	*414*	*329*	*448*	*4,913*
Route 212	5,043	4,821	4,318	4,772	5,396	5,737	5,688	4,285	4,031	4,497	3,996	4,144	56,728
Week day	*4,112*	*3,911*	*3,449*	*4,074*	*4,309*	*4,932*	*4,733*	*3,336*	*3,099*	*3,607*	*3,309*	*3,426*	*46,297*
Saturday	*601*	*585*	*481*	*365*	*652*	*509*	*576*	*520*	*583*	*610*	*408*	*368*	*6,258*
Sunday	*330*	*325*	*388*	*333*	*435*	*296*	*379*	*429*	*349*	*280*	*279*	*350*	*4,173*
Route 214	3,304	3,092	2,576	2,792	3,185	3,647	3,738	2,585	2,660	2,909	2,872	2,962	36,322
Subtotal: Local Routes	16,680	15,733	15,319	17,852	18,200	18,249	18,771	14,547	13,320	15,454	14,325	15,039	193,489
COMMUTER ROUTES													
Route 45	5,257	4,839	4,617	4,935	4,784	5,415	5,509	4,307	4,424	4,415	4,803	4,899	58,204
Route 209	97	47	54	33	29	53	146	134	93	--	--	--	686
Route 242	628	657	465	463	626	700	727	508	439	491	728	540	6,972
Route 243	--	--	--	--	--	--	--	--	--	411	557	367	1,335
Subtotal: Commuter Routes	5,982	5,543	5,136	5,431	5,439	6,168	6,382	4,949	4,956	5,317	6,088	5,806	67,197
Route 42	53,501	50,419	43,740	46,735	52,171	51,205	52,733	47,980	43,902	47,673	46,220	49,899	586,178
Week day	*43,189*	*39,378*	*33,872*	*38,133*	*40,344*	*41,899*	*43,397*	*36,442*	*34,893*	*36,703*	*37,218*	*39,098*	*464,566*
Saturday	*5,868*	*6,467*	*4,718*	*4,630*	*6,449*	*5,257*	*5,213*	*5,989*	*5,236*	*6,606*	*5,324*	*5,533*	*67,290*
Sunday	*4,444*	*4,574*	*5,150*	*3,972*	*5,378*	*4,049*	*4,123*	*5,549*	*3,773*	*4,364*	*3,678*	*5,268*	*54,322*

*209 was discontinued and 243 began in Jan 2015

FIGURE 10: Woodland Transit Ridership by Month



Service Levels and Costs

Table 12 presents the annual service quantities and marginal operating costs for the YOLOBUS fixed routes serving Woodland. The Revenue Vehicle-Hours (RVHs) and Revenue Vehicle-Miles (RVMs) were input into the following equation in order to estimate the marginal operating costs for each route:

Marginal Operating Cost = $31.840 X RVH (contractor rate per hour) +
$0.827 X RVM (contractor rate per mile) +
$0.9533 X RVM (contractor management fee per mile) +
$0.6017 X RVH (fuel cost per mile)

These costs reflect those YOLOBUS costs that vary with change in an individual route, and do not include allocated overhead costs or insurance costs.

As indicated, the local routes as a whole require 15,600 RVH, 198,763 RVM and $970,156 in marginal operating costs per year. The express/commuter routes serving Woodland residents require 3,096 RVH, 77,412 RVM and $282,978 in operating costs per year. In addition,

Woodland residents benefit from Route 42 A/B services, totaling 33,131 RVH, 744,835 RVM and $2,829,095 in annual operating costs.

TABLE 11: One-Year Trend In Average Daily Ridership by Route

February & March 2014 versus February & March 2015

	Riders/Day			Percent
	2014	2015	Change	Change
LOCAL ROUTES				
Route 210	118	128	10	8%
Route 211	231	238	8	3%
Weekday	*181*	*199*	*18*	*10%*
Saturday	*139*	*108*	*-31*	*-22%*
Sunday	*86*	*86*	*0*	*1%*
Route 212	161	138	-23	-14%
Weekday	*184*	*160*	*-24*	*-13%*
Saturday	*126*	*97*	*-29*	*-23%*
Sunday	*91*	*70*	*-21*	*-23%*
Route 214	161	139	-22	-14%
Subtotal: Local Routes	672	643	-28	-4%
COMMUTER ROUTES				
Route 45	232	231	-1	-1%
Route 209	5	0	-5	-100%
Route 242	31	30	-1	-3%
Route 243	--	22	22	--
Subtotal: Davis Commuter Rts	36	52	16	44%
Subtotal: Commuter Routes	268	283	15	6%
ROUTE 42	1717	1629	-88	-5%
Weekday	*1921*	*1817*	*-104*	*-5%*
Saturday	*1362*	*1357*	*-5*	*0%*
Sunday	*1145*	*994*	*-151*	*-13%*

Route-by-Route Performance Analysis

These figures can be used to conduct a performance review of the various existing services, as shown in Table 12 and Figures 11, 12, and 13. The following performance measures were evaluated:

- The Passengers per Vehicle-Hour (or "productivity" as shown in Figure 11) figures range from a low of 4.7 on Route 209 and 9.1 on Route 243 up to 28.9 on Route 242. The Route 45 express is also relatively productive at 22.7. The four local routes are relatively similar, ranging between 11.8 (Route 210) to 13.5 (Route 211). By day, the local routes have higher productivity on weekdays (13.1) than on Saturdays (10.2) or Sundays (7.1).

- The Passengers per Vehicle-Mile ranges from a low of 0.36 on Route 209 and 0.40 on Route 243 up to 1.09 on Route 211, as shown in Figure 12. Route 242 also has a relatively high figure, at 1.02. By this measure, Route 211 stands above the other local routes, which range between 0.90 and 0.94. The weekday average among the local routes is 1.03, compared with 0.81 on Saturdays and 0.56 on Sundays.

TABLE 12: Woodland Transit Route Performance Review

Apr 2014 - Mar 2015

	Total Annual				Performance Measure		
	Riders	Revenue Vehicle-Hours	Revenue Vehicle-Miles	Marginal Operating Cost (1)	Psgrs per Revenue Vehicle Hour	Psgrs per Revenue Vehicle Mile	Marginal Operating Cost per Passenger
LOCAL ROUTES							
Route 210	35,585	3,005	39,533	$189,840	11.8	0.90	$5.33
Route 211	64,854	4,819	60,036	$296,442	13.5	1.08	$4.57
Weekday	53,146	*3,589*	*44,691*	$220,729	*14.8*	*1.19*	$4.15
Saturday	6,795	*667*	*8,312*	$41,034	*10.2*	*0.82*	$6.04
Sunday	4,913	*563*	*7,033*	$34,678	*8.7*	*0.70*	$7.06
Route 212	56,728	4,767	60,363	$295,563	11.9	0.94	$5.21
Weekday	46,297	*3,589*	*45,418*	$222,460	*12.9*	*1.02*	$4.81
Saturday	6,258	*615*	*7,797*	$38,153	*10.2*	*0.80*	$6.10
Sunday	4,173	*563*	*7,148*	$34,950	*7.4*	*0.58*	$8.38
Route 214	36,322	3,005	38,832	$188,170	12.1	0.94	$5.18
Subtotal: Local Routes	193,489	15,596	198,763	$970,015	12.4	0.97	$5.01
COMMUTER ROUTES							
Route 45	58,204	2,565	65,323	$237,275	22.7	0.89	$4.08
Route 209	686	145	1,915	$9,169	4.7	0.36	$13.37
Route 242	6,972	247	6,898	$24,288	28.3	1.01	$3.48
Route 243	1,335	146	3,371	$12,691	9.1	0.40	$9.51
Subtotal: Davis Commuter Rts	8,993	538	12,183	$46,148	16.7	0.74	$5.13
Subtotal: All Commuter Routes	67,197	3,103	77,506	$283,423	21.7	0.87	$4.22
ROUTE 42A/B	586,178	32,558	731,903	$2,780,029	18.0	0.80	$4.74
Weekday	464,566	24,057	539,889	$2,051,998	19.3	0.86	$4.42
Saturday	67,290	4,250	96,007	$364,015	15.8	0.70	$5.41
Sunday	54,322	4,250	96,007	$364,017	12.8	0.57	$6.70

Note 1: Includes contractor and fuel costs, at rates shown below. Excludes allocated overhead costs

Contractor Rate per Hour	$31.840
Contractor Rate per Mile	$0.8270
Contractor Management Fee per Mile	$0.9533
Fuel Cost per Mile	$0.6017

- The marginal Operating Cost per Passenger-Trip ranges from a "best" (lowest) figure of $3.43 for Route 242 up to $13.37 for discontinued Route 209. These figures are depicted in Figure 13. Route 211 is the better of the local routes ($4.57), with the other local routes ranging from $5.18 to $5.34. The local route cost per passenger-trip on weekdays is $4.74, on Saturdays is $6.07 and on Sundays is $8.70.

Ridership and Productivity by Run

Detailed ridership by run and time of day was evaluated for October 2014, to provide an understanding of trip patterns. In addition, ridership was divided by vehicle hours of service for each run and day of week in order to assess the relative productivity (passenger-trips per revenue vehicle-hour) for the various services.

Local Routes

Data for the Woodland local routes is shown in Table 13. As also indicated in Figures 14 and 15, the highest weekday hourly ridership is (surprisingly) the first hour of the operating day, with an average of 75.9 passenger boardings in the 7:00 AM hour. Ridership dips later in the morning before rising to a second peak in the 2:00 PM hour. Ridership falls below 20 passengers per hour after the 6:00 PM hour (when only two routes are operated). Saturday ridership shows a very different pattern, rising to a modest peak in the 10:00 AM hour and an overall peak of 39 in the 2:00 PM hour. Sunday ridership increases over the morning to a peak of 29 in the Noon hour, and then staying relatively high until the 5:00 PM hour.

Productivity by hour on the local routes, shown in Figure 16, indicates that productivity is quite similar between the days of the week, with the exception of the higher early morning productivity on weekdays. This indicates that the overall service plan for Saturdays and Sundays is doing a good job of matching the service levels with the ridership demand.

FIGURE 11: Passengers per Vehicle Hour by Route

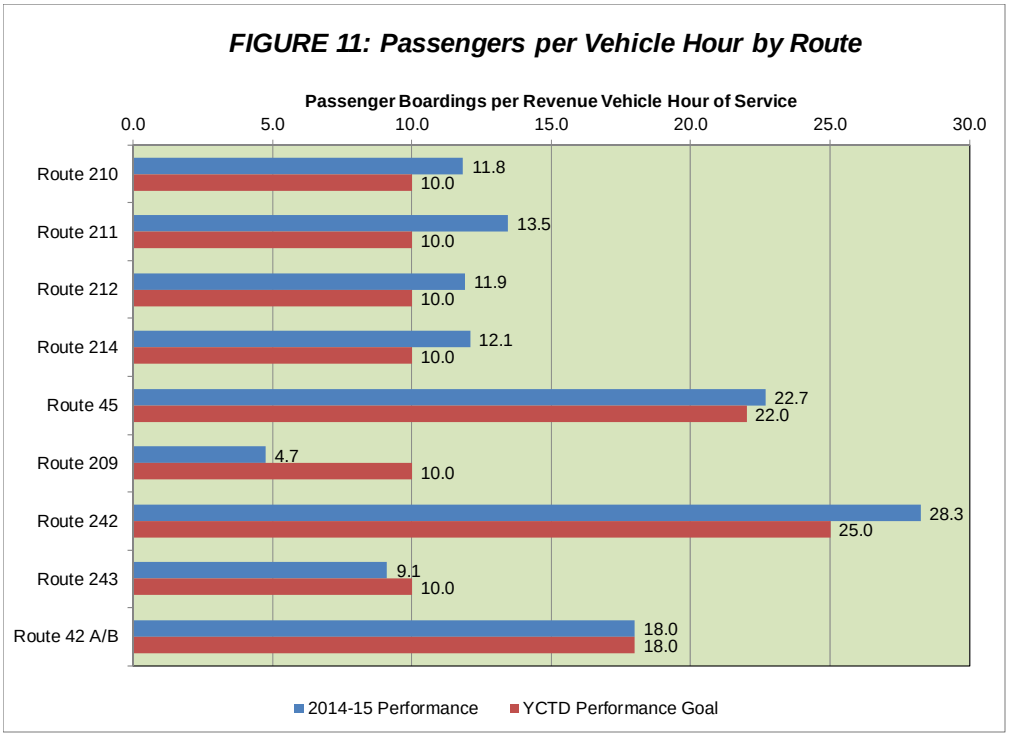


FIGURE 12: Passengers per Vehicle Mile by Route

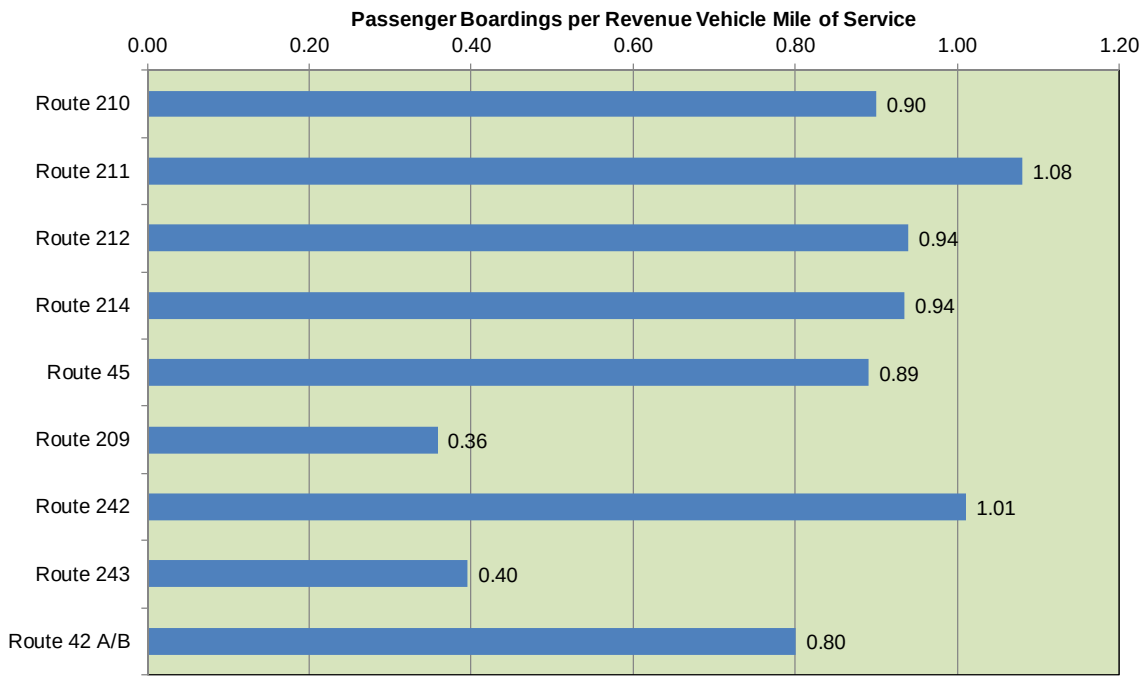


FIGURE 13: Operating Cost per Passenger by Route

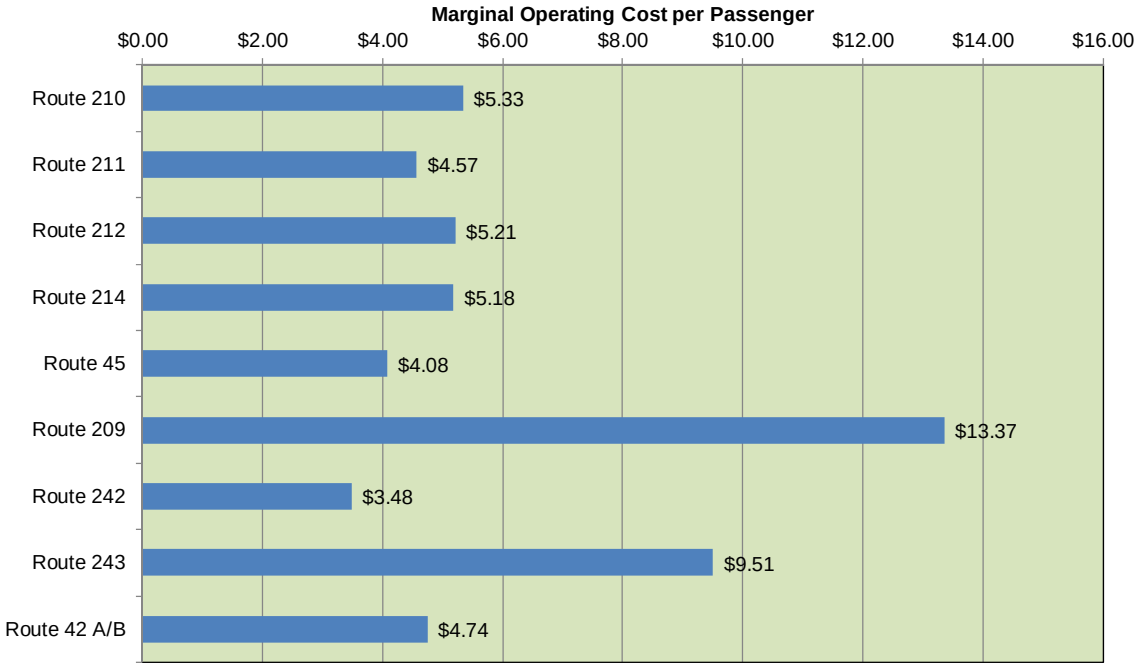


TABLE 13: Ridership and Productivity by Run -- Woodland Local Routes

Average Daily Ridership -October 2014

Time	Ridership by Run											Productivity: Psgr-Trips per Hr		
	Weekday					Saturday			Sunday					
	210	211	212	214	Total	211	212	Total	211	212	Total	Weekday	Sat	Sun
7:00 AM	16.2	24.0	17.8	17.9	75.9	2.8	--	2.8	--	--	--	19.0	2.8	--
8:00 AM	13.0	16.0	21.7	15.0	65.7	7.8	3.8	11.5	4.8	7.3	12.0	16.4	5.8	6.0
9:00 AM	11.7	17.7	19.0	12.7	61.2	7.0	10.3	17.3	9.0	4.3	13.3	15.3	8.6	6.6
10:00 AM	11.7	26.9	15.9	10.5	65.0	19.0	9.0	28.0	9.3	7.0	16.3	16.2	14.0	8.1
11:00 AM	14.4	9.5	16.4	11.2	51.4	11.5	9.0	20.5	14.5	10.5	25.0	12.9	10.3	12.5
12:00 PM	16.5	12.7	20.1	16.8	66.1	5.8	11.5	17.3	16.5	12.5	29.0	16.5	8.6	14.5
1:00 PM	14.0	13.7	17.3	15.6	60.5	15.0	22.8	37.8	6.8	11.5	18.3	15.1	18.9	9.1
2:00 PM	14.2	20.9	18.8	14.7	68.6	18.3	21.0	39.3	11.8	10.5	22.3	17.2	19.6	11.1
3:00 PM	14.7	19.0	10.8	23.0	67.5	10.5	11.5	22.0	8.3	10.5	18.8	16.9	11.0	9.4
4:00 PM	11.1	19.9	14.6	8.7	54.3	15.3	13.0	28.3	9.5	10.8	20.3	13.6	14.1	10.1
5:00 PM	5.2	14.3	12.6	7.0	39.1	5.3	12.5	17.8	3.8	5.5	9.3	9.8	8.9	4.6
6:00 PM	3.2	9.1	8.2	3.9	24.3	4.5	6.5	11.0	5.3	4.5	9.8	6.1	5.5	4.9
7:00 PM	--	9.7	6.4	--	16.1	2.8	6.8	9.5	--	--	--	8.1	4.8	--
8:00 PM	--	5.9	4.8	--	10.7	--	--	--	--	--	--	5.3	--	--
TOTAL	145.8	219.2	204.6	156.8	726.4	125.3	137.5	262.8	99.3	94.8	194.0	14.0	10.5	8.8

Source: Yolobus Riders Reports

FIGURE 14: Local Woodland Route Weekday Ridership by Hour

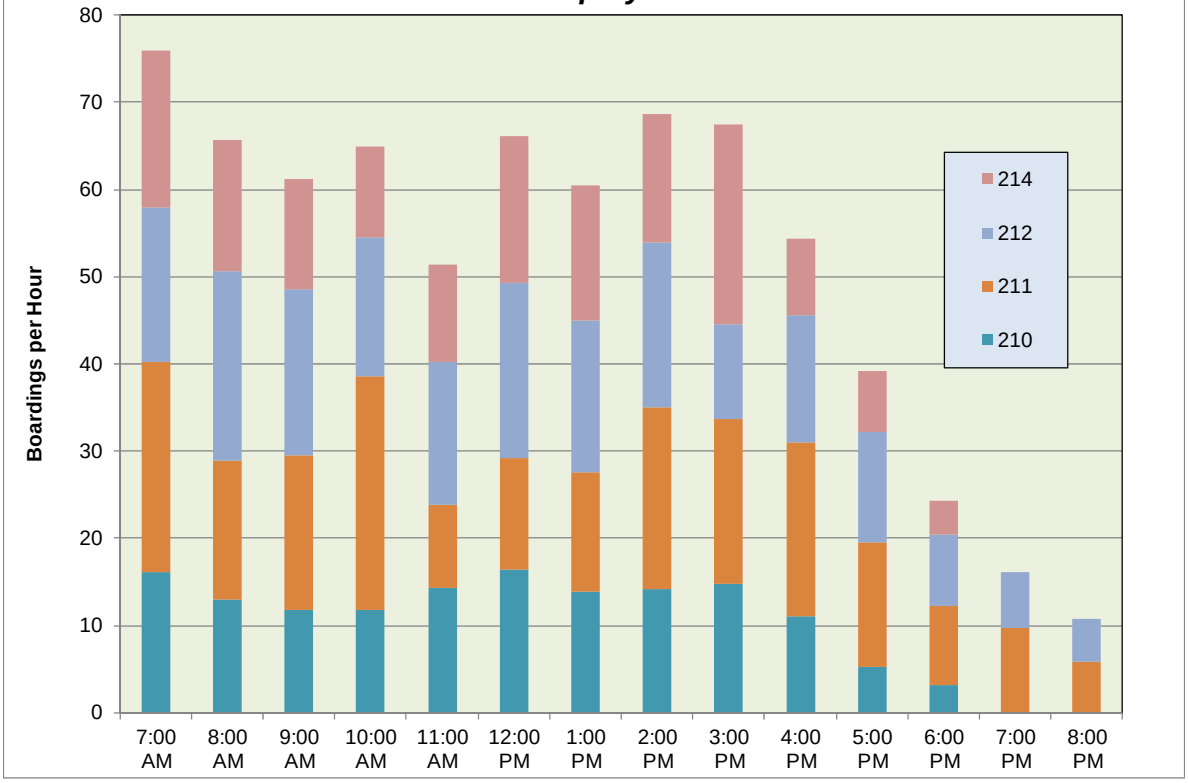


FIGURE 15: Ridership by Hour by Day on Local Woodland Routes

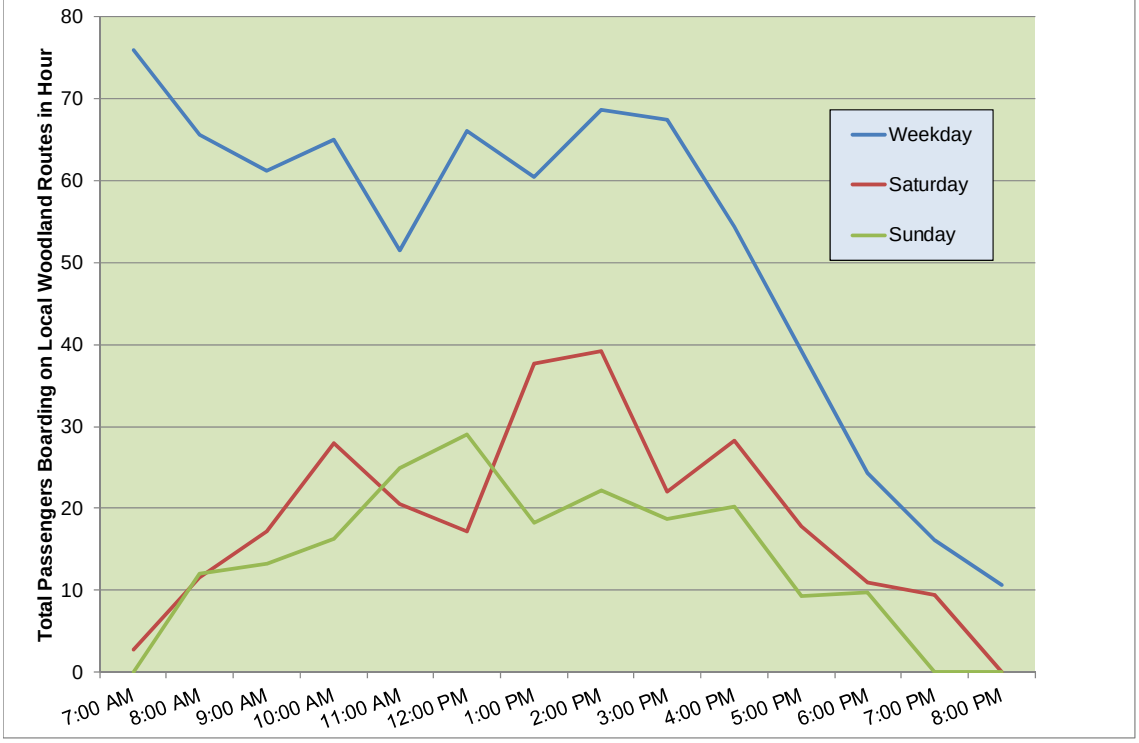
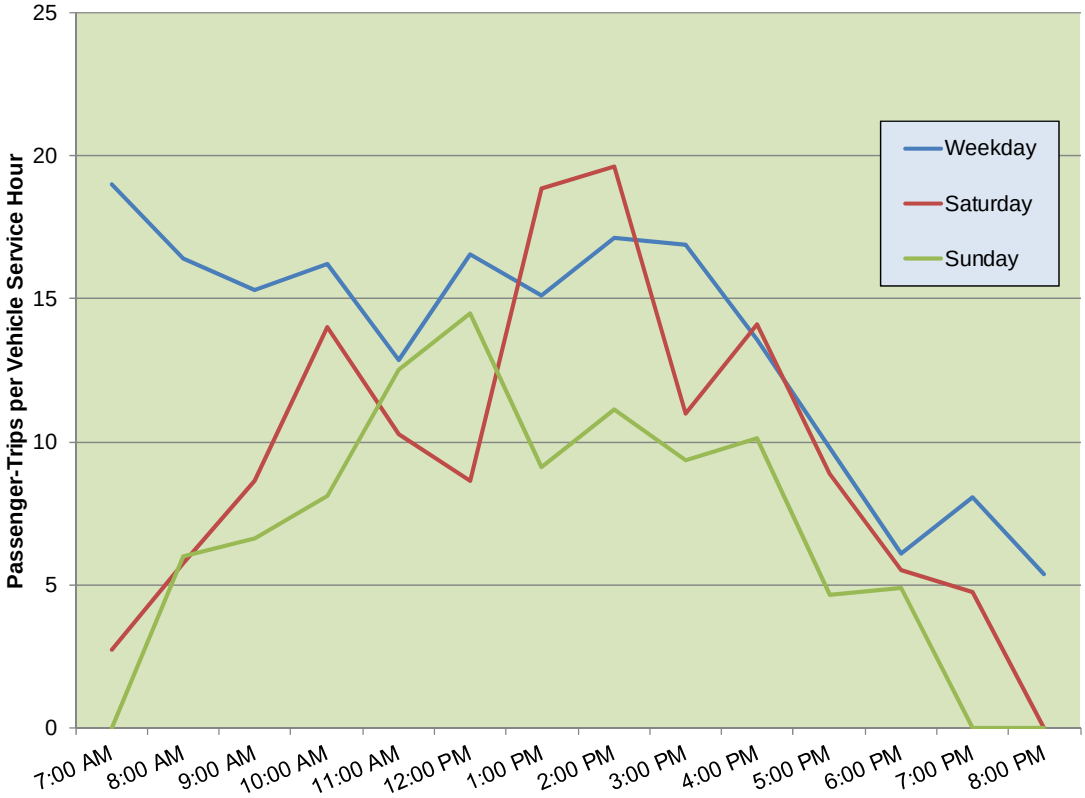


FIGURE 16: Productivity by Hour by Day on Local Woodland Routes



Commuter and Express Routes

As shown in Table 14, Route 45, 242 and 243 have higher ridership and productivity in the morning than in the afternoon. On Route 45, the highest AM productivity (43.9 passenger-trips per RVH) occurs on the last eastbound run (departing Woodland at 7:17 AM and serving stops in downtown Sacramento at 7:02 PM), while the highest PM productivity (31.2) occurs on the runs departing from downtown Sacramento at 4:35. On Route 242, 22.0 passenger trips are carried on average in the morning, compared to 9.6 on average in the afternoon. Although the 7:45 AM and 5:05 PM Route 243 runs are equally productive with an average of 9.5 passengers per run, the 7:15 AM run is more than twice as productive at 6.7 passengers per hour compared to the average of 2.7 on the 5:39 PM run.

Route 42

Ridership and productivity on Route 42 is summarized in Table 15, while productivity by day of week is shown in Figure 17. As indicated, weekday ridership by run reaches an overall peak in the AM commute period, with an impressive average of 84.5 passengers boarding the run departing downtown Sacramento (clockwise) at 8:05 AM. Ridership drops to more moderate levels until around 11:00 AM, when it increases and stays relatively high until the 4:05 departure, after which it gradually declines through the evening. This weekday pattern generally indicates that passengers are returning from their daytime activities in the mid-afternoon, rather than the traditional PM peak commute period.

TABLE 14: Ridership and Productivity by Run -- Woodland Express and Commuter Routes

Run Start Time		Average Daily Ridership by Run	Revenue Hrs per Run	Productivity: Psgr-Trips per Hr
Route 45 -- Woodland Express				
5:55 AM	635	27.6	0.97	28.6
6:15 AM	357	15.5	0.97	16.1
6:35 AM	822	35.7	0.97	37.0
6:55 AM	503	21.9	0.97	22.6
7:17 AM	606	26.3	0.60	43.9
Subtotal: AM		*127.1*	*4.5*	*28.5*
4:05 PM	714	31.0	1.15	27.0
4:35 PM	826	35.9	1.15	31.2
4:45 PM	334	14.5	1.15	12.6
5:05 PM	389	16.9	1.15	14.7
5:35 PM	236	10.3	1.15	8.9
Subtotal: PM		*108.7*	*5.8*	*18.9*
Route 242 -- Woodland Commute				
6:54 AM	506	22.0	0.52	42.3
5:27 PM	221	9.6	0.52	18.5
Route 243 -- Spring Lake Commute				
7:15 AM	89	6.7	0.65	10.3
7:45 AM	126	9.5	0.65	14.6
5:09 PM	125	9.5	0.65	14.6
5:39 PM	36	2.7	0.65	4.2

Source: YCTD data for Route 42A, 42B and 242 data from October 2014. Route 243 data from April, 2015.

On Saturdays, the ridership on the first run is relatively high, followed by a drop until the daily peak is reached in the mid-day period and then a gradual decline. Sunday ridership starts lower in the early hours, reaching an initial peak around noon and a second peak in late afternoon. Of note, productivity on both Saturdays and Sundays stays at reasonably good levels (exceeding 10 passenger-trips per RVH) in the evening hours until 9:30 PM.

On-Time Performance

YCTD tracks on-time performance through its AVL system and generates monthly and annual reports which show percentage of early departures and late arrivals by route. In 2014, routes averaged as low as 50 percent on-time (Route 209, which has been restructured as Route 243; and Route 242 PM, which has been restructured as Route 243, stopping in Spring Lake). The best on-time performance was about 84 to 87 percent (Route 45 in the morning and afternoon, and Route 215 in the eastbound direction). The remaining Woodland Routes had on-time performance in the low to high 70 percentile, as shown in Figure 18.

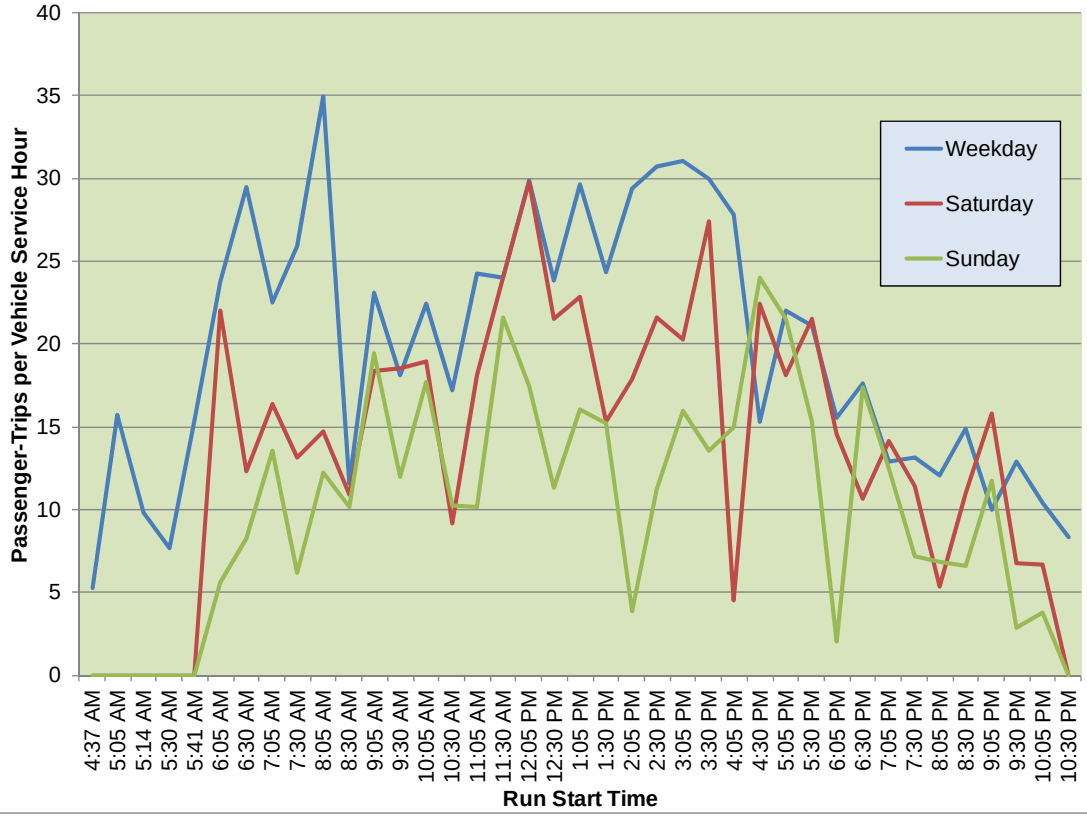
Schedule adherence was further evaluated by time of weekday for each Woodland Route using data compiled in April, 2015. This data is presented in detail in Appendix A, with highlights presented below.

TABLE 15: Ridership and Productivity by Run -- Route 42A/B

Average Daily Ridership -October 2014

Run Start Time	Avg. Daily Ridership by Run			Productivity: Passengers per Vehicle Revenue Hour		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
4:37 AM	7.8	0.0	0.0	5.3	0.0	0.0
5:05 AM	38.1	0.0	0.0	15.8	0.0	0.0
5:14 AM	18.2	0.0	0.0	9.8	0.0	0.0
5:30 AM	19.7	0.0	0.0	7.6	0.0	0.0
5:41 AM	12.5	0.0	0.0	15.3	0.0	0.0
6:05 AM	57.4	53.3	13.5	23.8	22.0	5.6
6:30 AM	76.2	31.8	21.3	29.5	12.3	8.2
7:05 AM	54.5	39.5	32.8	22.5	16.3	13.6
7:30 AM	67.0	34.0	16.0	26.0	13.2	6.2
8:05 AM	84.5	35.5	29.5	35.0	14.7	12.2
8:30 AM	29.9	28.3	26.3	11.6	10.9	10.2
9:05 AM	55.9	44.5	47.0	23.1	18.4	19.4
9:30 AM	46.8	48.0	31.0	18.1	18.6	12.0
10:05 AM	54.3	45.8	42.8	22.5	18.9	17.7
10:30 AM	44.4	23.8	26.5	17.2	9.2	10.3
11:05 AM	58.7	43.8	24.5	24.3	18.1	10.1
11:30 AM	62.0	62.0	55.8	24.0	24.0	21.6
12:05 PM	72.3	72.0	42.3	29.9	29.8	17.5
12:30 PM	61.5	55.5	29.3	23.8	21.5	11.3
1:05 PM	71.7	55.3	38.8	29.7	22.9	16.0
1:30 PM	62.9	39.5	39.3	24.4	15.3	15.2
2:05 PM	71.0	43.3	9.3	29.4	17.9	3.8
2:30 PM	79.3	55.8	29.0	30.7	21.6	11.2
3:05 PM	75.0	49.0	38.5	31.0	20.3	15.9
3:30 PM	77.4	70.8	35.0	30.0	27.4	13.5
4:05 PM	67.3	11.0	36.3	27.8	4.6	15.0
4:30 PM	39.6	58.0	62.0	15.3	22.5	24.0
5:05 PM	53.1	43.8	52.0	22.0	18.1	21.5
5:30 PM	54.6	55.5	39.5	21.1	21.5	15.3
6:05 PM	37.7	35.3	5.0	15.6	14.6	2.1
6:30 PM	45.5	27.5	45.0	17.6	10.6	17.4
7:05 PM	31.2	34.3	30.3	12.9	14.2	12.5
7:30 PM	33.9	29.5	18.5	13.1	11.4	7.2
8:05 PM	29.1	13.0	16.5	12.1	5.4	6.8
8:30 PM	34.3	25.3	15.3	14.9	11.0	6.6
9:05 PM	13.0	20.5	15.3	10.0	15.8	11.7
9:30 PM	15.7	8.3	3.5	12.9	6.8	2.9
10:05 PM	9.7	6.3	3.5	10.4	6.7	3.8
10:30 PM	10.1	0.0	0.0	8.3	0.0	0.0

FIGURE 17: Productivity by Run by Day on Route 42



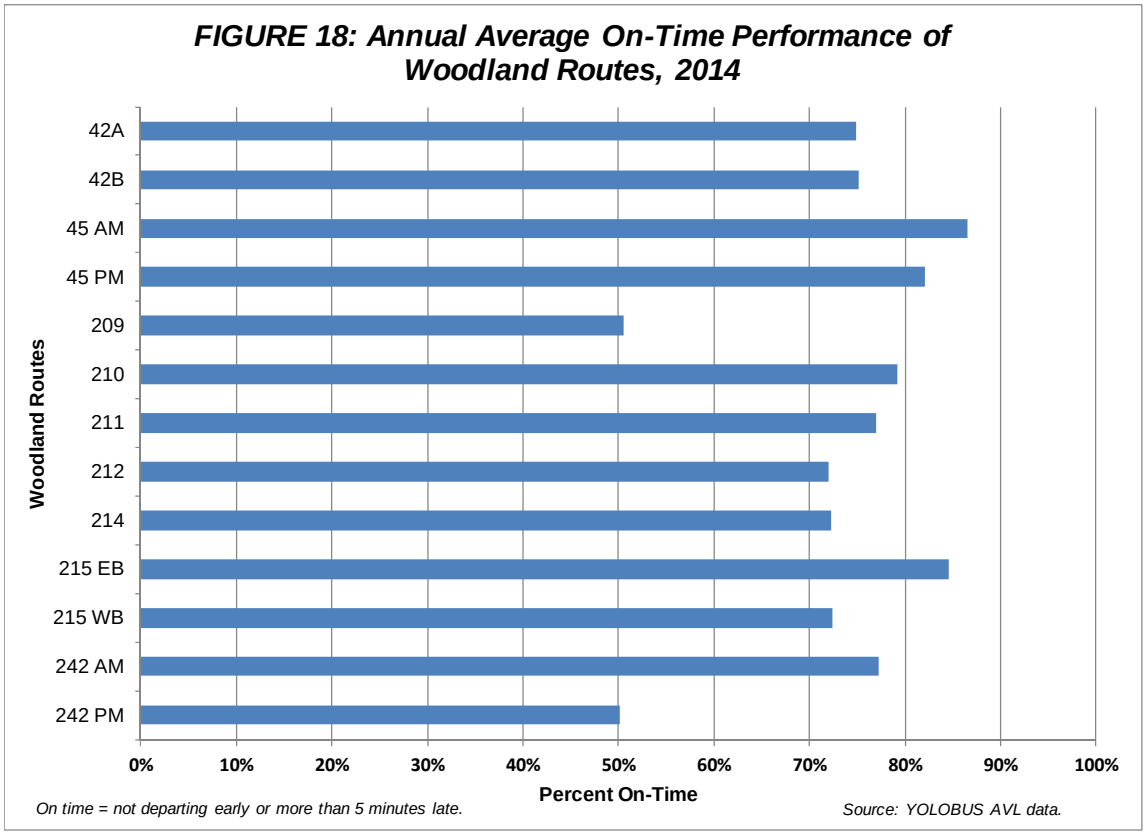
- Schedule adherence is a significant issue on all of the Woodland Routes. While overall on-time performance averages in the 70 to 80 percent range (as indicated by the annual data in Figure 18), many routes have significant issues on more than half of their runs during the day.

- Contributing to the schedule adherence problems is the issue that many of the runs depart early from the County Fair Mall. For example, half of the runs on Route 211 left the County Fair Mall early more than 30 percent of the time in April, 2015, and 12 of 15 runs on Route 212 departed early more than 29 percent of the time, with 5 runs departing early more than half the time.

- As the County Fair Mall is the major transfer location, early departures contribute to missed connections.

- Routes 42A and 42B also have early departures on a significant number of runs. Late departures are most prominent on Route 42B in the evenings, and on Route 42A around 9:00 AM and 6:00 to 7:00 PM.

- Some of the on-time issues appear to be timed with school arrival and/or dismissal times.



- Route 45 departed Woodland late most of the time, but often arrived in Sacramento early on the first two runs, though it was frequently late on the last three runs arriving in Sacramento.

Boarding and Alighting Surveys

Boarding and alighting counts were conducted for the equivalent of each run of each Woodland route for this study. While this data provides a "snapshot" of boarding and alighting activity, it is helpful in identifying the most and least heavily used stops on the current routes, including the average and maximum passenger loads observed. Table 16 shows a summary of the highest passenger activity among routes serving Woodland. As would be expected, the County Fair Mall Transfer Center has the highest passenger activity on most of the routes. Other stops with very high activity include the eastbound stop on East Main near Matador (which is used by a large number of commuters), the northbound stop at East and Cross Streets (which has a lot of alightings from Route 42a), and the stop at Woodland Community College. Detailed boarding and alighting activity is included in Appendix B of this report.

Boarding and alighting data also yielded average and maximum passenger loads. While most of the Woodland routes had plenty of capacity, the 42A reached loads between 52 to 58 passengers, for standing room only, on numerous runs.

Boarding and alighting data for local routes was plotted on a map, as shown in Figure 19. This graphic further illustrates the transfer center at the County Fair Mall and Woodland Community College as high activity stops. The graphic also portrays the pattern of transit use along Main

TABLE 16: YOLOBUS Stops with Highest Passenger Activity

On Routes Serving Woodland

Route	Stop	Total Daily		
		On	Off	Total
42A	County Fair Mall Transit Center (parking lot)	90	60	150
	East and Cross (northbound)	14	71	85
	E. Main and Matmor (eastbound)	40	11	51
42B	County Fair Mall Transit Center (parking lot)	126	23	149
	Matmor and E. Main (southbound)	6	33	39
210	County Fair Mall Transit Center (parking lot)	8	22	30
	Cottonwood & W. Gibson (southbound)	10	14	24
	Court & 2nd Street (westbound)	15	7	22
211	County Fair Mall Transit Center (parking lot)	60	26	86
	West & North (southbound)	10	17	27
	Cottonwood & W. Gibson (northbound)	16	10	26
212	County Fair Mall Transit Center (parking lot)	43	25	43
	Woodland Community College	13	25	38
	Court & 2nd Street (westbound)	6	20	26
214	Woodland Community College	29	15	44
	Court & 2nd Street (eastbound)	13	8	21
	County Fair Mall Transit Center (parking lot)	17	0	17
242	Cottonwood at Beamer	8	0	8
	Covell & Sycamore	0	7	7
	Gibson & Coloma	5	0	5
243	E. Gibson at County Fair Mall	5	0	5
	County Fair Mall Transit Center (parking lot)	5	0	5
45	E. Main at Matmor (eastbound)	60	0	60
	J St. at 4th	0	21	21
	9th St. at N St	0	20	20
	J St. at 8th St.	0	18	18
	E. Gibson at County Fair Mall	10	0	10
All Woodland Routes	County Fair Mall Transit Center (parking lot)	349	156	505
	E. Main and Matmor (eastbound)	100	11	111
	East and Cross (northbound)	14	71	85
	Woodland Community College	42	40	82
	Court & 2nd Street (westbound)	21	27	48
	Matmor and E. Main (southbound)	6	33	39
	West & North (southbound)	10	17	27
	Cottonwood & W. Gibson (northbound)	16	10	26

Source: LSC Boarding and Alighting Counts, April/May 2015

Street between 4th Street and Cottonwood, and along Cottonwood between Gibson Road and West Woodland Avenue.

Transfer Surveys

In addition to collecting transfer data through onboard surveys (as discussed in Chapter 4 of this report), surveyors conducted a count of transferring passengers at the County Fair Mall on Wednesday, May 20 and Thursday, May 21, 2015, for the equivalent of a full day of service. Surveyors either observed passengers disembarking buses and boarding different buses, or intercepted passengers before they boarded and asked them if they had come from another

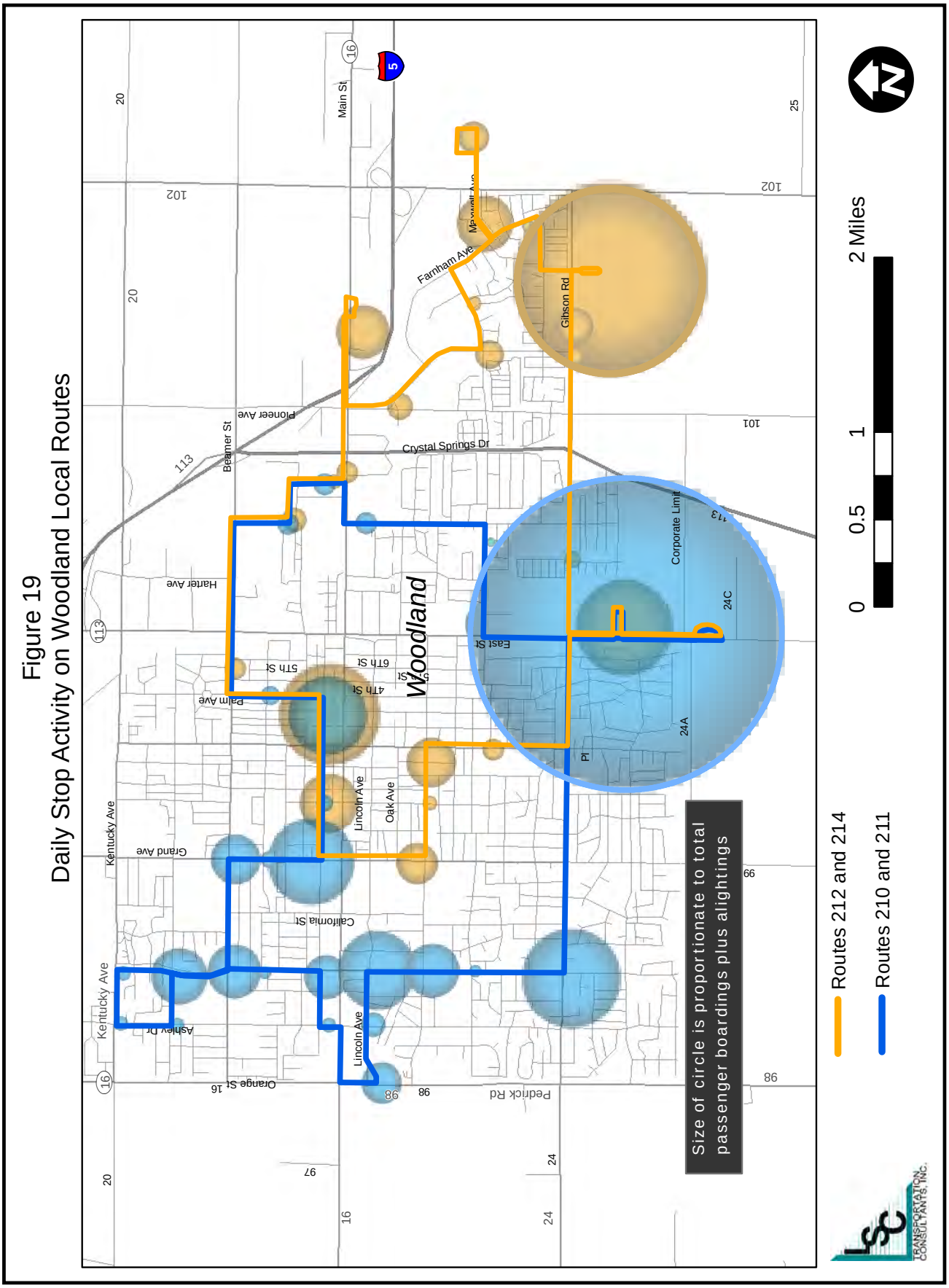


Figure 19
Daily Stop Activity on Woodland Local Routes
Woodland
Main St
Farnham Ave
Gibson Rd
Crystal Springs Dr
Pioneer Ave
Beamer St
Harter Ave
East St
5th St
6th St
4th St
Palm Ave
Lincoln Ave
Oak Ave
Grand Ave
Kentucky Ave
California St
Ashley Dr
Orange St
Pedrick Rd
Corporate Limit
24A
24C
Pl
Size of circle is proportionate to total passenger boardings plus alightings
Routes 212 and 214
Routes 210 and 211
0
0.5
1
2 Miles
LSC
TRANSPORTATION CONSULTANTS, INC.

route. While some passengers may not have correctly answered or may have been missed, the transfer data gives an overview of transfer patterns on Woodland routes at the County Fair Mall. The data is summarized in Table 17.

TABLE 17: YOLOBUS Transfer Activity
Survey Counts of Transfers Over One Day at County Fair Mall

Passengers Transfering To Routes...	Passengers Transferring From Routes										
	042A	042B	45	210	211	212	214	215	242	243	Total Transfers
42A		0	0	5	6	4	11	3	0	0	29
42B	5		0	40	15	11	14	3	0	0	88
45	1	2		0	0	3	1	0	0	0	7
210	14	15	0		2	10	5	0	0	0	46
211	28	16	0	2		7	10	1	0	0	64
212	44	5	0	3	11		9	0	0	0	72
214	9	6	0	0	0	0		0	0	0	15
215	5	14	0	2	1	0	0		0	0	22
242	0	0	0	0	0	0	0	0		0	0
243	0	1	0	0	0	0	1	0	0		2
All Routes	106	59	0	52	35	35	51	7	0	0	

Source: LSC Transfer Counts conducted at County Fair Mall May 20 and 21, 2015.

As shown in the table, the highest number of transfers was from Route 42A (106 transfers were observed), followed by Route 42b (59 transfers), Route 210 (52 transfers) and Route 214 (51 transfers). Routes receiving the highest number of transfers were Route 42b (88 transfers), Route 212 (72 transfers), and Route 211 (64 transfers). In particular, a high number of passengers transferred from Route 210 to Route 42b (40 total) and from Route 42a to Route 211 (28 total).

System Expenses

Yolo County Transportation District's administration, operations and maintenance costs for FY 2014-15 total $11.9 million, as shown in Table 18. The largest expense ($7.3 million, or 61 percent) is for purchased transportation, which is currently contracted to Transdev. Fuels and lubricants total 10.5 percent of the operating cost, and administrative staff is 10.3 percent of the budget. Services, including maintenance, total 9.4 percent.

System Revenues

The revenue sources required to support Yolo County Transportation District's administration, operations and maintenance are drawn from a number of sources. Table 19 shows the revenues from the approved FY 2014-15 budget for operations, totaling $11.9 million. As indicated, the largest source of income for YOLOBUS is Transportation Development Act (TDA) Local Transportation Funds (LTF) funds (34.8 percent of the revenues), followed by passenger fares, which account for 23.0 percent of revenues.

TABLE 18: YOLOBUS Transit Expenses

FY 2014-15 Approved

Expenses by Category	$	%
Labor & Benefits		
Labor	$807,951	
Benefits	$407,669	
Subtotal: Labor & Benefits	**$1,215,620**	10.2%
Services		
Housekeeping Expense	$13,650	
Maintenance-Equipment	$843,314	
Maintenance-Bldgs & Improvement	$57,400	
Legal Services	$25,000	
Professional & Spec. Services	$156,821	
Training Expense	$18,365	
Trustees, Commissioners, Dir.	$8,000	
Subtotal: Services	**$1,122,550**	9.4%
Fuels and Lubricants	**$1,260,325**	10.5%
Materials and Supplies		
Food	$1,096	
Office Expense	$25,000	
Postage	$11,000	
Printing	$80,516	
Small Tools & Minor Equipment	$65,000	
Subtotal: Materials and Supplies	**$182,612**	1.5%
Communications and Utilities	**$138,207**	1.2%
Casualty & Liability Insurance	**$442,248**	3.7%
Purchased Transportation	**$7,295,206**	61.0%
Miscellanous		
Memberships	$35,817	
Publications & Legal Notices	$2,500	
Advertising	$33,240	
Rents & Leases-Equipment	$1,000	
Library Books & Periodicals	$685	
Special Dept. Expense-Other	$11,200	
Transportation & Travel	$39,069	
Pass Through to Other Agencies	$32,000	
Subtotal: Miscellaneous	**$155,512**	1.3%
Contingencies	**$150,000**	1.3%
Total Operating Expenses	**$11,962,280**	100.0%

Source: YCTD Comparison Budget FY 2014-15

TABLE 19: YOLOBUS Transit Revenues

FY 2014-15 Approved

Revenue Source	$	%
Operating Revenues		
LTF--Woodland	$1,062,746	
LTF--Davis	$1,293,665	
LTF--West Sacramento	$1,530,595	
LTF -- Winters	$114,638	
LTF -- Yolo County	$155,880	
Subtotal: LTF	$4,157,524	34.8%
Non-Transportation Revenues (Interest)	$35,000	0.3%
State Operating - Other	$35,412	0.3%
FTA 5307 (large & small urban)	$2,154,103	18.0%
FTA Section 5316 (ATJ)	$215,000	1.8%
FTA 5311 (rural)	$164,644	1.4%
Passenger Fares	$2,716,179	22.7%
Special Transit Fares	$33,187	0.3%
Auxiliary Revenue	$100,000	0.8%
Other--Other	$350,000	2.9%
Mitigation Revenue	$1,506,886	12.6%
Local Operating Assistance	$494,345	4.1%
Total Operating Revenue	**$11,962,279**	100.0%
Capital Revenues		
LTF--County of Yolo	$0	
LTF--Woodland	$0	
LTF--Davis	$0	
LTF--West Sacramento	$0	
LTF--From Veh. Repl. Fund	$975,969	
Subtotal: LTF	**$975,969**	12.3%
State Transit Assistance	$622,000	7.9%
Prop 1B (OHS & PTMISEA)	$2,792,831	35.3%
FTA 5307/STP (large, small urban, CMAQ)	$3,133,531	39.6%
FTA 5309 (capital)	$47,639	0.6%
County Gov't Agencies	$296,909	3.8%
Non County Gov't Agencies	$43,150	0.5%
Total Capital Revenues	**$7,912,029**	100.0%

Source: YCTD Comparison Budget FY 2014-15

The capital budget includes funding sources from FTA 5307 (39.6 percent), Proposition 1B (35.3 percent), the TDA State Transportation Assistance (STA) (7.9 percent) and County- and non-County government (4.3 percent).

TRANSIT CAPITAL ASSETS

Operations and Maintenance Facility

The Yolo County Transportation District staff and contractor staff conduct administration, maintenance and operations out of a secure, well-lit facility located at 350 Industrial Way in Woodland, This facility, completed in 2012, includes a boardroom with improved technology for presentations and recording of meetings, new diesel dispensers, and new bus probe and location equipment. The expanded facility is well-suited to the size of YCTD's operations, with expanded space for additional fixed route and paratransit vehicle parking, an improved driver break room, and an enhanced set-up in the dispatcher's area.

Vehicle Fleet

As of May 2014, the YOLOBUS vehicle fixed route fleet consisted of 44 40-foot CNG buses and 6 45-foot diesel buses, as presented in Tables 20. All vehicles are equipped with two wheelchair tie-down positions, and two to three bicycle racks. A number of the fleet vehicles have reached their useful life. YCTD rehabilitated 12 buses to extend their useful life for six years to FY 2018/19.

Bus Stops and Bus Shelters

YCTD has an inventory of 27 shelters within Woodland, as shown in Table 21. These are primarily Tolar type 9- to 13- foot perforated metal shelters. Four shelters are located at the transfer center at the County Fair Mall, two at Cottonwood and West Beamer, and one each at other locations in Woodland. YOLOBUS uses * bus stops throughout Woodland.

CURRENT MARKETING EFFORTS

A marketing plan was created in October 2012 identifying YCTD's goals and objectives, key target market groups for services provided, and strategies and messages to further brand recognition for YOLOBUS, YOLOBUS Special, and YCTD.

Goals and Objectives

YCTD specified three main goals for its marketing program:

1. Increase ridership

2. Improve YOLOBUS, Special and Yolo County Transportation District's Brand recognition, and community knowledge of services

3. Increase alternative transportation mode split in Yolo County, including increases in the number of transit passenger, bicycle and walking miles traveled

TABLE 20: YCTD Fixed Route Vehicle Fleet

Page 1 of 2

Bus #	Make/ Model	Year	Fuel	Size	Mileage	Seating Capacity	Standing Capacity	Ambulatory Capacity	Condition	Original Source of Funding	Estimated Replacement Date
Fixed Route Vehicles (CNG)											
705	Orion V	96	CNG	40'	701,380	33	10	43	Fair	OF	18-19
706	Orion V	96	CNG	40'	782,360	33	10	43	Fair	OF	18-19
707	Orion V	96	CNG	40'	865,568	33	10	43	Fair	OF	18-19
709	Orion V	96	CNG	40'	756,953	43	15	58	Fair	OF	18-19
712	Orion V	96	CNG	40'	755,704	43	15	58	Fair	OF	18-19
714	Orion V	99	CNG	40'	724,978	43	15	58	Fair	OF	18-19
715	Orion V	99	CNG	40'	742,164	43	15	58	Fair	OF	18-19
716	Orion V	99	CNG	40'	742,870	43	15	58	Fair	OF	18-19
717	Orion V	99	CNG	40'	781,866	43	15	58	Fair	OF	18-19
718	Orion V	99	CNG	40'	726,794	43	15	58	Fair	OF	18-19
719	Orion V	99	CNG	40'	764,124	43	15	58	Fair	OF	18-19
720	Orion V	99	CNG	40'	777,425	43	15	58	Fair	OF	18-19
721	NABI Low Floors	01	CNG	40'	429,597	40	15	55	Poor	OF	13/14
722	NABI Low Floors	01	CNG	40'	375,206	40	15	55	Poor	OF	14/15
723	NABI Low Floors	01	CNG	40'	445,296	40	15	55	Poor	OF	13/14
724	Orion VII	03	CNG	40'	532,483	37	15	52	Poor	OF	12/13
725	Orion VII	03	CNG	40'	551,717	37	15	52	Poor	OF	12/13
726	Orion VII	03	CNG	40'	551,664	37	15	52	Poor	OF	12/13
727	Orion VII	03	CNG	40'	553,131	37	15	52	Poor	OF	12/13
728	Orion VII	03	CNG	40'	573,735	37	15	52	Poor	OF	12/13
729	Orion VII	03	CNG	40'	511,189	37	15	52	Poor	OF	13/14
730	Orion VII	03	CNG	40'	519,132	37	15	52	Poor	OF	12/13
731	Orion VII	03	CNG	40'	536,593	37	15	52	Poor	OF	13/14
732	Orion VII	03	CNG	40'	556,060	37	15	52	Poor	OF	12/13
733	Orion VII	03	CNG	40'	537,381	37	15	52	Poor	OF	12/13
734	Orion VII	03	CNG	40'	542,595	37	15	52	Poor	OF	12/13
735	Orion VII	03	CNG	40'	532,320	37	15	52	Poor	OF	12/13
736	Orion VII	03	CNG	40'	529,961	37	15	52	Poor	OF	13/14
737	Orion V	05	CNG	40'	288,826	40	15	55	Fair	OF	15/16
738	Orion V	05	CNG	40'	297,907	40	15	55	Fair	OF	16/17
739	Orion VII	08	CNG	40'	367,446	37	15	52	Fair	OF	17/18

Note: All vehicles are ADA accesible, and are equipped with 2 wheelchair spaces and 2 or 3 bike racks.

Source: YCTD May 2014.

TABLE 20: YCTD Fixed Route Vehicle Fleet (continued)

Page 2 of 2

Bus #	Make/ Model	Year	Fuel	Size	Mileage	Seating Capacity	Standing Capacity	Ambulatory Capacity	Condition	Original Source of Funding	Estimated Replacement Date
Fixed Route Vehicles (CNG)											
740	Orion VII	08	CNG	40'	369,137	37	15	52	Fair	OF	17/18
741	Orion VII	08	CNG	40'	304,524	37	15	52	Fair	OF	19/20
742	Orion VII	08	CNG	40'	372,370	37	15	52	Fair	OF	17/18
743	Orion VII	08	CNG	40'	318,863	37	15	52	Fair	OF	17/18
744	Orion VII	08	CNG	40'	362,134	37	15	52	Fair	OF	17/18
745	Orion VII	08	CNG	40'	409,874	37	15	52	Fair	OF	17/18
746	Orion VII	08	CNG	40'	404,932	37	15	52	Fair	OF	17/18
747	Orion VII	08	CNG	40'	380,087	37	15	52	Fair	OF	17/18
748	Orion VII	08	CNG	40'	357,419	37	15	52	Fair	OF	18/19
749	Orion VII	08	CNG	40'	362,514	37	15	52	Fair	OF	17/18
750	Orion VII	08	CNG	40'	386,542	37	15	52	Fair	OF	18/19
751	Orion VII	08	CNG	40'	379,285	37	15	52	Fair	OF	18/19
777	MCI (40FT)	00	CNG	40'	356,199	49	10	59	Fair	OF	14/15
Fixed Route Vehicles (Diesel											
5701	MCI (45 FT)	10	Diesel	45'	181,283	57	0	57	Fair	NFPE	20/21
5702	MCI (45 FT)	10	Diesel	45'	186,076	57	0	57	Fair	OF	20/21
5703	MCI (45 FT)	10	Diesel	45'	185,670	57	0	57	Fair	OF	20/21
5704	MCI (45 FT)	10	Diesel	45'	164,072	57	0	57	Fair	OF	20/21
5705	MCI (45 FT)	10	Diesel	45'	182,807	57	0	57	Fair	OF	20/21
5706	MCI (45 FT)	10	Diesel	45'	173,931	57	0	57	Fair	OF	20/21

Note: All vehicles are ADA accesible, and are equipped with 2 wheelchair spaces and 2 or 3 bike racks.

Source: YCTD May 2014.

TABLE 21: YCTD Bus Shelters in Woodland

#	Location				Attributes			
	On	**At**	**Directions**	**Side**	**Type**	**Size**	**Color**	**Panel/Type**
1	Ashley	W. Lincoln	Southbound	Nearside	Tolar	9'	Bronze	Perf Metal
2	Cottonwood	W. Beamer (right)	Southbound	Far side	Tolar	9'	Bronze	Perf Metal
3	Cottonwood	W. Beamer (left)	Southbound	Far side	Tolar	9'	Bronze	Perf Metal
4	Cottonwood	W. Gibson	Southbound	Nearside	Tolar	9'	Bronze	Perf Metal
5	Cottonwood	W. Gibson	Northbound	Far side	Tolar	9'	Bronze	Perf Metal
6	County Fair Mall	Right most	Eastbound		Tolar	9'	Bronze	Perf Metal
7	County Fair Mall	2nd from Right	Eastbound		Tolar	9'	Bronze	Perf Metal
8	County Fair Mall	2nd from Left	Eastbound		Tolar	9'	Bronze	Perf Metal
9	County Fair Mall	Left most	Eastbound		Tolar	9'	Bronze	Perf Metal
10	Court	2nd St.	Westbound	Nearside	--	--	Wood	None
11	Court	College	Westbound	Far side	Tolar	9'	Bronze	Perf Metal
12	E. Gibson	County Fair Mall	Eastbound	Far side	Tolar		Bronze	Perf Metal
13	E. Gibson	Pioneer	Eastbound	Far side	Tolar	9'	Bronze	Perf Metal
14	E. Main	Matmor	Eastbound	Nearside	Tolar	13'	Blue	Perf Metal
15	E. Main	Wal-Mart	Eastbound	Nearside	Tolar	9'	Bronze	Perf Metal
16	East	Cross	Northbound	Far side	--	--	Bronze	Glass
17	Industrial	E. Main	Southbound	Nearside	Tolar	13	Bronze	--
18	Industrial	E. Main	Northbound	Far side	Tolar	--	Blue	Perf Metal
19	Matmore	Cannery	Northbound	Far side	Tolar	9'	Bronze	Perf Metal
20	Pioneer	Spinglake	Northbound	Nearside	Tolar	9'	Bronze	Perf Metal
21	Veterans	Maxwell (right)	Southbound	Nearside	Tolar	13	Blue	Perf Metal
22	Veterans	Maxwell (middle)	Southbound	Nearside	Tolar	13	Blue	Perf Metal
23	Veterans	Maxwell (left)	Southbound	Nearside	Tolar	13	Blue	Perf Metal
24	W. Court	Cottonwood	Westbound	Far side	Tolar	9	Bronze	Perf Metal
25	W. Lincoln	CR 98	Westbound	Nearside	Tolar	13	Bronze	Perf Metal
26	Woodland Community College		Eastbound	Parking Lot	Tolar	15	Blue	Perf Metal
27	Woodland Senior and Community Center		Northbound	Parking Lot	Tolar	13	--	Glass

Source: YCTD, February 2015

Outreach

YCTD implemented a “Back to School” campaign to distribute printed materials and information to students, parents, and teachers as a means encourage students to use transit for travel to and from schools. In West Sacramento, sandwich boards announcing transit route and fare information were strategically placed near schools on sidewalks, where they were highly visible to parents dropping off students.

Other ongoing campaigns include “Spare the Air” (an air quality program to increase awareness of bad air days and encourage transit use as a method to decrease pollution), “May is Bike Month” (a program to encourage biking), and “Summer Sizzler” (a promotional youth fare valid June through August). YCTD engages in additional marketing efforts that provide a community service, such as the Stuff a Bus program to collect non-perishable food. Programs and efforts like this program increase awareness of transit services in Yolo County while generating positive press for YCTD.

The UC Davis transportation demand management program “GoClub” is sponsored by YCTD and provides links to the YOLOBUS webpage from their homepage. The Yolo Transportation Management Agency has photos of YOLOBUS commuter buses on their webpage and links to the YOLOBUS site from their Commuter Consultation Resource Guide and their links page.

Route-specific marketing is demonstrated on Route 42A and 42B the targeted efforts to publicize transit service to and from the Sacramento International Airport. YCTD utilizes bulkheads on their buses in addition to distributing car cards, bookmarks, fliers, and posters, highlighting the bus as a low-cost transportation option to the airport. YCTD focuses these promotional efforts around high-travel holidays, such as Thanksgiving and Christmas.

MARKETING MATERIALS

Visual Brand

YCTD has developed a distinctive brand for YOLOBUS and YOLOBUS Special. YOLOBUS's logo was updated in 2012 to a more modern look. The new logo also connects YOLOBUS to Yolo County Transportation District, an association of which many transit riders may not have been aware. The color scheme of navy blue and green brands all transit vehicles, bus stop signs, printed materials and the website and is recognizable for passengers.

Printed Materials

YOLOBUS printed materials are available at YCTD offices in Woodland and on buses. Materials available include:

- One-page instructions on "How to Ride YOLOBUS
- Instructional materials on fares and passes, and loading bikes on buses
- Individual or grouped route guides/schedules, including a route map, timetable, and basic information on fare types, pass outlets, holiday service schedules, and available website tools such as online trip planning.
- Sacramento International Airport 4"x9" easily digestible two-sided card highlighting the portion of Routes 42A and 42B that access the airport.
- 20-page YOLOBUS Special guide.

<u>Route Guides</u>

Route Guides for Woodland services consist of individual pieces for 42A & 42B Intercity, Woodland local, commute, and express, and the 215 Shuttle to Madison, Esparto, Capay and Brooks. The guides provide a lot of information in an easy-to-read format. The guides include a timetable and maps in addition to fare information, contact information, holidays, transfer policies, links for trip planning, and pass outlet locations. The guides are dated which ensures the most recent are available.

Website

The YOLOBUS website was last updated in 2011. The home page is visually appealing with bright colored text and an eye-catching image of a bus at the top. The online trip planner is prominently located in the top left corner. Rider Alerts are set off by a large, red "alert" symbol, making them easy to identify. Five different tabs at the top of the website's homepage guide

users to key information for current or potential YOLOBUS passengers. News is displayed prominently and direct links on the homepage guide users to:

- Online Pass purchases;
- Bus Locator Service (AVL);
- System map with links to schedules; and
- Contact page for YCTD.

Website information can be translated into different languages using the Google Translator widget on the left side or bottom of each web page.

TRIP PLANNING TOOLS AND INFORMATION

Route Schedules

Overall, the website easily connects a current or potential rider to a plethora of information and available tools enabling effective trip planning. Bus schedules are located both under the “Bus Routes” tab and the “Rider Info” tab. The routes are categorized by type (regular, commuter, and express) and then by route for easy navigation. In the “Rider Info” section, each route has a brief description of the route. There is also a system map where a rider can click on a specific route and be taken to the schedule page for that route. It is easy to miss the West Sacramento and Woodland service maps, which are at the bottom of the map and schedules page, and have small links on the system map.

YOLOBUS Trip Planner

The website promotes use of an online trip planner powered by Google, which is part of an effort to provide online transit trip planning throughout the six-county region. At the time of this plan update, six transit operators in the region are capable of trip planning through Google Transit. The trip planning feature includes transit information for Sacramento RT for people wanting to plan trips from various parts of Yolo County to parts of Sacramento, as well as trips involving transfers to Unitrans in Davis.

YOLOBUS System Map

The website contains an interactive system map that shows where different YOLOBUS routes travel, and is hyperlinked to more detailed schedule information for each route offered. The map is regularly updated to reflect route changes and serves as a useful tool for introducing potential passengers to the general system.

Rider Alerts

Rider alerts are viewable on the YOLOBUS.com website; people may also request rider alert updates through an email listserv. Rider alerts typically broadcast information about developments that alter the normal service provided, such as stop relocations and temporary re-routings, and also to announce new services. The website homepage displays Rider Alerts as well, but leaves up older alerts, which may cause people to perceive that the tool is not regularly used, even though it conveys important messages to passengers.

AVL Website

A link on the home page labeled Automatic Vehicle Locator Service leads to an embedded website, avl.yctd.org, which provides an additional set of information on current bus times, trip planning and routes. It can only be used in English as there is no translation option.

CONNECT CARD

Leading up to the launch of Connect Card, participating transit operators will be provided guidance on marketing messages and outreach efforts during the implementation process. The website will probably highlight—likely on the home page as well as interspersed through the other pages of the website such as the fare information page—implementation of the smart card system, how it works, and new ways passes may be purchased, including with a credit card.

MARKETING WITH CAPITAL EQUIPMENT

Buses

YOLOBUS transit vehicles exhibit the colors affiliated with the YCTD visual brand, navy and grass green. Newer buses display a wrap utilizing the current logo and the addition of the turquoise accent color; older buses display the previous logo but the same colors as the new buses, creating a unified, if mildly inconsistent, presence for YOLOBUS vehicles. The YOLOBUS Special vehicles have complementary treatment, so it is obvious they belong to the same operation, although they offer different services.

Inside of the YOLOBUS vehicles, bulkhead space is used predominantly for YOLOBUS announcements and marketing materials with some space also used for public service announcements from outside agencies. The displays include information about public hearings, YCTD policies for riding the bus, and specific events and services, like holiday service schedules. Most of the YCTD-generated materials in the bulkhead rely on text over use of images or graphics, and are displayed in English and Spanish.

Bus Stops and Shelters

The standard design for a YOLOBUS stop with a shelter includes a blue or black shelter with seating for four people. The shelters are capable of displaying promotional materials, such as schedules or posters, or advertisements. Most YOLOBUS bus stops with shelters use this unembellished design, except for a few stops in West Sacramento that were part of a larger corridor improvement effort.

YOLOBUS stops with less passenger traffic often use a bus stop sign on a pole without a shelter. The signs display the routes and basic destination information about transit services to and from that stop, the old version of the logo, and the bus stop number.

Signs at bus stops in downtown Sacramento generally do not display the same level of information about YOLOBUS transit services, as the stops are owned by Sacramento Regional Transit District, which has not permitted other transit operators to significantly brand shared bus stops. YCTD has been leading an effort to develop a new design for shared bus stops in coordination with RT and other transit operators sharing stops in downtown Sacramento.

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Chapter 4
Outreach Efforts and Survey Summaries

STUDY OUTREACH

A number of activities have been undertaken as part of this study to encourage and ensure public input, including stakeholder interviews, information booths, online community surveys, and onboard passenger surveys. This chapter presents the highlights of the findings of outreach efforts. Outreach efforts included:

- Onboard Surveys
- Stakeholder Interviews
- Information Booths

Additionally, an online survey was developed and posted, but the number of responses was inadequate to provide valid representation of the community.

YOLOBUS Onboard Surveys

Surveys were conducted to assess ridership patterns and the rider's opinion for each existing YOLOBUS service operating within Woodland. The onboard surveys were conducted over the equivalent of one service day over the course of several weeks in late April and early May of 2015. Surveys were conducted on Tuesdays, Wednesdays and Thursdays to provide the greatest consistency in patterns. The extent of participation in the surveys for each service was as follows:

- 254 valid responses received on Routes 42A and 42B
- 191 valid responses on Routes 210, 211, 212 and 214
- 24 valid responses on Routes 243 and 243
- 71 valid responses on Route 45

The survey results are summarized by service type below, with detailed results and analysis provided in Appendix C of this report.

<u>Local Fixed Routes</u>

The total number of responses received, and the response rate given the typical weekday ridership, and given that 73 percent of passengers on local routes make round trips, were as follows:

- Route 210: 40 responses (49 percent individual riders responded)
- Route 211: 41 responses (27 percent individual riders responded)
- Route 212: 58 responses (57 percent individual riders responded)
- Route 214: 52 responses (59 percent individual riders responded)
- Total response rate of the local routes was 45 percent.

Highlights of the findings on the local routes include the following:

- Only 3 percent of respondents said they arrived at the bus by automobile (either driving or being driven) while 78 percent walked and 5 percent bicycled, reflecting the importance of pedestrian and bicycle connections to bus stops. In total, 19 percent transferred as part of their trip, with the largest proportion transferring to/from another Yolobus route.

- Only 14 percent of respondents said they had a car available for the trip, and only 38 percent said they had a driver's license. Most (77 percent) came from a zero- or one-vehicle household.

- Nearly half of the respondents had been riding the bus for three years or more, almost a quarter for more than a year, and just over a quarter for less than a year, indicating both loyal ridership and new ridership on the transit system.

- All ages were represented, with 14 percent youths, 17 percent young adults, and 15 percent seniors.

- 35 percent of respondents on the local routes were students; nearly half of these were Woodland Community College students, a quarter UC Davis students, just over a quarter were high school students, and 5 percent were middle school students (some respondents answered multiple categories). Other common trip purposes were work (25 percent), shopping (11 percent) and personal business (11 percent).

- The most common method of getting information about the transit system is through the printed materials (42 percent), followed by bus stop signage (25 percent) and the website (18 percent) and bus driver (17 percent).

- Approximately 15 percent of respondents said they do not have internet access: half have access through a computer, almost half have access via a smart phone, and 10 percent have access via a cell phone with text only.

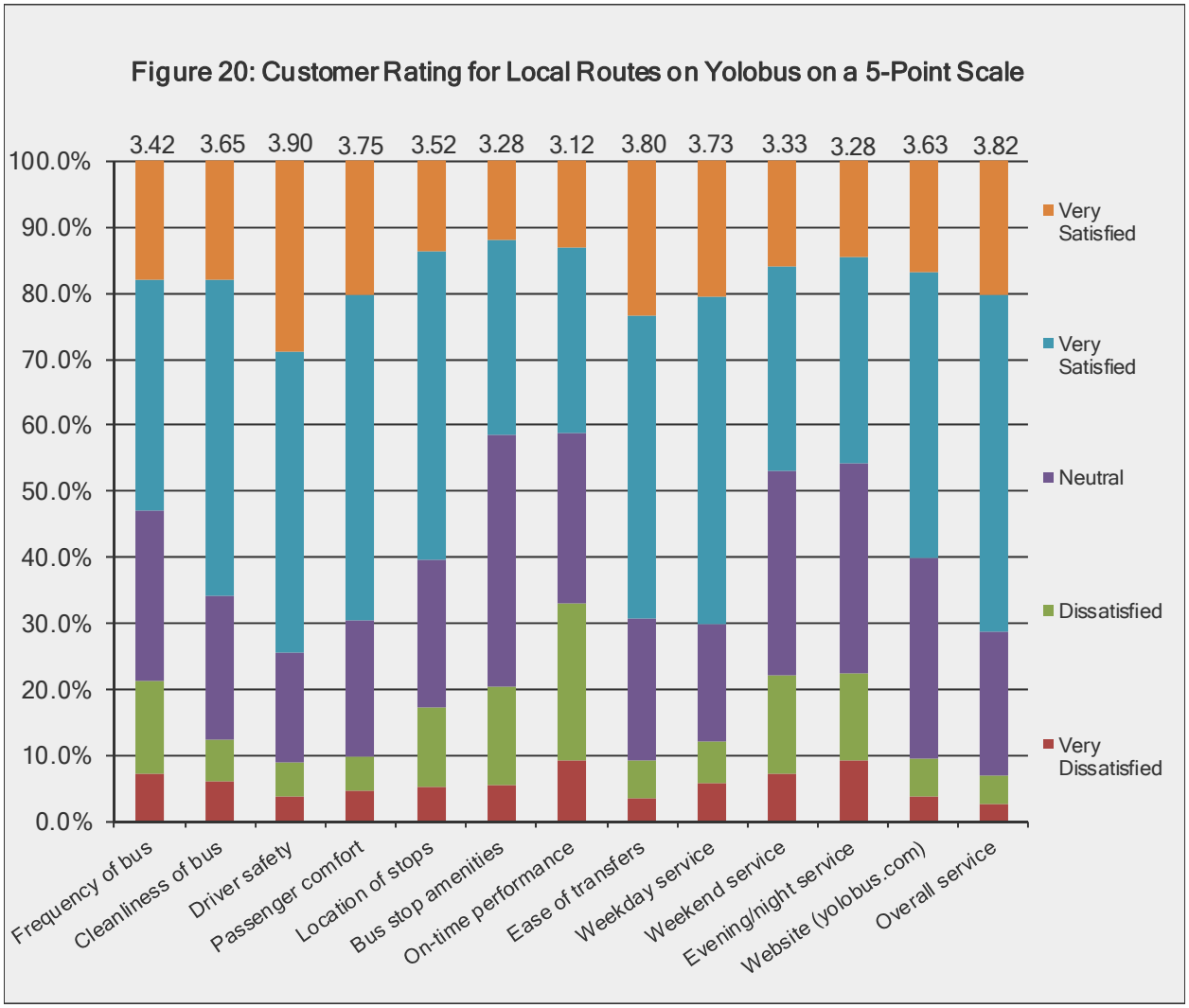
Passengers were asked to rank transit service characteristics of YOLOBUS by identifying themselves as "very satisfied" "satisfied" "neutral" "dissatisfied" or "very dissatisfied". The results are shown in Figure 20. As indicated, 50 percent or more were "satisfied" or "very satisfied" for all categories except bus stop amenities and on-time performance, which each had a 41 percent satisfaction rate. Customers were most satisfied with driver safety, overall service, and bus cleanliness.

Commuter Routes 242 and 243

A total of 24 responses were received on Routes 242 and 243, which is approximately a 70 percent response rate. Highlights of the findings on 242 and 243 include the following:

- Most of the respondents (87 percent) said they arrived at the bus by foot or bicycle.

- 45 percent of respondents said they had a car available for the trip, and 60 percent said they had a driver's license. Most respondents (96 percent) own at least one vehicle in the household.



- Only 37 percent of the respondents had been riding the bus for three years or more, 29 percent for more than a year, and 33 percent for less than a year, indicating both loyal ridership and new ridership on the transit system.

- Only 13 percent of respondents were youths, 30 percent young adults, and only 4 percent seniors.

- The majority of passengers were traveling to work (58 percent), compared with 38 percent traveling for school.

- Six of the riders on the commuter routes were students, and half of them were UC Davis College students, two of them high school students, and one middle school student.

- The most common method of getting information about the transit system is through the website (50 percent) and printed guide (27 percent).

- Only one respondent said they do not have internet access and the remaining have access through a computer or via a smart phone.

Satisfaction with the service followed trends similar to the local routes. The highest satisfaction was for driver safety (4.05 out of a possible 5.0), while the lowest was for on-time performance (2.83). Overall, 15 out of the 17 respondents to the question indicated they were either satisfied or very satisfied with the service.

Intercity Routes 42A and 42B

Staff conducted surveys only on the portions of the routes serving Woodland (between Davis and the Sacramento International Airport). Slightly more than half of the responses were collected on Route 42A. The total number of responses received was 254, which is approximately 21 percent of all individual weekday riders given the typical weekday ridership and given 70 percent of riders said they were making a round trip. Highlights of the findings on Route 42 include the following:

- Twenty-one percent of respondents said they arrived at the bus by automobile (either driving or being driven). 19 percent got to Route 42 A/B by transferring from another transit bus, including 9 percent from another Unitrans bus, 8 percent from an RT bus or light rail, and 2 percent from Unitrans.

- In total, 35 percent of respondents said they had a car available for the trip, and 65 percent said they had a driver's license. The majority (70 percent) own at least one vehicle in the household.

- Nearly half of the respondents had been riding the bus for three years or more, slightly more than a quarter for more than a year, and just under a quarter for less than a year, indicating both loyal ridership and new ridership on the transit system.

- Only 70 percent of passengers were making round-trips on Unitrans, while 30 percent were only using the transit service in one direction.

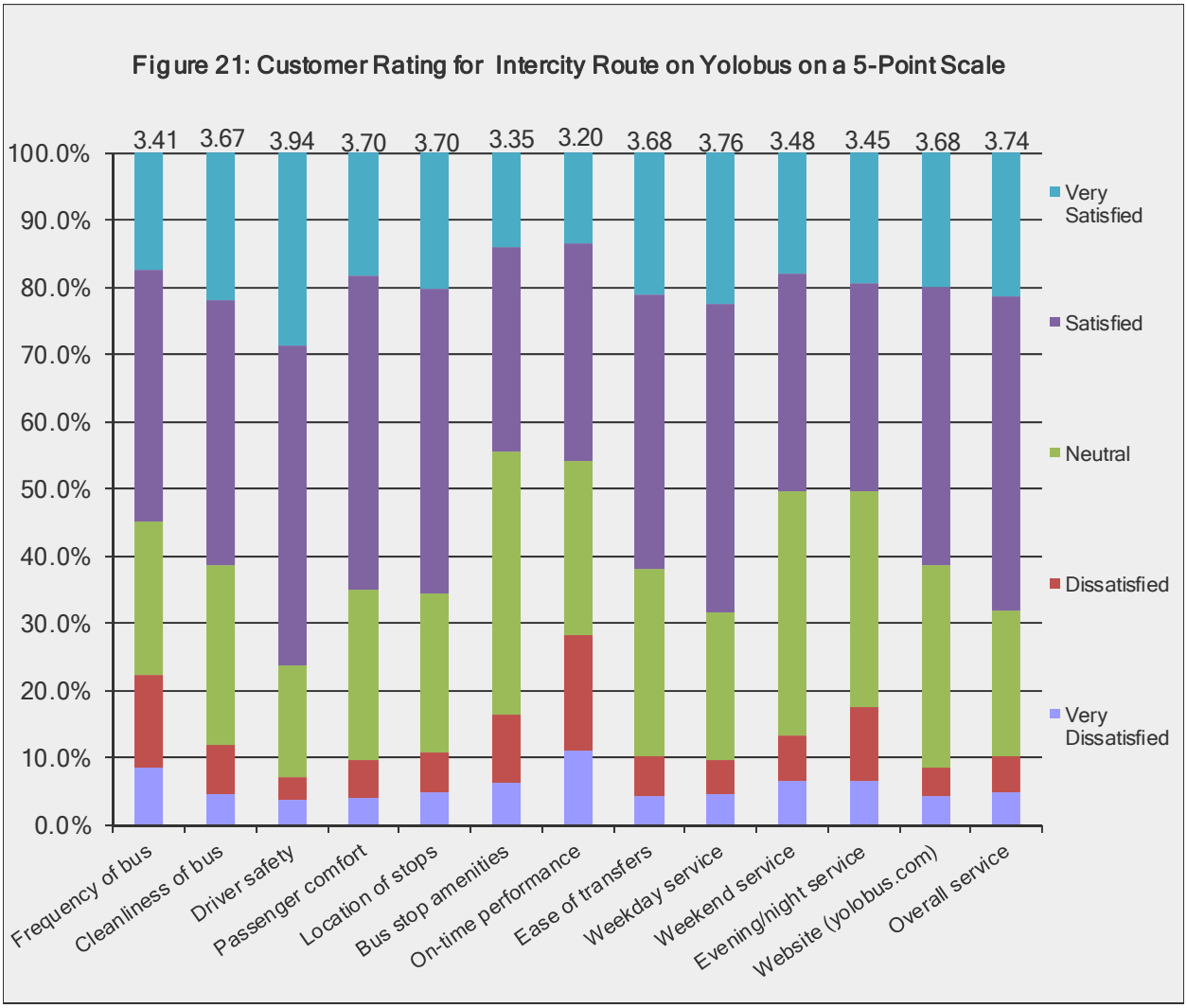
- Only 5 percent of respondents were youths, 36 percent young adults, and only 10 percent seniors.

- Half of the riders on the intercity routes were students; most of them UC Davis students, a quarter Woodland Community College students, only 10 percent were high school students, and 2 percent were middle school students (some respondents answered multiple categories).

- The most common method of getting information about the transit system is through the printed materials and website (32 percent each), followed by bus stop signage and google maps (18 percent each) and bus driver (17 percent).

- Approximately 7 percent of respondents said they do not have internet access: more than half have access through a computer or via a smart phone, and 10 percent have access via a cell phone with text only.

As with local routes, passengers were asked to rank their satisfaction with service characteristics, shown in Figure 21. As indicated, 50 percent or more were "satisfied" or "very satisfied" for all categories except bus stop amenities and on-time performance, which each had around a 45 percent satisfaction rate. Customers were most satisfied with driver safety, weekday service, and overall service. Overall, a strong majority (68 percent) were either satisfied or very satisfied with the service.



Express Route 45

This route was surveyed in the AM commute period only. There was approximately a 60 percent response rate for Route 45 (68 valid survey responses). Highlights of the findings on Route 45 include the following:

- The majority (68 percent) of respondents said they arrived at the bus by automobile (either driving or being driven), reflecting the low transit-dependency of the ridership. Furthermore, 90 percent respondents said they would drive a car if Yolobus was not available and 87 percent said there was one available for the trip.

- None of the passengers surveyed got to Route 45 by transferring from another bus. However, 11 percent indicated that they will complete their trip by transferring to Sacramento RT Route 30. The large majority will complete their trip by walking (80 percent).

- Virtually all (96 percent) of riders were traveling for work.

- The majority (59 percent) of the respondents had been riding the bus for three years or more, slightly over a quarter for more than a year, and only 15 percent for less than a year, indicating mostly loyal ridership on the transit system.

- None of the respondents were youths, and only 5 percent were young adults, making the majority middle-aged adults with 20 percent being seniors.

- Only 4 out of the 64 respondents on the express routes were students.

- The most common method of getting information about the transit system is through the website (70 percent) and printed guides (16 percent).

- Only one of the respondents said they do not have internet access: the majority (83 percent) has access through a computer, and slightly more than half have access via a smart phone.

Passengers were asked to rank their satisfaction with service characteristics, shown in Figure 22. As indicated, 50 percent or more were "satisfied" or "very satisfied" for only half the categories. The on-time performance received the lowest rating with a 2.7 average. Customers were most satisfied with driver safety, weekday service, and overall service. In total, 72 percent indicated they were either satisfied or very satisfied.

Stakeholder Interviews

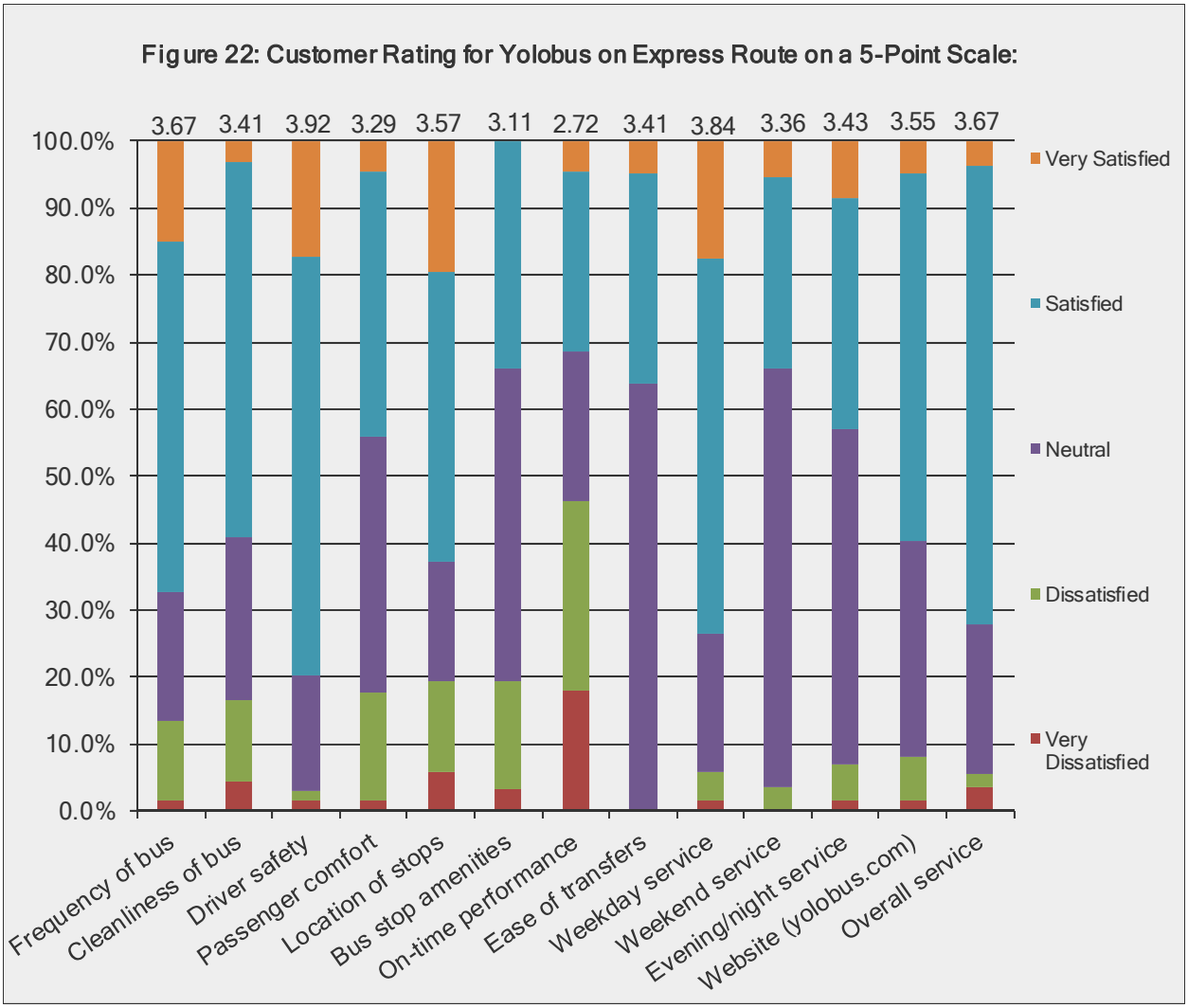
Stakeholder interviews were conducted to gain a perspective from elected officials and non-profit transportation providers, and others who have an interest or represent those with an interest in transportation in the study area. A list of potential stakeholders was developed at the study kick-off meeting, and more than a dozen individuals were contacted to participate. Ultimately, 12 individuals participated in the interviews. Highlights of the interviews are summarized below.

<u>Current Services</u>

- YOLOBUS is an asset to the community (college students, low income residents, medical patients in particular).
- Some said frequency is good, while some said more frequent service would be better.
- Works well for workers—no need to park.
- Bike access is an asset.

<u>Potential Improvements</u>

- More night and weekend (Saturday) service is desirable.



- The trade-off is either more frequency, or more area, unless additional funding resources are found.
- The opportunity to transfer needs to improve. With hourly service, if a connection is missed, it generally requires waiting a whole hour for the next bus.
- Perhaps more flexible routes would work—large fixed routes, with smaller “Uber”-type routes.
- More bike racks and better information about bike-space availability on approaching buses would be good.
- Marketing is lacking. People don’t know about the airport service, even though YOLOBUS is the only public transit to go to the airport. People don’t know about different areas served, and more could be done to change the image of who rides the bus through testimonial advertising.
- More and better shelters are needed. Shelters should have good lighting and be attractive, with landscaping nearby. Stops should be an attraction to riding, not a deterrent.

Needs

- Spring Lake is a growing area and will need more service. It has retirees, young families, but no schools. It will probably require express service to Davis, Sacramento.
- There are no schools in Spring Lake, so this will impact the need for school transportation for young people.
- The community is aging, which will impact the need for transit.
- The problem of homelessness will impact the need for transit service.
- There might be a market for transit in the downtown restaurant / entertainment district, and to new lodging in the east area of Woodland. Maybe an attractive trolley type service would work.
- Is service warranted for the industrial corridor north and east of I-5?

Service at the Jail / Probation Department

Several solutions were typically addressed: install a stop on site at the jail/probation property; offer taxi-vouchers to released parolees and clients; provide shuttle service specifically to County clients at the site. Comments on these solutions included:

- While some liked the idea of vouchers, another said if vouchers are provided, they might simply get sold.
- Several liked the idea of placing a separate stop on the site of the County's property. However, it was noted this would increase running time of an already tightly scheduled route. Would it be more efficient to have both students and County clients walk out to two stops on Gibson?
- A shuttle would meet the needs of released parolees at the time they need the service, and would keep them separate from other passengers. However, this might result in some redundancy in service and higher costs.

Types of Vehicles

- It was noted Davis has a bigger variety in the types of vehicles it uses.
- Would a trolley-type vehicle draw patrons in the downtown corridor?
- What is the appropriate sized vehicle for Woodland services?

Other Comments

- The Connect Card is going to be a big benefit to YOLOBUS

Information Booths

In addition to the stakeholder interviews, several information booths were held in the community in an attempt to reach non-transit users to solicit their opinions on transit. These were held at a "Food Truck Mania" event in historic downtown Woodland, at the Woodland Community College Campus, and in front of the Employment Development Department. Several posters were displayed including a map of transit routes within Woodland, and an English and Spanish sign inviting passers-by to stop for information on YOLOBUS. Schedules were displayed on tables, and "give-aways" were offered for people who completed comment cards, which were also on the table. A Spanish interpreter was available at each of these events.

While some participants completed comment cards (approximately two dozen cards were received), many passers-by offered oral comments which were recorded. Highlights of the feedback from the information booths are summarized below.

Current Services

- I use the 42b. In the afternoon during busy hours, there is standing room only. People barely fit on the buses, especially if you have families with strollers. They need a second bus (a tripper) during those times.
- I use the 215 because I live in Madison (age 12). It works pretty well.

Why Residents Do Not Use YOLOBUS, Or Do Not Use It More Often

- The most common reason given was that individuals had a car and/or preferred to drive.
- Sac commuter: the bus doesn't go close enough to my work location or early enough that I can walk there in time (S Street and 3rd Avenue).
- I have a disabled pass and use the bus frequently. However, I can't use it to get between here (Woodland) and Yuba City. You can get to Marysville but you have to wait for transfers or walk a long way to Yuba City.
- I need an earlier bus to Davis.
- I used the bus and had a very bad experience (young female college student). I won't ever try it again.
- More service desired between 5-9 pm
- The bus takes too long
- Doesn't go where I need to go (Arbuckle, Knights Landing most days, Dunnigan, Elverta, Yuba City)
- Better on-time performance.
- Drivers should be more respectful to passengers.

Other Comments

- A number of passers-by, particularly at the Food Truck Mania Event, said they were new to the area and did not know much about transit. Some specific desires for trying transit:
  - Just moved to the area and will start at Woodland Community College; wondering if YOLOBUS is an option.
  - Several individuals said they were interested in information on transit specifically for their pre-teen or teenage children.
  - One person moved from Austin where they used transit for all of their travel needs and wondered if this was an option in Woodland as well.
  - (In Spanish) A man drives his adult daughter to Davis, adding an hour to his commute. If she could take the bus, it would save him two hours per day (interpreter was able to assist him in finding trips that would work for his daughter).
- The bus is okay/good
- The buses need to be cleaned (better/more often)
- Would like free transfers to Sac RT.
- The bus is wonderful.

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Chapter 5
Transit Demand

EXISTING TRANSIT NEED AND DEMAND

An important step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential demand for transit services. The demand for transit services can be defined as the number of trips likely to be made over a given period within a given geographic area and at a given price and level of service.

The transit planning profession has developed differing methodologies for evaluation of transit demand in urban areas in comparison with small cities or rural areas. Accordingly, demand for Woodland (population over 50,000) is evaluated using methodologies for small urban areas. It is important to note that the various methods of estimating demand based on target market overlap, and the demand assumes a very high level of transit in both frequency and coverage. The demand estimation represents an upper limit of demand which is not typically feasible to meet. Nonetheless, identifying the relative need is helpful in terms of determining which areas of demand are most underserved and which areas have the greatest potential for new growth.

Employment Demand

Transit demand generated by persons commuting to employment sites is one area of demand to consider. The Transit Cooperative Research Project B-36 study, Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation, includes methods for determining commute between smaller cities and more urbanized areas (such as Sacramento). This methodology is based upon observed transit ridership between outlying counties and center city employment centers across the nation. Overall, the study identified a median "transit mode split" (the proportion of all commute travel occurring on transit modes) of 1.2 percent.

It should be emphasized that this methodology represents typical observed transit use, on a county-wide basis. It can be considered to be a valid figure for commuting to typical employment sites. However, there are several factors that indicate that a direct application of this mode split to the total commute data between Woodland and downtown Sacramento would underestimate actual potential demand:

- With a strong concentration of employment within a small, walkable area, transit potential is higher than for an equivalent number of commuters spread over an entire urbanized count.

- The fact that Sacramento represents one of the greatest concentrations of public sector employees outside of Washington, DC, indicates a relatively high potential for transit use, given the consistent work schedules, flexibility in individual work hours, limited need for vehicles during the day, and financial subsidy of commuter's transit pass purchases.

Peer System Review

A refined means of evaluating transit ridership potential is to assess the transit mode split for other existing commuter transit services serving the downtown Sacramento employment center.

A review of the various services indicates two such systems that yield useful information comparable to the Woodland – Sacramento travel market:

- The Yuba Sutter Transit Authority provides a high level of commuter service along the US 99 and SH 70 corridors. Dividing the average weekday ridership (approximately 260 individual commuters making round-trips per day, excluding Butte County residents) by the total number of Yuba and Sutter County residents commuting to downtown Sacramento (1,430 persons, per the Longitudinal Employer-Household Dynamic dataset), the transit mode split is found to be 18.2 percent.

- The El Dorado County Transit Authority operates a similar system, providing 11 round-trips daily between Placerville, El Dorado Hills and downtown Sacramento. This program serves an average of approximately 230 commuter round-trips per day. Dividing by the 1,932 El Dorado County residents working in the downtown Sacramento area, the transit mode split is calculated to be 11.9.

Based on the figures above, a reasonable estimate of transit mode split for the Woodland – downtown Sacramento travel market is 18 percent.

Davis has some of the same characteristics (though to a lesser degree) that tend to increase potential demand for transit service, particularly on the UC Davis Campus: limited and expensive parking, and a concentration of employment sites within walking distance of a limited number of sites. The relatively short commute length and lower traffic congestion, however, reduces the potential for transit ridership. Considering these factors and the proportion of overall employment on campus, a potential transit mode split of 5 percent is appropriate.

Applying these transit mode figures to the employment flow data presented above in Table 5, and assuming employees make an average of two passenger trips daily, the potential number of trips by transit is identified in Table 22 As indicated, the highest potential for commute transit trips is from for trips to Sacramento (244,700).

TABLE 22: Woodland Employee Transit Demand

Woodland Employees Working in…	Total Commuters	Transit Mode Share	Daily Commuters	Annual 1-Way Psgr Trips
Woodland	6,575	2.5%	164	82,200
Sacramento	2,719	18.0%	489	244,700
Davis	2,336	5.0%	117	58,400
Other Locations	14,312	1.8%	258	128,800
Total	**25,942**		**1028**	**514,100**

Source: LSC, derived from U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2011

General Public Demand

Urbanized Area Demand Estimation Techniques

The demand for general public trips in Woodland, which is urbanized, is based upon a simple mode split which estimates that one percent of the population would use transit on a daily basis, making an average of 3.5 trips per day. This method generates an estimated demand for all trips within Woodland at 540,600 transit trips annually.

College Student Demand

College students generate another important element of transit demand in Woodland, both for the local Woodland Community College as well as the University of California campus in nearby Davis. The Transportation Cooperative Research Program's *Synthesis 78: Transit Systems in College and University Communities (2008)* provides examples of existing modes splits for student travel to other campuses. Both the University of California at Davis and the University of Texas at Austin report a transit mode split of 15 percent. However, both of these campuses benefit from relatively compact areas of student residential housing, as well as very frequent transit service levels. On the other hand, Montana State University in Bozeman indicates a transit mode split of 1 percent.

Given that Woodland Community College students have a higher likelihood of easy access to a car, easier parking conditions, and a less consistent schedule of classes, a likely mode split is in the range of 3 to 5 percent. Current enrollment of Woodland Community College is posted as 836 full time and 2,136 part time students, with an estimated 70 percent of students residing in Woodland. Assuming full time students go to school five days per week on average, and part time students go to school three days per week on average for 40 weeks equates to approximately 620,000 person-trips per year. With a 3 to 5 percent mode split for transit, student transit demand is an estimated 18,600 to 31,000 transit trips within Woodland (or 24,800 on average).

The number of UC Davis students residing outside of Davis is approximately 9,200. While detailed data on residential location is not available, a reasonable assumption is that 20 percent of these students live in Woodland (based on proximity). Assuming one round trip per day of classes to Davis twice per day for 154 days of classes per year would indicate approximately 567,000 annual person-trips between Woodland and Davis, with a student transit demand of approximately 85,000 per year.

SUMMARY OF TRANSIT DEMAND

A summary of the results of the various demand methodologies above are presented in Table 23. These estimates are not cumulative; some are different approaches to the same target market, and different methods forecast demand for different target markets. While the demand forecasts have highly variable results, they are useful in determining a range of service which might be appropriate in the future, particularly in light of what service is available. Table 23 also presents the current ridership levels on YOLOBUS.

TABLE 23 : Summary of Woodland Transit

Estimation Methodology	Total Annual
General Public Demand	540,600
Employment Demand	514,100
Woodland Community College Student Demand	24,800
UC Davis Student Demand	85,000

NOTE: Demand Methodologies overlap. Demand assumes high level of transit service and coverage.

Current Ridership in Woodland	TOTAL
Local Fixed Route	193,489
Sacramento Commuter and Express	67,197
Davis Commuter and Express	54,322
Total Woodland Service	**315,008**

Source: LSC Transportation Consultants, Inc.

FUTURE TRENDS IN TRANSIT DEMAND

Future change in actual transit demand will be influenced by a variety of factors, including:

Increasing Fuel Costs – While fuel costs have decreased in the past year, gas prices saw unprecedented highs in the previous years and are expected to increase again. High gas prices increase the demand for public transit services across the nation. Fuel increases particularly affect low income and discretionary riders, and has less of an impact on social service program-related demand.

Change in Senior Population -- The change in the older adult population will also impact transit demand. The elderly population will outpace other age categories in the coming decades. The current population of mature retirees (age 74 – 84) is anticipated to increase by 27 percent from 2010 to 2020 in Yolo County. While projections are on a Countywide basis, it can be noted that the percentage of late middle-aged residents and mature retirees is higher in Woodland than in Yolo County in general, indicating the senior population will grow even more rapidly than the County average.

Changes in Travel Patterns Among Young Adults – There is increasing evidence that young adults are shifting their travel away from auto use, and delaying their obtaining of a driver's license. Researchers indicate that this is probably due to increased costs of auto ownership and use, reduced employment and income, as well as that the spread of mobile internet technologies make travel by transit more attractive relative to driving. As a result, transit systems are seeing growing use of services among teenagers and young adults.

Spring Lake Service – The Spring Lake area of Woodland is an area anticipated for significant growth during the period of the SRTP. The Spring Lake Development is generally bounded by Farmers Central Road to the north, County Road 102 to the east, County Road 25A to the south, and Pioneer Street to the west. Per the 2010 decennial census, the Spring Lake development had a population of 4,238. It contained an estimated 1,361 housing units. The ethnic background is diverse with over 60 percent of the population identified in the 2010 census as Hispanic, Asian, Black, or other non-white race. The 2010 census also showed that most of the population (70 percent) is 18 years of age or older. While during the recession years, approximately 100 houses per year were permitted in Spring Lake, the current permitting is approximately 200 houses per year. Depending on the occupancy of the housing, this could add between 2,000 and 3,000 persons in this area over the time-frame of this Short Range Transit Plan. This will need to be considered in developing ridership projections for potential service alternatives to the area.

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Chapter 6
Service Alternatives

This chapter presents the analysis of a wide range of potential service alternatives for the YOLOBUS routes serving the Woodland area. It builds upon the findings regarding existing conditions and transit demand discussed in previous chapters. Alternatives regarding the local fixed route system are presented first. This is followed by a discussion of commuter service alternatives. A comparison and performance analysis of these various service alternatives is then presented.

EXISTING ROUTE NETWORK SERVICE ALTERNATIVES

Local service alternatives are first considered for the existing service area. This is followed by a discussion of route alternatives that also serve the Spring Lake area.

Woodland Route Network Alternatives – Existing Service Area

The current local Woodland fixed route service plan (Routes 210, 211, 212 and 214) provide two hour-long overlapping bi-directional loops. The routes overlap both in the southern portion of Woodland (County Fair Fashion Mall) and the northern portion of Woodland (Downtown). These areas of overlap provide opportunities for transfers between the two routes, though timed transfers directly from one bus to another occur only at County Fair Fashion Mall. Hourly service is provided on both loops in both directions on weekdays, and in one direction on weekends.

This service plan provides only one bus an hour in each direction for many of Woodland's key transit generators, including Woodland Community College and the residential areas in the western portion of Woodland. It also results in long travel times for many individual trips. On the other hand, it provides one-bus service between many origins and destinations, without the need to transfer.

Another route structure that has proven effective in other cities of similar size is a "pulse route" structure. Under this concept, routes are designed like spokes on a wheel, with all routes serving a single transit hub. Buses "pulse" out of the transit hub on similar schedules, which allow passengers to typically transfer directly from one bus to another at the hub. In addition to reducing travel time for cross-town trips, this structure provides better amenities for transferring passengers at the transit hub than would be provided out on the routes. This route structure is best suited to communities with a high concentration of activity in a central location (typically downtown).

To test this concept for Woodland local service in the existing service area, two potential pulse route alternatives were developed: one assuming the transit hub stays at the existing County Fair Fashion Mall site, and a second that assumes a location in the downtown area1. Furthermore, these alternatives also consider whether the routes serve generally the existing service area, or alternatively also serve Spring Lake.

[1] For purposes of this discussion, the specific location of a downtown transit center is not material; a review of potential specific sites is provided in the following chapter.

Pulse Routes from a County Fair Fashion Mall Transit Center – Existing Service Area

As shown in Figure 23, this consists of a total of four routes, generally serving (1) eastern Woodland, (2) northeastern Woodland, (3) downtown), and (4) western Woodland. With four buses, it would be possible to provide service every 30 minutes on the first three of these routes, as well as hourly service on the fourth (western) route. A summary of the running times and speeds is shown in Table 24. The travel times and transfer requirements between key trip origin and destination areas is shown in Table 25. This alternative would drop service to existing stops north of downtown (which generate relatively low ridership). On the other hand, it would provide new service to the residential areas southwest of downtown and along East Gum Avenue east of SR 113, as well as expanded service along East Street.

Pulse Routes from a Downtown Transit Center – Existing Service Area

Four buses could be used to operate a total of five routes from a transit hub in the downtown area, as shown in Figure 24. As shown in Table 24, the route serving northeast Woodland (Route 1) would be scheduled to operate over 40 minutes, the route south along East Street to the County Fair Fashion Mall and Senior Center (Route 3) would be scheduled to operate over 20 minutes, while the remaining three routes would be schedule for 30 minutes and serve southeast Woodland (Route 2), southwest Woodland (Route 4) and northwest Woodland (Route 5). Four buses would allow Routes 2, 3 and 5 to be operated twice per hour (30 minute frequency), while Routes 1 and 4 would be operated once per hour (60 minute frequency). Table 26 presents the travel time and transfer requirements between key origins and destinations. This alternative would also provide service to the existing “holes” in the service area. The location of the hub closer to the center of the service area allows the in-vehicle travel time to be lower than for a hub a County Fair Fashion Mall, and the route configuration allows more passengers to complete their trips without transfers. In addition, the location of the hub closer to the YOLOBUS operations center reduces “deadhead” miles and associated costs to the contractor.

Route Network Alternatives – Expanding Service Area to Include Spring Lake

Route network options were also evaluated assuming service to the Spring Lake

Transit Demand of Spring Lake

To assess the potential for local transit service to Spring Lake, it is first necessary to assess the potential transit ridership that would be generated. The best methodology is to use actual existing Woodland transit ridership figures to define a transit ridership trip generation rate for existing uses, and then apply these rates to the land use quantities for Spring Lake. This was conducted in the following steps, as shown in Table 27:

1. The number of dwelling units within the existing Woodland local route service area was estimated, based upon Census housing unit counts and the service area map shown in Figure 9. To allow the analysis to reflect the difference in transit trip use by type of housing unit, figures were identified for single-family units versus multifamily units (including mobile homes).

2. The existing ridership of the local routes was identified.

Figure 23
Pulse Network Serving Existing Service Area-
County Fair Mall Transfer Center

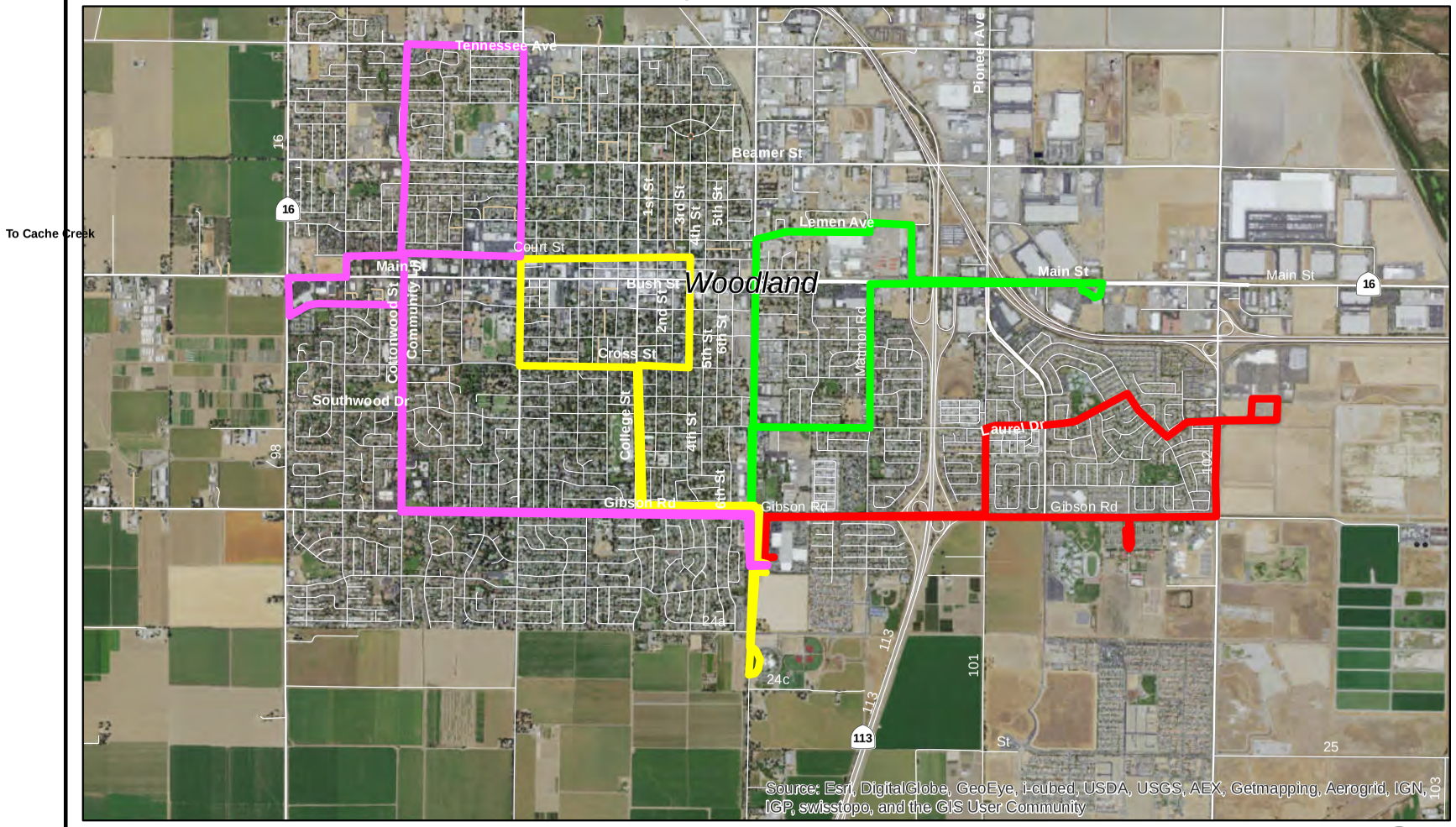


TABLE 24: Woodland Pulse Route Alternatives

Route		Length (Miles)	Running Time (Minutes)	Runs/Hr Weekday	Runs/Hr Sat/ Sun	Total Hourly Run Time	Scheduled Time	Running Speed (MPH)	# of Buses Weekday	# of Buses Sat/Sun
EXISTING SERVICE AREA										
County Fair Mall Center -- Existing Service Area										
1	Southeast	6.5	32.5	2	1	65	30	13.0	1.00	0.50
2	Northeast	6.1	30.5	2	1	61	30	12.2	1.00	0.50
3	Downtown	6.2	31	2	1	62	30	12.4	1.00	0.50
4	West	9.6	48	1	0.5	48	60	9.6	1.00	0.50
						236	240	11.8	4.00	2.00
Downtown Transit Center -- Existing Service Area										
1	Northeast	7.2	36	1	0.5	36	40	10.8	0.67	0.33
2	Southeast	6	30	2	1	60	30	12.0	1.00	0.50
3	South	3.6	18	2	0.5	36	20	10.8	0.67	0.17
4	Southwest	5	25	1	1	25	30	10.0	0.50	0.50
5	Northwest	6.3	31.5	2	1	63	30	12.6	1.00	0.50
						220	230	11.2	3.83	2.00
SERVICE AREA EXPANDED TO SERVE SPRING LAKE										
County Fair Mall Center -- Expanded Service Area										
1	Southeast	8.5	42.5	1	0.5	43	40	12.8	0.67	0.33
	Northeast	6.4	32	2	0.5	64	30	12.8	1.00	0.25
3	Downtown	6.2	31	2	0.5	62	30	12.4	1.00	0.25
4	West	9.6	48	1	1	48	60	9.6	1.00	1.00
						217	220	11.9	3.67	1.83
Downtown Transit Center -- Expanded Service Area With 4 Buses										
1	Northeast	6.8	34	1	0.5	34	40	10.2	0.67	0.33
2	Southeast	8.5	42.5	1	0.5	43	40	12.8	0.67	0.33
3	South	3.6	18	2	1	36	20	10.8	0.67	0.33
4	Southwest	5	25	2	1	50	30	10.0	1.00	0.50
5	Northwest	6.3	31.5	2	1	63	30	12.6	1.00	0.50
						226	240		4.00	2.00
Downtown Transit Center -- Expanded Service Area With 5 Buses										
1	Northeast	6.8	34	1	0.5	34	40	10.2	0.67	0.33
2	Southeast	8.5	42.5	2	0.5	85	40	12.8	1.33	0.33
3	South	3.6	18	3	1	54	20	10.8	1.00	0.33
4	Southwest	5	25	2	1	50	30	10.0	1.00	0.50
5	Northwest	6.3	31.5	2	1	63	30	12.6	1.00	0.50
						286	300		5.00	2.00

TABLE 25: Woodland Local Service Travel Time Matrix -- Pulse With County Fair Mall Transit Center, Existing Service Area

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM \ TO	2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood
2nd & Court		30 T	25 T	15	25 T	35 T
Wal-Mart	30 T		25 T	15	25 T	35 T
Woodland Community College	35 T	35 T		20	30 T	40 T
County Fair Mall	15	15	10		10	20
Gibson & Cottonwood	25 T	25 T	20 T	10		5
Beamer & Cottonwood	35 T	35 T	30 T	20	5	

TABLE 26: Woodland Local Service Travel Time Matrix -- Pulse With Downtown Transit Center, Existing Service Area

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM \ TO	2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood
2nd & Court		15	15	10	15	15
Wal-Mart	15		30 T	25 T	30 T	30 T
Woodland Community College	15	30 T		20 T	30 T	30 T
County Fair Mall	10	15 T	25 T		25 T	20 T
Gibson & Cottonwood	15	25 T	30 T	25 T		30 T
Beamer & Cottonwood	15	35 T	30 T	20 T	30 T	

Figure 24
Pulse Network Serving Existing Service Area-
Downtown Transit Center

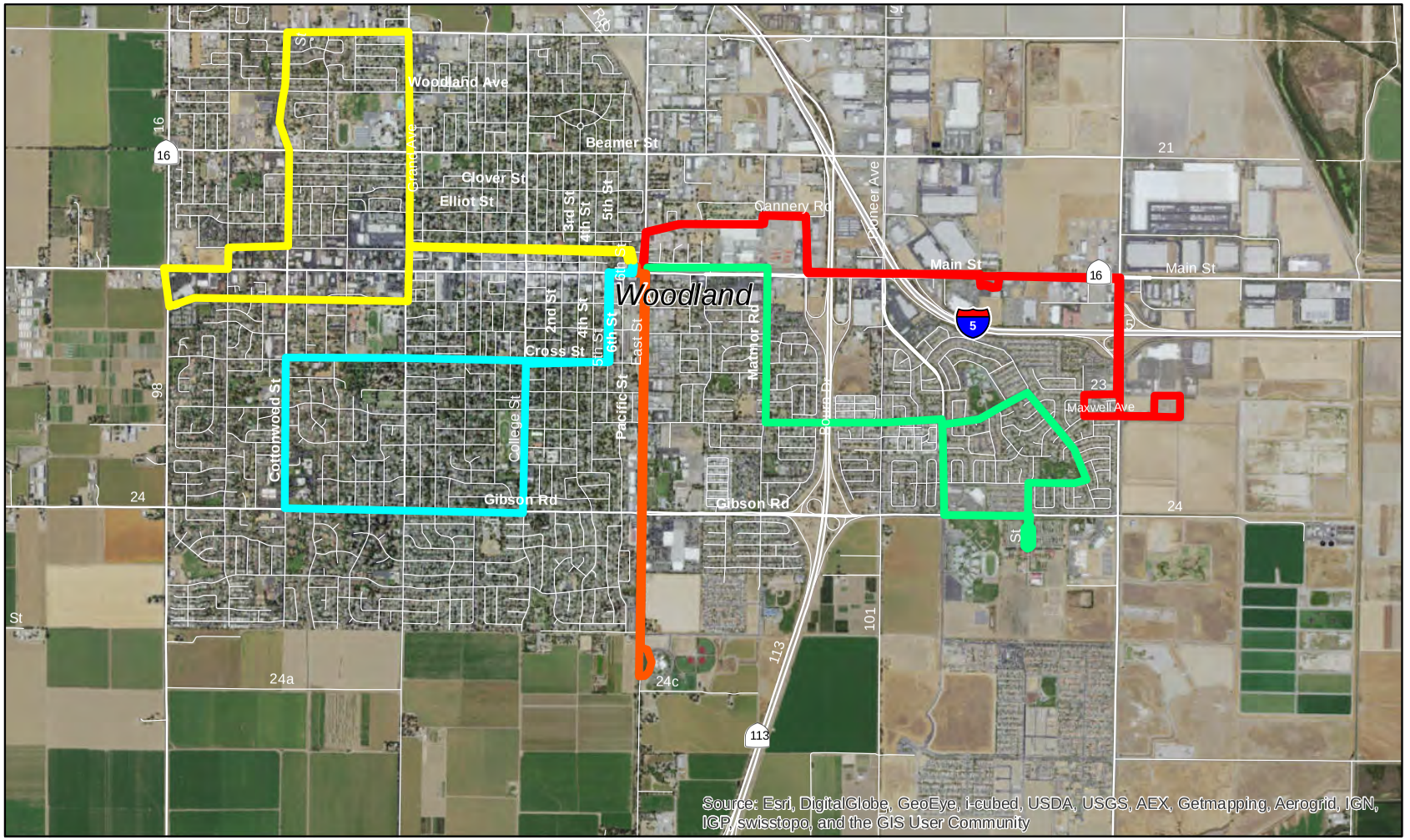


TABLE 27: Analysis of Spring Lake Transit Demand

Calculation of Transit Demand Rate		
Total Existing Housing Units in Transit Service Area		
Single Family Dwelling Units	9,125	
Multifamily Dwelling Units	7,546	
Total	16,671	
	Annual	Avg. Weekday
Existing Local Route Ridership		
Average Weekday	193,489	683
Existing Transit Trip Generation Rate (1-Way Trips per Unit)		
Single Family Dwelling Units	3.01	0.01
Multifamily Dwelling Units	22.00	0.08

	Existing	**Buildout**	**Growth**
Number of Spring Lake Single Family Units	1,115	3,066	1,951
Number of Spring Lake Multifamily Units	261	1,108	847
Transit Trip Generation			
Single Family Dwelling Units			
Annual	3,400	9,200	5,800
Average Weekday	12	33	21
Multifamily Dwelling Units			
Annual	5,700	24,400	18,700
Average Weekday	20	86	66
TOTAL			
Annual	9,100	33,600	24,500
Average Weekday	32	119	87

3. A factor of 7.3 was applied to the existing inventory of multifamily dwelling units. This factor is based upon a review of the "Public Use Microdata Sample" (PUMS) dataset for smaller communities of northern California. This dataset provides a sample of approximately 27,900 persons in 16,100 households, excluding those persons living in group quarters. A cross-tabulation of the PUMS dataset indicates that 1.9 percent of Northern Californians (excluding larger urban areas) living in single-family dwelling units are in households without a private vehicle, compared with 14.2 percent living in multifamily dwelling units. Put another way, an individual living in a multifamily dwelling unit is roughly 7.3 times as likely to be a member of a household without a private vehicle as is an individual living in a single family dwelling unit. This indicates an equivalent higher propensity to use public transit service. This factor was used to weight the relative transit trip generation rate of multifamily versus single family units, as shown in the top portion of Table 27.

4. These rates can then be multiplied by the existing and buildout number of units in the Spring Lake area, as provided by the Woodland Community Development Department.

As shown in the bottom portion of Table 27, this analysis indicates that, if served at the same level of service as the existing Woodland service area, Spring Lake would generate approximately 32 one-way passenger-trips per weekday (roughly 16 boardings and 16 alightings within Spring Lake), or 9,100 passenger-trips per year. Of these 32 daily trips, 20 would be generated by the existing multifamily complex, while 12 would be generated by single family residential units. At buildout of Spring Lake, this demand would grow to 119 daily one-way passenger-trips, or 33,600 per year. It should be noted that, as newer residential units tend to have population characteristics that indicate less potential for transit use than older units, these figures should be considered to represent the higher end of the potential demand.

Revisions to Existing 210/211 and 212/214 Local Route Loops to Serve Spring Lake

One option considered to serve the Spring Lake area would be to modify the existing two large bi-directional loops to serve Spring Lake. A map of this alternative is shown in Figure 25. As indicated, to serve the larger area Routes 212 and 214 would no longer entirely operate the same loop route in both directions, though Routes 210 and 211 would operate bi-directionally on the same route. Specifically, this option would modify the existing routes as follows:

- Routes 210 and 211 (western loop, operated in both directions, as shown in blue) would be revised to operate on Leman Street between Matmor Road and East Street. To reduce running time, the existing loop in northwest Woodland (Cottonwood Street, Kentucky Avenue, Ashley Avenue and Woodland Avenue) would be replaced with a new route segment around the block formed by W. Beamer Street, N. Ashley Avenue, W. Woodland Avenue, and N. Cottonwood Street. This reduces the route length by 0.5 miles, to 12.0 miles.

- Route 212 (eastern loop, counterclockwise, shown in orange) would be revised to serve Leman Avenue and North Street between 3rd Street and Matmor Road, rather than Beamer Street. Between Woodland Community College and Gateway it would operate via East Gibson Road and 102 Road, in order to serve a new stop at the Probation Department. It would also no longer serve the Community and Senior Center. These changes would reduce the route length to 11.0 miles, improving on-time performance.

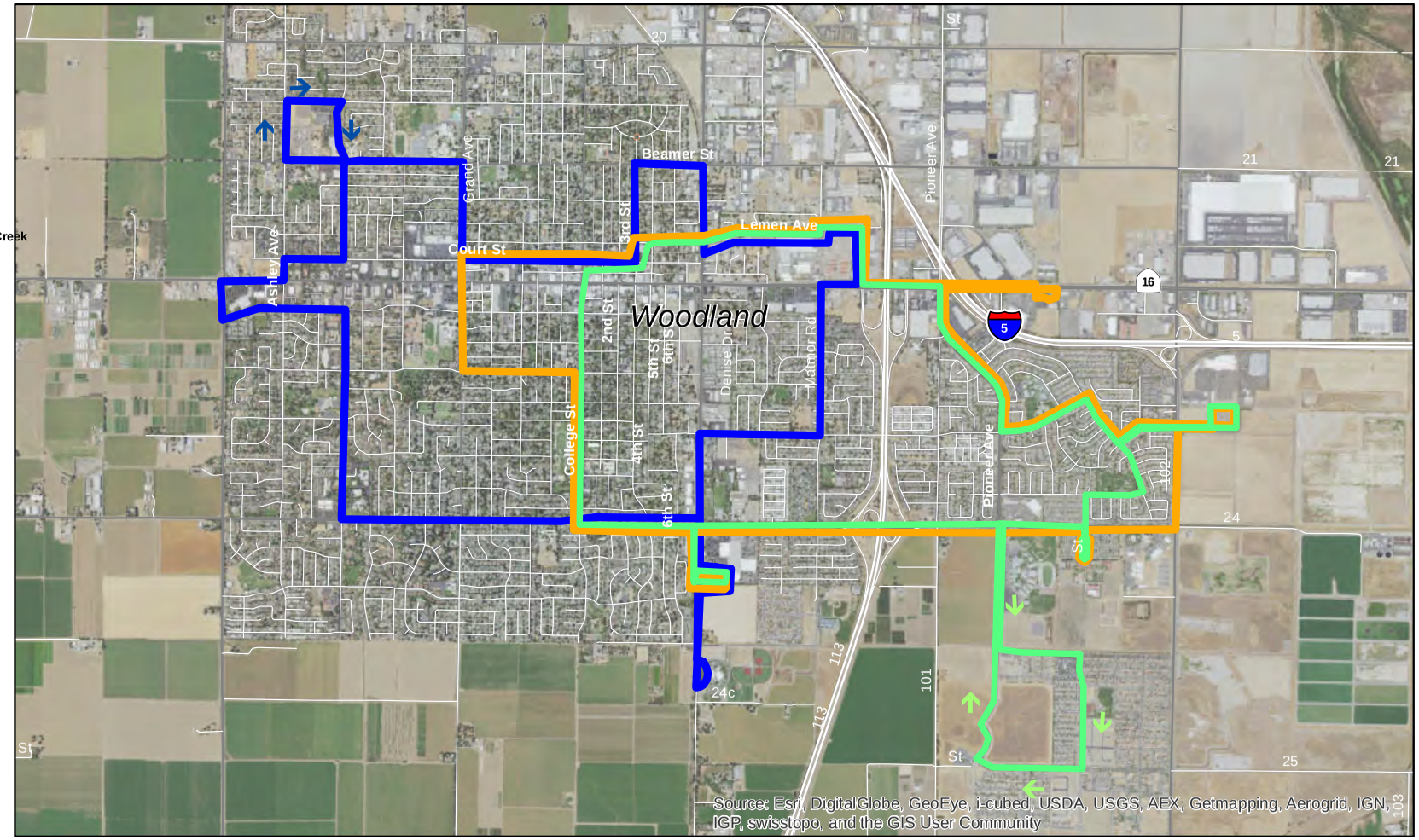
- Route 214 (eastern loop, clockwise, shown in green) would no longer serve Walmart or Beamer Street between North Street and Matmor Road, and would travel along College Street between Cross Street and Court Street (rather than via West Street). In total, these changes would provide the running time needed to serve Spring Lake and Pioneer High School via a clockwise loop on Farmers Central Road, Miekle, Heritage Parkway, and Parkland, yielding an overall route length of 12.0 miles.

Table 28 presents the travel times and transfer requirements for this alternative. Overall on-time performance would be improved compared to current levels. While service to some existing stops would be eliminated, the ridership at these stops is relatively quite low:

- The two stops along W. Kentucky Avenue (at Ashley and Cottonwood) only serve a total of 12 boardings and alightings daily.

- The stops on either side of East Beamer Street west of Matmor Road generate negligible ridership (zero on the full day surveyed).

Figure 25
Revised 2 Loop Network Serving Spring Lake



Route 210/211
Route 212
Route 214

0 0.5 1 2 Miles

TABLE 28: Woodland Local Service Travel Time Matrix -- Revised 2 Loop Plan, Expanded Service Area

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM	TO	2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood	Spring Lake
	2nd & Court		10	20	15	20	10	25
	Wal-Mart	10		45	35	45	20	20 T
	Woodland Community College	20	10		20	35 T	45 T	5
	County Fair Mall	15	10	15		10	20	10
	Gibson & Cottonwood	20	30	35 T	10		10	20 T
	Beamer & Cottonwood	10	20	35 T	20	10		30 T
	Spring Lake	30 T	30 T	20 T	10	30 T	40 T	

The Community and Senior Center would still be served by two buses per hour (rather than the current four), which is consistent with the daily total boarding and alighting activity (a total of 8 passengers).

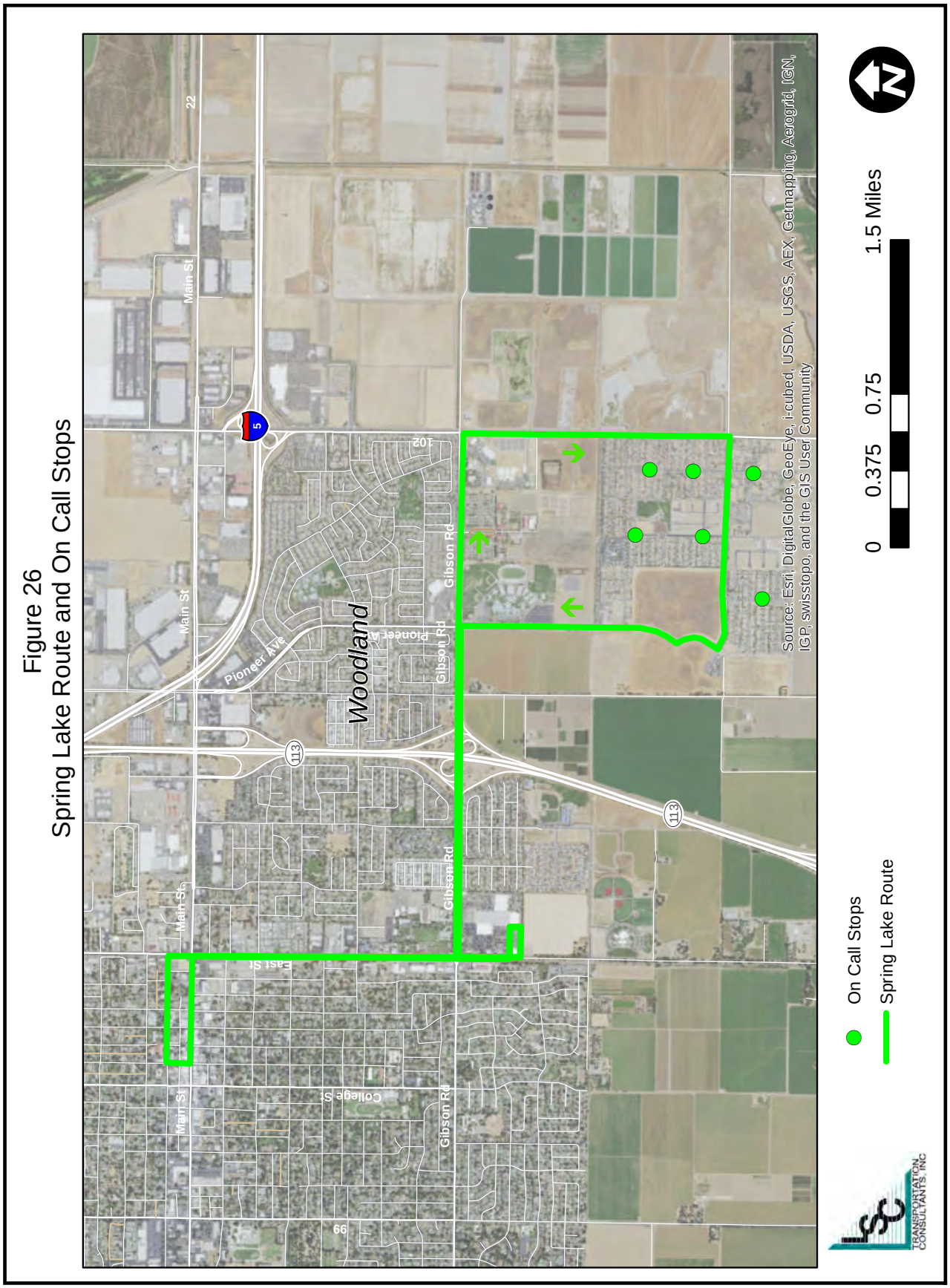
Provision of a Fifth Local Route to Serve Spring Lake

Another means of serving Spring Lake would be to simply operate a fifth local bus, along with existing Routes 210, 211, 212, and 214. In order to better navigate local streets in Spring Lake, a smaller bus would typically be used, such as a 25-foot cutaway bus. Two options were considered for this addition route: a traditional fixed route, and a hybrid route.

Fixed Route

A potential fixed route serving Spring Lake is shown in Figure 26. This would consist of a route segment connecting County Fair Fashion Mall with Spring Lake (approximately 40 minutes in running time), with the remaining 20 minutes per hour used to provide a direct connection between County Fair Fashion Mall and downtown. This route would be scheduled to provide

Figure 26
Spring Lake Route and On Call Stops



direct connections to the other routes at County Fair Fashion Mall near the top of the hour. Table 29 presents the travel times and transfer requirements of this option.

To avoid regular travel along narrow streets in the single family portions of Spring Lake, the route would stay on Parkland Avenue, East Heritage Parkway, and E8 Road. This would limit the proportion of existing single family homes in Spring Lake within a convenient quarter-mile walk distance to approximately half of all units.

TABLE 29: Woodland Local Service Travel Time Matrix -- Existing 2 Loop Plan With Additional Spring Lake Route

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM	TO: 2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood	Spring Lake
2nd & Court		10	25	10	20	7	20
Wal-Mart	10		15	25	35 T	45 T	50 T
Woodland Community College	20	15		10	30 T	40 T	5
County Fair Mall	10	25	10		10	15	15
Gibson & Cottonwood	23	45 T	30 T	7		5	40 T
Beamer & Cottonwood	7	55 T	40 T	22	10		50 T
Spring Lake	20	35 T	20 T	10	20 T	30 T	

Hybrid Route

Another means of serving Spring Lake would be to operate a hybrid route, combining fixed route segments and demand-response service. Under this option, the fixed route between downtown, County Fair Fashion Mall and the Rochdale Grange at the intersection of Parkland Avenue and East. Heritage Parkway would operate as in the fixed route option. However, upon reaching the Rochdale Grange the driver would have approximately 15 minutes each hour to serve demand-response requests at a series of signed on-demand stops within the Spring Lake residential neighborhoods. A reasonable set of on-demand locations that provide a stop within a convenient walk of all existing residential development is shown in Figure 26, as follows:

- Sander Street/Ragan Court
- Promenade Drive/Garrett Place

- Promenade Drive/Shinn Court
- Promenade Drive/Centennial Drive
- Miekle Avenue/Ortiz Drive
- Miekle Avenue/Mack Way

Passengers desiring a pick-up at these locations would call (at least 30 minutes in advance) or potentially request a pick-up via an app. Passengers boarding the bus at a fixed route stop could simply make a request of the driver. In addition, "standing order" service could be provided if a consistent pattern of requests at specific stops and times develops.

This option has the advantage of bringing bus service to locations more convenient to Spring Lake residents. While buses would travel along local streets, this would only occur when actually serving a passenger. In addition, this option would provide greater flexibility to modify service as Spring Lake development occurs. The disadvantages of this option would be a modest increase in workload for dispatchers, some confusion on the part of passengers as they learn how to use the service, and the potential for missed ride requests. Operating costs would not be materially impacted.

Pulse Routes from a County Fair Fashion Mall Transit Center – Expanded Service Area Serving Spring Lake

Spring Lake could also potentially be served by a pulse route network, operating from a County Fair Fashion Mall hub. The route map is shown in Figure 27, while Table 24 presents the running time and frequency of the four individual routes. As indicated, the routes serving northeast Woodland and downtown Woodland would both be 30 minutes in scheduled running time, with service twice an hour. The route serving western Woodland would need to be scheduled for a 60 minute running time (operated once per hour), while the route serving Spring Lake and southeast Woodland would be schedule for 40 minutes (operated once per hour). A problem with this alternative is that a Spring Lake route cannot be operated within a half-hour, but rather requires approximately 40 minutes to operate. As the remaining 20 minutes per hour cannot be used effectively, this leads to an ineffective overall route structure. It also results in lower service frequency for areas with high transit ridership, such as northwest Woodland and the Community College. As shown in Table 30, this results in many relatively long travel times. On the other hand, this option would provide service to new areas along East Gum Avenue as well as south of downtown.

Pulse Routes from a Downtown Transit Center – Expanded Service Area Serving Spring Lake

A pulse route network serving Spring Lake from a transit center in the downtown area is shown in Figure 28. As detailed in Table 24, this would consist of two 40-minute routes (serving northeast Woodland and southeast Woodland), two 30-minute routes (serving southwest Woodland and northwest Woodland), and a 20-minute route serving County Fair Fashion Mall and the Senior Center. This option allows the 40 minute routes serving Spring Lake and Gateway Mall/Wal-Mart to be "paired" or interlined with a 20-minute route south on East Street to the Senior Center and return. Operating four buses, service could be provided every 30 minutes on the routes serving northwest Woodland, southwest Woodland, and County Fair Fashion Mall/Senior Center, along with hourly service to northeast and southeast Woodland. Service would be provided to new areas in the existing service area "holes." Due to the shorter overall routes, this option would provide better service to the busy northwestern portion of Woodland, though service to the Community College would still be limited to hourly buses. Table 31 presents the travel times and transfer requirements of this alternative. Overall, this is a more effective route structure than a pulse service centered on a County Fair Fashion Mall transit center.

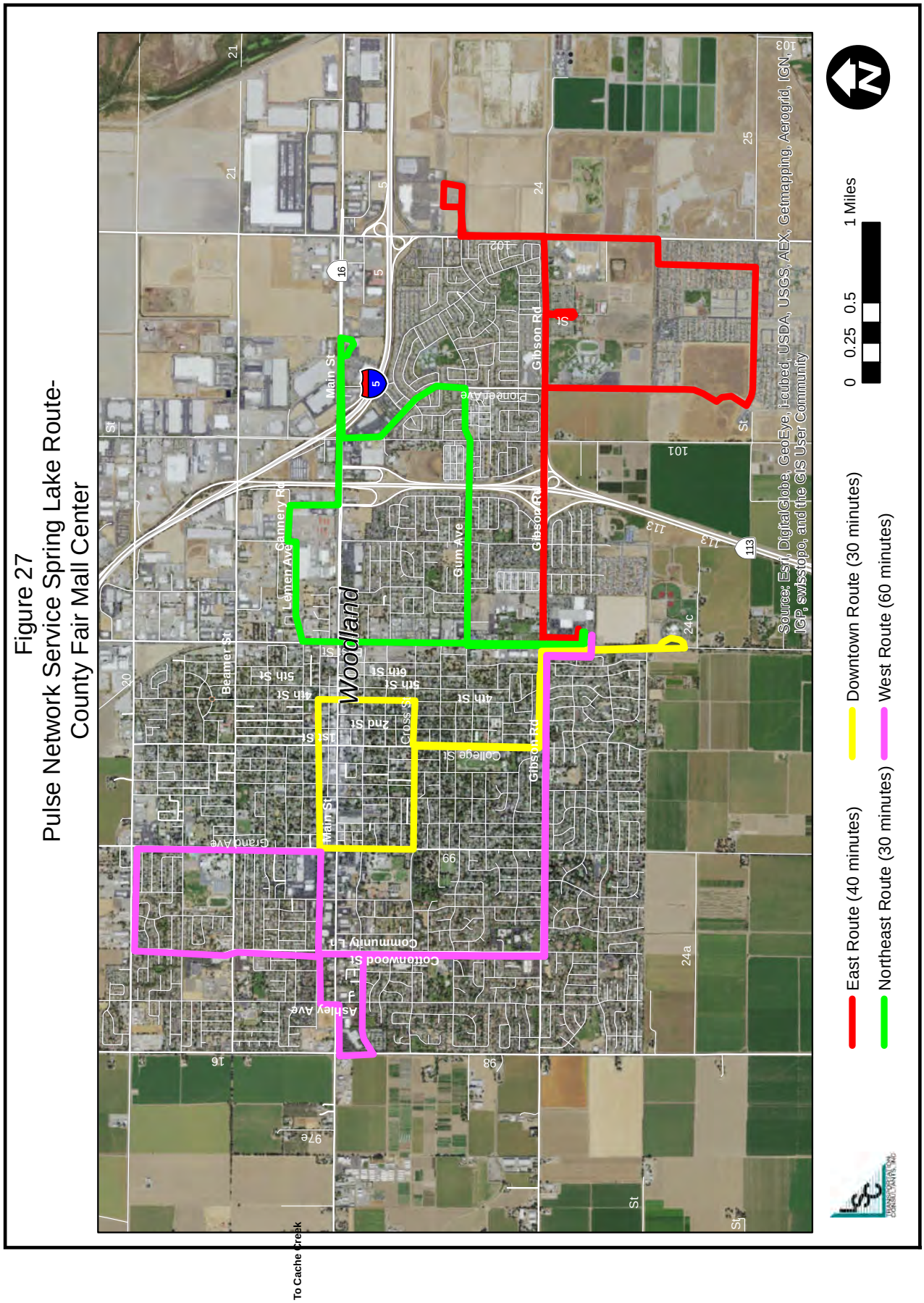


Figure 27
Pulse Network Service Spring Lake Route-
County Fair Mall Center
East Route (40 minutes)
Northeast Route (30 minutes)
Downtown Route (30 minutes)
West Route (60 minutes)
0 0.25 0.5 1 Miles
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Woodland
Main St
Gibson Rd
Gum Ave
College St
Cottonwood St
Community Ln
Ashley Ave
Grand Ave
Beamer St
Lemen Ave
Cannery Row
Plainsman Ave
To Cache Creek

Figure 28
Pulse Network Serving Spring Lake-
Downtown Transit Center

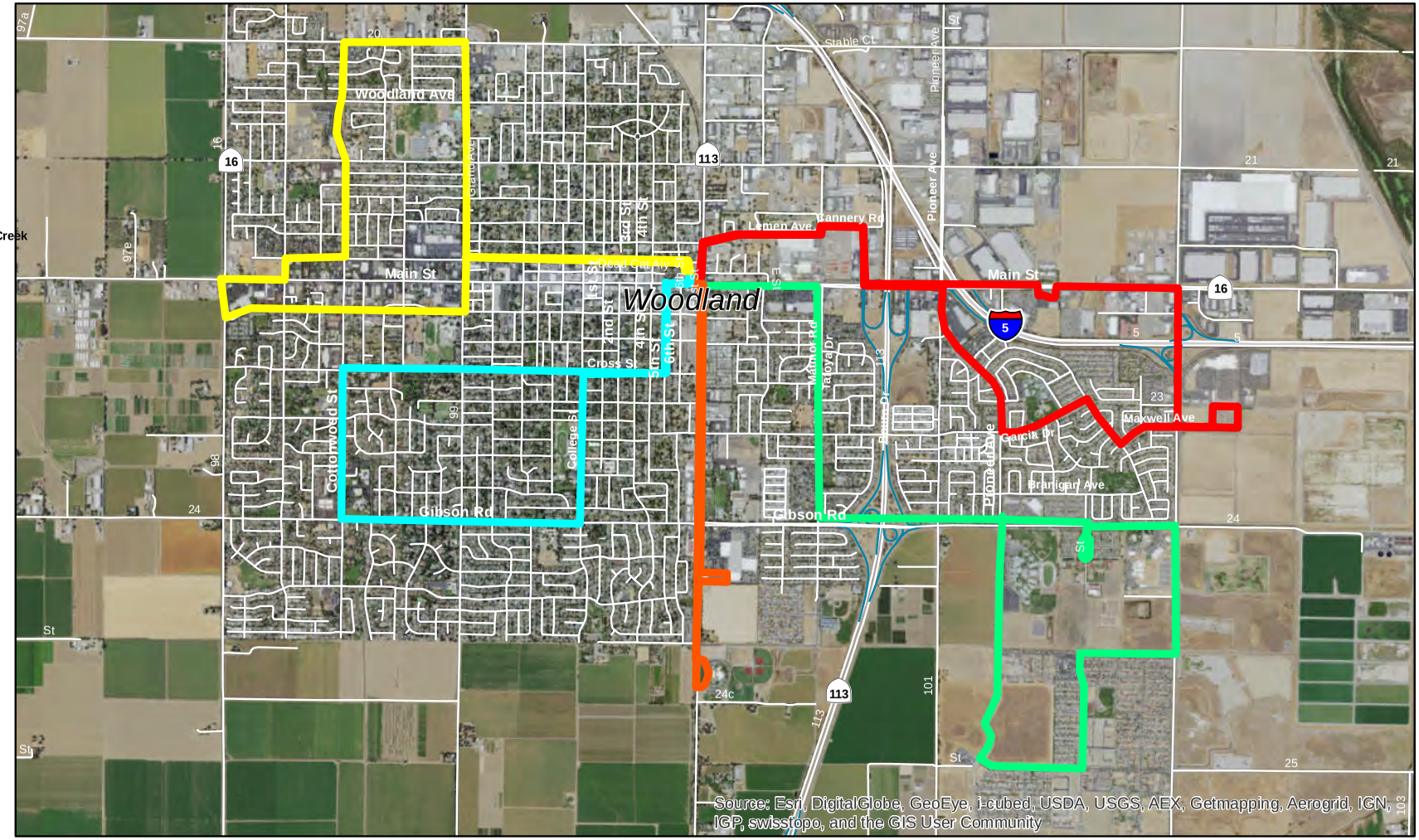


TABLE 30: Woodland Local Service Travel Time Matrix -- Pulse With County Fair Mall Transit Center, Expanded Service Area

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM \ TO	2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood	Spring Lake
2nd & Court		30 T	50T	10	25 T	35 T	25 T
Wal-Mart	30 T		40 T	15	25 T	35 T	25 T
Woodland Community College	35 T	25 T		10	20 T	30 T	50
County Fair Mall	15	15	30		10	20	10
Gibson & Cottonwood	25 T	25 T	40 T	10		10	20 T
Beamer & Cottonwood	35 T	35 T	50 T	30	10		30 T
Spring Lake	45 T	40 T	15	30	30 T	50 T	

TABLE 31: Woodland Local Service Travel Time Matrix -- Pulse With Downtown Transit Center, Expanded Service Area With Four Buses

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM \ TO	2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood	Spring Lake
2nd & Court		20	25	10	15	15	20
Wal-Mart	20		90 T	30	30 T	30 T	80 T
Woodland Community College	15	65 T		30	25 T	25 T	50
County Fair Mall	10	30	30		25 T	25 T	25
Gibson & Cottonwood	15	50 T	80 T	25 T		30 T	30 T
Beamer & Cottonwood	15	50 T	80 T	25 T	30 T		30 T
Spring Lake	20	70 T	10	25	30 T	30 T	

To provide a comparison of the alternative that includes a fifth bus to serve Spring Lake, this route option was also evaluated assuming operation of five buses. As shown in the bottom portion of Table 24, this fifth bus would best be used to operate a second run each hour on the southeast route serving Spring Lake and Woodland Community College, along with an additional run of the central route serving County Fair Fashion Mall and the Senior Center2. Travel times and transfer requirements of this option are shown in Table 32.

Comparison of Woodland Route Network Alternatives

Table 33 presents a summary of the comparative average travel time components of the various route alternatives. For each alternative, the in-vehicle, transfer, and wait times were weighted by the proportion of total passenger-trips between each origin/destination pair and then summed, yielding the average travel time for all Woodland transit passengers. As indicated, the existing two-loop route structure provides relatively low average in-vehicle travel times, reflecting that it does a good job of directly serving high-ridership short trips (such as between downtown and northwest Woodland). However, this current plan requires relatively long waits for the next bus, as only hourly service is provided. The pulse route alternatives, conversely, require longer in-vehicle travel times, but provide more frequent service that reduces wait times.

For the options serving the existing service area, a pulse route alternative from the County Fair Fashion Mall transit center would overall increase passenger travel times from the current route plan (55 minutes versus 49 minutes), while a pulse system operating from a downtown transit center would reduce travel times slightly (46 minute versus 49 minutes). All of the options serving Spring Lake would increase average travel times. The lowest overall travel times would be provided by the revised two-loop plan (51 minutes). Maintaining the existing two loops and adding a fifth route serving Spring Lake would increase average times slightly (by 1 minute), reflecting the out-of-direction travel needed for some trips. Any of the pulse route alternatives would increase travel times, with the greatest overall average travel times associated with a County Fair Fashion Mall hub location.

The relative costs, ridership and subsidy requirements of the route network alternatives are shown in Table 34. This table was generated as follows:

- The annual vehicle-miles and vehicle-hours of service was estimated based upon current route service quantities, the lengths of the revised routes, and the service frequencies shown in Table 24. For service on Saturdays and Sundays, the proportion of daily service levels to weekday service levels currently provided in the local Woodland route network were assumed for each alternative.

- Annual operating costs were calculated using the cost factors employed in the FY 15/16 budget analysis ($33.19 per hour plus $2.42 per mile), reflecting contractor operating costs, management fee, as well as fuel cost.

- In addition, YCTD has developed a detailed cost allocation methodology to ensure that each member jurisdiction is equitably allocated the overhead costs (beyond the marginal operating costs). To the degree that each alternatives changes the service hours and miles on which this allocation is based, the total cost to the individual jurisdiction

[2] A sub-alternative would be for one of the hourly runs serving Spring Lake to operate on-demand service signed stops within the Spring Lake single family residential areas, as discussed above.

TABLE 32: Woodland Local Service Travel Time Matrix -- Pulse With Downtown Transit Center, Expanded Service Area With Five Buses

Travel Time in Minutes on Weekdays

T = Transfer Required

FROM	TO: 2nd & Court	Wal-Mart	Woodland Community College	County Fair Mall	Gibson & Cotton-wood	Beamer & Cotton-wood	Spring Lake
2nd & Court		20	25	10	15	15	20
Wal-Mart	20		90 T	30	30 T	30 T	80 T
Woodland Community College	15	65 T		30	25 T	25 T	50
County Fair Mall	10	30	30		25 T	25 T	25
Gibson & Cottonwood	15	50 T	80 T	25 T		30 T	30 T
Beamer & Cottonwood	15	50 T	80 T	25 T	30 T		30 T
Spring Lake	20	70 T	10	25	30 T	30 T	

TABLE 33: Summary of Woodland Local Service Route Alternatives

	Average Passenger Effective Travel Time (Minutes)			
	In-Vehicle	Transfer	Wait For Next Departure	Total
Existing Service Area				
Existing Route Plan	19	2	28	49
Pulse -- Existing County Fair Mall Transit Center	25	7	23	55
Pulse -- Downtown Transit Center	20	4	22	46
Serving Spring Lake				
Revised Two Loop Route Plan	20	2	29	51
Two Loop Route Plan With Additional Spring Lake - Downtown Route	21	2	29	52
Pulse -- Existing County Fair Mall Transit Center, 4 Buses	30	7	24	62
Pulse -- Downtown Transit Center, 4 Buses	28	4	25	58
Pulse -- Downtown Transit Center, 5 Buses	28	4	21	54

TABLE 34: Woodland Local Route Network Alternatives

		Annual				With Existing Spring Lake Development				With Spring Lake Buildout			
						Ridership		Annual		Ridership Impact		Annual	
	Required Number of Buses	Vehicle Service.. Miles	Vehicle Service.. Hours	Marginal Operating Cost	Marginal Costs Allocated to Woodland	(One-Way Trips) Daily	(One-Way Trips) Annual	Farebox Revenue	Woodland Subsidy Required	(One-Way Trips) Daily	(One-Way Trips) Annual	Farebox Revenue	Woodland Subsidy Required
Existing Service Area													
Existing Route Plan	4	197,729	15,648	$996,900	$1,401,900	726	193,500	$321,200	$1,080,700	--	--	--	--
Pulse -- Existing County Fair Mall Transit Center	4	185,175	15,648	$966,600	$1,361,600	730	194,500	$322,900	$1,038,700	--	--	--	--
Pulse -- Downtown Transit Center	4	172,621	15,648	$936,300	$1,321,300	761	202,600	$336,300	$985,000	--	--	--	--
Serving Spring Lake													
Revised Two Loop Route Plan	4	184,783	15,648	$965,700	$1,360,400	746	198,800	$330,000	$1,030,400	824	219,400	$364,200	$996,200
Two Loop Route Plan With Additional Spring Lake - Downtown Route	5	239,196	19,560	$1,226,900	$1,726,800	758	202,000	$335,300	$1,391,500	850	226,500	$376,000	$1,350,800
Pulse -- Existing County Fair Mall Transit Center, 4 Buses	4	169,874	15,648	$929,600	$1,312,500	727	193,700	$321,500	$991,000	819	218,200	$362,200	$950,300
Pulse -- Downtown Transit Center, 4 Buses	4	176,936	15,648	$946,700	$1,335,200	754	200,900	$333,500	$1,001,700	846	225,400	$374,200	$961,000
Pulse -- Downtown Transit Center, 5 Buses	5	224,407	19,560	$1,191,200	$1,679,400	767	204,300	$339,100	$1,340,300	859	228,800	$379,800	$1,299,600

changes. The impact on annual costs allocated to the City of Woodland is based upon the current allocation methodology ($49.03 per hour plus $3.21 per mile).

- Annual and average weekday ridership levels were estimated based on four considerations:

    - The impacts of the change in total travel times discussed above were used to conduct an elasticity ridership analysis. This methodology employs the concepts of microeconomics to estimate the proportionate change in ridership based on the proportionate change in travel time, as observed in transit service changes implemented in other similar transit programs. This is the standard means of estimating ridership impacts associated with changes in an existing transit program.

    - The ridership impacts associated with a reduction in existing service area were identified based on observed ridership at the various stops that would lose service, factored by the proportion of the residences served by the stop that would be able to conveniently walk to a remaining stop.

    - Ridership associated with service to Spring Lake was added, based on the demand identified in Table 27, above, factored by the proportion of demand that a specific alternative would serve. Note that estimates were developed both for the current level of Spring Lake development, as well as for build out.

    - Ridership generated by service to other new service areas (such as the holes in the existing service area) was estimated based on the number of single family and multifamily dwelling units that would be newly-served, at the per-unit rates presented in Table 27.

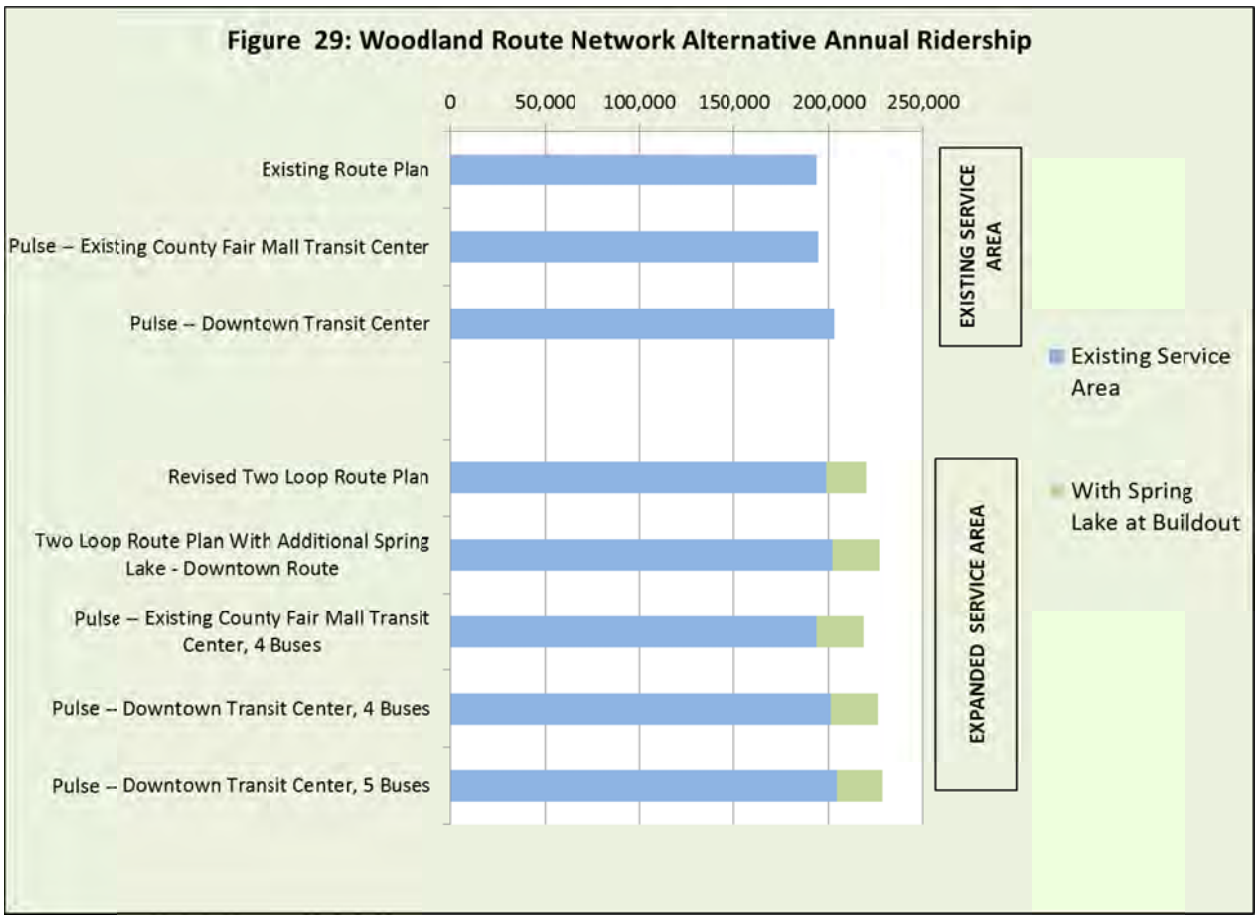
- Annual farebox revenues were then estimated, assuming no change in average fare from current levels.

- Annual operating subsidies were then identified by subtracting farebox revenues from operating costs.

As shown in Table 34, the impact on annual Woodland subsidies (at current Spring Lake development levels) ranges from a low of $994,900 to a high of $1,410,400. (Note that the pulse route alternatives yield a slight reduction in operating costs from the existing route plans, due to the lower annual mileage.) Ridership, at current level of Spring Lake development, ranges from the current figure of 193,500 passenger boardings per year up to 204,300 (for a five-bus pulse network operating from a downtown transit hub). At buildout of Spring Lake, ridership would go as high as 228,800 passenger-trips (for the same service option). Figure 29 presents the relative annual ridership of the various options. Annual Woodland subsidy requirements at buildout of Spring Lake would drop the maximum subsidy requirement to $1,299,600 (in current dollars).

Route Network Alternative Performance Evaluation

Table 35 presents a review of the relative performance of the various route alternatives. This table indicates the following:



- All of the route alternatives would yield an increase in annual ridership, even at current Spring Lake development levels. Without expanding to Spring Lake, the pulse option from a downtown transit center would generate an increase of 9,100 passenger-trips per year, or 5 percent growth over current levels. A pulse system from the County Fair Fashion Mall transit center would yield relatively modest overall ridership increases of 1,000 passenger trips or 1 percent.

- With service expanded to Spring Lake, the greatest ridership would be generated by the downtown pulse route alternative with five buses in operation, which would increase ridership by 10,800 passenger-trips (6 percent) at current development levels, and by 35,300 passenger-trips (18 percent) at buildout of Spring Lake.

- A key measure of transit service productivity is the passenger-trips served per vehicle-hour. These figures are shown in Figure 30, as well as in Table 35. All of the options that assume operation of four buses would increase productivity from current levels, while those operating five buses would reduce productivity. The best results, assuming existing Spring Lake development levels, were found for a downtown pulse system serving the existing service area (12.9 passenger-trips per vehicle-hour); though adding service to Spring Lake would only drop this figure to 12.8. Buildout of Spring Lake would increase this figure to 14.4.

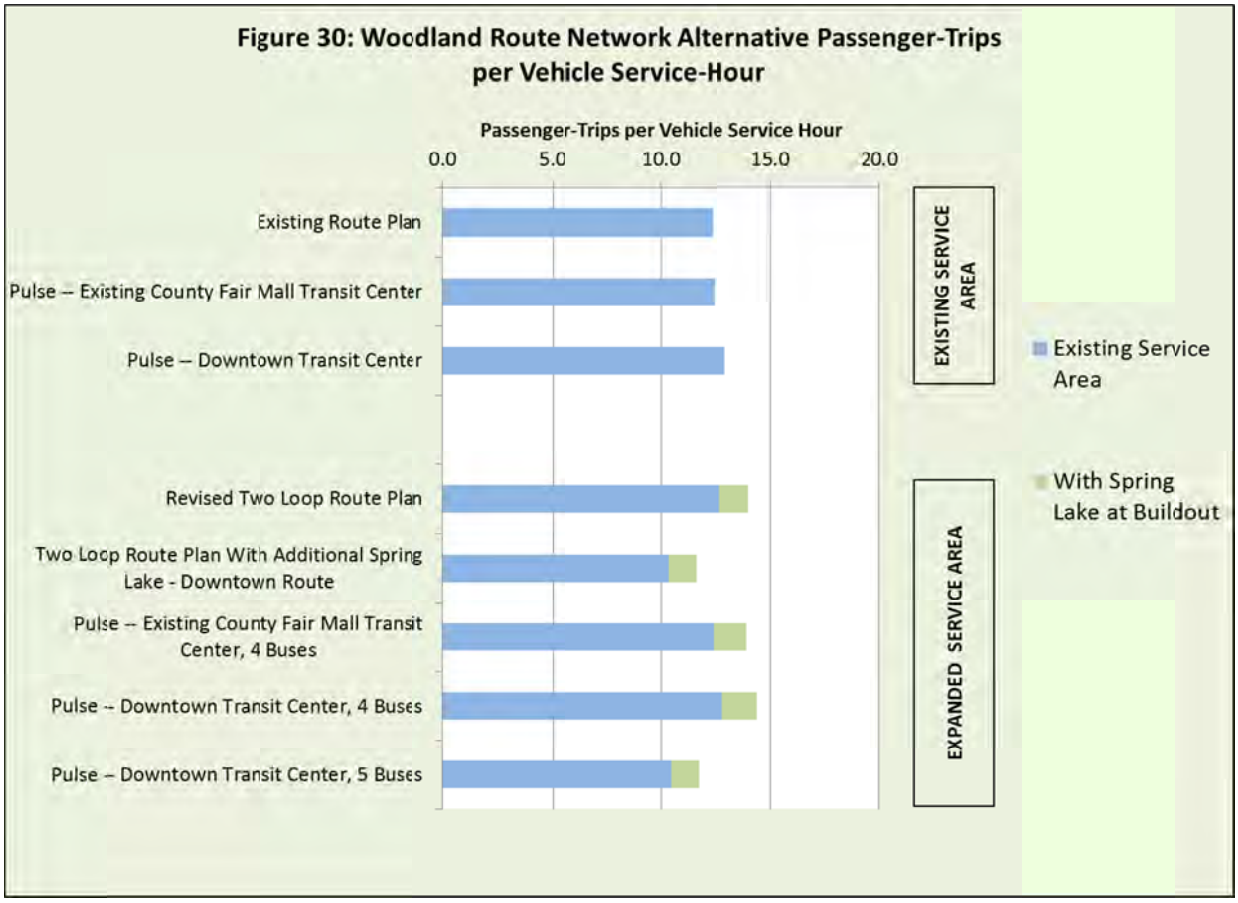


TABLE 35: Performance Analysis of Woodland Route Network Alternatives

	With Existing Spring Lake Development					With Spring Lake Buildout				
	Change in Annual Passenger-Trips		Passenger-Trips per Service Hour	Woodland Cost per Passenger-Trip	Woodland Subsidy per Passenger-Trip	Change in Annual Passenger-Trips		Passenger-Trips per Service Hour	Woodland Cost per Passenger-Trip	Woodland Subsidy per Passenger-Trip
	#	%				#	%			
Existing Service Area										
Existing Route Plan	--		12.4	$7.24	$5.59	--	--	--	--	--
Pulse -- Existing County Fair Mall Transit Center	1,000	1%	12.4	$7.00	$5.34	--	--	--	--	--
Pulse -- Downtown Transit Center	9,100	5%	12.9	$6.52	$4.86	--	--	--	--	--
Serving Spring Lake										
Revised Two Loop Route Plan	5,300	3%	12.7	$6.84	$5.18	25,900	13%	14.0	$6.20	$4.54
Two Loop Route Plan With Additional Spring Lake - Downtown Route	8,500	4%	10.3	$8.55	$6.89	33,000	17%	11.6	$7.62	$5.96
Pulse -- Existing County Fair Mall Transit Center, 4 Buses	200	0%	12.4	$6.78	$5.12	24,700	13%	13.9	$6.02	$4.36
Pulse -- Downtown Transit Center, 4 Buses	7,400	4%	12.8	$6.65	$4.99	31,900	16%	14.4	$5.92	$4.26
Pulse -- Downtown Transit Center, 5 Buses	10,800	6%	10.4	$8.22	$6.56	35,300	18%	11.7	$7.34	$5.68

- A pulse system serving the existing service area would reduce Woodland's cost per passenger-trip from the current level of $7.24 to $7.00 (if the transit center is at the County Fair Fashion Mall) or to $6.52 (if the transit center is downtown). Serving Spring Lake results in a range from $6.65 (a four-bus downtown pulse system) to $8.22 (operating a fifth bus along with the two-loop system) at current development levels, dropping to a range of $5.92 to $7.62 at full development of Spring Lake.

- Finally, Woodland's operating subsidy per passenger-trip of serving the existing service area would be reduced from the current $5.59 value to $4.91 with a downtown-centered pulse system, or $5.40 with a pulse system centered on County Fair Fashion Mall. With current Spring Lake development, this figure would range from $5.11 to $6.98, while with full Spring Lake development it would range from $4.26 to $5.96.

These values can also be used to assess the marginal impacts of operating a fifth bus to serve Spring Lake:

- Comparing the quantities for the five-bus pulse system over the revised two-loop plan (which requires 4 buses), this fifth bus would increase annual vehicle-hours by 3,912 per year, would increase Woodland's costs by $391,000 per year, would increase ridership by 5,500 (existing Spring Lake development) to 9,400 (Spring Lake buildout) per year, and would increase subsidy requirements by $323,600 and $303,400 per year, respectively. The marginal passenger-trips per marginal vehicle-hour of service would be 1.4 at current development levels and 2.4 at buildout (both far below desirable standards), while the marginal subsidy per marginal passenger-trip would be $58 at current development levels and $32 at buildout.

- Similarly, comparing the quantities for the five-bus pulse system over the four-bus pulse system, this fifth bus would increase annual vehicle-hours by 3,912 per year, would increase Woodland's costs by $344,200 per year, would increase ridership by 3,400 per year under either development level, and would increase subsidy requirements by $338,600 per year. The marginal passenger-trips per marginal vehicle-hour of service would be only 0.9, while the marginal subsidy per marginal passenger-trip would be $100.

Regardless of which four-bus option it is compared against, the addition of a fifth bus does not generate ridership sufficient to come close to desirable minimum levels, and requires marginal subsidies far in excess of desirable maximum levels.

Overall, the following conclusions can be drawn regarding the Woodland local route network alternatives:

Existing Service Area

- A pulse network focused on a transit center in the downtown area would provide a modest benefit over the current two-loop plan. While some individual trips would require longer travel times, this would be more than offset by the ability to provide 30-minute service frequencies on some routes as well as to serve additional neighborhoods. In addition to a 5 percent increase in ridership, this option would reduce average necessary running speed by roughly 10 percent, thereby improving on-time performance. It also would reduce Woodland's annual operating subsidy requirements on the order of

$86,000 per year. A pulse system serving the current transit center at the County Fair Fashion Mall would not generate substantial improvements over the current service plan, and would not warrant the impacts associated with a reconfiguration.

Service Area Expanded to Serve Spring Lake

- A four-bus pulse system focused on a downtown transit center would be the best option, both at current levels of Spring Lake development as well as at buildout. This has the best productivity (passenger-trips per vehicle-hour of service) and lowest subsidy per passenger-trip, at either level of Spring Lake development.

- Given that there are viable options to serve Spring Lake with the operation of four buses, and given the low marginal productivity and high marginal costs associated with operation of a fifth bus, operating a fifth bus in local Woodland service is not expected to be warranted for the foreseeable future.

- A hybrid strategy to serve the single family residential areas of Spring Lake at on-demand stops could better serve this area than a fixed-route service strategy.

ROUTE NETWORK SERVICE ALTERNATIVES

Beyond the question of overall local route network structure, there are a number of service alternatives that were considered for individual routes, including both local and commuter routes serving Woodland.

Revisions to Existing 210/211 and 212/214 Local Route Loops to Improve On-Time Performance

If a pulse route option is not pursued nor service to Spring Lake provided, it may still be worthwhile to revise the existing routes to address the current poor on-time performance of the local routes. As discussed, 24 percent of local service operates at least 5 minutes behind schedule. On-time performance is also the single service attribute with the poorest passenger opinion ranking. To address this, several modifications to the existing routes should be considered:

- Serving the Senior Center once per hour rather than twice per hour. At present, all four local routes serve the Senior Center (a total of 52 trips per day), but only 8 boardings and alightings per day are served. Dropping service by one (but not both) of the route pairs would save one mile travel distance each hour, with a negligible impact on ridership. As the 212/214 route pair has the poorer on time performance and currently lays over at County Fair Fashion Mall, it would be preferable to drop this stop on these routes.

- Serve northwestern Woodland using a Beamer/Ashley/Woodland/Cottonwood loop rather than a Woodland/Ashley/Kentucky/Cottonwood Loop. By moving this look a quarter mile to the south, the 210/211 routes could be shortened by ½ mile each. Existing ridership would be reduced by an estimated 6 passenger-trips per day or 1,600 per year, but the increased on-time performance associated with reducing the route length by 4 percent would generate ridership that would make up some of this loss.

- Operate Route 210/211 on Lemen Avenue and North Street between Matmor Road and 3rd Street, rather than along Beamer Street. This would reduce running length by 0.6 miles. As the route segment along Beamer Street would still be served by Routes 212/214, ridership would only be reduced by an estimated 500 per year.

Overall, these three options could reduce the length of Routes 210/211 by 9 percent and reduce the length of Route 212/214 by 8 percent, yielding a substantial improvement in on-time performance at a very modest impact on overall ridership.

Woodland Local Route Span of Service Changes

A common suggestion among Woodland passengers is for longer hours of service. At present, weekday service is provided from 7:00 AM to 8:50 PM, while service on Saturday is provided from 7:00 AM to 7:50 PM and service on Sundays/Holidays is provided from 8:00 AM to 6:50 PM. The following alternatives were developed based upon the review of existing ridership patterns as well as passenger comments.

Start Local Routes (210, 211, 212, 214) At 6:00 AM on Weekdays, Rather Than 7:00 AM

This would require four additional vehicle-hours of service per day. As shown in Table 36, this option would incur an operating cost of $64,900 per year. Some of the ridership in this new hour of service would consist of riders currently using the first bus of the day in the 7:00 AM hour. Based upon a review of hourly variation in ridership for similar services operating in the 6:00 AM hour and the current Woodland local route ridership, this option would result in a net increase in ridership of 40 passengers per day, or 10,300 per year.

TABLE 36: Woodland Local Route Service Alternatives
Fiscal Year 2015-16

Alternatives Options/Details	Additional Vehicles	Annual				Marginal Costs Allocated to Woodland	Ridership Impact (One-Way Trips)		Annual	
		Operating Days	Vehicle Service.. Miles	Hours	Marginal Operating Cost		Daily	Annual	Farebox Revenue	Woodland Subsidy Required
Start Local Routes (210, 211, 212, 214) at 6:00 AM on Weekdays	$ 0.00	$ 255.00	12,852	1,020	$64,900	$91,300	40	10,300	$17,100	$74,200
Start Rt 211 Saturday Service at 8:00 AM Rather Than 7:00 AM	$ 0.00	$ 51.00	-653	-51	-$3,300	-$4,600	-4	-200	-$300	-$4,300
Start Rt 211/212 Sunday/Holiday Service at 7:00 AM Rather Than 8:00 AM	$ 0.00	$ 60.00	1,512	120	$7,600	$10,700	11	600	$1,000	$9,700
Extend Rt 211/212 Weekday Service Until 9:50 PM	$ 0.00	$ 255.00	6,426	510	$32,400	$45,600	8	2,000	$3,300	$42,300
Extend Limited Local Route Saturday Service Until 9:50 PM	$ 0.00	$ 51.00	2,570	204	$13,000	$18,300	8	400	$700	$17,600
East Woodland - Sacramento Commuter Route										
- New Run	$ 1.00	$ 252.00	12,541	465	$45,700	$63,000	--	--	--	--
- Revision of Existing Run	$ 0.00	$ 252.00	-612	-51	-$3,200	-$4,500	--	--	--	--
Total	$ 1.00	$ 252.00	11,929	414	$42,500	$58,500	33	8,400	$13,900	$44,600
Additional Route 45 Runs	$ 1.00	$ 252.00	13,647	534	$50,700	$70,000	35	8,800	$14,600	$55,400
Additional Route 242 Run	$ 1.00	$ 252.00	6,704	311	$26,500	$36,800	20	5,000	$8,300	$28,500
Reduce Route 243 to 1 Daily Round Trip	-$ 1.00	$ 252.00	-7,150	-332	-$28,300	-$39,200	-4	-1,000	-$1,700	-$37,500
Seasonal Visitor Trolley Service	$ 1.00	$ 26.00	2,912	208	$13,900	$19,500	24	600	$1,000	$18,500

Start Route 211 Saturday Service At 8:00 AM, Rather Than 7:00 AM

At present, Route 211 begins operation at 7:00 AM on Saturdays, while Route 212 begins operation at 8:00 AM. This first run of Route 211 only carries 6.4 passenger-trips. If this run were dropped, some passengers would be able to shift to the 8:00 AM run, yielding a net reduction in ridership of 4 passenger-trips per day, or 200 per year. However, Woodland's costs would be reduced by $4,600, and a more consistent operating plan would result.

Start Local Route Sunday/Holiday Service at 7:00 AM, Rather Than 8:00 AM

Moving the start of Sunday/Holiday service up one hour would incur an increase in Woodland's annual costs of $9,700. Based upon typical variation in Sunday ridership by hour and current local route Sunday ridership, this option would serve an additional 10 passenger-trips per day, or 600 per year.

Extend Route 211/212 Local Route Weekday Service until 9:50 PM

At present, weekday service ends on Routes 210 and 214 at 6:50 PM, and on Routes 211 and 212 at 8:50 PM. Extending the limited service another hour would serve riders getting off work or out of classes or other events around 8:00 PM. Considering typical ridership patterns and observed Woodland ridership in the early evening, this option would increase ridership by an estimated 8 riders per day, or 2,000 per year. The annual Woodland cost of this additional service would be $42,300 per year.

Extend Route 211/212 Route Saturday Service until 9:50 PM

Extending the Saturday limited local route service from the current end of service at 7:50 PM to a new end of service at 9:50 PM was considered. This would be particularly useful in serving movies, cultural events and other entertainment on a Saturday evening. This would have a relatively modest cost impact to Woodland of $17,600 per year. Ridership, based on current Saturday Woodland ridership and the variation in Saturday hourly ridership seen in other similar areas with longer hours of service, is estimated to be 8 passenger-trips per day, or 400 per year.

Split Existing Route 45 into One Route Serving East Woodland and a Second Route Serving Central/West Woodland

At present, Route 45 starts in downtown Woodland and follows a route west to Cottonwood Street, south to Gibson Road, east to Matmor Road (via a stop at County Fair Fashion Mall), north to Main Street and then east to I-5 and Sacramento. As it does not directly serve the eastern residential portion of Woodland (and as AM runs operate prior to the start of local transit service), residents of this eastern area are required to drive to an existing stop. In onboard surveys or Route 45 residents, a total of 7 comments (out of a total of 68 survey respondents) asked for direct service to Spring Lake. One option would be to revise existing Route 45 runs into a new route that serves the eastern residential areas directly and/or to operate new runs.

A detailed review of the Route 45 onboard survey indicates the following:

- 31 percent of existing Route 45 passengers live in the eastern portion of Woodland (east of SR 113), while 40 percent live in central Woodland (between SR 113 and West

Street) and the remaining 29 percent live west of West Street. This corresponds to approximately 68 one-way passenger-trips per average weekday, or 18,000 per year.

- All of these passengers currently drive to the bus, except for one that is a passenger in a car. Two-thirds of the passengers surveyed park at Matmor/Main, with the remainder scattered between County Fair Fashion Mall, East/Main and Main/113.

- Among responding eastern Woodland residents, 60 percent rode the 7:05 AM departure, 25 percent rode the 6:15 departure, and the remaining 15 percent rode the 6:55 departure.

A reasonable route for a commuter route connecting eastern Woodland with Sacramento would start at County Fair Fashion Mall, head east on Gibson Road to Pioneer Avenue, south on Pioneer Avenue and Parkland Avenue, east on East Heritage Parkway, north on Road 102, west on East Gibson Road, and turn north on Ogden Street. At this point, it would follow Route 212 via Ogden Street, Branigan Avenue, Farnham Avenue, East Gum Avenue and Pioneer Avenue before turning east on Main Street towards Sacramento. This route is shown in Figure 31. The reverse of this route would be served in the afternoon. Beginning and ending at the County Fair Fashion Mall would allow this route to also serve a portion of existing ridership generated in central Woodland (though travel time would be increased for these passengers).

Given the proportion of existing Route 45 passengers living in east Woodland, and considering the current overall level of ridership on this route, a reasonable alternative would be to shift one existing Route 45 run to the new route, and add one additional daily round trip. This would result in four daily round-trips on Route 45, and two on the new route, yielding a proportion of service comparable to the ridership pattern. Operating two runs on the new route would also give passengers some choice in travel times, which is a benefit to a commuter route. Specific times that would be operated under the existing route and new route would be defined through a more detailed survey of riders, though as discussed below an earlier PM run may prove attractive to riders.

The cost to Woodland of operating the additional daily round-trip would be an estimated $63,000 per year, as shown in Table 36. In addition, the shorter route length and travel time would reduce the costs for the existing round-trip shifted to the new route by an estimated $4,500 per year. In total, this alternative would increase allocated operating costs by a net of $58,500 annually.

There would be several ridership impacts associated with this option:

- By adding a sixth daily round-trip, overall capacity for commuter services between Woodland and downtown Sacramento would be enhanced and travel time options for persons driving to park-and-ride lots increased.

- Service directly to Spring Lake and other parts of eastern Woodland would increase the attractiveness and utility of transit, providing a substantial portion of these residents with an option for a more convenient walk, bike or auto trip to a bus stop.

- On the other hand, the reduction in the daily number of round-trips directly serving western Woodland and the downtown area would negatively impact some existing passengers.

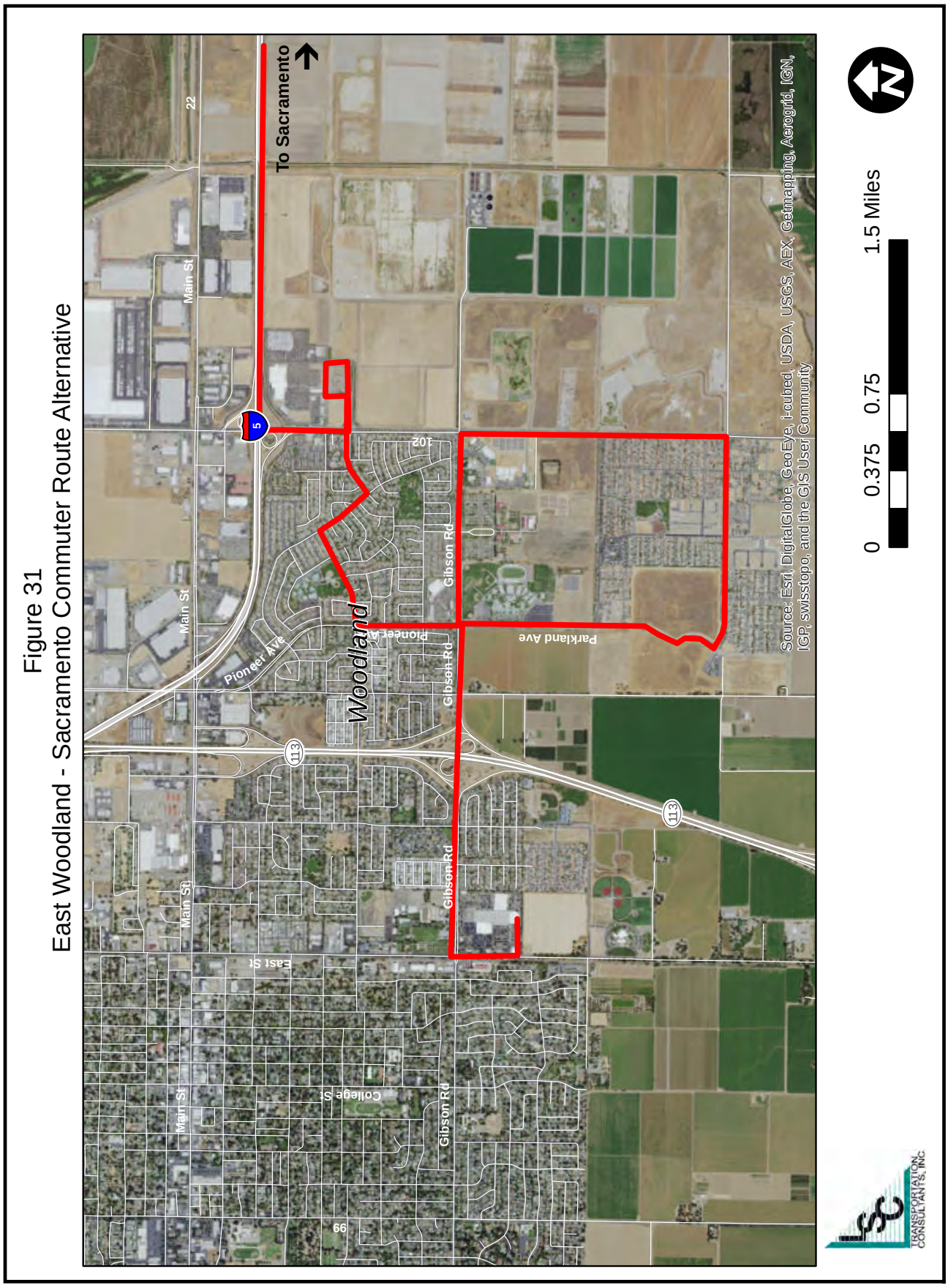


Figure 31
East Woodland - Sacramento Commuter Route Alternative
To Sacramento
Woodland
Main St
Pioneer Ave
Gibson Rd
Parkland Ave
College St
East St
22
102
113
5
99
0
0.375
0.75
1.5 Miles
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

On the whole, this alternative is forecast to generate a net increase of 33 passenger-trips per day, or 8,400 per year. Including the additional fares, the net subsidy impact to Woodland would be $44,600 annually.

Additional Route 45 Runs To Address Overcrowding

In the onboard surveys conducted on Route 45, a total of 9 (out of 61) passengers indicated that addressing overcrowding on the buses or the need to stand is the single most important improvement they would like to see. At present, particularly popular runs are the 7:17 AM eastbound departure (average of 26.3 passengers), the 4:05 PM westbound departure (average of 28.4 passengers), and the 4:35 PM westbound departure (average of 32.1 passengers).

To address this issue, a detailed review was conducted of ridership by run for all weekdays over the course of May, 2015, as shown in Table 37. While all types of buses in the YOLOBUS fleet are used at one time or another on Route 45, much of the fleet has a seating capacity of 37 (such as an Orion VII) or 43 (such as an Orion V). As shown in the table, of the 196 runs for which data is available, 8 carried passenger loads exceeding a 37 seat capacity (4 percent of all runs), and of these 3 carried loads exceeding a 43 seat capacity (2 percent of all runs). High passenger loads were concentrated on the first two PM runs of the day (4506 and 4507).

If another run is operated, it would be beneficial to provide the afternoon run earlier than the present first PM run at 4:05 PM. Ridership data from Yuba Sutter Transit's similar commute service between Sacramento and Yuba City/Marysville indicate the popularity of earlier runs. The most popular run on this service, in fact, is the 3:45 PM departure from Sacramento. Adding a sixth daily round-trip on Route 45 would address the episodic overcrowding issue, improve overall service quality, and generate additional ridership. This would increase allocated operating costs by $70,000 per year, but generate an estimate 8,800 additional passenger-trips, yielding a net increase in Woodland subsidy requirements of $55,400.

Modifications to Route 42 A/B to Reduce Running Time and Improve On-Time Performance

On-time performance on Route 42 A/B was a common concern among passengers surveyed as part of this study. (Running times during this period were impacted by construction of the new Kings arena.) One option would be to revise the route to reduce running time. In the Woodland area, the existing route is already relatively direct. Serving County Fair Fashion Mall is essential to making transfers to other local routes. While a few minutes of running time could be saved by traveling via East Gibson Street and SR 113 to Main Street and I-5 (rather than the current routes along East Street, East Gus Street and Matmor Street), the stops along the current route serve a total of 263 passenger-trip daily, or 15 percent of total Route 42 A/B ridership. Moving Route 42 A/B would therefore be detrimental to the overall route, and is not considered further.

Revise Route 42 A/B to Provide Service to East Woodland/Spring Lake

The onboard surveys yielded several comments for direct serve to the eastern portion of Woodland. Given the existing on-time performance problems on Route 42, it is not feasible to revise the current route to serve eastern Woodland in such a way as to increase running time (such as by serving County Fair Fashion Mall and then traveling east on Gibson Street to Road 102 in order to serve stops in eastern Woodland). The other potential means of serving eastern Woodland would be to designate specific runs that do not serve western Woodland, but instead travel along Road 102, East Gibson and SR 113.

TABLE 37: Route 45 Daily Ridership by Run

May, 2015

Exceeds Capacity of an Orion VII (37 Seats)

Exceeds Capacity of an Orion V (43 Seats)

Run/Trip	4501	4502	4503	4504	4505	4506	4507	4508	4509	4510
Start Time	5:55 AM	6:15 AM	6:35 AM	6:55 AM	7:17 AM	4:05 PM	4:35 PM	4:45 PM	5:05 PM	5:35 PM
End Time	6:53 AM	7:13 AM	7:33 AM	7:53 AM	7:53 AM	5:14 PM	5:44 PM	5:54 PM	6:14 PM	6:44 PM
Total Month Ridership	547	414	517	373	526	567	642	260	295	229
Weekday Average	27.35	20.7	25.85	18.65	26.3	28.35	32.1	13	14.75	11.45
Friday May 1st	23	20	22	20	25	25	25	6	12	16
Monday May 4th	22	26	32	14	26	60	33	NA	18	15
Tuesday May 5th	25	23	24	30	39	29	39	16	18	16
Wednesday May 6th	36	16	39	19	31	32	33	20	20	13
Thursday May 7th	20	26	26	34	31	32	38	14	12	18
Friday May 8th	25	20	30	13	17	27	33	8	8	16
Monday May 11th	37	17	20	24	34	34	31	15	19	9
Tuesday May 12th	35	15	27	24	28	NA	34	35	20	12
Wednesday May 13th	22	20	27	16	24	NA	24	36	20	18
Thursday May 14th	20	15	24	18	28	22	20	18	15	13
Friday May 15th	22	18	27	10	26	31	26	21	7	8
Monday May 18th	36	23	23	17	28	28	26	12	15	8
Tuesday May 19th	31	21	30	23	28	35	48	16	2	13
Wednesday May 20th	34	26	27	17	22	38	27	18	15	NA
Thursday May 21st	22	29	22	14	31	31	32	12	18	16
Friday May 22nd	27	19	21	12	16	21	35	12	1	7
Monday May 25th	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday	Holiday
Tuesday May 26th	27	24	20	25	23	32	34	7	16	12
Wednesday May 27th	28	20	25	15	22	34	36	7	13	8
Thursday May 28th	29	19	34	17	24	25	44	12	21	10
	25	17	17	11	22	31	24	1	25	1

To assess the impacts of this option, a detailed review was conducted of existing Woodland residents completing the onboard survey on Route 42 A/B. Of these, only 18 percent indicated they live east of SR 113 in Woodland, compared with 82 percent living west of SR 113. The large majority of existing riders would need to transfer to a local route in eastern Woodland (where timed transfers are not available to all local routes, as they are at County Fair Fashion Mall) and therefore be negatively affected by this option.

A route through eastern Woodland, moreover, would by necessity only serve stops within a convenient walk distance of a small proportion of total homes, indicating that the majority of eastern Woodland residents would still need to travel by car or local bus to access Route 42. In addition, any variation in route on individual run raises the potential for confusion among passengers, who can easily find themselves on the “wrong” bus for their destination. Overall, serving eastern Woodland with Route 42A/B would be a net detriment to the transit system.

Additional Route 242 AM Run

At present, Route 242 is limited to a single AM run (departing Court/2nd at 6:54 AM and arriving at Cowell/Drew in Davis at 7:40 AM, and departing Cowell/Drew at 5:10 PM and arriving at Main/5th at 5:55 PM). The AM run is operated as part of the Davis Express (Route 44) run from Davis to Sacramento.

Current ridership is averaging 19.1 passengers per AM trip, and 5.5 passengers per PM trip. This pattern indicates that most Woodland passengers are using Route 42 to return home, probably earlier than the current PM Route 242 trip. This data, along with ridership on other

YOLOBUS commuter services indicates that a second, later, AM southbound run would be popular. A reasonable schedule for this additional run would be a 7:38 AM southbound departure with an 8:15 AM arrival at the UC Davis Silo. This would increase Woodland's costs by $36,800 per year. Based on current Route 242 ridership and the relative ridership by run on Route 243, it is estimated that this additional run would carry 20 passenger-trips per day, or 5,000 over the course of a year. Subsidy requirements would be increased by $28,500 annually.

Another option would be to adjust the existing Route 242 run times. In particular, moving the PM departure up by roughly a half-hour would probably increase ridership (at no change in operating cost), though this would need to be verified by a specific onboard survey of existing passengers ensure that most existing passengers could accommodate this change in their schedules.

Reduction in Route 243 Runs

Route 243 currently consists of two AM runs (departing Woodland at 7:15 AM and 7:45 AM) and two PM runs (departing Davis at 5:09 PM and 5:39 PM). Ridership on these runs is low, averaging 3.0, 7.0, 4.4 and 1.6 passenger-trips per day, respectively. As with Route 242, it appears that many passengers use the morning runs to travel to Davis, but return either on other transit routes, or carpool. Moreover, the boarding/alighting counts indicate that only one morning passenger boarded in eastern Woodland, with the large majority boarding at County Fair Fashion Mall (essentially using this route as additional travel time options to Route 242). Eliminating the less productive runs (the 7:15 AM and 5:39 PM) would reduce daily ridership by an estimated 4 trips per day, or 1,000 per year. Operating subsidies would be reduced by $37,500 annually.

Trolley Service

Woodland has several potential opportunities to use a rubber-tired replica trolley for special event transportation:

- Downtown Woodland is undergoing a revitalization process. There may be opportunities to use trolley shuttles to transport visitors from the many lodging properties along Main Street to special Downtown events.

- The California Agricultural Museum is a well-regarded museum complex, including exhibitions of equipment (including historic buses), artwork, and farm animals. It also hosts a series of special events, including car shows, conferences and weddings. It is conveniently located at 1962 Hays Lane, just south of Main Street and west of Highway E8.

As an example, a shuttle service could be operated along Main Street between the Holiday Inn and Hampton Inn on Freeway Drive to the east and America's Best Value Inn on California Drive on the west. Each round-trip would require a half-hour to operate. As an example, one-day-a-week service eight hours a day over a six-month season would require a total of 206 vehicle-hours of service, and would incur an increase in costs allocated to Woodland of $19,500.

The ridership history of rubber-tired trolley services over recent years is not positive. A successful nearby example is the "Emerald Bay Trolley" service operated in South Lake Tahoe. However, there are many examples of trolley services that have been discontinued due to lack

of ridership, including services in Nevada City/Grass Valley, North Lake Tahoe, and Yuba City/Marysville. Factors that tend to limit the ridership potential of this type of service are:

- Visitors with convenient access to their private automobile tend to use it rather than a shuttle service unless there is some factor such as limited available parking that provides a disincentive for auto use.

- While there is an initial "fun" factor that generates ridership in the first year or two, few residents return to ride again.

- On a day-to-day basis, much of the overnight lodging occurring in Woodland is through travelers, and visitor activity in Woodland is limited.

Based on these factors, the potential for ridership of a trolley service in Woodland would be very limited, on the order of 2 to 3 net new passengers per vehicle-hour of service. Providing transit service to special events by a public transit organization such as YCTD, moreover, raises issues with regards to the Federal Transit Administration's charter rules. To ensure that public funds are not used to unfairly compete against private firms, since 2008 FTA grantees have been prohibited from using federally funded equipment or facilities (including maintenance facilities) to provide charter service if a registered private charter operator expresses an interest in providing the service. In reality, this requires the public organization to post the details of the planned charter service on a nationwide website. If any charter firms express interest, YCTD would be prohibited from providing service.

Services for Persons with Disabilities

Woodland is served by YCTA's Local ADA service and Intercity ADA service. In addition, those persons able to board a van not equipped for wheelchairs are served by the Woodland Community Care Car service. As the population of Woodland grows, and as the proportion of seniors increases, it is expected that need for these services will increase moderately. As this issue is better addressed for the transit system as a whole, it is not considered further in this specific plan.

Route Alternative Performance Analysis

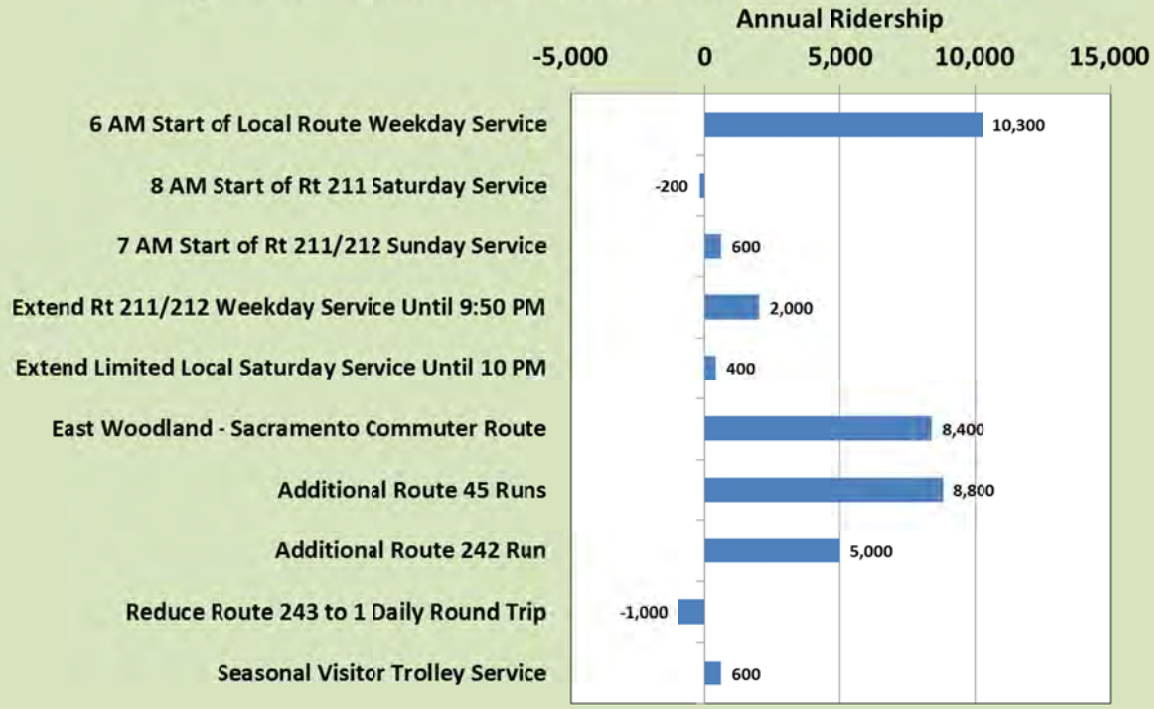
Table 38 presents a summary of the various individual route alternatives, as well as an evaluation based upon key performance measures. A review of this information indicates the following:

- As also shown in Figure 32, the alternative with the greatest potential to increase ridership is shifting the weekday start time of local services to 6:00 AM, with 10,300 additional annual passenger-trips. This is followed by the addition of one daily round-trip on Route 45 or establishing a separate East Woodland – Sacramento Commuter Route, and by an additional daily Route 242 run. On the opposite extreme, reduction Route 243 to one daily round trip would reduce ridership by an estimated 1,000 passenger-trips per year, while shifting the Saturday Route 212 start of service would eliminate 200 annual passenger-trips.

TABLE 38: Service Alternative Performance Analysis

Route / Service	Vehicle Hours	Woodland Operating Costs	Change In Annual: Passenger-Trips	Change In Annual: Fare Revenues	Change In Annual: Woodland Subsidy	Alternative Performance Measure: Passenger-Trips per Vehicle-Hour	Alternative Performance Measure: Subsidy per Passenger-Trip	Alternative Performance Measure: Farebox Return Ratio
Start Local Routes (210, 211, 212, 214) at 6:00 AM on Weekdays	1,020	$91,300	10,300	$17,100	$74,200	10.1	$7.20	19%
Start Rt 211 Saturday Service at 8:00 AM Rather Than 7:00 AM	-51	-$4,600	-200	-$300	-$4,300	3.9	$21.50	7%
Start Rt 211/212 Sunday/Holiday Service at 7:00 AM Rather Than 8:00 AM	120	$10,700	600	$1,000	$9,700	5.0	$16.17	9%
Extend Rt 211/212 Weekday Service Until 9:50 PM	510	$45,600	2,000	$3,300	$42,300	3.9	$21.15	7%
Extend Limited Local Route Saturday Service Until 9:50 PM	204	$18,300	400	$700	$17,600	2.0	$44.00	4%
East Woodland - Sacramento Commuter Route	414	$58,500	8,400	$13,900	$44,600	20.3	$5.31	24%
Additional Route 45 Runs	534	$70,000	8,800	$14,600	$55,400	16.5	$6.30	21%
Additional Route 242 Run	311	$36,800	5,000	$8,300	$28,500	16.1	$5.70	23%
Reduce Route 243 to 1 Daily Round Trip	-332	-$39,200	-1,000	-$1,700	-$37,500	3.0	$37.50	4%
Seasonal Visitor Trolley Service	208	$19,500	600	$1,000	$18,500	2.9	$30.83	5%

Figure 32: Service Alternative Annual Ridership



- The impact on annual Woodland operating subsidy, also shown in Figure 33, ranges from a high of $74,200 for the earlier weekday start time on the local routes to a reduction of $37,500 associated with reduction in Route 243 service. Other alternatives with relatively high subsidy impacts (between $42,300 and $55,400 per year) consist of operating an additional commuter round-trip run to Sacramento (either as part of Route 45 or as part of a separate East Woodland service) and extending Route 211/212 local weekday service until 9:50 PM.

- The productivity of the various alternatives, also shown in Figure 34, consists both of those options that increase both ridership and vehicle-hours of service (shown in blue) as well as the two options that decrease both ridership and vehicle-hours of service (shown in red). By this key transit performance measure, the "best" alternative that increases service is the 20.3 for the East Woodland-Sacramento Commuter Route option additional Route 242 run. This is followed by a value of 16.5 for the additional Route 45 run, and 16.1 for the additional Route 242 run. Starting weekday local service at 6:00 AM also yields a reasonable productivity figure of 10.1. For those alternatives that reduce service, the "better" option is that with the lesser loss in ridership per vehicle-hour eliminated. By this measure, the reduction in Route 243 is slightly better (at 3.0) than the shift to an 8:00 AM start of Route 211 Saturday service.

- Woodland's subsidy per passenger-trip, shown in Figure 35, is a key measure of the financial efficiency of the various alternatives. Those options increasing both ridership and subsidy needs are shown in blue, while those that reduce both ridership and subsidy are shown in red. By this measure, the east Woodland – Sacramento commuter service is the "best" of the options that increase subsidy requirements, as a relatively low $5.31 is required for every additional passenger-trip. Other options that make relatively good use of additional subsidies are the additional commute run to Davis ($5.60) or to Sacramento ($6.30) and the earlier weekday start time for local service ($7.20). At the other extreme, extending local service on Saturdays until 9:50 PM would require $44.00 in additional subsidy per passenger.

  Of the two options that reduce ridership and subsidy, the reduction in Route 243 runs is "better" in that $37.50 of subsidy is saved for every passenger-trip lost, while shifting Route 212 Saturday service later would save a relatively modest $21.50. These figures can be used to make rough comparisons of the various alternatives. For example, the $37.50 in subsidy per passenger saved by reducing Route 243 service, compared with the $5.31 in additional subsidy needed for the East Woodland – Sacramento Commuter Route indicts that almost 7 times as many passenger-trips ($37.50 divided by $5.31) with the same subsidy funding if these two alternatives were implemented.

- Finally, Figure 36 depicts the marginal farebox return ratio (fares divided by operating costs) of the various alternatives. Of those options that increase costs (shown in blue), the additional commuter services to Sacramento and Davis stand out, with 21 to 24 percent of the additional costs covered by the increase in farebox revenue. Another alternative with a high ratio is the additional earlier weekday start time for local service. The low marginal farebox ratio associated with the reduction in Route 243 is also an argument for this option.

Figure 33: Service Alternative Annual Woodland Operating Subsidy

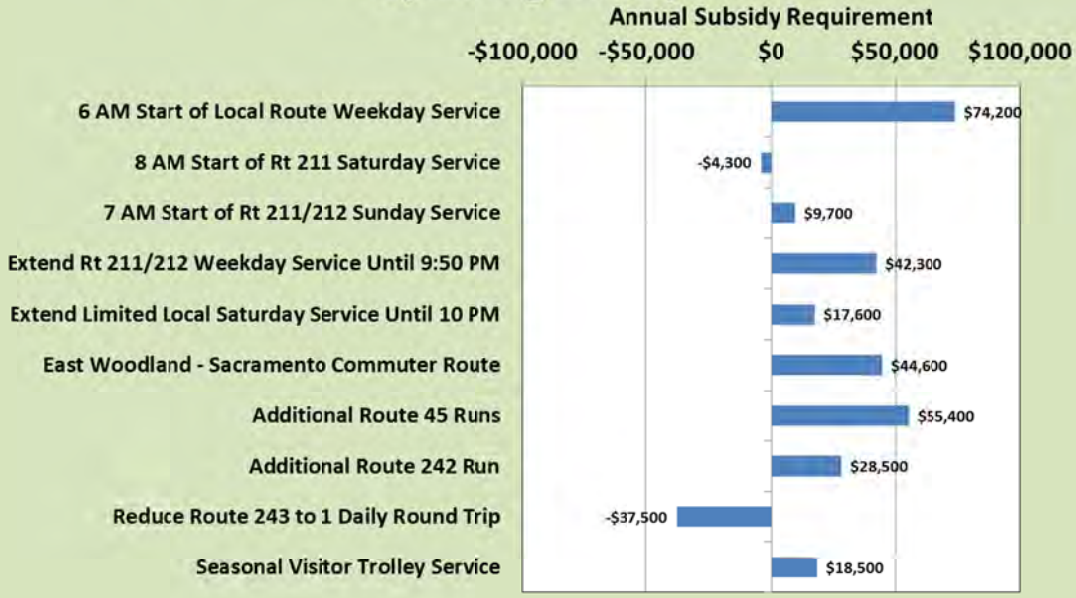


Figure 34: Service Alternative Ridership per Vehicle-Hour of Service

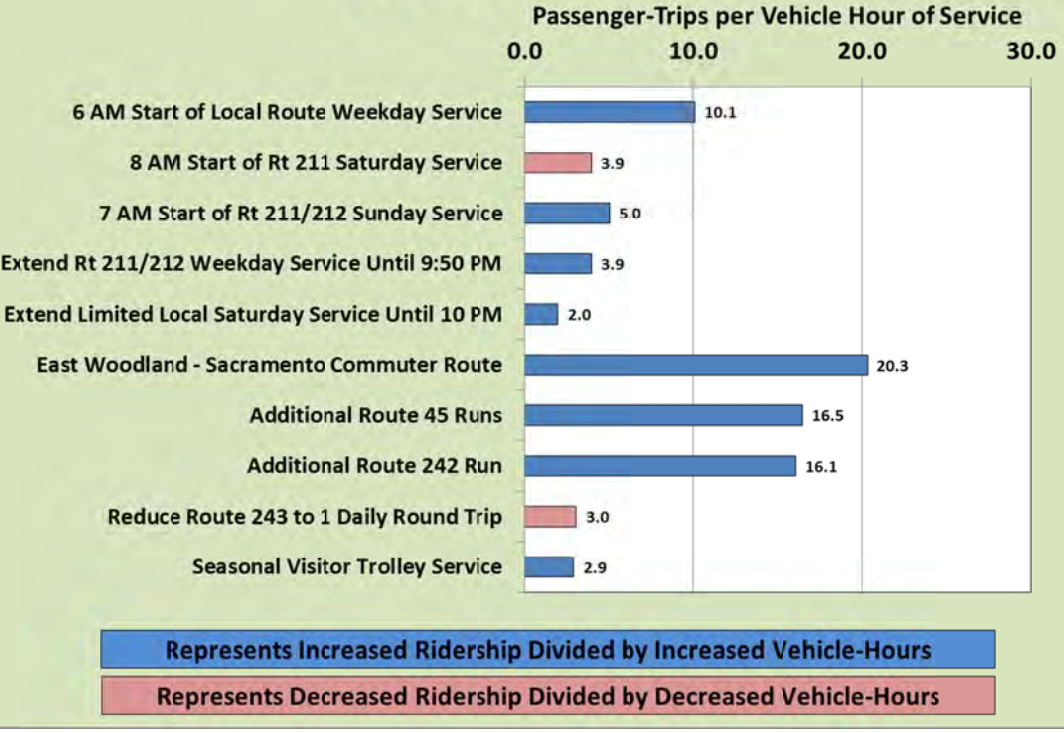


Figure 35: Service Alternative Subsidy per Passenger-Trip

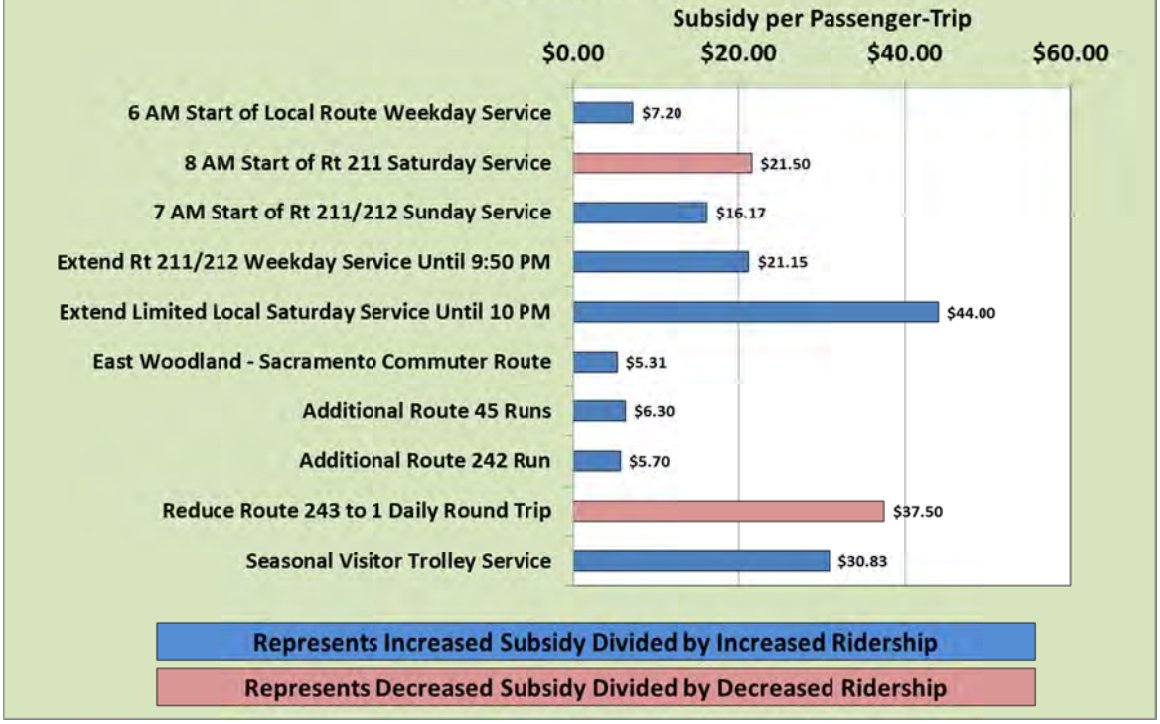
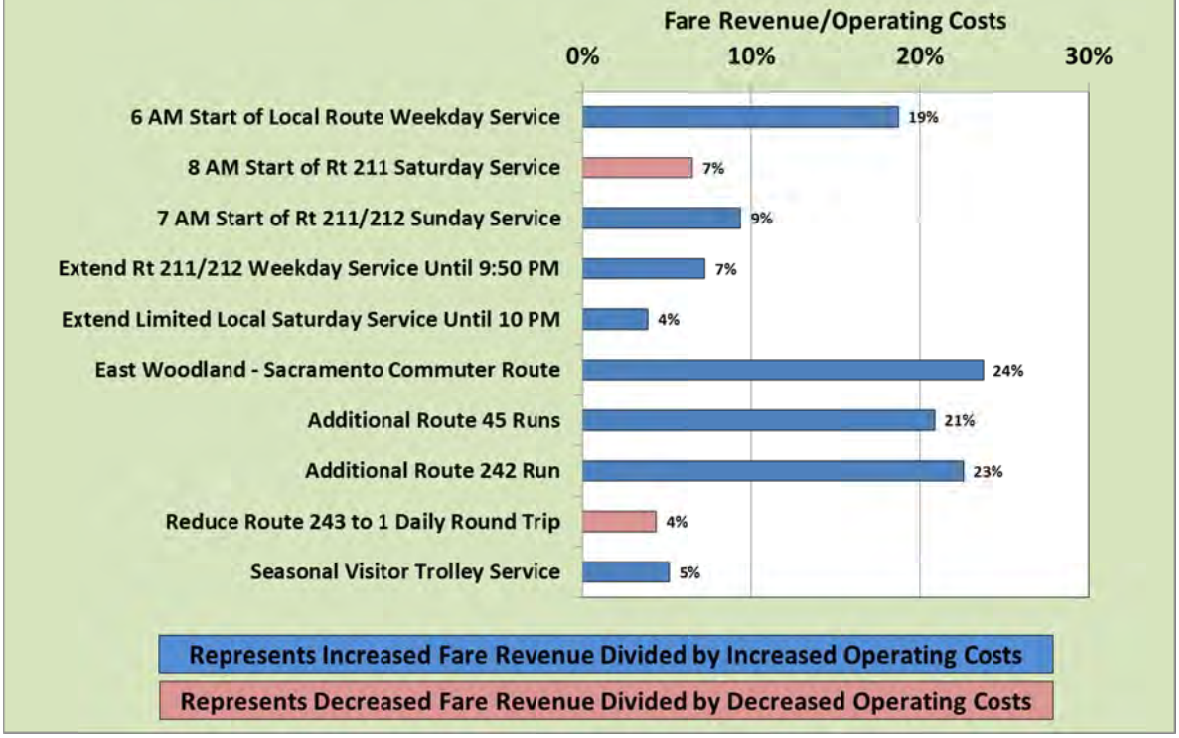


Figure 36: Service Alternative Farebox Return Ratio



Overall, this performance analysis indicates that the following route options are strong candidates for implementation:

- Establishment of an East Woodland – Sacramento Route, including provision of an additional daily round-trip.
- Additional run on Route 242.
- A 6 AM start time for local route weekday service.
- Reduction of Route 243 to one daily round-trip.
- Shifting the start time of Route 212 Saturday service from 7:00 AM to 8:00 AM.

In general, this alternative analysis (as well as the existing ridership patterns) indicates that the demand for transit service generated in the Spring Lake / eastern Woodland area is substantially stronger for service to/from Sacramento than for service to/from Davis.

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Chapter 7
Long Range Transit Strategy

This chapter first presents a review of population and development forecasts, as a basis for evaluation of long-range transit needs. This is followed by a discussion of long-range strategies, building upon the evaluation of short range service alternatives presented in the previous chapter.

REVIEW OF LONG-RANGE PLANS

The City of Woodland is nearing the end of a General Plan update process. At present, a range of plan scenarios have been developed and evaluated. At the July 23, 2015 Planning Commission meeting, a Draft Land Use Map was approved by the Commission for purposes of the environmental analysis. While final approvals by the Planning Commission and City County may change this plan, it (and the background forecasts on which it is based) provides a good basis for evaluation of future transit needs.

A review of this draft plan yields the following context for evaluation of future transit services:

- The Development Scenarios Analysis Report indicates that the base population growth forecasts for the City of Woodland are as follows:

  2013 55.694
  2020 60,540
  2025 62,759
  2035 67,126

  These figures reflect total population growth between 2013 and 2035 of 11,432 persons, or 20.5 percent over 2013 levels.

- Similarly, the number of households in Woodland is forecast to increase by 22.6 percent between 2013 and 2035.

- Employment within the city is forecast to increase by 5,262 jobs, or 20.0 percent over 2013 levels.3

The draft plan documents also provide background as to where and when development is expected to occur. To simplify a complex subject, the following are the key development areas:

- The downtown area and nearby key corridors are intended to be the focus of infill development, which is preferred. These key corridors consist of the roughly two blocks on either side of Main Street between Pedrick Road on the west and Pioneer Avenue on the east, and on either side of East Street between Kentucky Avenue on the north and County Fair Fashion Mall on the south. This development is expected to occur on an ongoing basis through the 2014-2035 plan period.

[3] As the percent growth in population and employment are similar, the overall balance of commuting to/from and within Woodland is not expected to significantly change.

- The Spring Lake Specific Plan area is the key location of urban use expansion in the short term (2015 to 2025) in the southeastern portion of the city. Currently partially developed, full development would effectively extend urban develop as far south as County Road 25 A (extended eastward to County Road 102), between Harry Lorenzo Avenue on the west and County Road 102 on the east. Full development of this area is forecast to add 11,270 new residents (which is just under the citywide population growth forecast through 2035).

- The SP-1 area lies south of existing development and north of County Road 25 A, along both sides of East Avenue and SR 113. This area is expected to develop as a mix of commercial, residential (8 dwelling units to the acre) and business park uses. Plan "triggers" are intended to result in development of this area lagging behind the Spring Lake Specific Plan development. Over the next 20 years, development is expected to be limited to the area east of SR 113 and north of County Road 25.

- The SP-2 area lies approximately 1 mile east of the Gateway I development. Development potential is constrained by floodway requirements, and the draft General Plan documents indicate that development of this area will not occur until at least 2025, and only after "substantial buildout" of the Spring Lake Specific Plan. For these reasons, this area is not expected to warrant transit service over the next 20 years.

In sum the areas of new development (beyond infill) is expected to be focused on the southeast portion of the City, east of SR 113, north of County Road 25, and west of County Road 102.

Change in Senior Population

The change in the senior population will also impact transit demand. As shown in Table 39, by 2030 California Demographic Research Unit forecasts indicate that the population of Yolo County over age 64 will increase by 139 percent, while those over age 74 will increase by a full 162 percent. This will have a substantial impact on the need for transit service, particularly for ADA/paratransit service. For the fixed routes, the impact of this demographic shift is tempered by the relatively low proportion of ridership that is elderly (15 percent age 60 and above, based on the on-board surveys). Overall, this demographic shift is estimated to increase transit demand by 0.5 percent per year.

TABLE 39: Yolo County Population Projections by Age Category

Year	Total (All ages)	Preschool Age (0-4 years)	School Age (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Seniors (85 or more years)
2010	201,311	12,500	32,848	38,098	97,946	10,675	6,271	2,971
2015 (est)	212,484	12,515	32,449	37,591	104,558	14,659	7,440	3,272
2020	223,657	12,529	32,050	37,084	111,169	18,643	8,609	3,572
2030	250,414	13,741	33,637	37,567	121,570	23,098	15,463	5,337
2035 (est)	265,836	14,351	35,786	38,198	128,259	23,697	17,758	7,788
2040	281,259	14,961	37,935	38,829	134,947	24,296	20,052	10,238
Estimated 2015-2035 Change								
#	53,352	1,837	3,337	607	23,701	9,038	10,317	4,516
%	25%	15%	10%	2%	23%	62%	139%	138%

Source: California Demographic Research Unit, Report P-1

LONG-RANGE SERVICE SCENARIO

Based upon the results of the evaluation of short-range service strategies and the assessment of long-range planning and demand factors discussed above, the following long-range service scenario was developed. A summary of service quantities and ridership is presented in Table 40.

TABLE 40: Woodland Long Range Transit Service Quantities

	2013	2020	2025	2030	2035
Population	55,694	59,300	61,900	64,500	67,130
Ridership	267,000	344,376	359,500	374,600	389,900
Peak Buses					
Local Routes	4	4	4	4	4
Route 45/E. Woodland-Sac Route	5	6	7	8	9
Route 242	1	1	1	1	1
Route 243	2	1	1	1	1
TOTAL	12	12	13	14	15
Required Spare Buses	3	3	3	3	3
Total Fleet Required	15	15	16	17	18
Vehicle-Hours of Service					
Local Routes	15,648	16,617	16,617	16,617	16,617
Route 45/E. Woodland-Sac Route	2,575	2,988	3,402	3,984	4,482
Route 242	265	311	311	311	311
Route 243	663	332	332	332	332
TOTAL	19,151	20,247	20,661	21,243	21,741
Vehicle-Miles of Service					
Local Routes	197,729	176,936	176,936	176,936	176,936
Route 45	58,204	70,133	82,063	93,511	105,200
Route 242	7,204	13,907	13,907	13,907	13,907
Route 243	14,300	7,150	7,150	7,150	7,150
TOTAL	277,437	268,127	280,056	291,505	303,193
Woodland Allocated Operating Costs (1)	$1,830,000	$1,850,000	$1,910,000	$1,980,000	$2,040,000

Note 1: In constant dollars, unadjusted for inflation

Local Route Service

The short-range service analysis indicates that a pulse transit route system based on a transit center in the eastern portion of downtown Woodland will be the most efficient route structure by 2020. The system will grow to serve new development (in particular, the Spring Lake and SP-1 areas), as well as to accommodate growth in population and transit demand in the remainder of the city.

Figure 37 presents the long-range route network, consisting of five routes. As indicated, this builds upon the short-range downtown-centered pulse network discussed above. As Spring Lake and PC-1 develop in the southern portion of Woodland transit needs will grow and Parkland Avenue is planned to be extended over SH 113. It is important to note that the Southeast Route is conceptual, as specific roadway/land use configurations have not been fully defined, particularly for the SP-1A area. It may be necessary to revise this route's outer one-way loop to best serve various transit generators in this overall area.

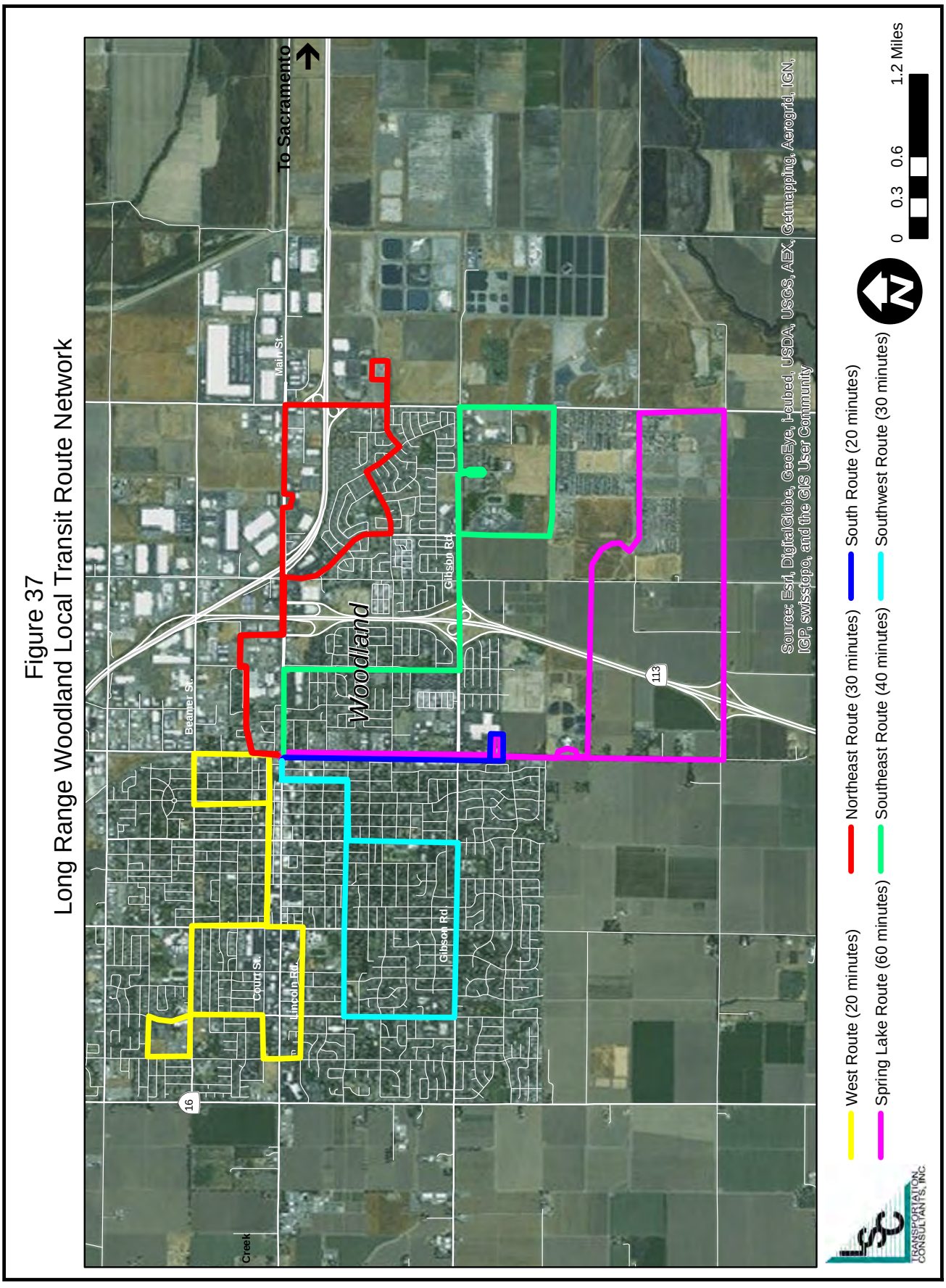


Figure 37
Long Range Woodland Local Transit Route Network
To Sacramento
Main St.
Beamer St.
Court St.
Lincoln Rd.
Gibson Rd
Gibson Rd
Woodland
Creek
16
113
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
West Route (20 minutes)
Northeast Route (30 minutes)
South Route (20 minutes)
Spring Lake Route (60 minutes)
Southeast Route (40 minutes)
Southwest Route (30 minutes)
0
0.3
0.6
1.2 Miles
N
TRANSPORTATION CONSULTANTS, INC.

As shown in Table 41, a total of four buses will be operated weekdays4, and three on Saturdays. On weekdays, this can provide half-hourly service on the Northwest and Southwest Routes (where a majority of Woodland local passenger-trips are generated, with hourly service on the other routes. On Saturdays, hourly service can be provided on all routes.

TABLE 41: Woodland Local Route Long-Range Service Scenario

Route	Length (Miles)	Running Time (Minutes)	Runs/Hr Weekday	Runs/Hr Sat/Sun	Total Hourly Run Time	Scheduled Time	Running Speed (MPH)	# of Buses Weekday	# of Buses Sat/Sun
Northeast	6.8	34.0	1	1	34	40	10.2	0.67	0.67
Southeast	9.1	45.5	1	1	46	60	9.1	1.00	1.00
Southwest	5.0	25.0	2	1	50	30	10.0	1.00	0.50
Northwest	6.5	32.5	2	1	65	30	13.0	1.00	0.50
South	3.6	18.0	1	1	18	20	10.8	0.33	0.33
					213	240		4.00	3.00

Note: The interlining between routes should be reviewed after implementation, based on operational and ridership patterns.

Woodland – Sacramento Commuter Service

While the relative balance between employment and population growth in Woodland indicates that the proportion of Woodland residents commuting to the Sacramento area will not change significantly, the overall population growth (and expected increase in fuel costs) will spur additional demand for commuter services. The number of peak buses required to serve this demand in the future is forecast based upon the number identified at the end of the short-range plan period (six) factored by the increase in demand. As also shown in Table 40, this indicates a need for one additional peak bus in each of the three five-year periods between 2020 and 2035, to a total of nine by 2035. These buses should be allocated between the commuter routes service west Woodland and east Woodland as needed to accommodate demand most effectively.

Woodland – Davis Commuter Service

At the end of the short range transit plan period (2019/20), commuter service between Woodland and Davis is expected to consist of one daily Route 242 round trips and one daily Route 243 round trip. No change in these service levels is included in this plan. However, it should be noted that demand for these services can potentially be changed substantially by changes in UC Davis housing or admissions programs. The effectiveness of this route is also a function of the ability to schedule runs as part of other services between Davis and Sacramento (beyond the scope of this study).

[4] An evaluation of providing a fifth bus under the long range service plan to increase service frequency was conducted, but was found to generate only approximately 8 passenger-trips per additional vehicle-hour of service.

Route 42 Service

Within Woodland, Route 42 is expected in the long term to focus on serving the downtown Transit Center, along with park-and-ride lots along East Main Street and East Street and other stops along these two streets.

Summary

As shown in Table 40, under this scenario total ridership on Woodland services (local routes, and commuter routes to Sacramento and Davis) are forecast to grow in annual ridership by 122,900 passenger-trips, or 46 percent above current levels. The annual vehicle-hours of service will grow by 14 percent, while vehicle-miles of service will grow by 9 percent. As ridership will grow substantially faster than service levels, overall this indicates that the Woodland transit services will become more efficient under this scenario. Operating costs allocated to Woodland will grow by 11 percent.

Chapter 8
Capital Alternatives

This chapter discusses the key capital elements of the transit program serving Woodland. First, options regarding the transit center are presented. This is followed by an assessment of improvements to bus stops. In addition, the fleet requirements are evaluated, along with potential changes in transit vehicles.

TRANSIT CENTER

The current transit center serving Woodland, located at County Fair Fashion Mall, is a basic but functional facility that can accommodate the current bus program. It is provided with shelters and street lighting, but no other amenities. As discussed in the previous chapter, its location near the southern end of the local route service area is not optimal, in that it requires substantial out-of-direction travel for some popular trip patterns (such as travel between northwest Woodland residences and downtown).

Architectural Program for the Transit Center

As a long-term capital investment, it is important for a transit center to be able to accommodate the needs of the transit program for at least the next twenty years. Recommended program elements, considering the long range service scenario, are as follows:

- **Bus Bays**
    - Local Routes – 6
    - Woodland – Sacramento Commuter Routes – 1
    - Woodland – Davis Commuter Routes – 1
    - Route 42 – 2
    - Other Routes (215, 216, 217) – 2
    - Total – 12 bays, requiring approximately 660 linear feet of curb5
- **Building Program**
    - Climate-controlled waiting area -- approximately 1,500 square feet
    - Driver restrooms and break area -- approximately 500 square feet
    - Transit information counter -- approximately 160 square feet6
    - Custodial closet and mechanical/service space – Approximately 160 square feet
    - Total – Approximately 2,320 square feet
- **Other Elements**
    - Outdoor shaded passenger waiting area with benches, totally approximately 1,500 square feet in area

[5] At a minimum 8 bays would be needed (4 for local routes, 1 for Sacramento commuter routes, 2 for Route 42 and 1 for other routes). This would reduce the required length of curb to a minimum of 40 feet.
[6] Transit centers in cities of Woodland's size are typically not staffed on a full-time basis, as this is not cost effective. However, counter space that can be used occasionally for pass sales, marketing campaigns or special events should be provided.

- Two parking spaces for transit staff
- Bicycle parking
- Space for public art
- Parking for regional transit passengers, if it can be accommodated onsite. However, this is not the key purpose of a new transit center site in Woodland.

At a minimum, this program can be accommodated in a parcel of approximately 0.7 acres in size (assuming that 4 bus bays can be provided along the adjacent street right-of-way).

Transit Center Costs

Table 42 presents a planning-level estimate of capital costs associated with a new downtown transit center. As shown, total costs (including land acquisition, site preparation, construction, engineering, permitting and construction management costs) are estimated to be on the order of $2.8 Million. This figure does not include any costs associated with remediation of hazardous wastes, assumes that adequate utilities are available to the site, and will vary based upon the final site selected.

While desirable, a full enclosed transit building is not a requirement. If excluded from the program and replaced with several more shelters, the total construction cost would drop by approximately $0.5 Million, to $2.3 Million.

Site Location Considerations

The following are key considerations in considering the location of a transit center.

- Adequate size to accommodate the transit program.
- Proximity to the center of the local transit service area, to minimize out-of-direction travel time and costs.
- Convenient access for regional transit routes that minimize out-of-direction travel
- Adequate access, avoiding excessive delays for transit routes
- Compatibility with nearby land uses. In particular, transit centers can have noise impacts on nearby residences.
- Convenience to major trip destinations. As the single location most accessible by public transit, it benefits the overall effectiveness of transit services if there is a concentration of transit trip generators (shopping, community facilities, public offices, etc.) within a convenient walk distance of the transit center.
- High visibility, enhancing the community's awareness of transit services.
- Personal security and safety. Locations in area's with a high crime reputation (deserved or not) should be avoided, and locations that have greater vehicle and pedestrian activity are preferable.
- Appropriate zoning and consistency with community plans.
- Availability of adequate utilities.
- Lack of known hazardous soils.

In the course of this study a number of potential alternative sites have been identified, including five sites in the downtown area and one at West Main Street and Ashley Avenue. Located near the westernmost edge of Woodland, this latter site would not result in an effective or convenient transit center, as it would require all buses (and passengers) to travel to this relatively remote location at least once per hour. It would be particularly inconvenient for passenger traveling

north-south across the central or eastern portion of Woodland. For these reasons, this location was dropped from consideration.

TABLE 42: Summary of Probable Costs
Downtown Woodland Transit Center

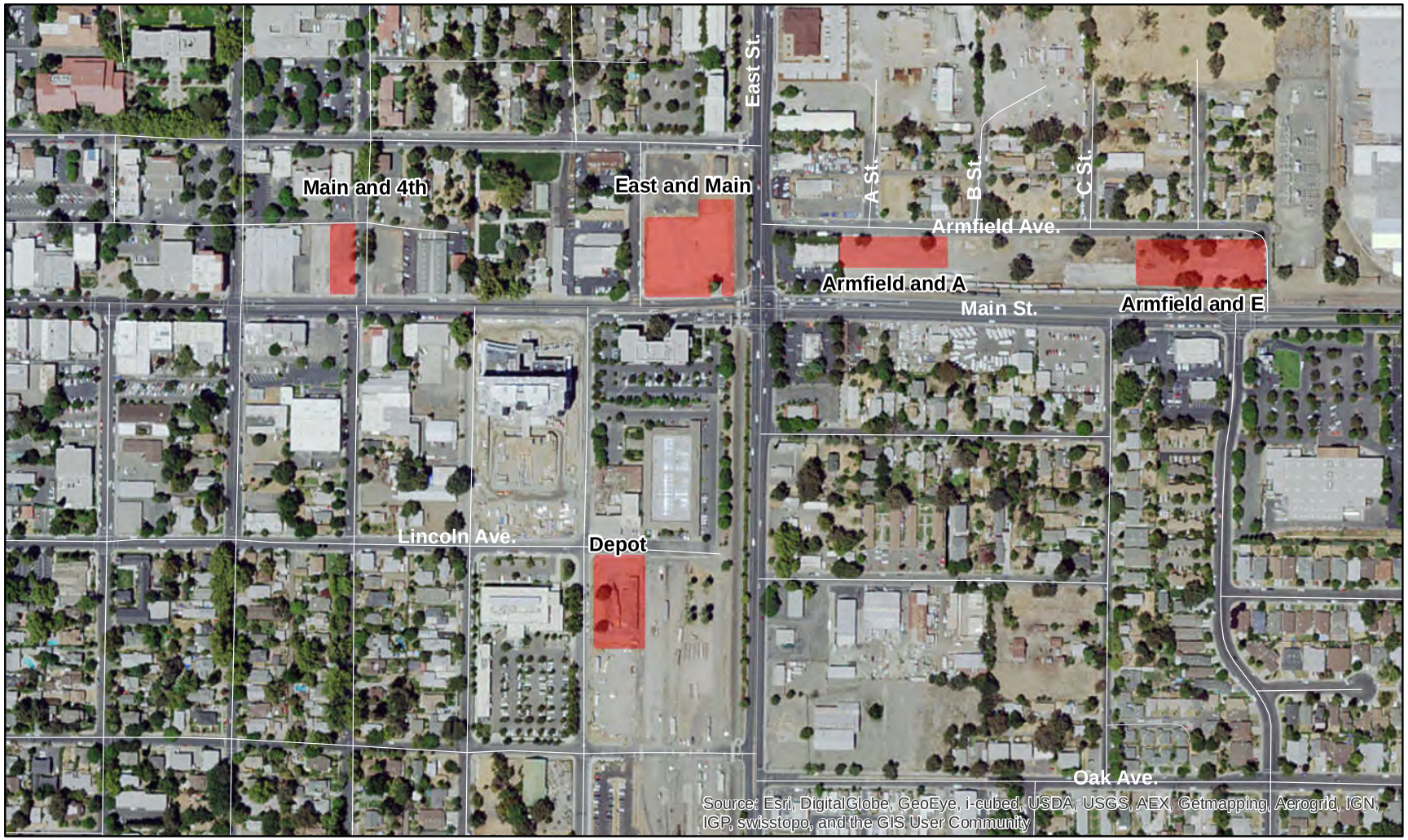
	Units		Unit Cost	Cost
Hard Cost				
Demolition	45,000	SF	$ 3	$ 135,000
Transit Center				
Transit Passenger Uses	1,500	SF	$ 120	$ 180,000
Driver Restrooms, Break Area, Counter	660	SF	$ 140	$ 92,400
Building Support Uses	160	SF	$ 100	$ 16,000
Signage				$ 10,000
Furnishings and Fittings				$ 50,000
Subtotal: Transit Building Costs	2,320	SF		$ 348,400
Bus Bays/Concrete Pavement Circulation	20,000	SF	$ 20	$ 400,000
Shelters	5	EA	$ 12,000	$ 60,000
Platform/Pedestrian/Bicycle Space	7,750	SF	$ 15	$ 116,300
Subtotal: Circulation and Exterior Space				$ 576,300
Subtotal: Demo, Building, Circulation and Exterior Passenger Space				*$ 1,059,700*
Landscaping (incl. seating walls)	15,000	SF	$ 10	$ 150,000
Lighting	45,000	SF	$ 1.50	$ 77,500
Access Improvements		EA		$ 250,000
Total Construction Costs				$ 1,537,200
Land Acquisition Costs	45,000		$ 10	$ 450,000
Total Hard Costs				$ 1,987,200
Soft Costs				
Site Design & Engineering			15%	$ 298,100
Environmental				$ 50,000
Building Permit				$ 15,000
Utility Tap Fees				$ 8,000
Legal				Staff
Construction Management			10%	$ 198,700
Contingency			15%	$ 298,100
Total Soft Costs				$ 817,900
Total Probable Project Costs				**$ 2,805,100**

Note: Excludes any hazardous waste remediation costs.

The five potential locations in the downtown area are shown in Figure 38, and consist of the following:

- The **Main & 4th** site is located on the west side of 4th Street between Main Street and the alley to the north. It is currently not occupied, and is conveniently located near shopping, dining and public activity centers. There is the potential to expand this site, such as using the curb space on the east side of 4th Street. However, this site is privately owned, has high commercial potential, and is probably not available.

Figure 38
Downtown Woodland Potential Transit Center Sites



- The **Main & East** site consists of the currently-vacant parcel on the northwest corner of Main Street and East Street. It has very high visibility, but access can be a problem at peak times – particularly long traffic queues on East Street. It is also currently slated for commercial development, and thus unavailable.

- Two potential sites are located on the Pacific Rail Company parcel north of Main Street and east of East Street. This area consists of a "house track" railcar loading area and railcar storage, and appears to have very little use. The **Armfield & A** site consists of the western end of this parcel, while the **Armfield & E** site would use the eastern end. Under either option, the transit bays could make use of the existing Armfield Street right-of-way, potentially allowing rail uses to remain. Use of either site may require realignment of the offset Main / E Street intersection to align with Thomas Street.

- The **Depot** site consists of land near the (relocated) historic rail station on the southeast corner of Lincoln Avenue and 6th Street. This site is convenient to the new County Courthouse, and its location adjacent to the police station helps to address security issues. It has less visibility to the community as a whole than do the other sites. Providing adequate transit access to/from the site probably would require extension of Lincoln Avenue eastward across the rail tracks to East Street. As increasing at-grade rail crossings is an issue with the California Public Utilities Commission, it may also be necessary to close the existing Oak Avenue crossing.

Table 43 presents a comparison of the sites in terms of key criteria, on a scale from 1 (lower benefit/higher negative impact) to 4 (higher benefit, lower negative impact). While a final decision on the appropriate site would require more detailed analysis (including assessment of land costs, utility availability and specific traffic impacts), in general the Armfield & A and Armfield & E sites have a relatively high overall score, though the Depot site also has potential. A detailed study of alternative sites (reflecting development regulations, utility location, access options, etc.) would be needed to conclusively determine the optional site.

TABLE 43: Downtown Transit Center Site Alternatives

	Main & 4th	Main & East	Armfield & A	Armfield & E	Depot
APN	5223003000	5644016000	63070099	63070099	614300400
Size (acres)	0.26	1.31	2.75 (part)	2.75 (part)	0.78
Zoning	Central Commercial	Central Commercial	Central Commercial	Central Commercial	Central Commercial
	Site Evaluation (1 = Low, 4 = High)				
Size	2	4	4	4	4
Compatability	3	3	4	4	4
Walking Access to Major Trip Generators	4	3	3	2	2
Traffic Conditions	3	1	2	3	3
Security/Safety	4	3	2	2	1
Transit Visibility/ Marketing	3	4	3	3	1
Impact on Transit Operations	2	2	4	4	3

BUS STOP IMPROVEMENTS

Impact of Route Revisions

The revisions to the existing two-loop local Woodland service plan, as discussed in the previous chapter, would require establishing new transit stops at the following locations:

- W. Beamer Street at Ashley Avenue (westbound)
- Ashley Avenue at Woodland Avenue (northbound)
- Cross Street at Cleveland Street (eastbound)
- College Avenue at Lincoln Avenue (northbound)
- College Avenue at Cross Street (northbound)
- North Street east of 3rd Street (both directions)
- Leman Avenue east of East Street (both directions)
- Leman Avenue at YMCA (both directions)
- Leman Avenue west of Matmor Road (both directions)
- East Gibson Road at Probation Department (eastbound)
- Pioneer Avenue at Pioneer High School (both directions)
- Farmers Central Road east of Parkland Avenue (eastbound)
- Miekle Avenue at Ortiz Avenue (southbound)
- Miekle Avenue at Ackley Place (southbound)
- Miekle Avenue at E. Heritage Parkway (southbound)
- E. Heritage Parkway at Sander Street (westbound)
- Parkland Avenue north of E. Heritage Parkway (northbound)
- Parkland Avenue south of Farmers Central Road (northbound)

This totals 23 new bus stops. Considering the expected boardings at each stop and applying a standard of providing a bench for those stops serving 5 or more boardings per day and a shelter for those stops serving 10 or more boardings per day, the following amenities are recommended for the new stops:

<u>Shelter</u>

- Pioneer High School (both directions)
- Parkland north of E. Heritage Parkway (northbound)
- Parkland south of Farmers Central Road (northbound)
- Probation Department
- Lemen Avenue west of Matmor Road (eastbound)

<u>Bench</u>

- Ashley Avenue at Woodland Avenue (northbound)
- College north of Cross Street
- Lemen Avenue west of Matmor Road (westbound)
- Lemen Avenue at YMCA (both directions)
- Miekle Avenue at Ortiz Avenue (southbound)
- Miekle Avenue at Ackley Place (southbound)
- Miekle Avenue at E. Heritage Parkway (southbound)
- E. Heritage Parkway at Sander Street (westbound)

In addition, the following 11 existing bus stops would no longer be served:

- N. Ashley Avenue north of W. Woodland Avenue
- W. Kentucky Avenue east of N. Ashley Avenue
- N. Cottonwood Street south of W. Kentucky Avenue
- N. Cottonwood Street south of W. Woodland Avenue (northbound)
- West Street at Park Avenue (northbound)
- Cross Street at Cleveland Street (westbound)
- Cross Street at Dingle Lane (westbound)
- E. Beamer Street east of Harter Avenue (both directions)
- Matmor Road north of Cannery Road (both directions)

All of these stops would still be provided with nearby transit service (such as around the corner or across the street), with the exception of the two stops along West Kentucky Avenue and the two stops at E. Beamer and Harter Avenue.

Other Bus Stops

In addition, improvements are warranted at other bus stops not affected by the route revisions. The quality of bus stops is a very important factor in a passenger's overall perception of a transit service. Depending on the trip, a passenger can spend a substantial proportion of their total time using the transit service waiting at their boarding location. If this is an uncomfortable experience, if it is perceived to be unsafe, or if it does not provide adequate protection from winter rain or summer sun, the bus stop can be the deciding factor regarding a potential passenger's use of the transit system. YOLOBUS, moreover, does not currently get particularly high marks in this regard: in the onboard survey of local route passengers, it ranked second from the bottom (behind only on-time performance) in passenger satisfaction, with 19 percent of passenger giving a score of 1 or 2 out of a scale of 1 to 5.

Transit systems serving small to mid-sized cities typically strive to provide seating (such as a bench) for stops that average 5 or more boardings per day, and shelter for stops that average 10 or more boardings per day. Based upon these criteria,

Providing space for a traditional bus bench can be a challenge at constrained locations. A popular option developed over recent years is seating that is part of the bus stop pole, such as the paired seats manufactured by Simme, LLC (shown at right). These cost on the order of $600 per pair, depending on the need to improve the foundation of the sign pole. Transit systems that have installed this type of seating include Samtrans (San Mateo County), Sunline Transit (Palm Springs) and Rogue Valley Transit (Medford, Oregon).

An evaluation of potential bus shelter locations is presented in Table 44. First, YCTD's current bus stop improvement program (beyond 2015/16) was reviewed. The daily boardings per stop (over all Woodland routes) were identified, based upon the onboard counts conducted as part of this study. Based upon this, two additional stops were found to warrant shelters (Court & 2nd in the eastbound direction, and Court & Cleveland in the eastbound direction). Next, the routes identified in the short-range route revisions and long-range pulse network were reviewed, to ensure that shelter locations

would be served in the future. Locations that would no longer be served with the short-range route modifications (shown at the bottom of the table) were eliminated from the recommended list. For those that would be served in the short-range plan period, but no longer be served by the long-range routes remain recommended for short-term shelters, which would be moved once the route are realigned to serve a downtown transit center. As indicated, a total of nine new shelters are identified, with a total cost (including purchasing, engineering and construction) of $107,700. Some of the costs for the new shelters at Main/Industrial are assumed to be addressed through the Main Street improvement program.

TABLE 44: Recommended Shelter Locations -- 2016 to 2020

Location				
On	**At**	**Direction**	**Total Cost**	**Notes**
Main	5th St.	WB	**$14,200**	Served both with Short-Range and Long-Range Route Plan
E. Main	Industrial	EB	**$7,000**	(1) Served both with Short-Range and Long-Range Route Plan
E. Main	Industrial	WB	**$7,000**	(1) Served both with Short-Range and Long-Range Route Plan
Main	5th St.	EB	**$3,000**	Served both with Short-Range and Long-Range Route Plan
E. Heritage	Meikle	EB	**$11,200**	Served both with Short-Range and Long-Range Route Plan
Cottonwood	W. Cross	NB	**$4,300**	Served both with Short-Range and Long-Range Route Plan
Cottonwood	W. Woodland	SB	**$4,300**	Served both with Short-Range and Long-Range Route Plan
County Fair Mall			**$3,100**	Served both with Short-Range and Long-Range Route Plan
Woodland Community & Senior Center			**$3,100**	Served both with Short-Range and Long-Range Route Plan
W. Main	Community	WB	**$13,400**	Served both with Short-Range and Long-Range Route Plan
Court	2nd	EB	**$13,400**	Served both with Short-Range and Long-Range Route Plan
Court	Cleveland	EB	**$13,400**	Served both with Short-Range and Long-Range Route Plan
Farmers Central	Meikle	EB	**$12,500**	Install N. Side of Farmers Central for Long-Range Plan
Cottonwood	W. Cross	SB	**$4,300**	Move to E. Side of Cottonwood
Pioneer	Springlake	SB	**$4,300**	Move to E. Side of Pioneer
West	Park	SB	**$4,300**	Move to N. Side of Cross W. of West
West	North	NB	**$15,600**	Install E. Side of West N. of North for Long-Range Plan
TOTAL			**$107,700**	
Locations on Current Shelter Plan, Not Served With Short-Range Route Revisions				
Cottonwood	Beamer	NB		
Cottonwood	W. Woodland	NB		
Matmor	Cannery	SB		

Note 1: Costs of shelters only. Other costs assumed to be addressed through Main Street improvement program.

In addition, the review of passenger activity identifies an additional approximately 30 locations with 5 to 9 boardings per day, warranting placement of a bus shelter. At a unit cost of $4,300 per bench (including purchase, engineering and construction), providing these additional benches over the short-range transit plan period would incur a total estimated cost of $129,000.

VEHICLE FLEET REQUIREMENTS

Number of Vehicle Required

The vehicle fleet required to serve the Woodland routes (including the local routes as well as the Woodland commuter services to Sacramento and Davis) over the long term are shown in Table

40, above. The peak number of buses in operation, currently totaling 12, will increase by 1 to 13 in 2025, and is further to increase to 14 in 2030 and 15 in 2035. In addition, spare buses are needed to allow for scheduled maintenance and ensure continuity of service during vehicle breakdowns. A standard of the transit industry is to provide a 20 percent "spare ratio". Applying this ratio, the total number of buses needed to reliably operate the Woodland fixed route services is 15 at present, increasing to 18 by 2035.

Appropriate Size of Vehicles

Woodland fixed routes are currently operated using 40' transit vehicles (Orion and NABI), that have seating capacities ranging from 33 to 43 passengers. All are fueled by CNG, and have two wheelchair spaces as well as racks with a capacity for three bikes. Identifying the appropriate size of bus to use for a public transit program is a "balancing act" between numerous factors:

- Buses should accommodate passenger loads, preferably without the need to carry standees. Data collected as part of this study (a limited sample) identified the peak passenger loads shown in Table 45. As indicated, the local routes carried up to 16 passengers at a time, while the Woodland-Davis commuter runs carried up to 23. In addition, Table 37 (above) indicated loads on Route 45 up to 60 passengers.

- Periods of peak passenger activity need to be considered. As an example, use of YCTD buses for school field trips is a common occurrence. Staff indicates that this has become more prevalent in recent years, as public school transportation services have been curtailed. In addition, the first few weeks of each college session typically results in higher transit ridership.

- Growth in ridership can be expected to increase passenger loads. In the short-term, expanding service to Spring Lake with the existing four local buses will increase passenger loads.

TABLE 45: Evaluation of Bus Loading

Route	Maximum Observed Boarding on Day of Survey	Peak Loading Location
210	13	Eastbound along W. Gibson in AM
211	12	Northbound in Western Woodland in PM
212	11	Eastbound along E. Gibson in AM
214	16	Westbound along W. Gibson in PM
242	23	Departing County Fair Mall
243	6	Departing County Fair Mall

- An important consideration is that the cost of operating a smaller transit vehicle is not significantly lower than that of operating a larger bus. While this may seem counterintuitive, the key fact is that the largest operating cost associated bus service is driver wages and benefits. As this does not vary depending upon the size of the vehicle the driver is operating, there is not savings associated with this element. While increased fuel efficiency can reduce costs, maintenance costs per vehicle-mile on smaller body-on-chassis vans are typically higher (as they are not designed for as long a useful life as larger buses). Overall, transit systems typically find that the total cost per mile of service for smaller vehicles is no more than 10 percent less than that of full-sized transit buses.

- There are substantial costs associated with introducing a new vehicle-type into a transit system's fleet. The need to stock additional parts increases inventory costs. Mechanic time is also needed for training specific to the new vehicle type.

- Providing a smaller vehicle type for some elements of a larger system (such as for the local Woodland routes) restricts the ability to share vehicles between various elements. Smaller vehicles cannot be used as spare vehicles for the larger services, thereby increasing the overall fleet size.

- In some cities, the limited width of roadways cannot accommodate full-sized buses. This is not a substantial factor, however, in Woodland.

- The impact of larger buses vs. smaller buses on pavement life (assuming an adequate roadway surface) is not significant.

Overall, it is clear that smaller vehicles are not an option for Route 45. Given that potential ridership on the Woodland – Davis commuter routes could vary significantly based on UC Davis housing/enrollment policies (and the need for some or all of these buses to interline with Davis – Sacramento services), smaller buses are also not an option on these services. A slightly smaller bus size (such as a 35-foot bus) could potentially accommodate local Woodland ridership loads with an acceptable occurrence of standing loads. However, considering the modest difference between a 35-foot and 40-foot bus as perceived on the street, the modest operating cost savings, and the complications and costs associated with adding additional vehicle types into the YCTD fleet, standard 40-foot vehicles are recommended.

Alternative Fuels

YCTD has been a leader in Compressed Natural Gas fueled transit buses, thereby reducing particulate pollution and attaining California Air Resources Board requirements. Currently, 88 percent of the fixed route transit fleet is fueled by CNG. Going forward, YCTD should monitor improvements in all-electric bus technologies. Improvements in battery technology have begun to address the range limitations in electric battery buses to the point where some models can travel 150 to 200 miles or more on a single charge. This makes them feasible options for the Woodland local routes (approximately 150 miles of operation over the course of a day). While per-unit costs are presently high (in the range of $750,000), future advances and the benefits of mass production may bring prices down to the point where they are feasible options for Woodland transit services.

Chapter 9
Woodland Transit Plan

INTRODUCTION AND OVERVIEW

The evaluations of existing services and potential modifications shown in previous chapters, coupled with substantial public input, indicate that improvements to Woodland transit services are warranted. Subject to concurrence from the YCTD Board of Directors and City of Woodland, the changes presented in this chapter are recommended. Key elements consist of short-term changes in current local routes to meet immediate needs, changes in commuter routes to improve service to both Sacramento and to Davis, and a longer-term strategy to shift the local fixed routes to a pulse system operating from a transit hub in the downtown area. Additional information regarding these plan elements is available in prior chapters.

Recommended Plan Elements – Through Fiscal Year 2020/21

Revise Route 214 to Serve Justice Center

Route 214 should be modified to serve a bus stop at the Yolo County Justice Center as soon as the stop can be constructed. Over the longer term as Spring Lake develops, YCTD, the County and the City may need to look at other options for this bus stop location, including returning the DRC passengers to the Community College bus stop. This issue should be addressed as part of the development of the City's SP-1A Specific Plan.

Reduce Route 243 to One Round-Trip per Day

This route currently provides two trips per day in each direction between east Woodland and Davis. The ridership on the 7:15 AM southbound trip and 5:39 PM northbound trip are particularly low, averaging only 3.0 and 1.6 passenger-trips per day, respectively. These trips (one in each direction) should be eliminated, and the resources used for other service enhancements. This should occur in the fall of 2016. In addition, YCTD, the City and UC Davis should revisit the appropriate level of service to/from the Davis campus as part of the Campus Long Range Development Plan process.

Start Saturday Route 211 Service At 8:00 AM Rather Than 7:00 AM

This first run of the day on Route 211 carries only 6.4 passenger-trips, and warrants elimination. Eliminating the first hour of service will also make Route 211 consistent with the operating hours of the other route operated on Saturdays (Route 212). This change should happen in the fall of 2016.

Planned Bus Stop Improvements

As discussed below, modifications to the local routes are recommended in FY 2016/17, allowing the "two large loop" route configuration to better serve Woodland over the next several years. As detailed in Chapter 8, this will require establishing new bus stops at 23 locations. Key stops where new wheelchair pads will be required prior to revising the service consist of the following locations:

- North and south sides of Lemen Avenue, west of Matmor Road
- North and south sides of Lemen Avenue near Yolano Drive
- North and South sides of North, near Fourth Street
- East side of College Street near Bush Street
- South side of E. Gibson Avenue, just east of Justice Center driveway

Shelters will be warranted at five locations, and benches at eight locations. All stops with bench or shelter improvements would continue to be served under the long-range service plan, discussed below. It is assumed that half will require ADA improvements, and the sites along Lemen Avenue will require the most ADA accessibility work. $250,000 is included in the plan for these initial bus stop improvements, extending over three years ($30,000 in FY 2015/16, with the remainder split over the next two years). Once the new bus stop locations are ADA accessible, YCTD can then change local routes to use those stops. YCTD should have discussions with the City of Woodland and the Housing Authority to coordinate construction projects, as well as possible road repaving, along Lemen Avenue before changing the routes on that stretch of road.

Implement Modifications to the Four Local Loop Routes

The modifications to the four local routes (210, 211, 212, and 214) should be implemented, as shown in Figure 25, in Chapter 6. Extensive evaluation of route alternatives indicates that this route system can best serve Woodland in the short term (prior to establishment of a downtown transit center), for the following reasons:

- It provides new service to the Spring Lake area, as well as to Pioneer High School, without incurring the substantial costs of operating an additional bus in local service.

- It reduces running times by shortening route length, addressing the serious existing on-time performance problem. All routes will be 12 miles in length or shorter, compared with 12.8 miles at present.

- It maintains service to all key ridership areas.

The areas for route reduction (W. Kentucky Avenue at Ashley and Cottonwood, East Beamer Street near Matmor Road) currently only are used by an average of 12 passenger-trips per day. The Community and Senior Center would still be served by two buses per hour, while Target would be served by one bus per hour. As Spring Lake would be served by the clockwise Route 214 immediately after serving Woodland Community College, convenient service would not be provided for Spring Lake residents traveling to the College. To address this, the College should be served on an on-request basis for passengers boarding in Spring Lake, as follows:

- As passengers board that desire a drop-off at the College, they can ask the driver for a drop-off at the College. The driver would then turn right on Gibson Road to serve the main College bus stop, then return westbound on Gibson Road to resume the route.

- The stops in Spring Lake will be designated with an asterisk, indicating in a note to ask the driver upon boarding for direct service to the College.

There is adequate time in the schedule to provide this on-request service, given that requests are not expected to occur every run. This service should be implemented no sooner than

September, 2016, but cannot be implemented prior to the provision of new stops along Leman Avenue.

Due to the shorter route lengths, this strategy will reduce Woodland operating expense responsibilities by a small amount, while also resulting in a modest increase in ridership through service to new neighborhoods. In addition, the improved on-time performance can be expected to encourage additional ridership over time.

Establish Route 46 Between East Woodland and Sacramento

A new commuter route (tentatively numbered Route 46) should be established connecting eastern Woodland with downtown Sacramento. Two runs per day in each direction should be operated, consisting of one existing Route 45 run shifted to the new route, along with one new run. An example route map is shown in Figure 31 in Chapter 6. The route should originate/end at the County Fair Shopping Center (to provide opportunities to connect with other routes) and serve the Spring Lake and Gateway area before heading east on I-5.

This plan element will accomplish several goals:

- It will provide direct service from neighborhoods in eastern Woodland (including Spring Lake) and downtown Sacramento. At present, residents of eastern Woodland need to drive to Route 45 stops (such as County Fair Mall or Matmor/Main). This was a common complaint raised in the onboard surveys.

- It will expand overall capacity between Woodland and Sacramento. This will help address the overcrowding of individual runs, which often requires passengers to stand for the relatively long trip.

Good candidates for existing Route 45 runs that could shift to the new route, based upon overall ridership, are the 6:55 AM eastbound departure and the 4:45 PM westbound departure. Also based upon observed ridership patterns, the new Route 46 runs should be scheduled to arrive in Sacramento at roughly 6:50 AM and 7:35 AM in the morning, with afternoon departures at approximately 4:05 PM and 4:35 PM. This should begin in the fall of 2016.

Specific Planning for Downtown Woodland Transit Center

The revisions to the existing “two-loop” route configuration (two large hourly routes operated in both directions, using four buses) discussed above represents the maximum that can be accomplished under this route structure. As presented in Chapter 6, development of outlying areas of Woodland that merits expansion of transit service area will ultimately require a reconfiguration to a “pulse network” route plan with reconfigured routes all converging on a transit center in the downtown Woodland area. This route restructuring will also improve transit service quality (such as through more frequent service in key corridors), indicating that it is warranted for implementation as soon as the various elements needed to support the new routes can be put in place. One crucial element of this route plan is development of the transit center.

While this current study has determined that there are at least several potential sites that could function as an efficient transit center location in the downtown area, a more detailed study will be needed to compare the advantages/disadvantages of the potential sites and determine that

which best benefits the transit program and the community. This study should address the following:

- Detailed evaluation of building and site requirements/program
- Availability of various properties, including willingness of existing owner.
- Utilities
- Consistency with zoning regulations
- Compatibility with adjacent land uses
- Traffic impacts
- Impacts on transit operating times and costs
- Presence of contaminated soils
- Construction / permitting / project development costs
- Environmental documentation

A reasonable estimate for this study is $70,000.

Earlier Weekday Start Time for Routes 211 and 212

Routes 211 and 212 should start service on weekdays at 6:00 AM rather than 7:00 AM. These are the most productive of the four local routes, and will result in one-way service on both of the two local route loops. This will increase ridership by an estimated 5,800 passenger-trips per year and serving 11.4 passenger-trips for every new hour of service. Tellingly, at present the first hour of local route weekday service (starting at 7:00 AM) is the highest ridership hour of the day. This, along with the observed ridership in the 6:00 AM hour for similar systems operating earlier in the day, indicates that there would be sufficient ridership for earlier service to warrant addition of another daily run starting at 6:00 AM. After a minimum of six months of operation, ridership should be reviewed to assess possible changes, considering that transit services typically require at least two years to reach full ridership potential.

Another important consideration is that this expansion of service would substantially expand Woodland resident's access to jobs in other communities. At present, the first Route 42A bus that the local routes provide access to is the 8:00 AM departure, which results in a first morning arrival at the airport at 8:23 AM and in downtown at 8:42 AM – too late for many work shifts. Similarly, the first 42B departure towards West Sacramento served by the local routes does not arrive in Davis until 8:20 AM and in West Sacramento until 9:00 AM. Starting local service an hour earlier thus would increase access to jobs, and could reduce demand for park-and-ride parking within Woodland as passengers shift to local buses from their homes. This service improvement is thus recommended, for implementation in the fall of 2016 or spring of 2017.

Additional Bus Stop Improvements

As shown in Table 44 of Chapter 7, in addition to the five locations discussed above there are an additional nine locations where a shelter is warranted (10 or more boardings per day), totaling an estimated cost of $169,500. These costs are allocated over a five-year, starting in FY 2016/17. Before these are implemented, YCTA should consider a specialized and consistent shelter design unique to Woodland. The financial .plan, discussed below, spreads the overall bus stop improvement costs over a five-year period, increasing with inflation

Construct Downtown Transit Center and Implement Pulse Route Network

The local routes should be converted to a pulse system, focusing on a downtown Woodland transit center. A map of an example system is shown in Figure 37, above. This strategy has the following advantages:

- It makes more efficient use of the existing four buses, allowing five individual routes to be operated and providing service every half-hour on three of these routes (rather than the current hourly service)7
- It provides a modest reduction in operating costs (on the order of $25,000 per year allocated to Woodland) compared with the modified 2-Loop plan, as well as a modest increase in ridership (2,000 passenger-trips per year).
- It provides for better connections between local and regional transit services.
- It allows for future expansion of the local transit network (through operation of additional buses), which the existing 2-loop plan does not.

The downtown transit center is recommended to provide space for up to 12 buses at a time, sheltered passenger waiting areas and transit operations functions. Specific design considerations, such as driver restrooms, driver break area, transit information counter, and climate controlled passenger waiting area versus simple shelter from the elements, will be considered as part of detailed planning. It is estimated to cost on the order of $2.5 Million to $3.0 Million (including land acquisition) if an enclosed transit center building is included, or $2.0 Million to $2.5 Million without the building. It will provide a range of benefits, including the following:

- Improved facilities for both passengers and for transit staff.
- Increased safety for waiting transit passengers
- A higher overall “profile” for Yolobus services in Woodland.

Evaluate Transit Signal Priority

Under transit signal priority, a detector is installed (typically a video detector) that is triggered when a transit vehicle approaches the signal. A signal is then sent to the computer controlling the signal, generating a request for priority. The computer then identifies if the request should be accommodated (given pre-determined parameters). A second detector also identifies when the transit vehicle has cleared the intersection.

Existing transit signal priority programs are in place in many locations, including two corridors in Los Angeles, California; Davis, California; Eugene, Oregon; and Sacramento; California. A survey of existing transit priority systems presented in the *Transit Signal Priority Handbook* (ITS America, 2005) yielded the following key findings:

[7] Providing hourly service on the remaining two routes would require operation of a fifth local bus, which would not presently be cost-effective.

- Annual cost of maintenance was relatively small. Some agencies did not notice any change in overall signal maintenance costs over and above activities without priority systems. Of those that did, an average is on the order of $1,000 per intersection per year.

- Travel time savings through individual intersections ranging from 9 percent to 70 percent, with a typical value in the range of 20 to 30 percent.

- Very little impact on non-priority street traffic, typically described as “minimal,” 1 second per vehicle, or “infinitesimal.”

A corridor with particularly high potential for effective transit signal pre-emption in Woodland is East Main Street between East Street and the I-5 northbound off-ramp. This corridor carries up to 100 transit trips per day, and generates substantial delays to transit operations. A detailed study is recommended in the near term to identify the specific locations and technologies that would be cost-effective and implementable along key transit service corridors. This study should consider the following:

- The existing delays at key intersections, during peak and off peak periods, by day of week and by season.

- Forecasts of future delays.

- Transit activity levels through key intersections, including both transit vehicle movements and passenger loads.

- Existing transit route on-time performance, and the ability of transit running time reductions to improve schedule adherence/reliability as well as transit operating costs.

- Current transit signal technologies and capabilities.

- Impact of various levels of signal pre-emption to provide travel time reductions for transit vehicles, and associated impact on general traffic level of service and average delays.

- Right-of-way, construction and environmental considerations of intersection and roadway improvements.

- The impacts of potential transit-only advanced green intersection phases at the end of jump-queue lanes.

- Traffic safety impacts of intersection modifications and jump-queue lanes.

A reasonable estimate for total cost of this study is $60,000, depending on the scope of the corridors and intersections to be included.

Financial Plan – Fiscal Year 2015/16 to Fiscal Year 2020/21

The short-range ridership impacts of the operating plan are summarized in Table 46. As indicated, total ridership is forecast to increase by approximately 50,600 passenger-trips per

year, or 17 percent over current figures. These additional passenger-trips will increase farebox revenues by $38,200 per year by FY 2020-21, as shown in Table 47.

Table 48 presents the marginal cost impacts (including allocated overhead costs) as well as revenue forecasts for the operating plan improvements. As shown, the overall financial impacts are forecast to be relatively modest. Operating costs will increase by up to $36,600 per year over the first four years of the plan, before the cost savings associated with the pulse route plan start in the final short range plan year, resulting in a net increase of only $4,100. Including the additional passenger fare revenues generated by new ridership, operating subsidy will increase by only a maximum of $9,900 in the first year of the plan, and result in a forecasted reduction in subsidy needs by the end of the five-year period. The increases in subsidy requirements are expected to be met through a combination of FTA 5307 Urban funding and Local Transportation Fun revenues.

The capital costs and revenues are presented in Table 49. Over the five year period, a total of $4.2 Million in capital improvements are included. The bulk of this ($3.1 Million) is focused on the transit center project. In addition, $403,000 in other bus stop improvements, $700,000 for one additional bus, and $60,000 for a transit signal priority study are included. These improvements are expected to be funded through FTA 5307, enhanced through provision of transportation development ("toll") credits.

Recommended Plan Elements – Fiscal Year 2020/21 to Fiscal Year 2034/35

Expand Transit Services as Warranted to Address Increases in Ridership Demand

Over the coming years, the demand for public transit is expected to increase, due to the following factors:

- Growth in population (forecast to be 20.5 percent higher in 2035).
- Growth in employment (forecast to be increased by 20.0 percent by 2035).
- The aging of the population (with 94 percent growth in residents over age 64 by 2035).

There may also be the need for modifications to services connecting Woodland with UC Davis, as campus plans and housing patterns evolve.

Overall, ridership demand among Woodland residents is forecast to grow by 46 percent by 2035, or 122,900 one-way passenger-trips per year. To accommodate this growth, expansion of the commuter routes connecting Woodland and Sacramento from 6 buses to 9 buses by 2035 is recommended. Expansion of Woodland – Davis service (while not included in this plan) should be reviewed as UC Davis campus plans and housing patterns change.

There is adequate capacity on the local route system to accommodate growth in local transit needs, and provision of additional local buses would not be cost effective. Assuming that development warranting transit service does not expand beyond the area identified in Chapter 7 and no unexpected factors increase transit demands, a four-bus local transit program is expected to be sufficient. Overall, this service expansion will add approximately $210,000 in allocated operating costs per year, by 2035.

TABLE 46: Woodland Short-Range Transit Improvements Ridership

All Figures in Thousands

Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Base Case Ridership (1)	267.0	273.4	280.1	286.8	293.8	1,922.5
Service Plan Elements						
Revised 2-Loop Plan Serving Spring Lake	0.0	5.0	5.7	5.8	0.0	16.5
Downtown Pulse Route Plan Serving Spring Lake	0.0	0.0	0.0	0.0	35.9	35.9
Start Routes 211 and 212 1 Hour Earlier on Weekdays	2.9	5.5	6.2	6.4	6.5	27.5
Start Route 211 1 Hour Later on Saturdays	-0.2	-0.2	-0.2	-0.2	-0.2	-1.0
Implement East Woodland - Sacramento Commuter Route	5.8	8.8	9.0	9.2	9.5	42.3
Reduce Route 243 to 1 Daily Round Trip	-0.9	-1.0	-1.1	-1.1	-1.1	-5.2
Total	7.6	18.1	19.6	20.1	50.6	116.0
Net Ridership	274.6	291.5	299.7	306.9	344.4	1,517.1
% Growth	*3%*	*7%*	*7%*	*7%*	*17%*	

Note 1: Base case ridership on local fixed routes and Routes 45, 212 and 213, increased by 1.2 percent annually for Woodland population growth 1 percent for the impact of gas price increases, and 0.5 percent for aging of the population

Source: LSC Transportation Consultants, Inc.

TABLE 47: Woodland Short-Range Transit Improvements Fare Revenues

All Figures in Thousands

Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Revised 2-Loop Plan Serving Spring Lake	$0.0	$8.3	$9.5	$9.6	$0.0	$27.4
Downtown Pulse Route Plan Serving Spring Lake	$0.0	$0.0	$0.0	$0.0	$13.8	$13.8
Start Routes 211 and 212 1 Hour Earlier on Weekdays	$4.8	$9.1	$10.3	$10.6	$10.8	$45.5
Start Route 211 1 Hour Later on Saturdays	-$0.3	-$0.3	-$0.3	-$0.3	-$0.3	-$1.5
Implement East Woodland - Sacramento Commuter Route	$9.6	$14.6	$14.9	$15.2	$15.7	$70.0
Reduce Route 243 to 1 Daily Round Trip	-$1.5	-$1.7	-$1.9	-$1.9	-$1.9	-$8.8
Net Farebox Revenues	$12.6	$30.0	$32.4	$33.3	$38.2	$146.4

Source: LSC Transportation Consultants, Inc.

TABLE 48: Woodland Short Range Transit Operating Financial Plan

All Figures in Thousands

Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Operating Plan Elements						
Revised 2-Loop Plan Serving Spring Lake	-$21.7	-$29.8	-$30.7	-$31.6	$0.0	-$113.7
Downtown Pulse Route Plan Serving Spring Lake	$0.0	$0.0	$0.0	$0.0	-$75.1	-$75.1
Start Routes 211 and 212 1 Hour Earlier on Weekdays	$33.2	$45.6	$47.0	$48.4	$48.9	$223.2
Start Route 211 1 Hour Later on Saturdays	-$2.8	-$3.4	-$3.5	-$3.6	-$3.7	-$17.0
Implement East Woodland - Sacramento Commuter Route	$43.9	$60.3	$62.1	$63.9	$65.8	$296.0
Reduce Route 243 to 1 Daily Round Trip	-$23.6	-$29.1	-$30.0	-$30.9	-$31.9	-$145.5
Total: Service Plan Elements	*$22.5*	*$34.5*	*$35.5*	*$36.6*	*$4.1*	*$278.8*
Operating Revenues						
Change in Passenger Fares (From Table 47)	$12.6	$30.0	$32.4	$33.3	$38.2	$108.3
Change in Operating Subsidy	*$9.9*	*$4.5*	*$3.1*	*$3.3*	*($34.01)*	*$20.9*
FTA 5307 (Urban) Operating Subsidy	$5.0	$2.3	$1.5	$1.7	($17.0)	$10.4
Local Transportation Fund	$5.0	$2.3	$1.5	$1.7	($17.0)	$10.4
Total Operating Revenues	*$22.5*	*$34.5*	*$35.5*	*$36.6*	*$4.1*	*$129.1*
Balance	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Note 1: Costs allocated to City of Woodland, including overhead costs.

Note 2: This analysis assumes an annual inflation rate of 3 percent.

Source: LSC Transportation Consultants, Inc.

TABLE 49: Woodland Short Range Transit Capital Financial Plan

All Figures in Thousands

Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Capital Plan Elements						
Bus Stop Improvements	$143.8	$148.0	$35.9	$37.0	$38.0	$402.7
1 Addl Bus for East Woodland - Sac Route	$700.0	$0.0	$0.0	$0.0	$0.0	$700.0
Transit Center						
- Site Selection/Planning Study	$80.0	$0.0	$0.0	$0.0	$0.0	$80.0
- Engineering/Environmental	$0.0	$350.0	$0.0	$0.0	$0.0	$350.0
- Acquisition/Construction	$0.0	$0.0	$1,300.0	$1,339.0	$0.0	$2,639.0
- Subtotal: Transit Center	*$80.0*	*$350.0*	*$1,300.0*	*$1,339.0*	*$0.0*	*$3,069.0*
Signal Priority Study	$0.0	$60.0	$0.0	$0.0	$0.0	$60.0
Total: Capital Plan Elements	$923.8	$558.0	$1,335.9	$1,376.0	$38.0	$4,231.7
Capital Revenues						
FTA 5307 (Urban) Capital Funding	$923.8	$558.0	$1,335.9	$1,376.0	$38.0	$4,231.7
TDA (Local Match)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total Capital Revenues	$923.8	$558.0	$1,335.9	$1,376.0	$38.0	$4,231.7
Balance	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Note: This analysis assumes an annual inflation rate of 3 percent, and use of Transportation Development (Toll) Credits to allow 100% 5307 funding.

Source: LSC Transportation Consultants, Inc.

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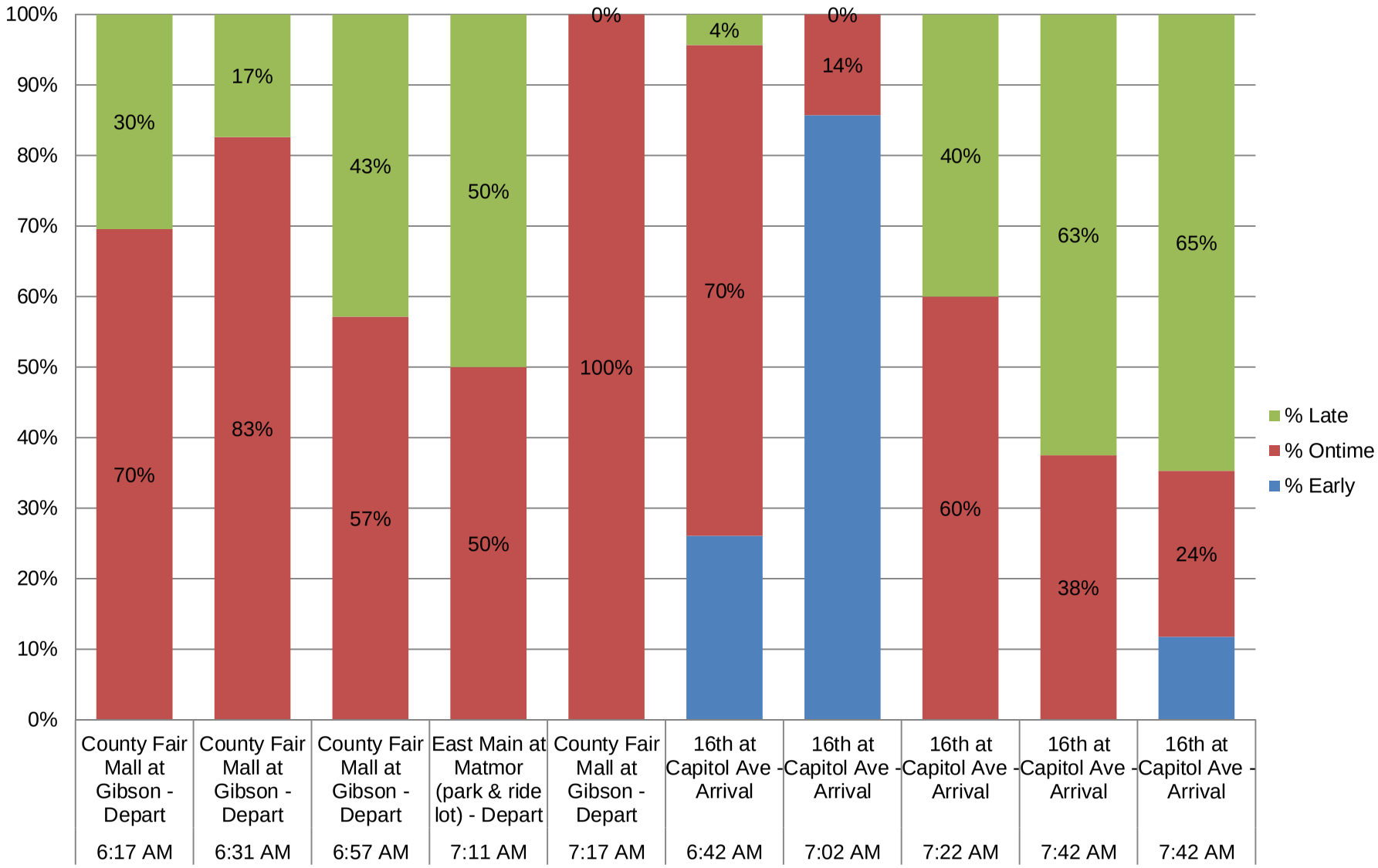
Appendix A

On Time Performance Evaluation

FIGURE A12: Route 45 AM-On Time Performance, Departures at Last Woodland Stops, Arrivals at First Sacramento Stop



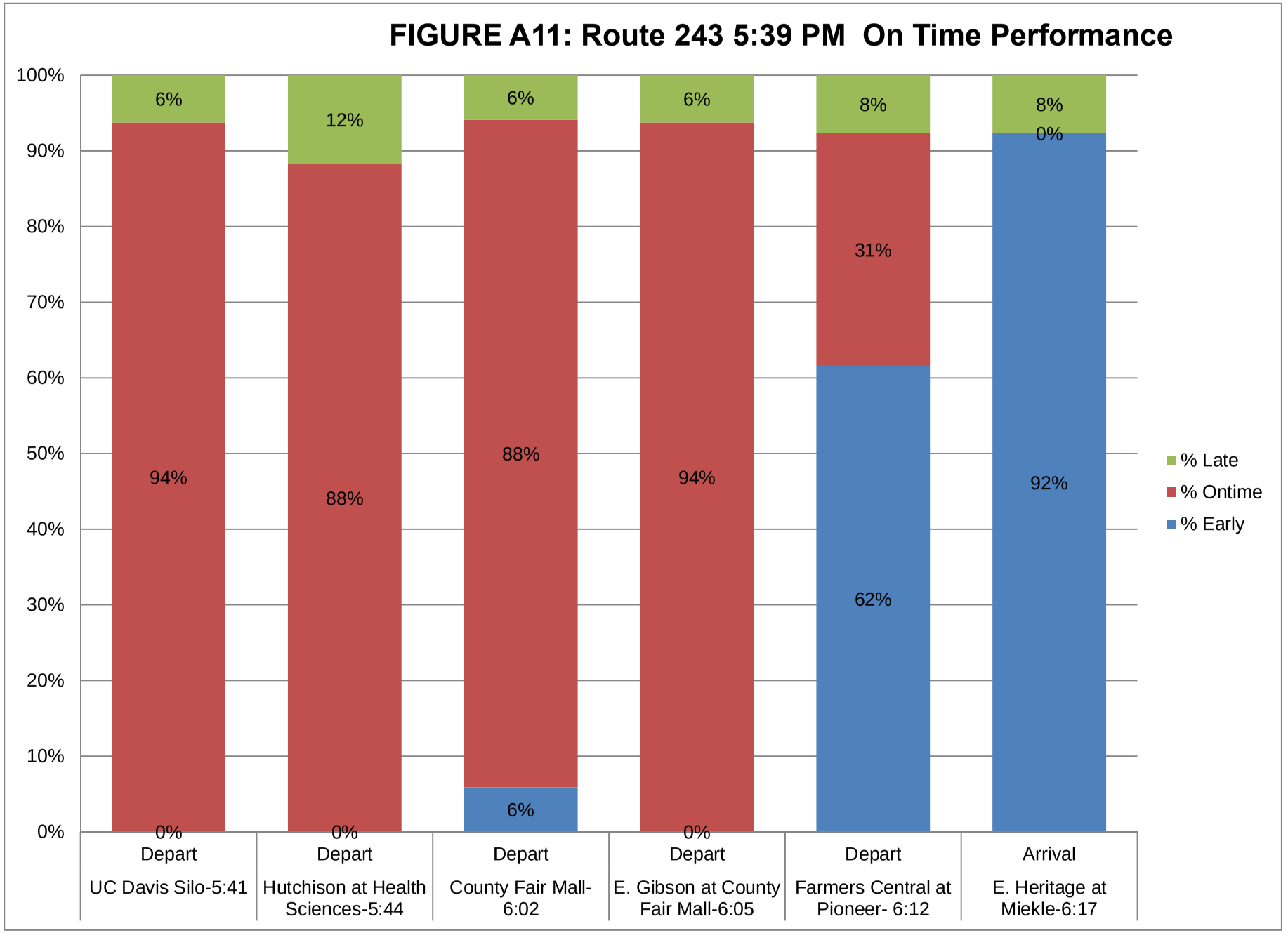


FIGURE A11: Route 243 5:39 PM On Time Performance
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
6%
94%
0%
12%
88%
0%
6%
88%
6%
6%
94%
0%
8%
31%
62%
8%
0%
92%
% Late
% Ontime
% Early
Depart
UC Davis Silo-5:41
Depart
Hutchison at Health Sciences-5:44
Depart
County Fair Mall-6:02
Depart
E. Gibson at County Fair Mall-6:05
Depart
Farmers Central at Pioneer- 6:12
Arrival
E. Heritage at Miekle-6:17

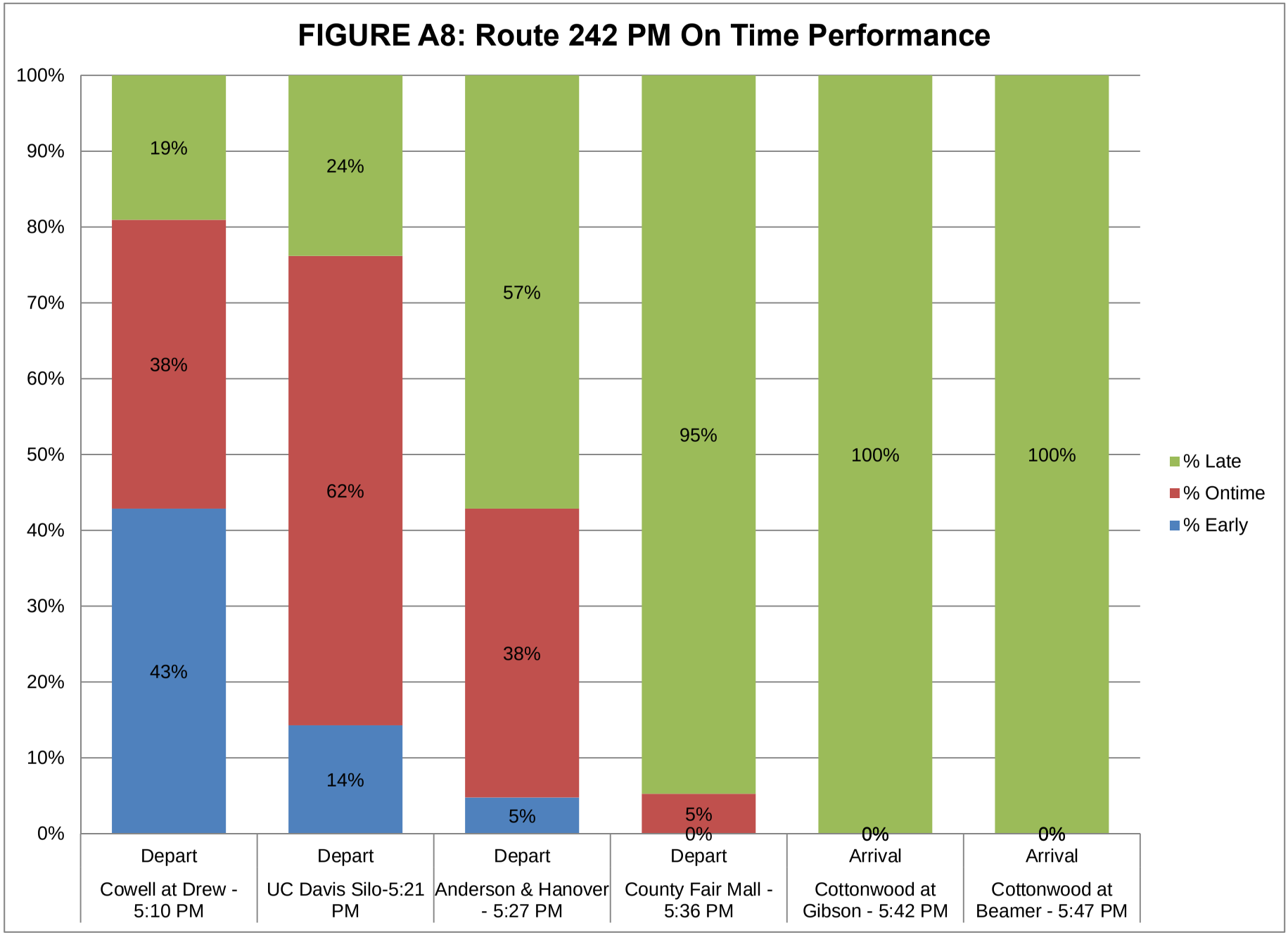


FIGURE A8: Route 242 PM On Time Performance
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
19%
38%
43%
24%
62%
14%
57%
38%
5%
95%
5%
0%
100%
0%
100%
0%
% Late
% Ontime
% Early
Depart
Cowell at Drew - 5:10 PM
Depart
UC Davis Silo-5:21 PM
Depart
Anderson & Hanover - 5:27 PM
Depart
County Fair Mall - 5:36 PM
Arrival
Cottonwood at Gibson - 5:42 PM
Arrival
Cottonwood at Beamer - 5:47 PM

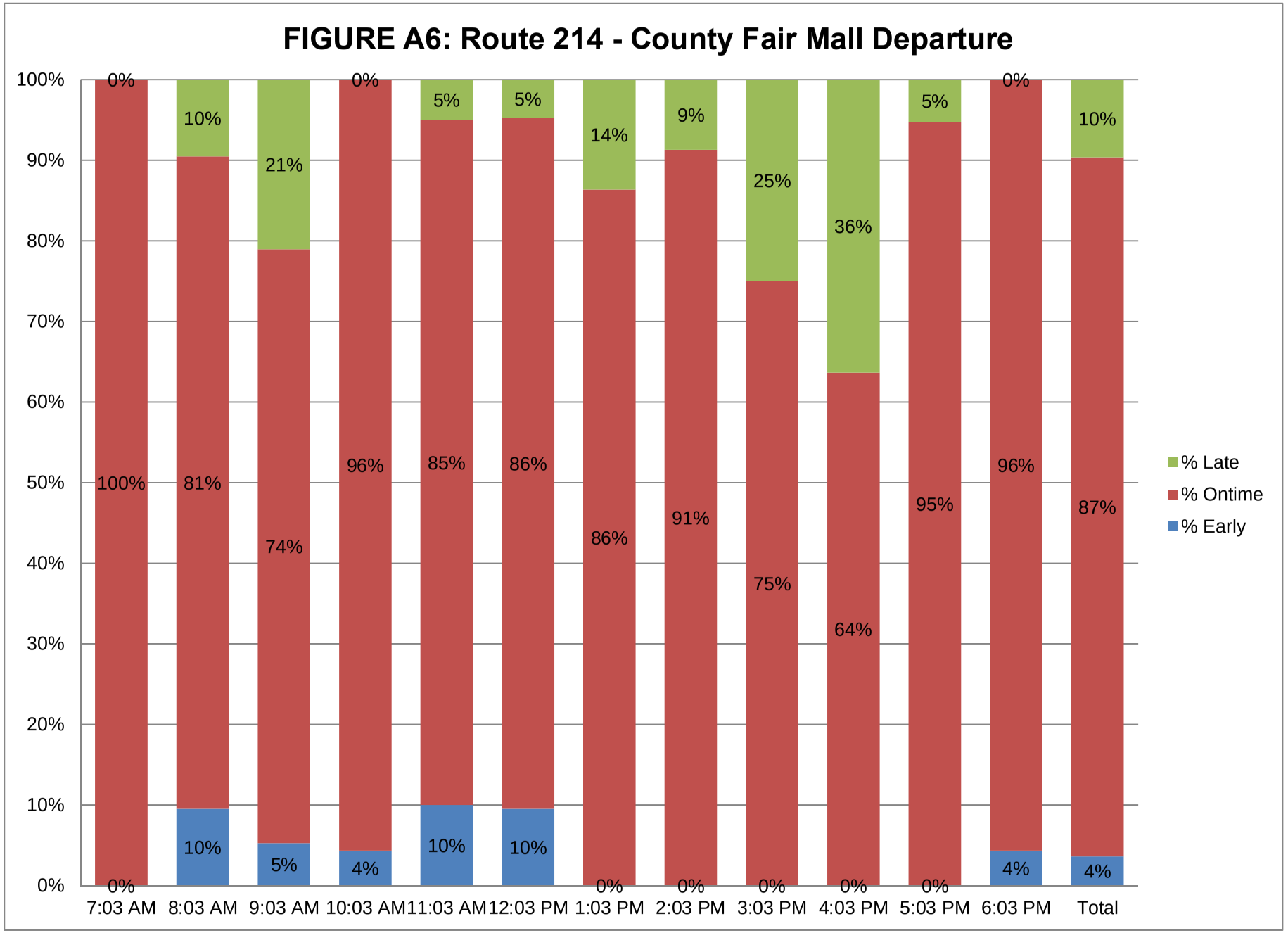


FIGURE A6: Route 214 - County Fair Mall Departure
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
0%
100%
0%
10%
81%
10%
21%
74%
5%
0%
96%
4%
5%
85%
10%
5%
86%
10%
14%
86%
0%
9%
91%
0%
25%
75%
0%
36%
64%
0%
5%
95%
0%
0%
96%
4%
10%
87%
4%
7:03 AM
8:03 AM
9:03 AM
10:03 AM
11:03 AM
12:03 PM
1:03 PM
2:03 PM
3:03 PM
4:03 PM
5:03 PM
6:03 PM
Total
% Late
% Ontime
% Early

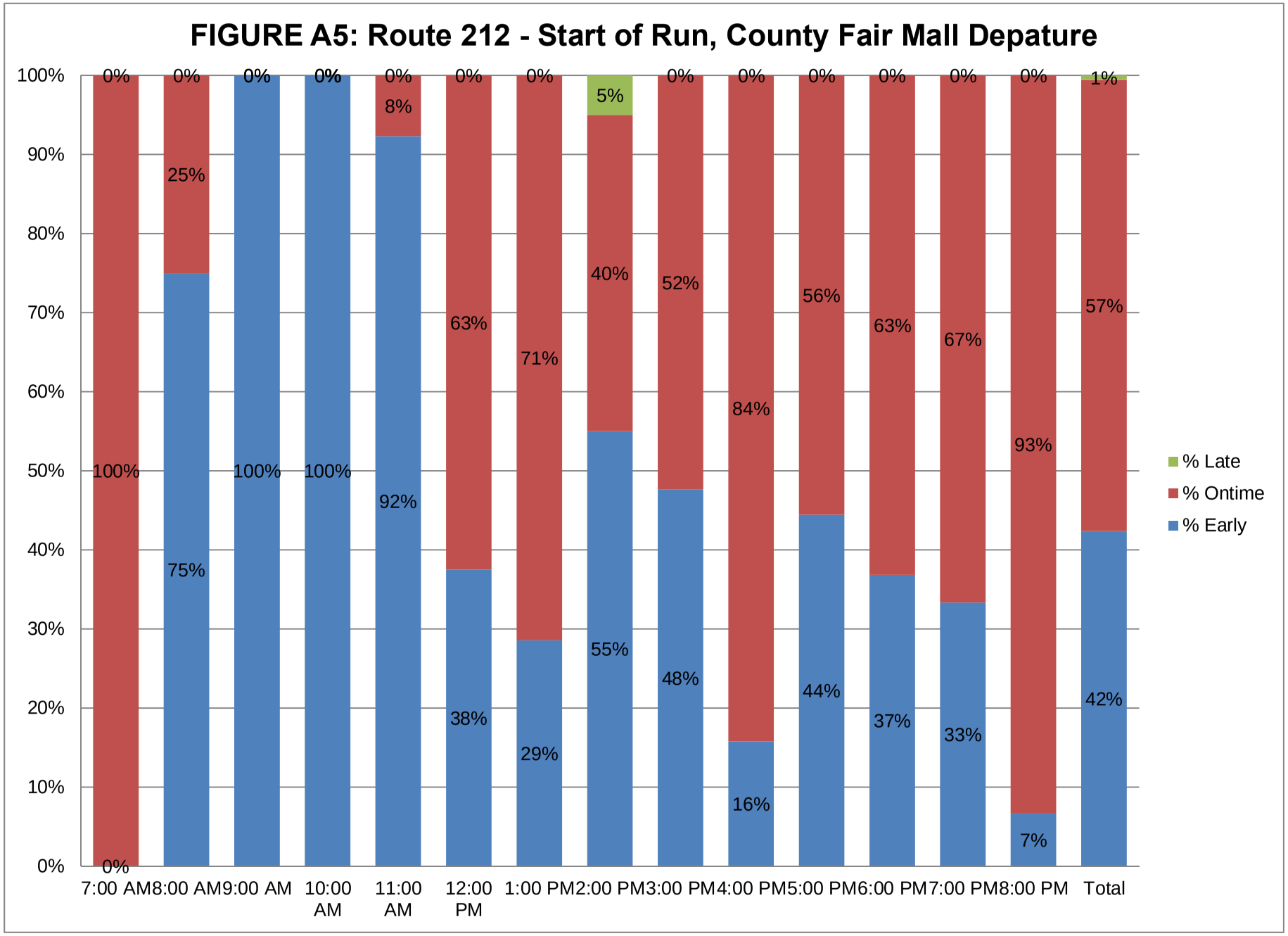
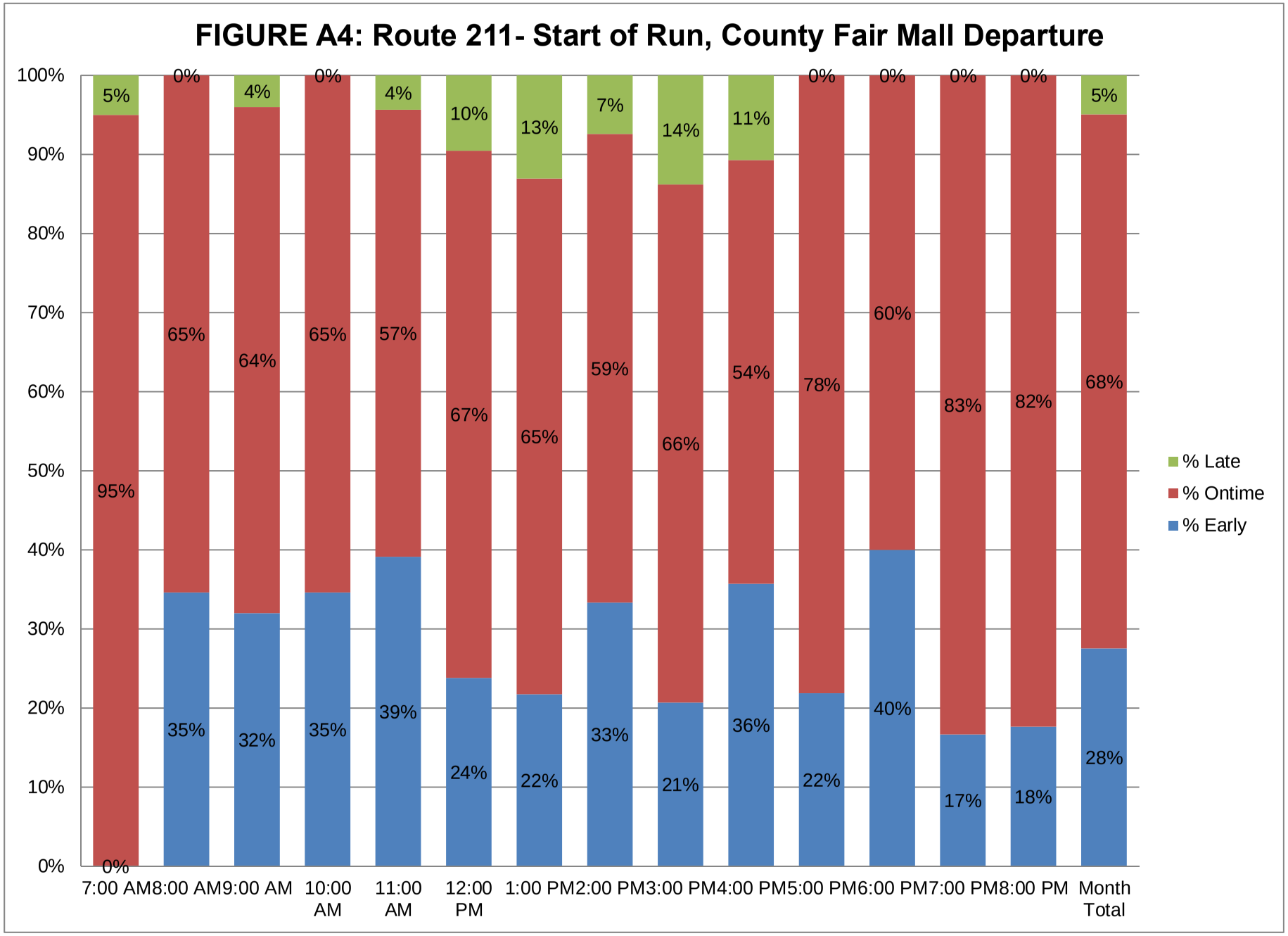


FIGURE A5: Route 212 - Start of Run, County Fair Mall Depature
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
Total
0% 100% 0%
0% 25% 75%
0% 100%
0% 100%
0% 8% 92%
0% 63% 38%
0% 71% 29%
5% 40% 55%
0% 52% 48%
0% 84% 16%
0% 56% 44%
0% 63% 37%
0% 67% 33%
0% 93% 7%
1% 57% 42%
% Late
% Ontime
% Early

FIGURE A4: Route 211- Start of Run, County Fair Mall Departure



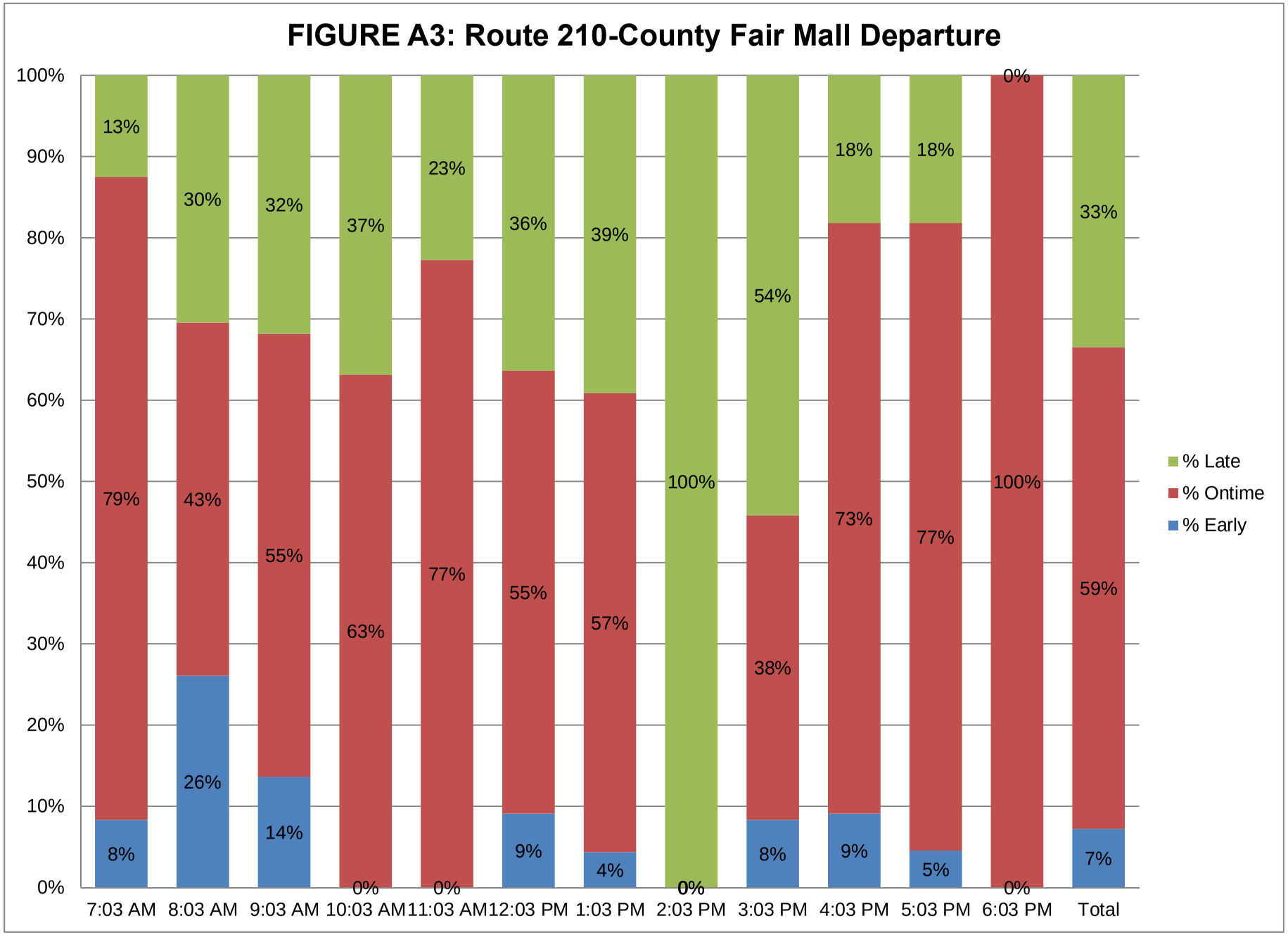


FIGURE A3: Route 210-County Fair Mall Departure
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
13%
79%
8%
30%
43%
26%
32%
55%
14%
37%
63%
0%
23%
77%
0%
36%
55%
9%
39%
57%
4%
100%
0%
54%
38%
8%
18%
73%
9%
18%
77%
5%
0%
100%
0%
33%
59%
7%
7:03 AM
8:03 AM
9:03 AM
10:03 AM
11:03 AM
12:03 PM
1:03 PM
2:03 PM
3:03 PM
4:03 PM
5:03 PM
6:03 PM
Total
% Late
% Ontime
% Early

FIGURE A2: Route 42b On-Time Performance at County Fair Mall

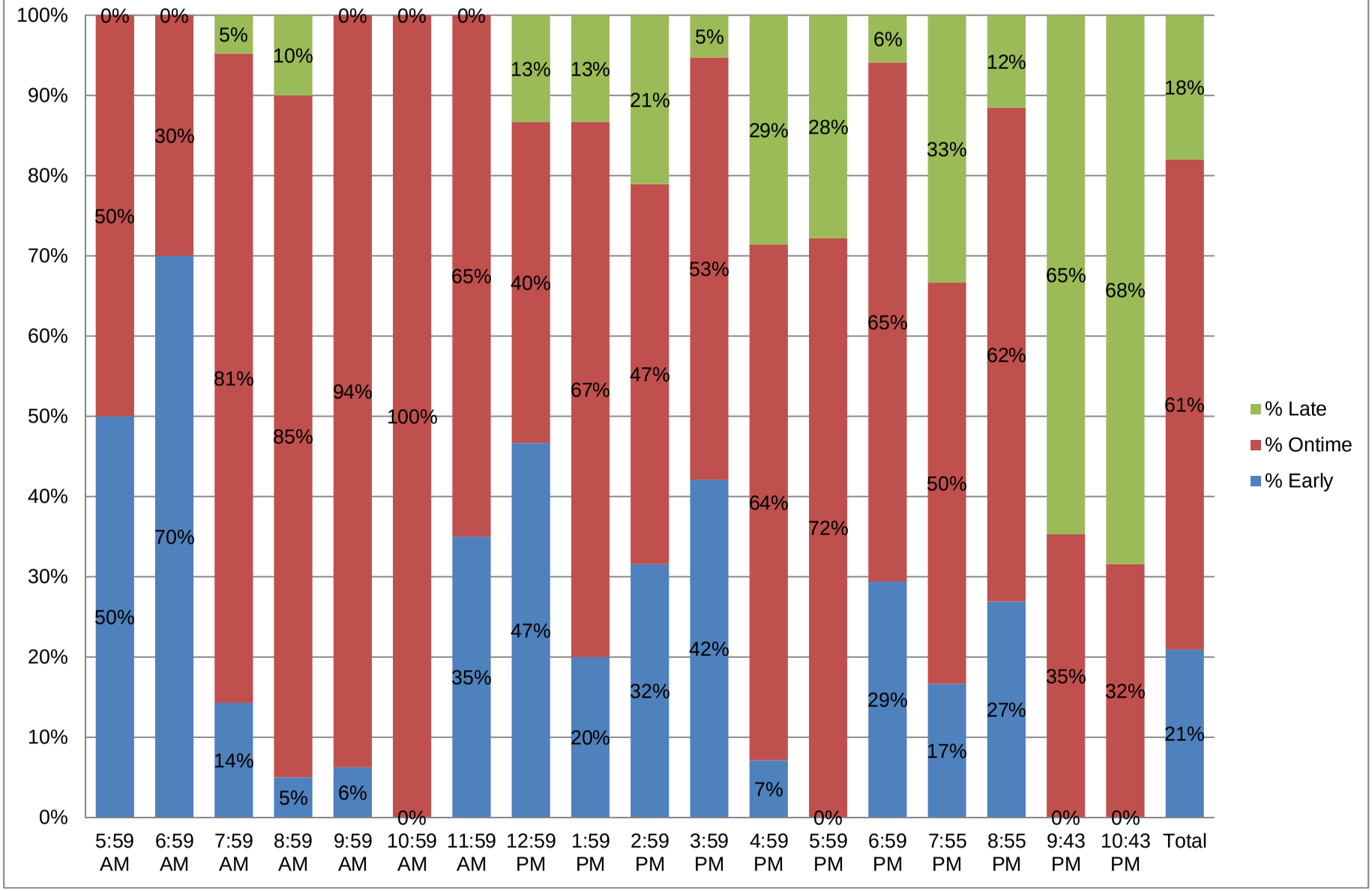
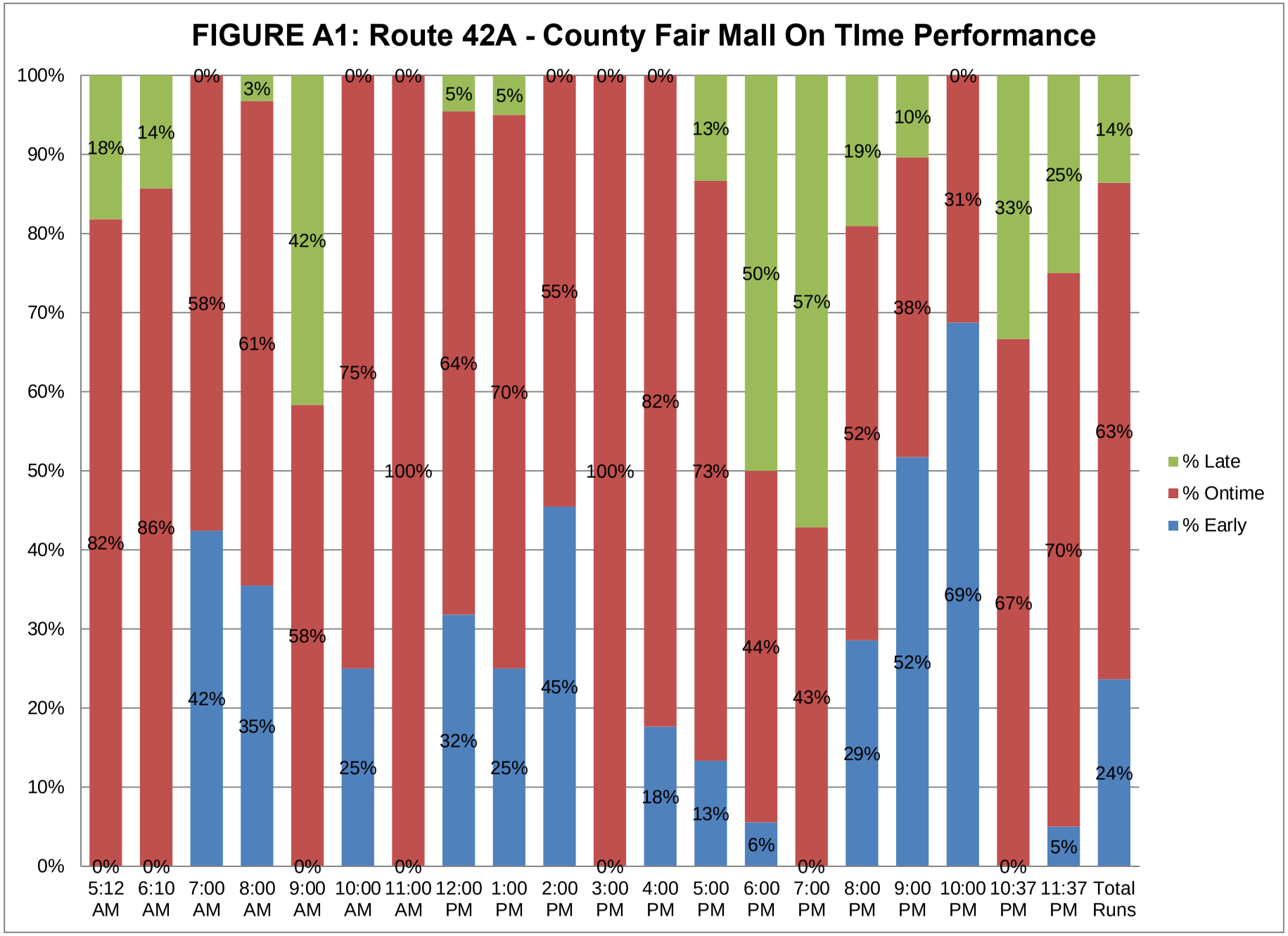


FIGURE A1: Route 42A - County Fair Mall On TIme Performance



Appendix B

Passenger Activity

TABLE B1: Route 42A Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
County Fair Mall (parking lot)	90	60	150	13	58
East and Gum (northbound)	9	10	19	12	58
East and Cross (northbound)	14	71	85	10	53
E. Main and East (eastbound)	27	8	35	11	54
E. Main and Matmor (eastbound)	40	11	51	12	56
E. Main and Industrial (eastbound)	20	4	24	13	57
Terminal A at Airport	4	4	8	13	55
Terminal B at Airport	5	4	9	13	52

Source: Onboard counts conducted by LSC, weekdays in April 2015.

TABLE B2: Route 42B Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
Terminal A at Airport	10	0	10	5	23
Terminal B at Airport	21	5	26	6	23
E. Main and Industrial (westbound)	1	9	10	5	22
Matmor and E. Main (southbound)	6	33	39	4	22
Matmor & Crystal Springs (southbound)	8	2	10	5	22
Matmor & E. Gum (southbound)	2	5	7	5	22
E. Gum & Matmor (westbound)	3	0	3	5	22
E. Gum & East (westbound)	1	3	4	5	22
County Fair Mall Transit Center (parking	126	23	149	9	22
Covell at Sycamore	29	9	38	9	22
Anderson at Hanover (Davis)	27	13	40	10	22
Anderson at Amerst	0	10	10	10	22
Anderson at Russell	9	11	20	10	22
US Davis Memorial Union	29	62	91	8	20

Source: Onboard counts conducted by LSC, weekdays in April 2015.

TABLE B3: Route 210 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
Community & Senior Center (northbound)	0	--	0	1.5	4
County Fair Mall (parking lot)	9	0	9	1.8	6
E. Gum and East (eastbound)	5	1	6	1.7	6
E. Gum and Deborah (eastbound)	1	3	4	1.6	7
Matmor & E. Oak (northbound)	1	2	3	2.0	7
Matmor & E. Main (northbound)	5	0	5	2.3	7
Industrial & E. Main (northbound)	3	0	3	2.3	8
Matmor & Cannery (northbound)	1	0	1	2.3	8
E. Beamer & Matmor (westbound)	0	0	0	2.3	8
Beamer & 5th Street (westbound)	0	0	0	2.6	8
3rd & Beamer (southbound)	3	0	3	2.6	8
3rd & Clover (southbound)	2	2	4	3.3	9
Court & 2nd Street (westbound)	15	7	22	3.2	9
Court & College (westbound)	3	4	7	3.2	9
Court & Walnut (westbound)	1	1	2	3.3	9
Court & Cleveland (westbound)	2	0	2	3.2	9
West & North (northbound)	3	5	8	2.9	9
West & Clover (northbound)	1	4	5	3.2	8
W. Beamer & West (westbound)	6	3	9	3.2	8
W. Beamer & Mariposa (westbound)	1	1	2	2.9	7
N. Cottonwood & W. Woodland (northbound)	0	3	3	3.1	7
N. Ashley & W. Woodland (northbound)	3	1	4	3.2	7
W. Kentucky & N. Ashley (eastbound)	1	0	1	3.3	6
N. Cottonwood & W. Kentucky (southbound)	2	1	3	3.3	7
N. Cottonwood & W. Woodland (southbound)	3	3	6	3.5	6
Cottonwood & W. Beamer (southbound)	5	2	7	3.5	6
Cottonwood & Buckeye (southbound)	0	0	0	3.7	6
Cottonwood & Riverside (southbound)	2	0	2	4.0	7
W. Court & Cottonwood (westbound)	5	1	6	4.0	7
W. Court & Ashley (westbound)	0	0	0	4.1	8
W. Lincoln & Rd 98 (eastbound)	5	4	9	3.9	8
W. Lincoln & Ashley (eastbound)	2	4	6	4.1	8
Cottonwood & W. Lincoln (southbound)	4	2	6	4.5	11
Cottonwood & W. Cross (southbound)	7	2	9	4.6	11
Cottonwood & W. Southwood (southbound)	1	0	1	4.3	11
Cottonwood & W. Gibson (southbound)	10	14	24	4.3	11
W. Gibson & Amherst (eastbound)	0	0	0	4.3	11
W. Gibson & Midway (eastbound)	0	0	0	4.3	12
Gibson & West (eastbound)	1	0	1	4.3	12
Gibson & Spruce (eastbound)	0	1	1	4.2	12
Gibson & College (eastbound)	1	2	3	3.9	13
Gibson & Coloma (eastbound)	1	4	5	2.8	13
County Fair Mall (parking lot)	8	22	30	2.4	13
Community & Senior Center (northbound)	0	4	4	0.0	0
TOTAL	123	103	226	--	--

TABLE B4: Route 211 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
County Fair Mall Transit Center (parking lot)	60	0	60	5.9	10
Gibson & Coloma (wb)	0	1	1	6.2	11
Gibson & College (wb)	7	3	10	6.2	11
Gibson & Spruce (wb)	0	0	0	6.1	11
W. Gibson & West (wb)	1	2	3	6.1	11
W. Gibson & Midway (wb)	0	0	0	6.1	11
W. Gibson & Amherst (wb)	0	1	1	6.5	10
Cottonwood & W. Gibson (nb)	16	10	26	6.4	10
Cottonwood & W. Southwood (nb)	1	3	4	6.1	10
Cottonwood & W. Cross (nb)	5	8	13	5.7	11
Cottonwood & W. Lincoln (nb)	5	11	16	5.4	11
W. Lincoln & Ashley (wb)	0	4	4	5.4	12
W. Lincoln & Road 98 (wb)	4	4	8	5.0	12
Ashley & W. Court (nb)	0	6	6	4.7	11
W. Court & Cottonwood (eb)	4	8	12	4.6	10
Cottonwood & Riverside (nb)	1	2	3	4.3	9
Cottonwood & Buckeye (nb)	0	5	5	3.9	10
Cottonwood & W. Beamer (nb)	5	10	15	3.6	9
N. Cottonwood & W. Woodland (nb)	2	6	8	3.6	9
N. Ashley & W. Woodland (nb)	1	1	2	3.6	9
W. Kentucky & N. Ashley (eb)	2	3	5	3.5	8
N. Cottonwood & W. Kentucky (sb)	1	2	3	3.5	8
N. Cottonwood & W. Woodland (sb)	1	1	2	3.5	8
W. Beamer & Mariposa (eb)	0	0	0	3.9	10
W. Beamer & West (eb)	8	3	11	3.9	11
West & Clover (sb)	1	1	2	3.4	10
West & North (sb)	10	17	27	3.3	9
Court & Cleveland (eb)	2	3	5	3.4	9
Court & Walnut (eb)	1	0	1	3.4	9
Court & College (eb)	1	1	2	3.4	9
Court & 2nd Street (eb)	6	6	12	3.1	7
3rd Street & Clover (nb)	0	4	4	3.0	7
3rd Street & Beamer (nb)	0	1	1	2.9	7
Beamer & 5th Street (eb)	1	2	3	2.9	7
E. Beamer & Matmor (eb)	0	0	0	2.7	6
Matmor & Cannery (sb)	2	5	7	2.4	6
Industrial & E. Main (sb)	1	5	6	2.3	4
Matmor & E. Main (sb)	1	3	4	2.2	4
Matmor & Crystal Springs (sb)	0	1	1	2.2	4
Matmor & E. Gum (sb)	1	1	2	2.2	4
E. Gum & Matmor (wb)	0	0	0	2.6	4
E. Gum & East (wb)	8	3	11	2.3	4
Community & Senior Center (nb)	0	4	4	0.4	3
County Fair Mall Transit Center (parking lot)	0	26	26	0.0	0
TOTAL	159	177	336		

TABLE B5: Route 212 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
County Fair Mall (parking Lot)	43	0	43	4.1	10
E. Gibson & County Fair Mall (eb)	0	0	0	4.1	10
E. Gibson & Washington (eb)	9	4	13	4.5	11
E. Gibson & Pioneer (eb)	1	13	14	3.6	10
Woodland Community College	13	25	38	2.8	6
Ogden & Branigan (nb)	1	2	3	2.7	6
Farnham & Howard (nb)	1	1	2	2.7	6
Maxwell & Burns (eb)	2	3	5	2.6	6
Veterans & Maxwell (sb)	5	4	9	2.7	7
Maxwell & Burns (wb)	5	2	7	2.9	7
Farnham & Maxwell (nb)	2	0	2	3.1	7
Farnham & Eaton (nb)	0	0	0	3.1	7
E. Gum & Wallace (wb)	2	0	2	3.2	7
Pioneer & E. Gum (nb)	0	0	0	3.2	7
Pioneer & Springlake (nb)	4	5	9	3.1	7
E. Main & Walmart (eb)	11	6	17	3.5	9
E. Main & Industrial (wb)	0	1	1	3.4	9
Industrial & E. Main (nb)	4	1	5	3.6	8
Matmor & Cannery (nb)	4	2	6	3.8	9
E. Beamer & Matmor (wb)	0	0	0	3.8	9
Beamer & 5th Street (wb)	1	0	1	3.9	9
3rd & Beamer (sb)	0	1	1	3.8	9
3rd & Clover (sb)	2	1	3	3.9	10
Court & 2nd Street (wb)	6	20	26	2.9	7
Court & College (wb)	6	4	10	3.0	8
Court & Walnut (wb)	1	1	2	3.0	8
Court & Cleveland (wb)	3	7	10	2.7	7
West & Park (sb)	5	6	11	2.6	7
Cross & Dingle (eb)	2	3	5	2.6	9
College & Marshall (sb)	1	2	3	2.5	7
Gibson & Coloma (eb)	0	0	0	2.5	7
Community and Senior Center	3	1	4	2.6	7
County Fair Mall Transit Center (parking lot)	0	25	25	0.9	3
TOTAL	137	140	277		

TABLE B6: Route 214 Passenger Activity and Load by Stop

Stop	Total Daily			Psgr Load After Stop	
	On	Off	Total	Average	Peak
Community and Senior Center (nb)	0	0	0	3.2	8
County Fair Mall (parking lot)	17	0	17	3.3	8
Gibson & Coloma (wb)	3	1	4	3.6	10
College & Marshall (nb)	5	2	7	3.8	9
Cross & Dingle (wb)	9	6	15	3.8	10
Cross & Cleveland (wb)	3	3	6	3.6	10
West & Park (nb)	2	5	7	3.8	9
Court & Cleaveland (eb)	9	6	15	3.8	9
Court & Walnut (eb)	1	1	2	4.0	9
Court & College (eb)	3	1	4	4.4	11
Court & 2nd Street (eb)	13	8	21	4.4	11
3rd Street & Clover (nb)	0	0	0	4.4	11
3rd Street & Beamer (nb)	2	2	4	4.3	11
Beamer & 5th Street (eb)	3	5	8	4.3	11
E. Beamer & Matmor (eb)	0	0	0	4.4	13
Matmor & Cannery (sb)	3	1	4	4.7	16
Industrial & E. Main (sb)	3	0	3	4.7	16
E. Main & Industrial (eb)	4	4	8	4.4	14
E. Main & Walmart (eb)	3	6	9	4.3	14
Pioneer & Springlake (sb)	0	2	2	4.1	14
Pioneer & E. Gum (sb)	5	7	12	3.8	14
E. Gum & Walker (eb)	1	4	5	3.8	14
Maxwell & Burns (eb)	5	5	10	3.6	13
Veterans & Maxwell (sb)	1	4	5	3.8	13
Maxwell & Burns (wb)	3	0	3	3.8	13
Farnham & Maxwell (sb)	0	1	1	3.7	13
Farnham & Howard (sb)	1	2	3	3.7	13
Branigan & Guerreo (wb)	0	0	0	4.8	13
Woodland Community College parking lot	29	15	44	5.4	16
E. Gibson & Gibson Plaza (wb)	11	4	15	5.5	16
E. Gibson & Pioneer (wb)	1	0	1	5.3	14
E. Gibson & Bourne (wb)	0	3	3	5.3	14
E. Gibson & Washington (wb)	0	0	0	5.0	14
TOTAL	140	98	238		

TABLE B7: Route 242 Passenger Activity and Load by Stop

Stop	Total Daily		
	On	Off	Load
Court at 2nd	3		3
2nd & College	2		5
2nd & Walnut			5
2nd & Cleveland			5
West & North			5
West & Clover			5
Beamer & West	1		6
Beamer & Mariposia			6
Cottonwood at Beamer	8		14
Cottonwood & Buckeye	1		15
Cottonwood and Riverside	1		16
Cottonwood & Lincoln			16
Cottonwood & Cross			16
Cottonwood & Southwood			16
Cottonwood at Gibson	1		17
Gibson & Amherst			17
Gibson & Midway			17
Gibson & West			17
Gibson & Spruce			17
Gibson & College			17
Gibson & Coloma	5		22
County Fair Mall			22
Gibson & Mall	1		23
Gibson & Washington			23
Covell & Sycamore		7	16
Anderson at Hanover	2	3	15
Anderson & Villanova	2		17
Anderson & Amherst			17
Anderson & Sunset			17
Anderson & Russell	1	1	17
Hutchinson & Dairy		2	15
UC Davis Silo		3	12
Hutchinson @ Art Building			12
Hutchinson & Old Davis Road			12
1st & C			12
Cowell & Research Park			12
Cowell at Drew			12
Total			

TABLE B8: Route 243 Passenger Activity and Load by Stop

	Run Start Time				Total Daily			Psgr Load After Stop	
	7:15 AM		7:45 AM						
	On	Off	On	Off	On	Off	Total	Average	Peak
E. Heritage at Miekle			1		1	0	1	1.0	1
Farmers Central at Pioneer					0	0	0	1.0	1
E. Gibson & Pioneer					0	0	0	1.0	1
E. Gibson & Bourne					0	0	0	1.0	1
E. Gibson & Washington					0	0	0	1.0	1
E. Gibson at County Fair Mall			5		5	0	5	3.5	6
County Fair Mall	5				5	0	5	6.0	6
Hutchison at Health Sciences				2	0	2	2	5.0	6
Hutchinson & Dairy		3		2	0	5	5	2.5	3
UC Davis Silo		1		2	0	3	3	1.0	2
Art Building		3			0	3	3		
Total	6	6	6	6	12	12	24		

Source: Counts conducted by LSC, May 2015

TABLE B9: Route 45 Passenger Activity and Load by Stop

	Run Start Time											
	6:15 AM		6:35 AM		6:55 AM		7:05 AM		Total		Psgr Load After Stop	
	On	Off	On	Off	On	Off	On	Off	On	Off	Average	Peak
Court at 2nd Street (Courthouse)									0		2.5	10
Cottonwood at W. Beamer	4								4		3.5	10
Cottonwood at W. Gibson (Hospital)	3				1				4		4.5	10
County Fair Mall (E. Gibson Street)	4		3		3				10		7.0	13
E. Main at Matmor	15		7		9		29		60		22.0	29
J St. at 4th		8		2		2		9		21	16.8	20
between 4th & 8th				1		1		1		3	16.0	19
J St. at 8th St.		6		4		4		4		18	11.5	15
9th St. at K				4				4		8	9.5	12
9th St. at L				1						1	9.3	12
9th St. at N St		8		5		3		4		20	4.3	7
9th St at P						1		2		3	3.5	5
10th St. at N St.		1				2				3	2.8	5
14th St at N St				1				3		4	1.8	3
16th St. at Capitol Ave.		3		2				2		7	0.0	0
L St. at 13th											0.0	0
Total	26	26	20	20	13	13	29	29	88	88		

Source: Counts conducted by LSC, May 2015. Note: the 6:15 AM run departed first run 15 minutes late.

Appendix C

YOLOBUS Transit Onboard Survey Summary

Local Routes: 210, 211, 212, 214

Common Stops Riders Are Coming From

Respondents coming from Woodland

answered question 164
skipped question 27

City	Street / Place	Intersection / Place	Response Count	Response Percent
Woodland				
	County Fair Mall		25	**15.2%**
	Court		19	
		Court and 3rd		
		Court and College		
		Court and Walnut		
	Beamer		13	**7.9%**
		Beamer and 3rd		
		Beamer and Cottonwood		
		Beamer and West / Woodland HS		
	Cottonwood		13	**7.9%**
		Cottonwood and Court		
		Cottonwood and Cross		
		Cottonwood and Lincoln		
	Court at 2nd / Court House		11	**6.7%**
	East		7	**4.3%**
		East and Gum		
		East and Main St / Walmart		
	Maxwell		7	**4.3%**
	College		5	**3.0%**
	West/Park - Lee MS		4	**2.4%**
	Woodland Community College		4	**2.4%**

Respondents coming from cities other than Woodland

City	Response Count	Response Percent
Davis	5	3.0%
Sacramento	3	1.8%
Dunnigan	1	0.6%
Madison	1	0.6%
Winters	1	0.6%
Left Blank	19	11.6%

Common Stops Riders Are Going To

answered question	**143**	
skipped question	**48**	
City / Street / Place	Response Count	Response Percent
Woodland		
County Fair Mall	31	**18.9%**
court and 2nd	11	**6.7%**
Woodland Community College	9	**5.5%**
Pioneer	6	**3.7%**
College	5	**3.0%**
Walmart/East Main	4	**2.4%**
Pioneer High School	4	**2.4%**
Transit Center	3	**1.8%**
Court Street	3	**1.8%**
Ashley and Court	2	**1.2%**
Nugget Market	2	**1.2%**
Pioneer and Gum	2	**1.2%**
8th and J	2	**1.2%**
98th and Lincoln	2	**1.2%**
Cottonwood and Kentucky	2	**1.2%**
Cottonwood and Main	1	**0.6%**
Cottonwood	1	**0.6%**
Maxwell	1	**0.6%**
Woodland Community Center	1	**0.6%**
Davis	10	**6.1%**
Sacramento	2	**1.2%**
West Sacramento	1	**0.6%**

Common Stops Riders Are Coming From

Respondents coming from Woodland

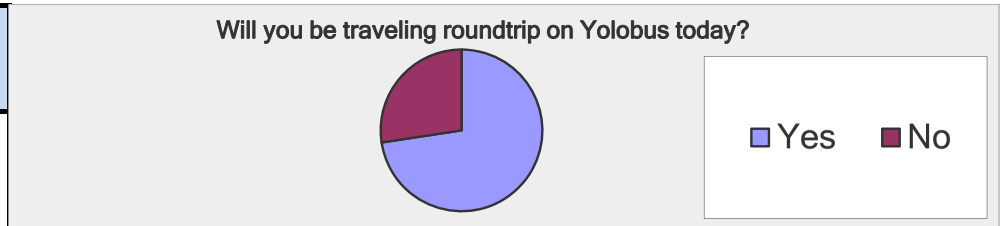
answered question 164
skipped question 27

City	Street / Place	Intersection / Place	Response Count	Response Percent
Woodland				
	County Fair Mall		25	**15.2%**
	Court		19	
		Court and 3rd		
		Court and College		
		Court and Walnut		
	Beamer		13	**7.9%**
		Beamer and 3rd		
		Beamer and Cottonwood		
		Beamer and West / Woodland HS		
	Cottonwood		13	**7.9%**
		Cottonwood and Court		
		Cottonwood and Cross		
		Cottonwood and Lincoln		
	Court at 2nd / Court House		11	**6.7%**
	East		7	**4.3%**
		East and Gum		
		East and Main St / Walmart		
	Maxwell		7	**4.3%**
	College		5	**3.0%**
	West/Park - Lee MS		4	**2.4%**
	Woodland Community College		4	**2.4%**

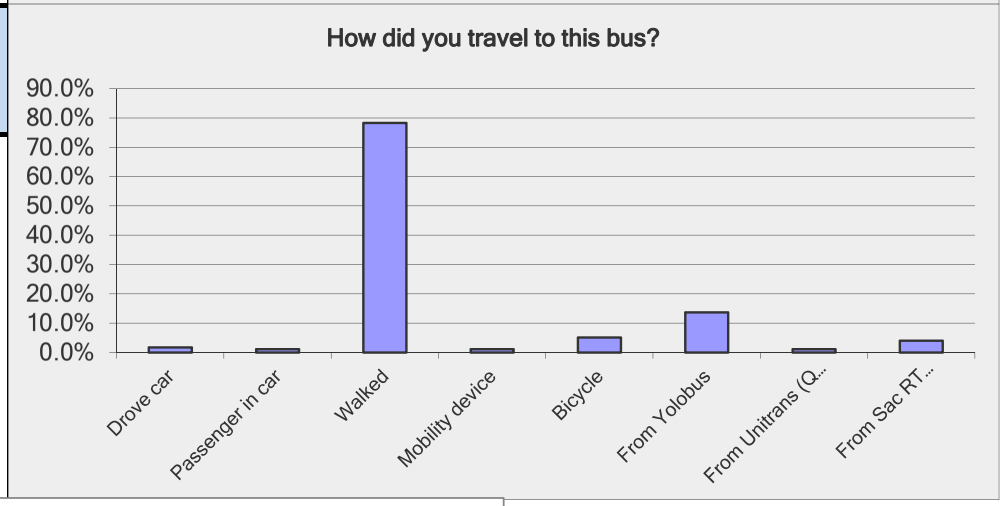
Respondents coming from cities other than Woodland

City	Response Count	Response Percent
Davis	5	3.0%
Sacrament	3	1.8%
Dunnigan	1	0.6%
Madison	1	0.6%
Winters	1	0.6%
Left Blank	19	11.6%

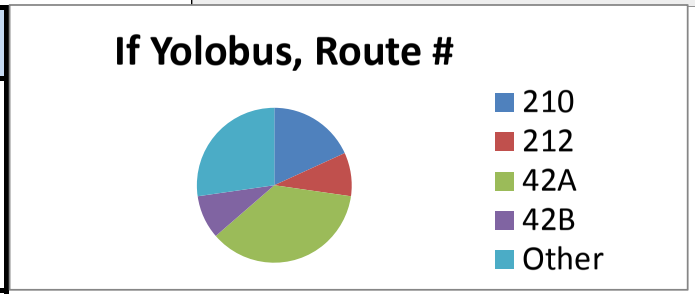
Will you be traveling roundtrip on Yolobus today?		
Answer Options	**Response Percent**	**Response Count**
Yes	72.6%	122
No	27.4%	46
answered question		168
skipped question		23



How did you travel to this bus?		
Answer Options	**Response Percent**	**Response Count**
Drove car	1.7%	3
Passenger in car	1.1%	2
Walked	78.3%	137
Mobility device	1.1%	2
Bicycle	5.1%	9
From Yolobus	13.7%	24
From Unitrans (Q - 1 response)	1.1%	2
From Sac RT 10, 62, 87, 86, 11 (1 response each)	4.0%	7
Other		4
answered question		175
skipped question		16

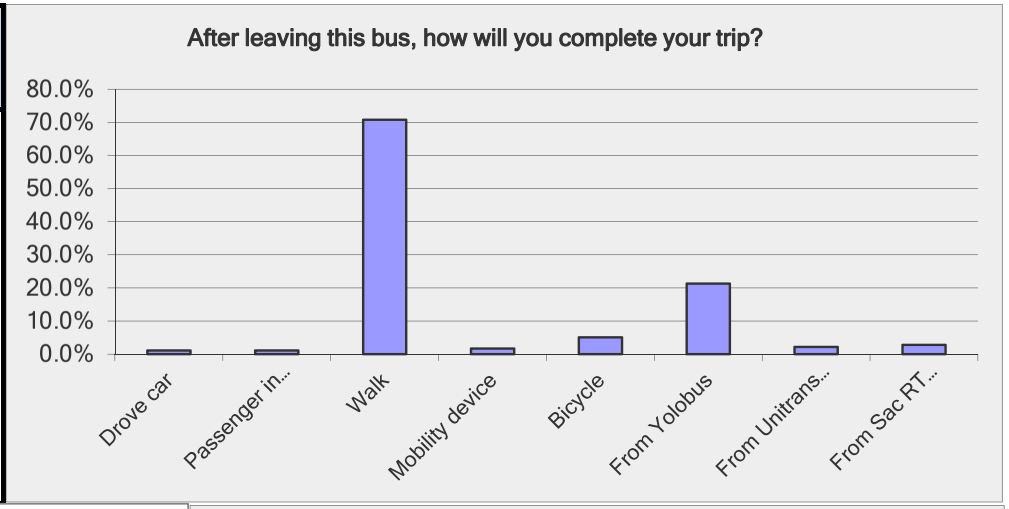


If Yolobus, Route #	Response Count
210	4
212	2
42A	8
42B	2
Other	6
answered question	22
skipped question	169

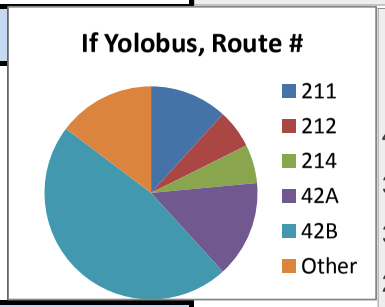


After leaving this bus, how will you complete your trip?

Answer Options	Response Percent	Response Count
Drove car	1.1%	2
Passenger in car	1.1%	2
Walk	70.8%	126
Mobility device	1.7%	3
Bicycle	5.1%	9
From Yolobus	21.3%	38
From Unitrans 10, 42b, M, K	2.2%	4
From Sac RT 30, 86, 11, lightrail	2.8%	5
Other		5
answered question		178
skipped question		13

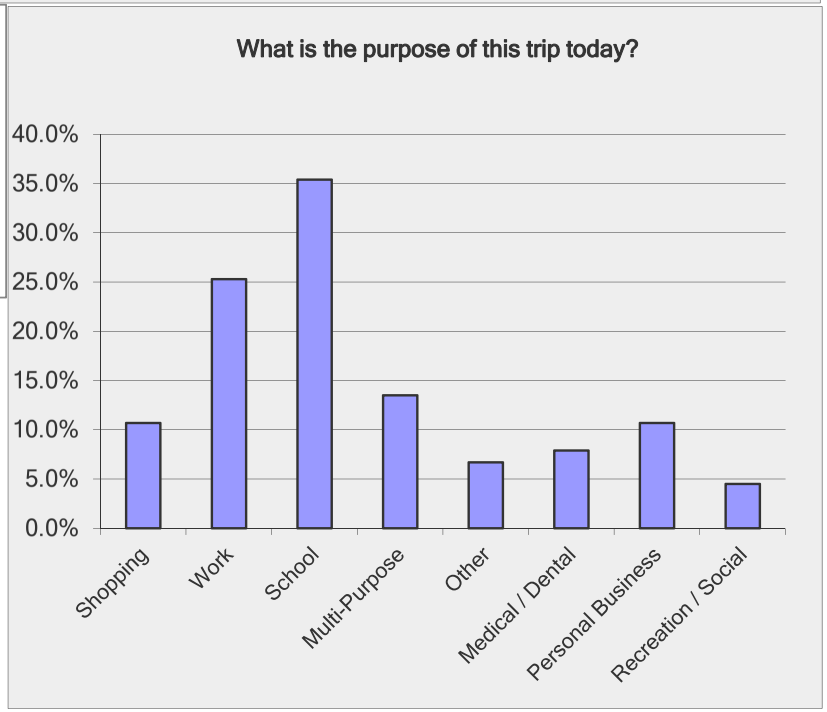


If Yolobus, Route #	Response Count
211	4
212	2
214	2
42A	5
42B	16
Other	5
answered question	34
skipped question	157



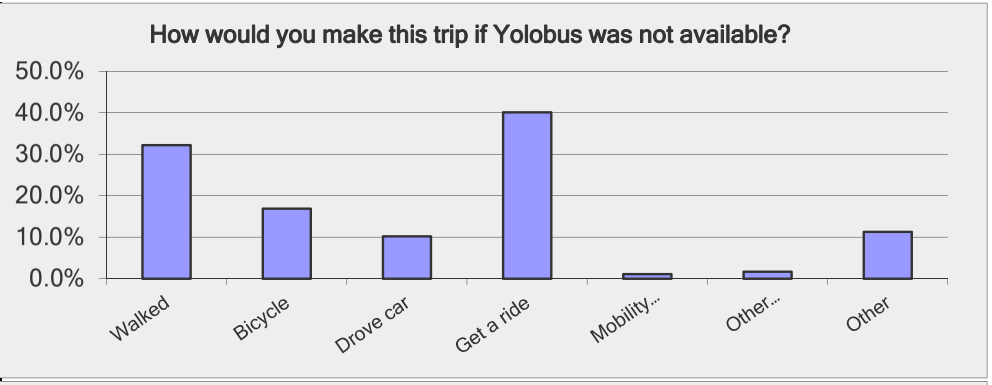
What is the purpose of this trip today?

Answer Options	Response Percent	Response Count
Shopping	10.7%	19
Work	25.3%	45
School	35.4%	63
Multi-Purpose	13.5%	24
Other	6.7%	12
Medical / Dental	7.9%	14
Personal Business	10.7%	19
Recreation / Social	4.5%	8
answered question		178
skipped question		13



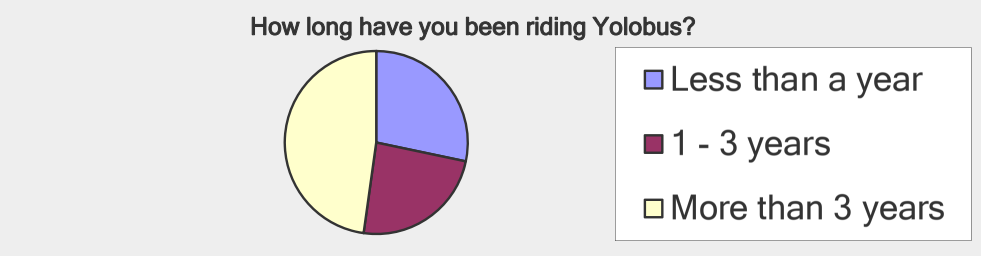
How would you make this trip if Yolobus was not available?

Answer Options	Response Percent	Response Count
Walked	32.2%	57
Bicycle	16.9%	30
Drove car	10.2%	18
Get a ride	40.1%	71
Mobility device	1.1%	2
Other transit (215)	1.7%	3
Other	11.3%	20
answered question		177
skipped question		14



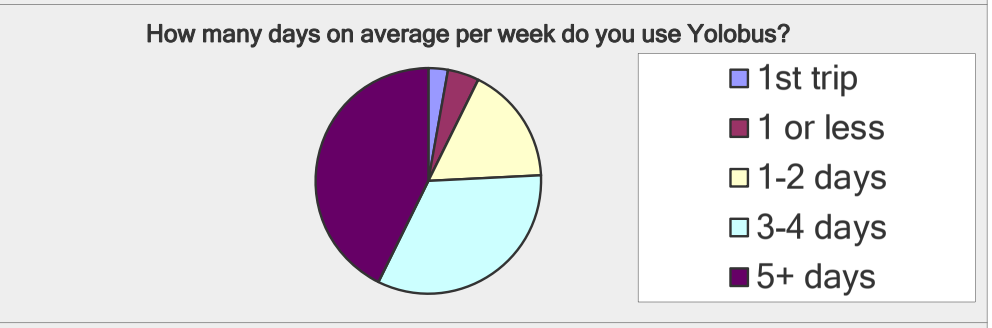
How long have you been riding Yolobus?

Answer Options	Response Percent	Response Count
Less than a year	28.3%	51
1 - 3 years	23.9%	43
More than 3 years	47.8%	86
answered question		180
skipped question		11



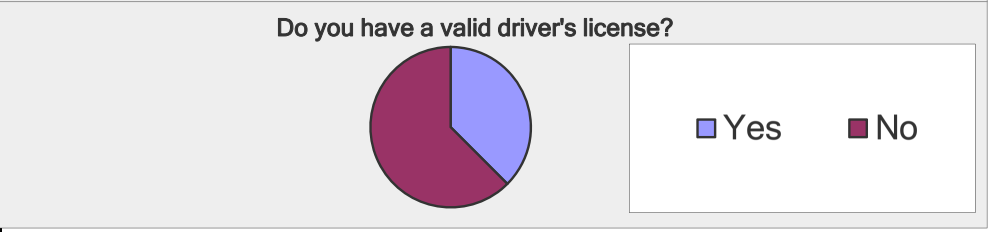
How many days on average per week do you use Yolobus?

Answer Options	Response Percent	Response Count
1st trip	2.8%	5
1 or less	4.5%	8
1-2 days	16.9%	30
3-4 days	33.1%	59
5+ days	42.7%	76
answered question		178
skipped question		13



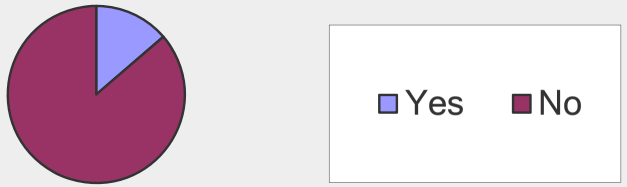
Do you have a valid driver's license?

Answer Options	Response Percent	Response Count
Yes	37.5%	63
No	62.5%	105
answered question		168
skipped question		23



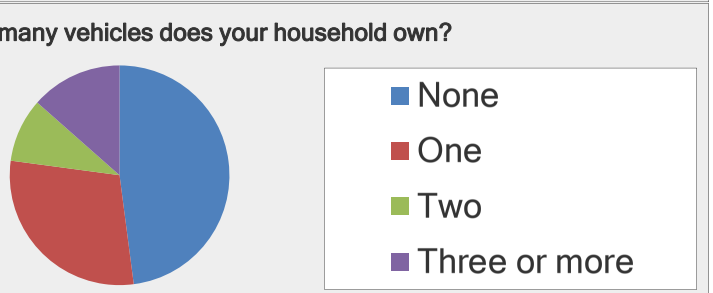
Was a car available for this trip?

Answer Options	Response Percent	Response Count
Yes	13.7%	22
No	86.3%	139
answered question		161
skipped question		30



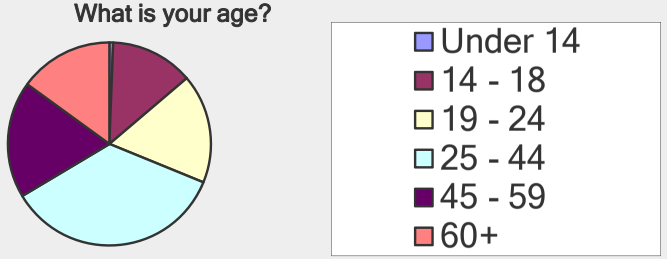
How many vehicles does your household own?

Answer Options	Response Percent	Response Count
None	48.0%	82
One	29.2%	50
Two	9.4%	16
Three or more	13.5%	23
answered question		171
skipped question		20



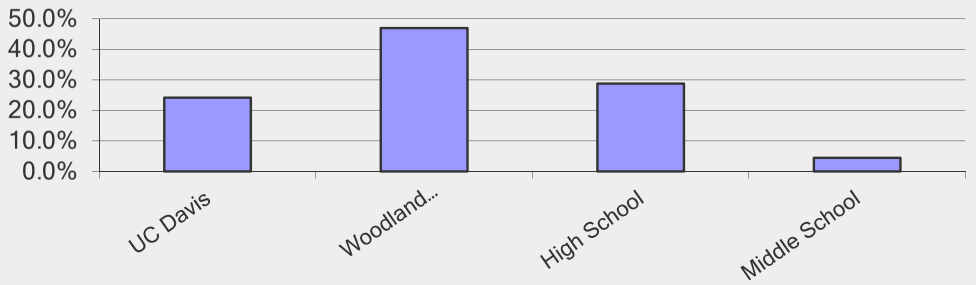
What is your age?

Answer Options	Response Percent	Response Count
Under 14	0.6%	1
14 - 18	13.2%	22
19 - 24	17.4%	29
25 - 44	35.3%	59
45 - 59	18.6%	31
60+	15.0%	25
answered question		167
skipped question		24

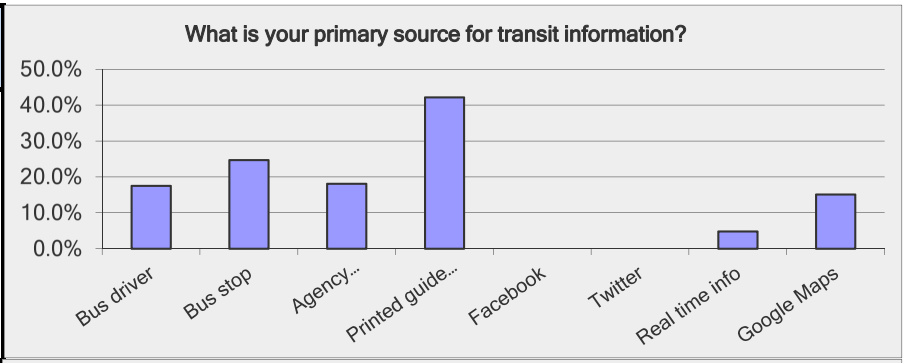


If you are a student, which school do you attend?

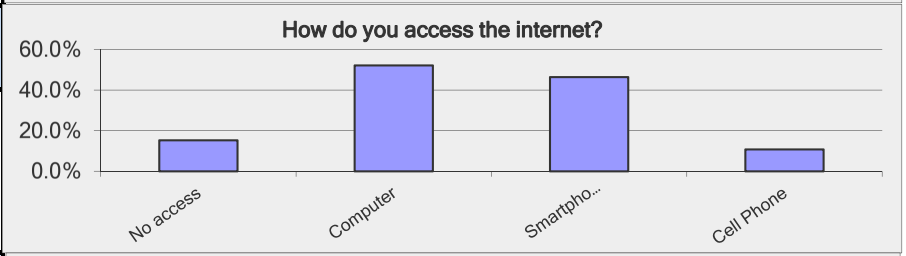
Answer Options	Response Percent	Response Count
UC Davis	24.2%	16
Woodland Community College	47.0%	31
High School	28.8%	19
Middle School	4.5%	3
answered question		66
skipped question		125



What is your primary source for transit information?		
Answer Options	Response Percent	Response Count
Bus driver	17.5%	29
Bus stop	24.7%	41
Agency website	18.1%	30
Printed guide / schedule	42.2%	70
Facebook	0.0%	0
Twitter	0.0%	0
Real time info	4.8%	8
Google Maps	15.1%	25
	answered question	**166**
	skipped question	**25**

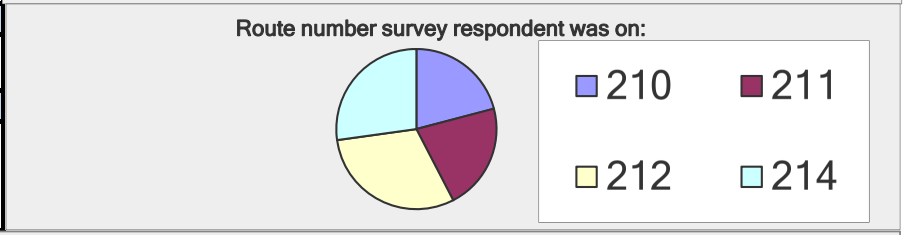


How do you access the internet?		
Answer Options	Response Percent	Response Count
No access	15.3%	24
Computer	52.2%	82
Smartphone	46.5%	73
Cell Phone	10.8%	17
	answered question	**157**
	skipped question	**34**

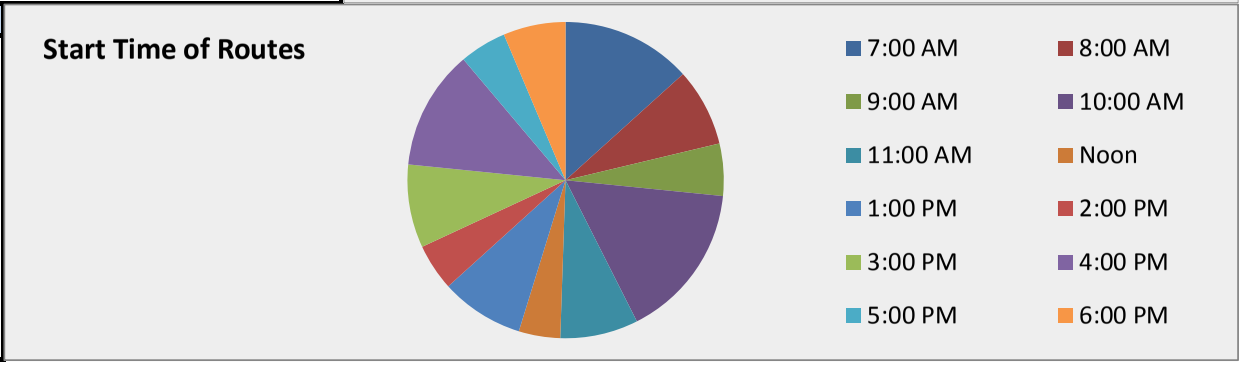


Survey: English or Spanish		
English	95.3%	182
Spanish	4.7%	9

Route number survey respondent was on:		
210	20.9%	40
211	21.5%	41
212	30.4%	58
214	27.2%	52

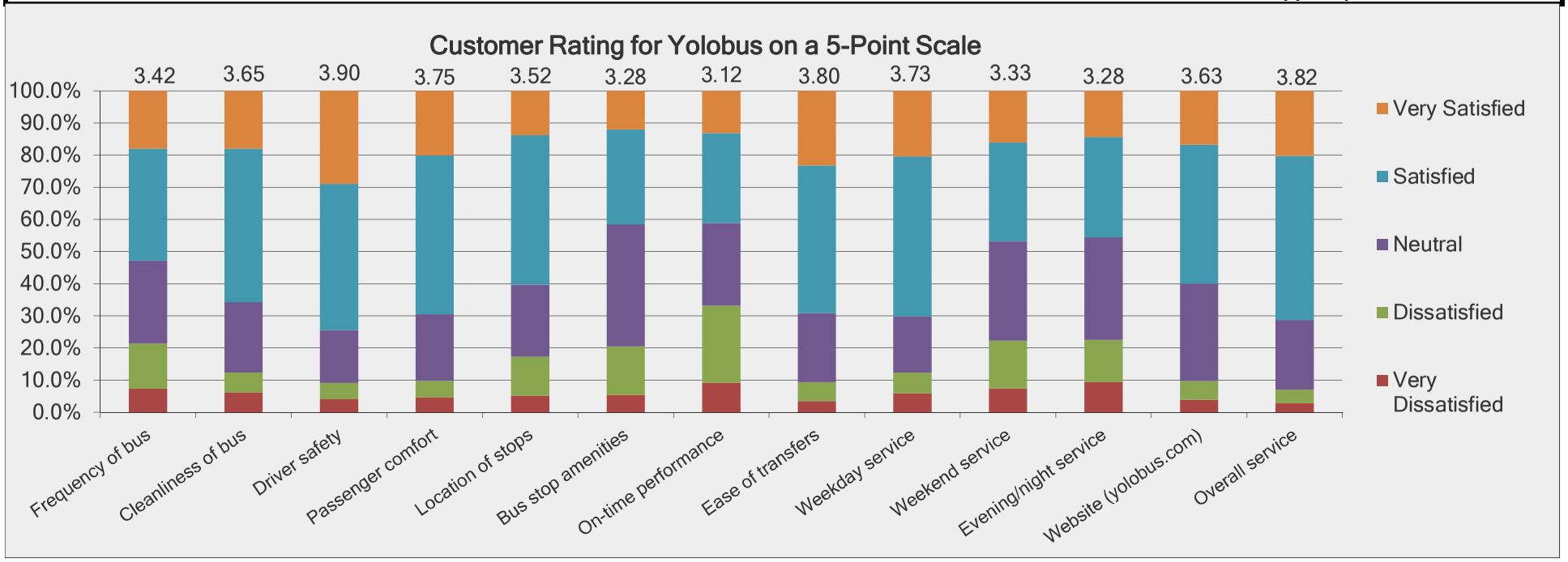


Enter start time for route:	
7:00 AM	25
8:00 AM	15
9:00 AM	10
10:00 AM	30
11:00 AM	15
Noon	8
1:00 PM	16
2:00 PM	9
3:00 PM	16
4:00 PM	23
5:00 PM	9
6:00 PM	12



Please rate Yolobus for each of the following:

Answer Options	Very Dissatisfied		Dissatisfied		Neutral		Satisfied		Very Satisfied		Rating Average	Response Count
Frequency of bus	13	7.3%	25	14.0%	46	25.8%	62	34.8%	32	18.0%	3.42	178
Cleanliness of bus	11	6.2%	11	6.2%	39	21.9%	85	47.8%	32	18.0%	3.65	178
Driver safety	7	4.0%	9	5.1%	29	16.5%	80	45.5%	51	29.0%	3.90	176
Passenger comfort	8	4.6%	9	5.2%	36	20.7%	86	49.4%	35	20.1%	3.75	174
Location of stops	9	5.2%	21	12.1%	39	22.4%	81	46.6%	24	13.8%	3.52	174
Bus stop amenities	9	5.4%	25	15.1%	63	38.0%	49	29.5%	20	12.0%	3.28	166
On-time performance	16	9.1%	42	24.0%	45	25.7%	49	28.0%	23	13.1%	3.12	175
Ease of transfers	6	3.5%	10	5.8%	37	21.5%	79	45.9%	40	23.3%	3.80	172
Weekday service	10	5.8%	11	6.4%	30	17.5%	85	49.7%	35	20.5%	3.73	171
Weekend service	12	7.4%	24	14.8%	50	30.9%	50	30.9%	26	16.0%	3.33	162
Evening/night service	15	9.4%	21	13.1%	51	31.9%	50	31.3%	23	14.4%	3.28	160
Website (yolobus.com)	6	3.9%	9	5.8%	47	30.3%	67	43.2%	26	16.8%	3.63	155
Overall service	4	2.8%	6	4.2%	31	21.7%	73	51.0%	29	20.3%	3.82	143
											answered question	**181**
											skipped question	**10**



What single most important improvement would you suggest for Yolobus?

answered question	133
skipped question	58

The stop at Costco is a favorite for seniors.
Would be nice if buses were more on time.
Every 1/2 hour.
Making sure buses arrive on time for transfers.
Do whatever it takes to keep the inter-city routes on time without rushing divers to drive dangerously. Should be possible with $2.00 fares.
Wall plugs would be nice.
Needs to be clean more, clean the seats. Drivers need to be more careful and drive safer. It needs more stops.
Weekend 42a and b start earlier. People need to get to airport in the morning.
Buses run earlier than 7:00am.
Get more routes for UCDavis students.
Increase frequency of buses.
None really.
More evening and weekend services and student discounts.
More evening service and discount for Woodland Community Calley Students.
The bus to be on time.
More often than every hour.
Benches at all bus stops.
More buses during an hour.
To be on time. Today both 42a and b were 10 minutes late. Please improve.
More routes and weekend service improvements.
Earlier times or cut Davis out of route. More direct service to West Sacramento.
None
More Dunnigan trips being later.
Better drivers. Better connections. Keep smoke off the bus. Keep loud noise off the bus.
A 212 by West and Beamer
Clean buses.
Slow service on weekends. Late. friendly most of the time.
More frequency of the bus would be nice, instead of hourly.
Be on time more often.
An app that tells you where the buses currently are.
Longer service hours.
For buses to run all the days of the week past 10:00pm in West Sacramento, the 40 and 41
Better time.
More frequency of bus route (i.e. every half hour rather than every hour).
More buses running on weekends, more stops.

Try to be on time more frequently and not rush through stops when running late, for some passengers had not been seated.
Wish shuttles ran every 1/2 hour, so I wouldn't have to wait 1 hour for next bus.
Being on time.
Timing
Improvement of the timeliness of 42a so I don't miss my transfer at the mall coming home from work (very frustrating). Several buses say "not in service" when coming through the MU, if 42a is running late, why can't those buses at least get us back the the mall, they have to come back to Woodland anyway. At least this would allow me to get my transfer. This is my only real complaint.
Service (intra -city) same on Sun as Sat. No smoking at County Fair for transfer stop. More posted schedules.
Great drivers, good route.
Cleaner.
415 line is too crowded.
Stopping at every bus stop- just in case.
Come on time.
I'm not that familiar with the area or route.
Keep up the good work
Shade at stops.
I would suggest that they make it easier to get a bus pass. Example: maybe have a stored supply of them, I don't know.
I'm satisfied.
Have more service. Haves some more stops.
Maybe discounts off the tickets.
Some drivers are very nice but drivers are often rude. They miss stops too, blaze on by. Its like Thunderdome Lawlessness.
Make it all better.
Don't ride that often
This bus driver, I'll call him "Lurch", is ALWAYS late. Change this guys schedule to a Woodland route instead of the commuter 42A/B. I miss my transfer all the time. Everyone else is great.
Better on time service.
Make the buses on time.
It's honestly fine for my use.
Have bathrooms
Have buses come more than once an hour.
More routes to and from winters.
Frequency of the 243.

I would like to see a later bus to Downtown Sac from Woodland. 11:06 and/or 12:06 from Main Street for those working swing shift.
Long waits.
Have good and nice drivers.
Night or evening service for people who work. Thank you.
Delay from Sacramento to Davis 40a vice-versa 40B
Necessary, essential, and vital for traffic hours: Extra bus on route 42a, depart L8, 14th street at 6:00pm, arrive at County Fair Mall at 7:30pm.
More buses, better and flexible schedules.
I think the buses should run every 20 to 30 minutes, especially when it is hot out.
Run the buses 24 hours.
Extend bus days out of Woodland and stop frequency.
Business should start later.
Transfer buses from route 214 at 5:00pm and 6:00pm to route 212, at 9:00pm and 10:00pm. Also, need a later 212.
Play music
I think YOLO bus should improve on cleanliness and being on time.
Expanded weekend/night service.
Wifi access.
Having more buses running more often to WCC and Court so if 42a or b is running late, I don't have to wait an hour.
More bus stops down Kentucky. Air Conditioning.
Free rides.
More bus stops.
More bike racks. I'd bring my bike, but I don't even try because it's too often filled with other's bikes.
none
Sun protection at all bus stops.
Some bus drivers need to be more polite. Also, more weekend routes and earlier routes for 210 and 211.
Make some routes every 30 minutes, like 42a and 42b. Also one of the alternate routes, like 211 and 212 or 210 and 214 to get a better flow of passengers.
Getting on time.
Perhaps have buses run later and allow more in between stops. Have 210 and 214 run on weekends.
More survey workers.
Some drivers attitude.
Add frequency of buses.
More frequent, especially Davis and Woodland so that it's more on time especially in the afternoon/evening.
More late night service that meets up with 42b.
Be on time
BUS WAY LATE !!!
Be on time!!! More frequent stops. Maybe twice/hour.
Window is open when air-condition is on
Dago y DAGO
Buses be on time
Come on time?
More routes or new buses that don't break down.
I think it's ok!
Bus late. Very late.
some bus have better air conditioner than other
On time, better attitude from drivers.
Driver courtesy and passenger friendly
We need a bus that goes down past pioneer high school
single most important would be that it would always be on time
later routes
Provide shade at all bus stops
women hostesses
more busses every hour
courteous helpers
more busses
Bus drivers with a positive attitude that are willing to interact with the passengers respectfully.
on time performance
More night services. Have the bus run later in the evening.
a couple more busses running on the weekend.
more frequent service
It would make it easier if the bus came twice on the hour. With the current schedule i get to work an hour early or late.
One point would help passengers arrive to their destinations on time.
outlets and wifi at stops
Free bus rides all the time. more frequent trips.
none
Improved bus routes. Closer bus stops.
Clean the busses more, possibly change the hard seating, add in a few stops around the west side of town, have bus drivers wait

It's so expensive to be a college student and take/pay for the bus... why don't we have student tickets or a student sticker?
Allow open drinks on bus.
Busses run less than every hour.
outlets at bus stops. more busses.

Commuter Routes 242 and 243

1. I got on this bus at this stop:

answered question	23
skipped question	1

Number	Name or Nearest Intersection	City / Town
20	Anderson and Villamora	Davis
19	Anderson/Hanover	Davis
9	Beamer and Cottonwood	Woodland
13	Beamer and West	Woodland
7	College and Court	Woodland
15	Cotton Wood	Woodland
4	Cottonwood and Beamer	Woodland
11	Cottonwood and Riverside	Woodland
18	Cottonwood at Beamer	Woodland
23	County Fair Mall	Woodland
1	E. Heritage Parkway	Woodland
3	Gibson and Coloma	Woodland
14	Gibson and Coloma	Woodland
12	Gibson and Cottonwood	Woodland
22	Transit Mall	Woodland
8	West/Clover	Woodland
6		Woodland
10	Cottonwood and Main	
5	Court and 2nd	
21	East Heritage and Miekle	
16	Gibson at Mall	
2	Villanova and Anderson	
17	West Beamer and Cottonwood	

2. I left a house/business/etc. at:

answered question	20
skipped question	4

Number	Nearest Intersection	City/Town
5	206 5th St	
3	4th and Cross	
20	6th and Gibson	
16	Anderson/Hanover	
4	Ashley and Beamer	
8	Beamer St	
1	Campus	
12	Coloma and Rosewood	
9	Cottonwood and Riverside	
14	County Rd	
10	Del Oro and Ashley	
19	East St	
18	Erickson	Woodland
7	House	
15	Orange St	
6	Second St	
17	Villamora	
2	Villanova	
13	W. Beamer St	
11	Woodland and West	

3. Is this home?

Answer Options	Response Percent	Response Count
Yes	100.0%	20
No	0.0%	0
answered question		20
skipped question		4

4. I will get off the bus at this stop:

answered question	21
skipped question	3

Number	Name or Nearest Intersection	City / Town
16	Anderson and Hanover	Davis
12	Andersonand Hanover	Davis
1	Art Armory - UCD	Davis
13	College and Sycamore	Davis
10	Davis Silo	Davis
11	Drew and Cowell	Davis
9	Silo	Davis
3	Silo UCDavis	Davis
7	UC Davis Shield Library	Davis
20	UCD/Shilo	Davis
4	UCDMU	Davis
15		Davis
17	10th and N	Sacramento
8		Woodland
6	1st/C. Davis	
18	Capital/Sill	
19	Silo	
5	Tessero	
14	UC Davis	
2	UC Davis Campus	
21	UC Davis Silo	

5. I am going to a house/business/etc. at:

Answer Options	Response Percent	Response Count
Nearest Intersection	100.0%	15
City/Town	20.0%	3
answered question		15
skipped question		9

Number	Nearest Intersection	City/Town
4	1/2 mile	
6	B and 2nd St	
9	Birch Lane and Covell	
11	Davis Senior High School	
8	Drew and Cowell	
1	Mrak Hall	Davis
12	Route 44	
13	Sacramento City College	
15	Sacramento City College	Davis
5	School	Sacramento
10	School	
14	School	
2	Shields Library	
3	UCDavis RMI	
7	UCDavis RMI	

6. Is this home?

Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	16
answered question		16
skipped question		8

7. Will you be traveling roundtrip on Yolobus today?

Answer Options	Response Percent	Response Count
Yes	68.2%	15
No	31.8%	7
answered question		22
skipped question		2

8. How did you travel to this bus?

Answer Options	Response Percent	Response Count
Drove car	4.3%	1
Passenger in car	4.3%	1
Walked	78.3%	18
Mobility device	0.0%	0
Bicycle	8.7%	2
From Yolobus	4.3%	1
From Unitrans	0.0%	0
From Sac RT	0.0%	0
Other (please specify)		0
answered question		23
skipped question		1

9. If Yolobus, Route #

answered question	1	Route 215
skipped question	23	

12. After leaving this bus, how will you complete your trip?

Answer Options	Response Percent	Response Count
Drove car	0.0%	0
Passenger in car	0.0%	0
Walk	62.5%	15
Mobility device	0.0%	0
Bicycle	12.5%	3
From Yolobus	4.2%	1
From Unitrans	16.7%	4
From Sac RT	8.3%	2
Other - 215		1
answered question		24
skipped question		0

14. If Unitrans, Route #

answered question	4
skipped question	20

Number	Response Text
1	G/J
2	Q
3	L
4	V

15. If Sac RT, Route #

Answer Options	Response Count	
	1	Meadow View

16. What is the purpose of this trip today?

Answer Options	Response Percent	Response Count
Shopping	0.0%	0
Work	58.3%	14
School	37.5%	9
Multi-Purpose	0.0%	0
Other	4.2%	1
Medical / Dental	0.0%	0
Personal Business	0.0%	0
Recreation / Social	0.0%	0
answered question		24
skipped question		0

17. How would you make this trip if Yolobus was not available?

Answer Options	Response Percent	Response Count
Walked	4.2%	1
Bicycle	8.3%	2
Drove car	50.0%	12
Get a ride	29.2%	7
Mobility device	0.0%	0
Other transit	4.2%	1
Other	25.0%	6
answered question		24
skipped question		0

18. If other transit, Name/Route#

answered question	4
skipped question	20

Number	Response Text
1	Unitrans G/J
2	YOLO 215 or 42b
3	42b
4	42b, 42a

19. How long have you been riding Yolobus?

Answer Options	Response Percent	Response Count
Less than a year	33.3%	8
1 - 3 years	29.2%	7
More than 3 years	37.5%	9
answered question		24
skipped question		0

20. How many days on average per week do you use Yolobus?

Answer Options	Response Percent	Response Count
1st trip	0.0%	0
1 or less	8.3%	2
1-2 days	0.0%	0
3-4 days	20.8%	5
5+ days	70.8%	17
answered question		24
skipped question		0

21. Do you have a valid driver's license?

Answer Options	Response Percent	Response Count
Yes	59.1%	13
No	40.9%	9
answered question		22
skipped question		2

22. Was a car available for this trip?

Answer Options	Response Percent	Response Count
Yes	45.5%	10
No	54.5%	12
answered question		22
skipped question		2

23. How many vehicles does your household own?

Answer Options	Response Percent	Response Count
None	4.5%	1
One	40.9%	9
Two	36.4%	8
Three or more	18.2%	4
answered question		22
skipped question		2

24. What is your age?

Answer Options	Response Percent	Response Count
Under 14	4.3%	1
14 - 18	8.7%	2
19 - 24	30.4%	7
25 - 44	21.7%	5
45 - 59	30.4%	7
60+	4.3%	1
answered question		23
skipped question		1

25. If you are a student, which school do you attend?

Answer Options	Response Percent	Response Count
UC Davis	50.0%	3
Woodland Community College	0.0%	0
High School	33.3%	2
Middle School	16.7%	1
answered question		6
skipped question		18

26. What is your primary source for transit information?

Answer Options	Response Percent	Response Count
Bus driver	18.2%	4
Bus stop	13.6%	3
Agency website	50.0%	11
Printed guide / schedule	27.3%	6
Facebook	0.0%	0
Twitter	0.0%	0
Real time info	0.0%	0
Google Maps	13.6%	3
answered question		22
skipped question		2

27. How do you access the internet?

Answer Options	Response Percent	Response Count
No access	4.5%	1
Computer	45.5%	10
Smartphone	68.2%	15
Cell Phone	0.0%	0
answered question		22
skipped question		2

28. Please rate Yolobus for each of the following:

Answer Options	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied	Rating Average	Response Count
Frequency of bus	1	4	8	7	3	3.30	23
Cleanliness of bus	0	1	6	13	3	3.78	23
Driver safety	0	0	2	17	3	4.05	22
Passenger comfort	0	0	8	14	2	3.75	24
Location of stops	0	3	4	14	3	3.71	24
Bus stop amenities	0	1	12	8	2	3.48	23
On-time performance	2	10	4	6	2	2.83	24
Ease of transfers	0	1	10	11	1	3.52	23
Weekday service	0	2	5	14	2	3.70	23
Weekend service	0	3	6	8	2	3.47	19
Evening/night service	0	3	8	8	1	3.35	20
Website (yolobus.com)	0	4	4	12	1	3.48	21
Overall service	0	1	1	14	1	3.88	17
					answered question		**24**
					skipped question		**0**

29. What single most important improvement would you suggest for Yolobus?

answered question	20
skipped question	4

Number	Response Text
1	Improve on-time performance of the bus. Sometimes the bus has not shown up at all. Switch to a commuter van or smaller bus. Sometimes (mostly) there are 1-8 passengers.
2	Additional stops between Davis and Sac.
3	Improve on-time performance. 243 evening (5:09) doesn't show up at all sometimes. 242 pm left early yesterday from a timed stop at the Silo.
4	Fix the text message function. 242 needs the buses with more seats.
5	Be on time!
6	Need to be on time and need nice bus drivers.
7	Not sure, I only ride occasionally.
8	242 in the evening at UCDavis be on time!
9	Hold more bikes.
10	Drivers being on time.
11	On time performance.
12	Separately the 42a and b into smaller loops like Woodland to Davis, Woodland to Sac, Davis to Sac. It would decrease time and allow more loops in an hour. But of course YOLO would
13	More stops.
14	Be on time to stops instead of 10-15 minute wait time.
15	Rudeness of drivers (some of them).
16	More work on the update of times a bus will arrive to a stop on the website.
17	Punctuality-some days bus can be 30 minutes late.
18	Have a bus tracker app.
19	243 bus sometimes doesn't come so I have troubles.
20	This route number is always my savior because the 42b never waits and the 215 is always late.

30. Survey: English or Spanish

Answer Options	Response Percent	Response Count
English	100.0%	24
Spanish	0.0%	0

32. Route number survey respondent was on:

Answer Options	Response Percent	Response Count
210	0.0%	0
211	0.0%	0
212	0.0%	0
214	0.0%	0
242	83.3%	20
243	16.7%	4
42a	0.0%	0
42b	0.0%	0
answered question		24
skipped question		0

33. Enter start time for route:

answered question	24
skipped question	0

Number	Response Text
1	7:15
2	6:49
3	6:49
4	6:49
5	6:49
6	6:49
7	6:49
8	6:49
9	6:49
10	6:49
11	6:49
12	6:49
13	6:49
14	6:49
15	6:49
16	6:49
17	6:49
18	6:45
19	6:45
20	6:49
21	6:49
22	7:45
23	7:45
24	7:45

Intercity Routes 42A and 42B

Common Stops Riders are Coming from by City

answered question	**230**
skipped question	**24**

Riders Coming From Davis

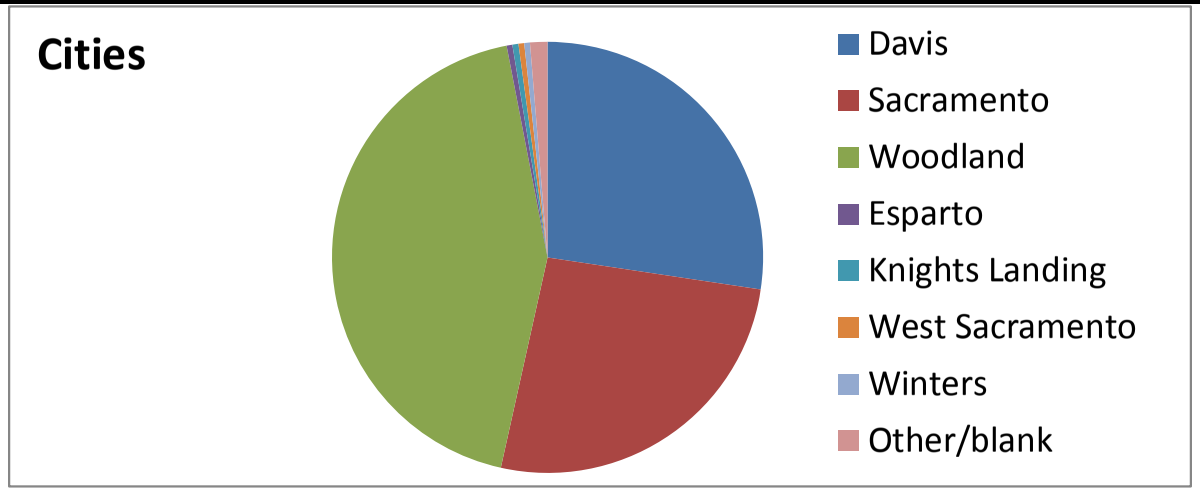
Street / Stop	Response Count	Response Percent
UCD Memorial Union	29	12.6%
Covell and Sycamore	9	3.9%
Anderson and Russell	4	1.7%
Covell and Pole Line	2	0.9%
Covell and Wright	2	0.9%
F and 6th	2	0.9%
Total Riders from Davis	63	**27.4%**

Riders Coming From Sacramento

Street / Stop	Response Count	Response Percent
Airport	22	9.6%
L and 13th	8	3.5%
Capitol and 8th	5	2.2%
L and 4th	4	1.7%
Capitol and 7th	3	1.3%
Capitol and 5th	2	0.9%
L and 9th	2	0.9%
Total Riders from Sacramento	60	**26.1%**

Riders Coming From Woodland

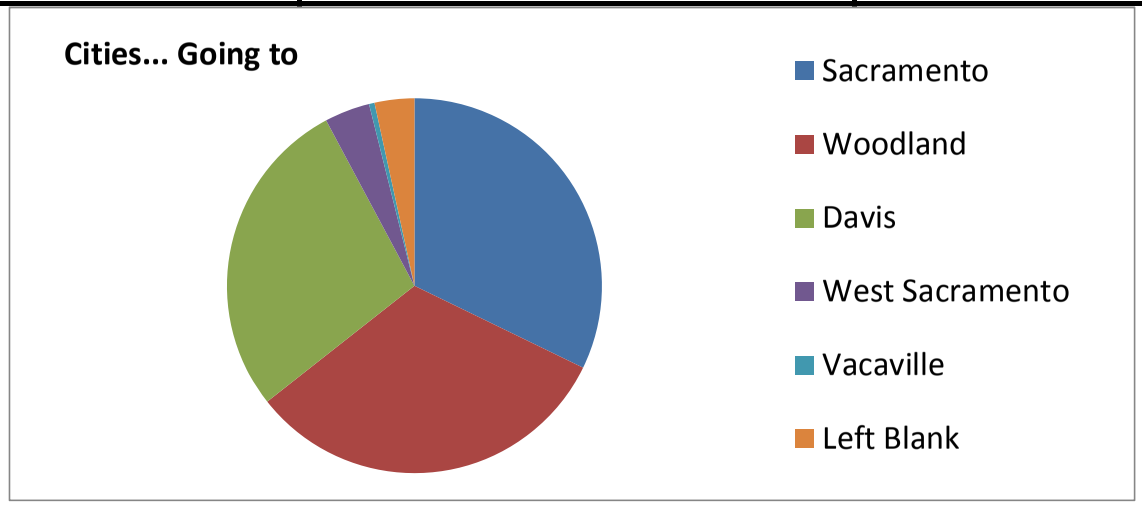
Street / Stop	Response Count	Response Percent
County Fair Mall	43	18.7%
Main and Matmor	22	9.6%
East and Main St	6	2.6%
Matmor	3	1.3%
East and Cross	3	1.3%
E Main and Industrial	2	0.9%
East and Oak	2	0.9%
Walmart	2	0.9%
Total Riders from Woodland	100	**43.5%**



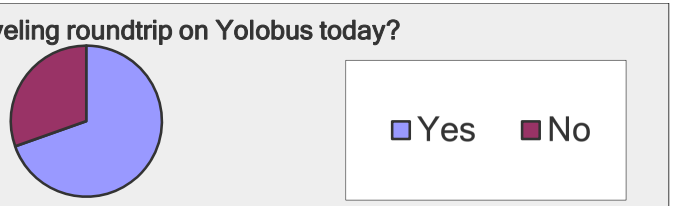
Common Stops Riders are Going to by City

answered question 205
skipped question 49

Riders Going to Davis			*Riders Going to Sacramento / West Sacramento*			*Riders Going to Woodland*		
Street / Stop	Response Count	Response Percent	Street / Stop	Response Count	Response Percent	Street / Stop	Response Count	Response Percent
UCD Memorial Union	23	11.2%	4th and J	11	5.4%	County Fair Mall	35	17.1%
Covell and Sycamore	4	2.0%	8th and J	9	4.4%	Matmor and Main	9	4.4%
Russell and Anderson	4	2.0%	Airport	4	2.0%	Cottonwood and Beam	2	1.0%
Anderson and Hanover	3	1.5%	Airport	4	2.0%	Woodland Community C	2	1.0%
Covell	3	1.5%	Downtown	4	2.0%	Walmart	2	1.0%
Covell & Pole Line	2	1.0%	West Capital Ave	4	2.0%	Ashley	1	0.5%
Mace and Chiles	2	1.0%	6th and J	4	2.0%	Ashley and Matmor	1	0.5%
Anderson	2	1.0%	8th street	3	1.5%	main and 6th	1	0.5%
Covell and Hanover	1	0.5%	15th and K	3	1.5%	Main and East	1	0.5%
Covell and Moore	1	0.5%	9th and J	2	1.0%	Main and Industrial	1	0.5%
F and Covell	2	1.0%	West Capitol & Enterprise	2	1.0%			
			Total Riders from Sacramento	66	**28.7%**			
Total Riders from Davis	57	**27.8%**	Total Riders from West Sacramento	8	**3.5%**	Total Riders from Woodland	66	**28.7%**

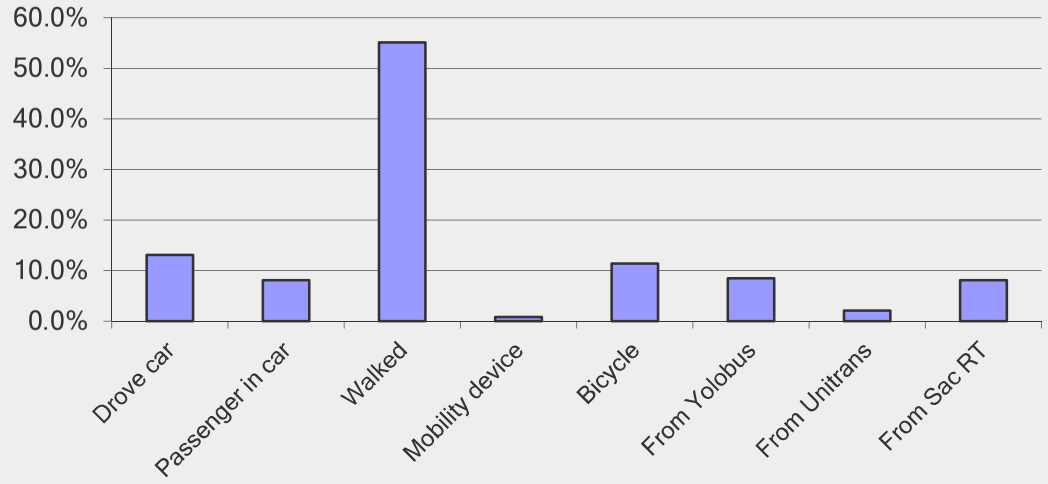


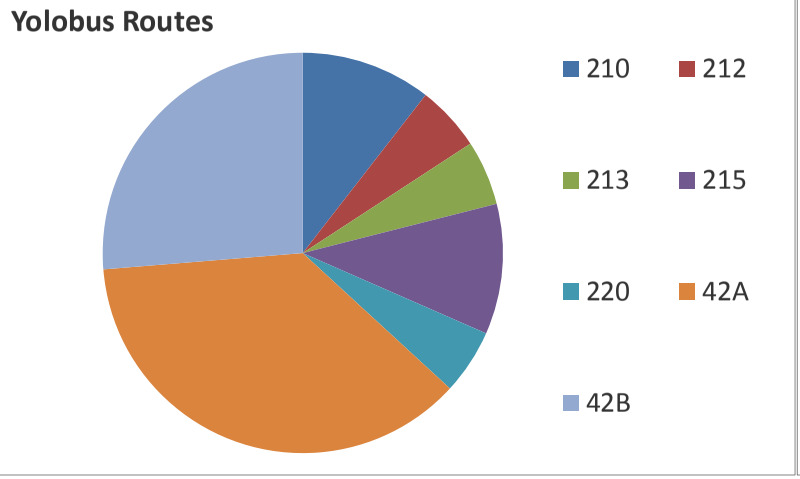
Answer Options	Response Percent	Response Count
Yes	69.6%	151
No	30.4%	66
answered question		217
skipped question		37

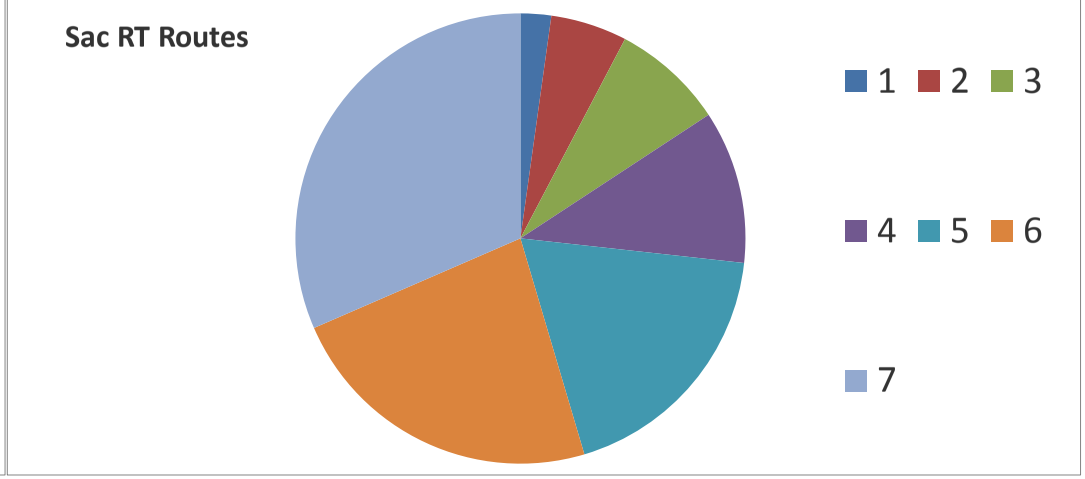


How did you travel to this bus?

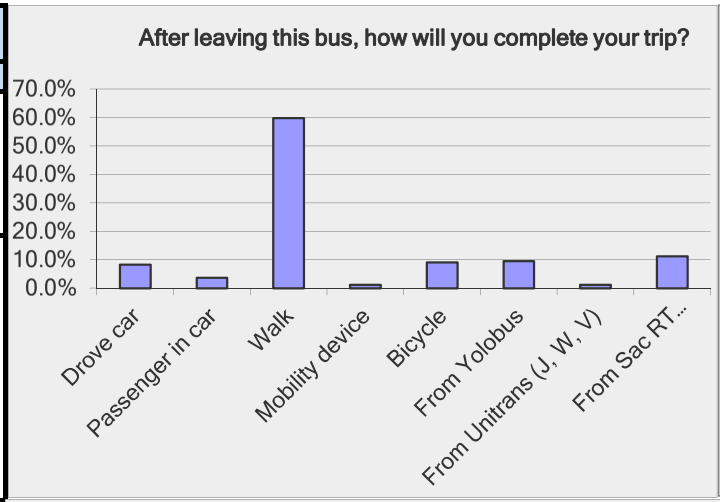
Answer Options	Response Percent	Response Count
Drove car	13.1%	31
Passenger in car	8.1%	19
Walked	55.1%	130
Mobility device	0.8%	2
Bicycle	11.4%	27
From Yolobus	8.5%	20
From Unitrans (211, 12)	2.1%	5
From Sac RT	8.1%	19
Other		
Airplane (8)		14
Amtrak (1)		
answered question		236
skipped question		18

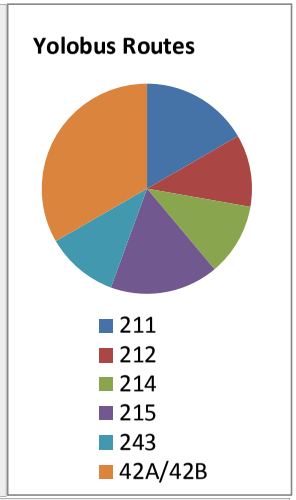






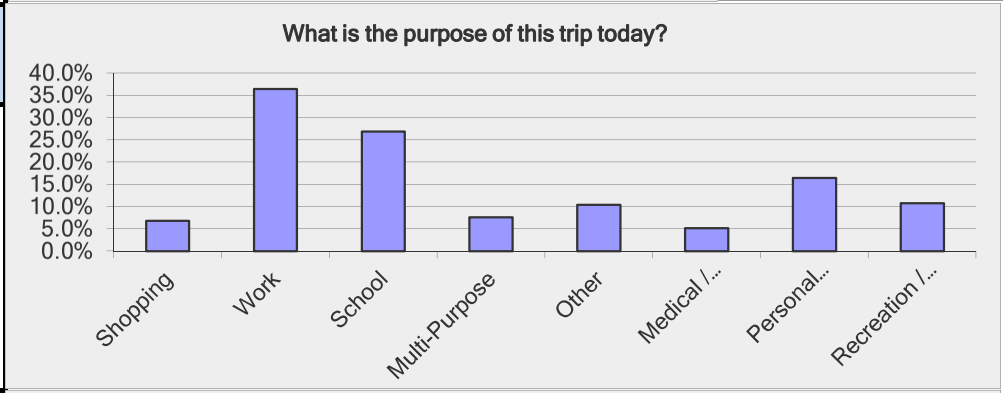
Answer Options	Response Percent	Response Count
Drove car	8.3%	20
Passenger in car	3.7%	9
Walk	59.8%	144
Mobility device	1.2%	3
Bicycle	9.1%	22
From Yolobus	9.5%	23
From Unitrans (J, W, V)	1.2%	3
From Sac RT		
Route 30 - 10 riders	11.2%	27
Lightrail - 3 riders		
Other		
Plane (3)		12
Lightrail (2)		
answered question		**241**
skipped question		**13**





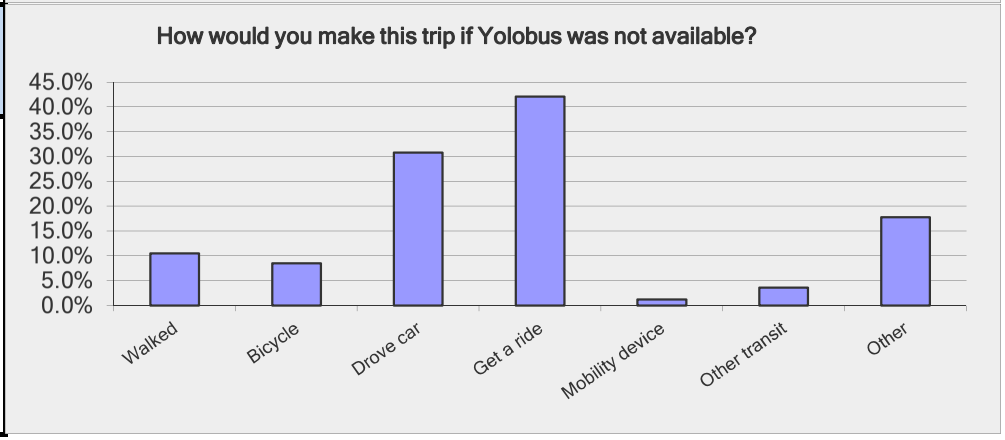
What is the purpose of this trip today?

Answer Options	Response Percent	Response Count
Shopping	6.8%	17
Work	36.5%	91
School	26.9%	67
Multi-Purpose	7.6%	19
Other	10.4%	26
Medical / Dental	5.2%	13
Personal Business	16.5%	41
Recreation / Social	10.8%	27
answered question		**249**
skipped question		**5**



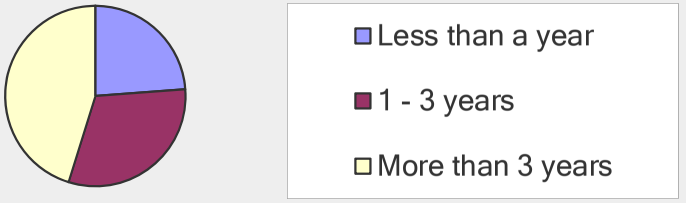
How would you make this trip if Yolobus was not available?

Answer Options	Response Percent	Response Count
Walked	10.5%	26
Bicycle	8.5%	21
Drove car	30.8%	76
Get a ride	42.1%	104
Mobility device	1.2%	3
Other transit	3.6%	9
Other		
Uber (3)	17.8%	44
Unitrans (2)		
answered question		**247**
skipped question		**7**



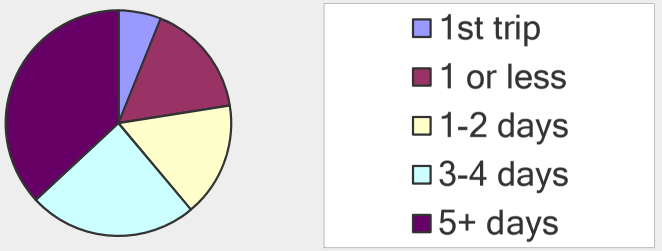
How long have you been riding Yolobus?

Answer Options	Response Percent	Response Count
Less than a year	23.8%	59
1 - 3 years	31.0%	77
More than 3 years	45.2%	112
answered question		248
skipped question		6



How many days on average per week do you use Yolobus?

Answer Options	Response Percent	Response Count
1st trip	6.1%	15
1 or less	16.4%	40
1-2 days	16.4%	40
3-4 days	24.2%	59
5+ days	36.9%	90
answered question		244
skipped question		10

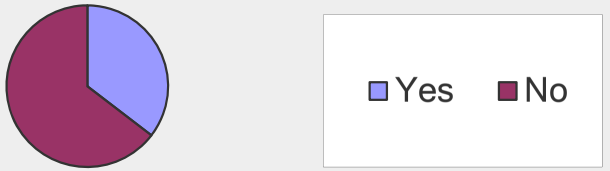


Do you have a valid driver's license?

Answer Options	Response Percent	Response Count
Yes	65.1%	153
No	34.9%	82
answered question		235
skipped question		19

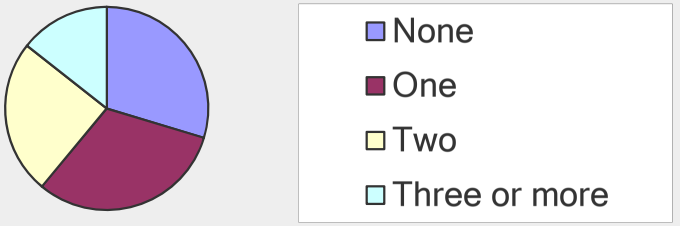
Was a car available for this trip?

Answer Options	Response Percent	Response Count
Yes	35.4%	81
No	64.6%	148
answered question		229
skipped question		25



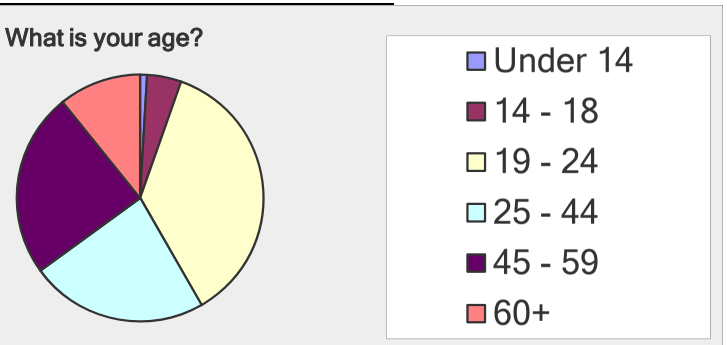
How many vehicles does your household own?

Answer Options	Response Percent	Response Count
None	29.7%	70
One	31.4%	74
Two	24.6%	58
Three or more	14.4%	34
answered question		236
skipped question		18



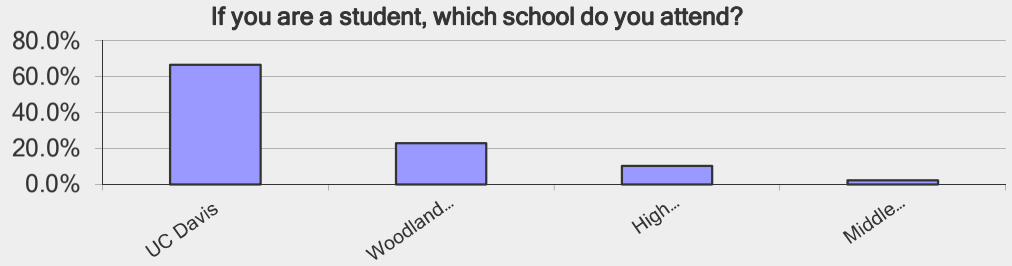
What is your age?

Answer Options	Very Dis-satisfied	Dis-satisfied
Under 14	0.9%	2
14 - 18	4.5%	10
19 - 24	36.3%	81
25 - 44	23.3%	52
45 - 59	24.2%	54
60+	10.8%	24
	answered question	223
	skipped question	31



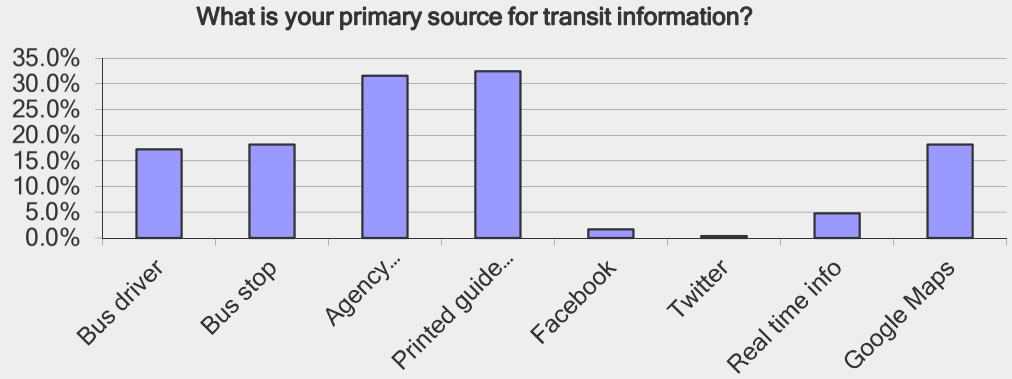
If you are a student, which school do you attend?

Answer Options	Response Percent	Response Count
UC Davis	66.7%	58
Woodland Community College	23.0%	20
High School	10.3%	9
Middle School	2.3%	2
	answered question	87
	skipped question	167



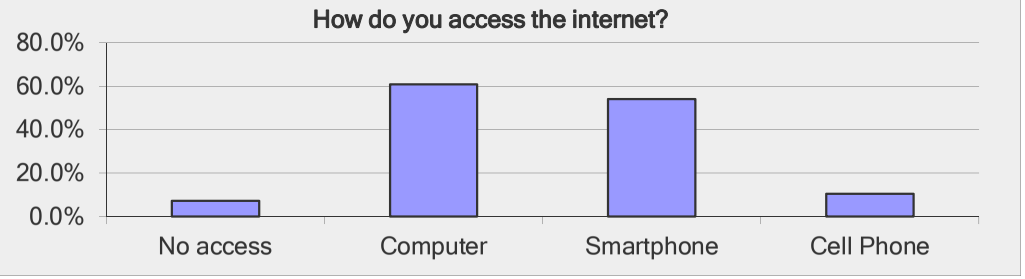
What is your primary source for transit information?

Answer Options	Response Percent	Response Count
Bus driver	17.3%	40
Bus stop	18.2%	42
Agency website	31.6%	73
Printed guide / schedule	32.5%	75
Facebook	1.7%	4
Twitter	0.4%	1
Real time info	4.8%	11
Google Maps	18.2%	42
	answered question	231
	skipped question	23



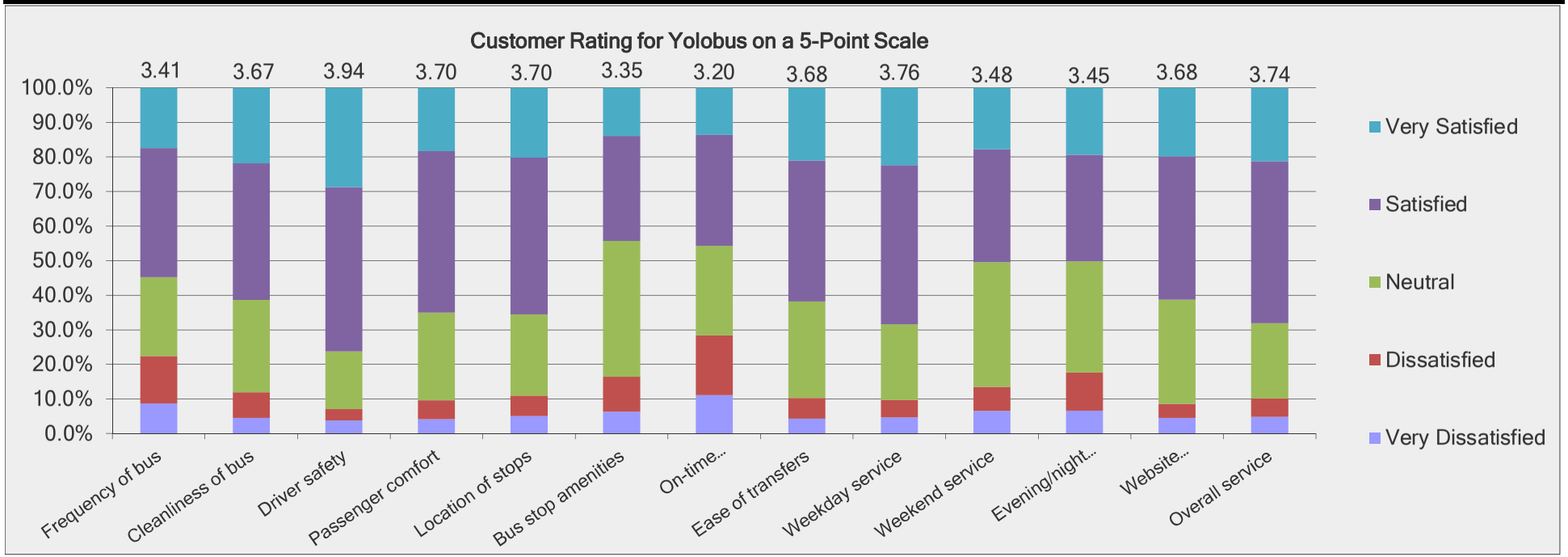
How do you access the internet?

Answer Options	Response Percent	Response Count
No access	7.3%	16
Computer	60.9%	134
Smartphone	54.1%	119
Cell Phone	10.5%	23
	answered question	220
	skipped question	34



Please rate Yolobus for each of the following:

Answer Options	Very Dissatisfied		Dissatisfied		Neutral		Satisfied		Very Satisfied		Rating Average	Response Count
Frequency of bus	21	8.7%	33	13.7%	55	22.8%	90	37.3%	42	17.4%	3.41	241
Cleanliness of bus	11	4.5%	18	7.4%	65	26.7%	96	39.5%	53	21.8%	3.67	243
Driver safety	9	3.8%	8	3.3%	40	16.7%	114	47.5%	69	28.8%	3.94	240
Passenger comfort	10	4.2%	13	5.4%	61	25.4%	112	46.7%	44	18.3%	3.70	240
Location of stops	12	5.0%	14	5.9%	56	23.5%	108	45.4%	48	20.2%	3.70	238
Bus stop amenities	15	6.3%	24	10.1%	93	39.2%	72	30.4%	33	13.9%	3.35	237
On-time performance	27	11.1%	42	17.3%	63	25.9%	78	32.1%	33	13.6%	3.20	243
Ease of transfers	10	4.3%	14	6.0%	65	27.9%	95	40.8%	49	21.0%	3.68	233
Weekday service	11	4.6%	12	5.1%	52	21.9%	109	46.0%	53	22.4%	3.76	237
Weekend service	15	6.5%	16	7.0%	83	36.1%	75	32.6%	41	17.8%	3.48	230
Evening/night service	15	6.6%	25	11.0%	73	32.2%	70	30.8%	44	19.4%	3.45	227
Website (yolobus.com)	10	4.5%	9	4.1%	67	30.2%	92	41.4%	44	19.8%	3.68	222
Overall service	10	4.8%	11	5.3%	45	21.7%	97	46.9%	44	21.3%	3.74	207
											answered question	**246**
											skipped question	**8**



What single most important improvement would you suggest for Yolobus?	
Answer Options	**Response Count**
answered question	186
skipped question	68

Nothing. Great and thank you

Stricter on out-of-control passengers.

More frequent service.

Early weekend service, like 6:30 am

None

Nothing

Bus driver social skills.

A lot of drivers social skills needed badly

Driver are mean on 42a. Mean

Be on time more consistently.

More availability for schedules. Respectful bus drivers. I can't arrive a minute late, but the bus can be 10 minutes late!?

Being on time to take people where they need to go.
Buses depart on time, friendly drivers, summer month need overflow bus to MU for International students home-staying in Woodland.

Being on time.

On-time performance

Instead of 42 ending at 9:30 pm on Saturday, make it til 11:00 pm.

Access to bus location on website/GPS of bus similar to Davis's Unitrans

Yolobus drivers are very nice.

Intercity buses to run later than 7:30 pm
Transfer buses. When 42A is late sometimes transfer buses are gone. Maybe transfer buses should stay an additional 10-15 . minutes more. That would give 42a time to arrive.

Bus full of spider webs. Not good.

Waiting benches at non-timed stops

You guys are doing fantastic job. No recommendations.

Cleaner buses

Better maintenance for the buses to minimize breakdowns.

more availability a yolobus 45 in morning and afternoon. 5th street and L should have more backups after 5pm.

On time

Display of the upcoming stop

Some sort of way to make sure buses are as on time as possible.
Would like more bus stop shade. The 42b was late. The bus at Woodland Mall left so we had to wait over 40 minutes for the next one. The stop buttons on the cache creek bus are not readable by the color blind (black on red button)

Eliminate some stops in West Sacramento (west capitol)

A few more stops

drivers are nice

More buses

More comfortable seats

None

Buses more often

Every 15 to 20 minutes, not hour

Cleanliness - but I don't know how to monitor that.

none its fine
7:17 45 in AM leaving from Ross' parking lot is standing room only - need bigger bus. Drivers need to be aware of hot temperatures on bus and turn on air conditioning in the morning without having to be asked.

Plenty of sacramento state students - a express bus to that location and back.

Either more frequent trips to Sac or more seating, there are times where it gets very crowded

More daily service for route 220 between vacaville and davis

ON TIME

The 220 needs to please have more buses throughout the day and later hours it should run because the last one is at 4:00.

(illegible)

Text to tell the real-time ETA of each stop (like Unitrans)

More frequent buses and more punctual in the evenings.

Bus locator showing where buses were and how long to the stops

Visiting US [sic] Davis

NONE

Music

More and more frequent buses between UCD MU -->Woodland -->Sac Airport

No suggestions.

Availability of route 214 at later times at night.

I would love for the buses to run more frequently.

Make the dispatch people learn to read. Thank you.

Good service

5am in Davis

Frequency of bus. 1 hour is too long.

(illegible) these seats.

Do not truncate routes. Female passengers have been dropped off at night in unfamiliar areas.
Extra buses during traffic hours, on route 42a, depart L & 14th at 4pm, 5pm, and 6pm, arrive county fair mall at 5:30pm, 6:30pm and 7:30pm.

run 1 more bus in Woodland that's coordinated with last airport pick-up.

If 42a and 42b are running keep the other buses running. now i have to walk two miles.

More service hours.

Woodlan y ami tarbago
Provide better transit options between cities to various ends of cities (i.e. East Woodland and East/South Davis). Hire more drivers like Vincent.

More bike racks!

Graduation is on.

Transfers from 42a to 42b should be valid. Right now you have to pay both ways. It should be free.

Need to be on time. More buses on time.

Add wifi and outlets to bus stops. Increase driver pay.

Works good for me.

Yolo bus needs more in town buses in Davis-Woodland and Yolo bus needs to run earlier and later especially on Saturdays.

A way to check on bus arrivals easily from website on route page. Thank you to the bus drivers and Yolo bus.

Have more buses running for more carpool.

Wifi on buses and stops.

Try and be more on time. I got lefted one time trying to be home.

later bus routes for 210 and 211

Sometime the bus 42a is late then another bus in fair mall is more that big trabel I can't waiting more hour

one later run of the 42 lines

more bus lines running weekends and evenings

more evening service on weekends.

information at the bus stops. bathroom if possible.

To be on time more often. to be more clean.

Fixing the schedule/adding more buses after winter/spring break back to UCD campus

If possible, run buses from Sac more often

Should have a bus stop on west capitol/5 street by the raleys corporate building which there is one there but it was taking out over a year ago. I also think in downtown sacto, should move the bus stop on 5th and L because is an accident happen it should be easyer if there move capital but (illegible) 5th and 4.

Evening buses should keep their schedules on time or have the bus run every half hour
F PADILLA 371-5569 MIKE
DO NOT DISCARD THESPIAN R.S.V.P. T.C.

NEEDS TO BE ON TIME!! Not only do students rely on this, but also people with jobs. For many, yolobus is the only mode of transportation and it is unfair to pay $80/month for a service that is not meeting our needs. bus drivers are very rude sometimes and are not the smoothest drivers. also when buses like the 42a and 42b are late, that impacts the schedule of all the other local buses, many times, customers have to wait another hour to get to their destination. it is unfair for customers to have to plan up to 2 hours ahead of time to get to their destination.

Please send an extra bus to the MU during the 4-6pm hours. Every day, 15+ passengers wait an extra 30+ minutes for the bus. Frequently upwards of 1 hour wait. I have emailed yolobus about this multiple times. Only today has the bus ever been on time. I am sure some people missed the bus TODAY because it CAME on time! Please, PLEASE send an extra bus during 4-6pm, or else we wait over an hour. If you all could be on time today, I'm sure you could be on time every day. I do not expect yolobus to wait for me if I am late, so I do not want to wait for yolobus EVERY DAY @4-6pm. (note: survey had large emphasis on and around the "extremely dissatisfied" box under the "on time performance" question. ss)

It would be great if more buses (more frequent)

communication directions

BETTER DRIVER!!!!!!!!!!!!!!!! (this survey was written in very angry handwriting. very, very angry handwriting)

late times are inconsistent. fix.
Sometimes drivers leae too early from stops. Especially night time. Sometimes the buses are too late (approximately 30 minutes late)
GET THE BUS HERE ON TIME! Routinely 10-15 mins late, sometimes 30. Every once in a while leaves 10 mins EARLY. VERY DISAPPOINTING SERVICE. Routinely miss transfer.

Provide separate special buses for holidays/busy days for travellers.

I think yolobus should do stop at memorial union for at least ten minutes.

Bus should stop at UCD MU at least 5 minutes.

Esparto gets one bus per hour. Knights Landing gets 3 per week. Not fair. We need a casino.

More frequency of bus because i have to wait an hour if I missed it.

Bus dropped him off at the wrong stop (missed his requested stop). He's a disabled senior.

I think it should be more on time and more a safe of surroundings

I would like to see 42A and B run every half hour

connect busses at the mall

late night routes to sac. can't attend films or concerts. suggest two more runs to davis: 12:30am and 2:30 or 3:00am

later 211 on weekends

Friendly drivers. On time. 42B needs overflow bus 7:59 for summer int'l students to Memorial Union.

clean liniri of bus [sic]

none at this time

cleallerller [sic] busses and sets

waiting for other busses for transfer
Better driver courtesy. You have some drivers who have obvious outrage racial issues. And you have some drivers who are totally courteous and quite wonderful? But the bad apples are BAD.

43R Constantly late in morning and afternoon.

10 minute window between transfers doesn't work if bus is 15 minutes late: I have missed SEVERAL medical appointments.

Don't yell at passengers unless they are deaf.

Safety bells. More comfortable seats.

More busses.

More busses

Don't turn on the air conditioning too long, it gets too cold.

Bus stop amenities and cleanliness.

Get new busses like the ones that go to Cache Creek.

Free rides for people that are trying to better their lives, or discounted.
Drivers need to enforce the rules. Too many drunk/crazy people on bus. (rider is a Sac State student, no spot for that on survey)

workers communication

More time frequency. Extra busses during rush hours.

Route to West Village, Davis

Like the bus to stop at 4:05pm. 45 passed me up.

42A and B were both late, add bus to greyhound station in Sac from UCD

Some bus stops are in bad locations. Redevise.

I wish they would come more frequently. If I miss a bus, I have to wait an hour for the next bus.

more bus

Being on time.

More frequent runs

A couple of buses are extremely loud. The buses could cause hearing damage if not repaired.

Additional seats or additional buses.

Bigger buses.

The drivers do the best they can given the crappy buses they have to drive. The good marks above relate to the drivers not the management of Colobus. The frequent breakdowns and late arrivals due to mechanical problems need to be fixed.

Wish 243 bus will carry a sign (light) of 243 soon.

Some times bus drivers see me running to their bus and are not courteous to stop.

Frequency of express buses in the morning does not work for me.

Add a 45 bus that leaves Woodland later, like the 43 and 44 for Davis.

Make driver's badges-name tags more visible.

Get more 45 buses for afternoon and also for night and more 215 routes and more nice bus drivers like David T.

Being on time and lack of maintenance bus breaks down a lot. Switching drivers takes too much time.

More 42A and Bs

$3.75 hourly raise for the surveyor.

I think on time schedules would be very much appreciated.

Have the 215 run 24/7 everyday.

Answer the phone.

Provide more bus times instead of passing every hour, pass more frequently.

42 A Covell/Sycamore 8:39am to be on time and not a half hour late each morning.

Be more on time. Try to create a stop next to Woodland Christian School.
Notes from Ratings:
Driver Safety: Sometimes great, sometimes not.

Stop dumping on WDLD. Riders to cater to Davis riders.

Try to be on time and not go early.

Need more routes in Dunngad, Ca

Later weekend departure time from Sacramento.

Driver kindness- be nicer. Bus #45 is "always" late.

Too long between runs.

More buses earlier and later.

It should arrive 5 minutes before the time and put air freshener in every bus.

The E Main bus stop (across from the tomato cannery) is cold and wet during rainy weather. Is there a way to keep it drier?

Make sure bus is on time. We rely on this service. Before this current rotation the bus timeliness was horrible.

I don't really know anything I guess.

Try to be on time all the time.

More times of departures/arrivals like more than once an hour. Free bus rides.

Every 1/2 hour instead of every hour.
Need to get driver Paul off route 42A/B. He is late too many times during non-peak mornings (arriving at Main/Matmar stop during 5am hour) and acts inappropriately when he drives.

From mall to go to Sr. Center 1st, not last. Or 42A and B stop there more stops with seats to wait.

More than hourly from Davis to Sac.

New windows

Add more Davis Express routes from Sacramento in the morning.

Have early and late airport service for early departures and late arrivals.

Have their drivers be more ???
Drivers enforce rules. Tired of drunk people/crazy people being allowed on bus. Don't want to listen to everyone else music. Enforce your own rules.

42a/b once every half hour.

To have the driver be more professional, on time, and quit being late on every trip, especially the 42 A bus that goes from 9th and L and goes through W. Sac to Davis, then to Woodland. The bus driver , Paul, that drives the route 42A on Thursday, Friday at 7:33am. He is always late and unprofessional. He coughs and doesn't cover his mouth. He'll get up to hook somebody into a wheelchair and his butt crack shows when he bends over. He is always late and will never call ahead to try and connect with another driver at the mall. He needs to be fired and taught how to cover his mouth. He is always coughing and doesn't cover his mouth. His is very unprofessional.

All ok.

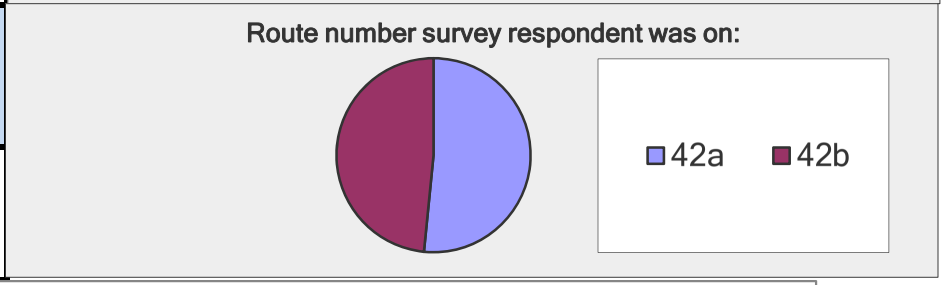
Easier to navigate website.

For the buses to be on time. Also to have all the stops be on the schedule.

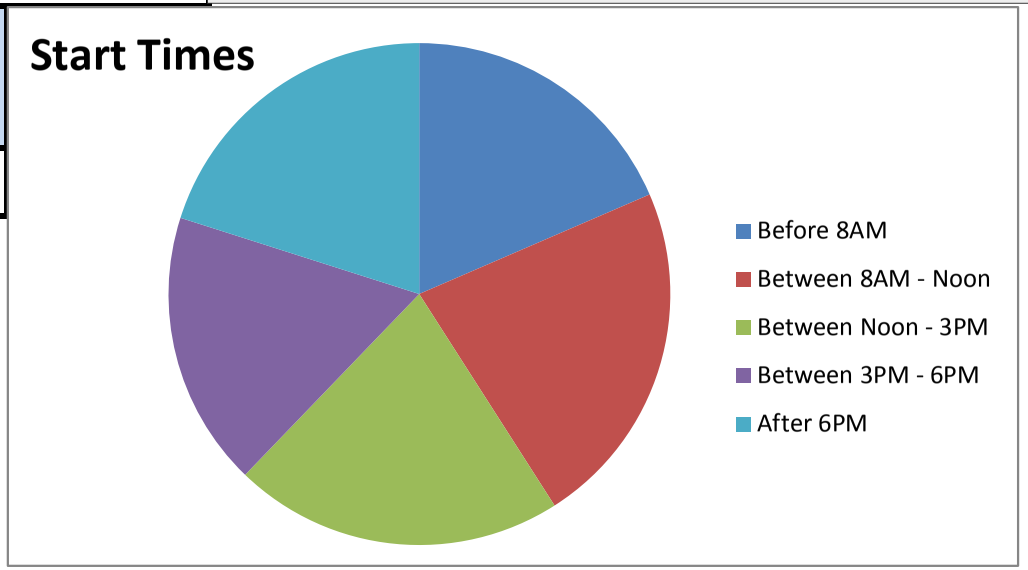
I like Yolo Bus.

Survey: English or Spanish		
Answer Options	**Response Percent**	**Response Count**
English	98.0%	248
Spanish	2.0%	5
answered question		253
skipped question		1

Route number survey respondent was on:		
Answer Options	**Response Percent**	**Response Count**
42a	51.6%	131
42b	48.4%	123
answered question		254
skipped question		0



Enter start time for route:	
Answer Options	**Response Count**
answered question	254
skipped question	0



Express Route 45

Survey: English or Spanish Answer Options	Response Count
English	68
Spanish	0

Enter start time for route: Answer Options	Response Count
6:15	11
6:35	12
6:55	18
7:05	17
answered question	**58**
skipped question	**10**

Common Stops Riders are Going to in Sacramento

answered question	**63**
skipped question	**5**

Street / Place	Response Count	Response Percent
14th and N	3	4.8%
4th and J	8	12.7%
8th and J	11	17.5%
9th and 0	1	1.6%
9th and K	4	6.3%
9th and N	8	12.7%
9th and O	1	1.6%
9th and P	4	6.3%
Capitol and 16th	6	9.5%
Capitol and 5th	2	3.2%
Capitol and 9th	5	7.9%

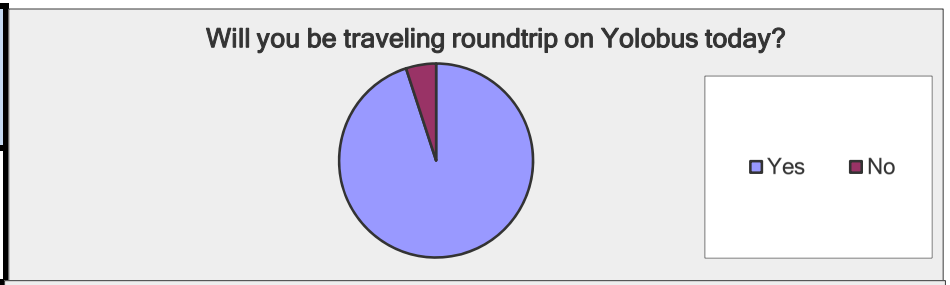
Common Stops Riders are Coming from in Woodland

answered question	**65**
skipped question	**3**

Street / Place	Response Count	Response Percent
Main and Matmor	27	**41.5%**
Matmor and Gum	5	**7.7%**
Matmor and Gibson	4	**6.2%**
County Fair Mall	4	**6.2%**
Main St	3	**4.6%**
Beamer	2	**3.1%**
Matmor Rd	1	**1.5%**
Gibson and Colona	1	**1.5%**
Gibson and East	1	**1.5%**
Gibson and Midway	1	**1.5%**
Gibson and Washington	1	**1.5%**
Collage and Gibson	1	**1.5%**
Cottonwood and Cross	1	**1.5%**
Cottonwood and Lincoln Ave	1	**1.5%**
Cottonwood and Riverside	1	**1.5%**
Walnut and Court	1	**1.5%**
Other	10	**15.4%**

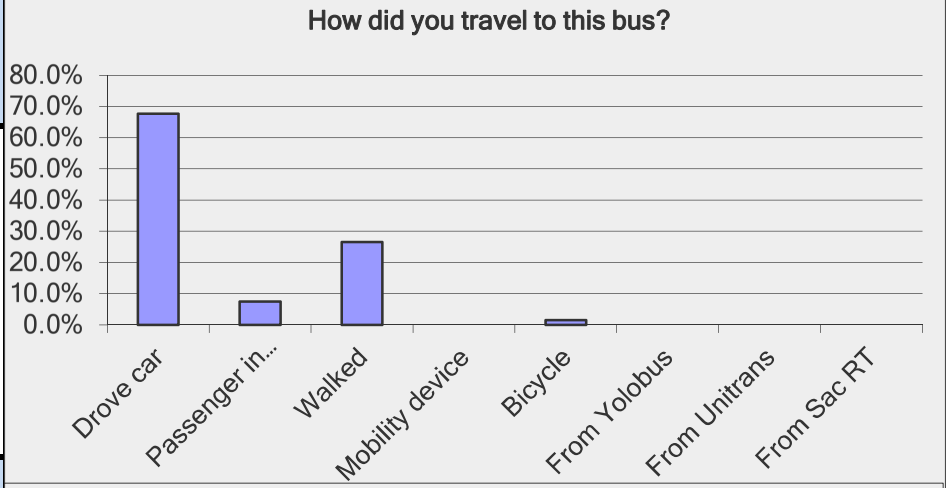
Will you be traveling roundtrip on Yolobus today?

Answer Options	Response Percent	Response Count
Yes	95.0%	57
No	5.0%	3
answered question		60
skipped question		8



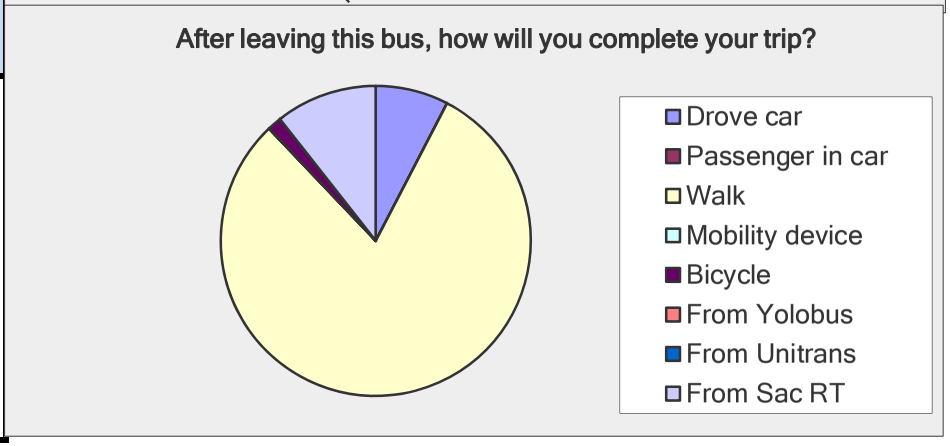
How did you travel to this bus?

Answer Options	Response Percent	Response Count
Drove car	67.6%	46
Passenger in car	7.4%	5
Walked	26.5%	18
Mobility device	0.0%	0
Bicycle	1.5%	1
From Yolobus	0.0%	0
From Unitrans	0.0%	0
From Sac RT	0.0%	0
answered question		68
skipped question		0



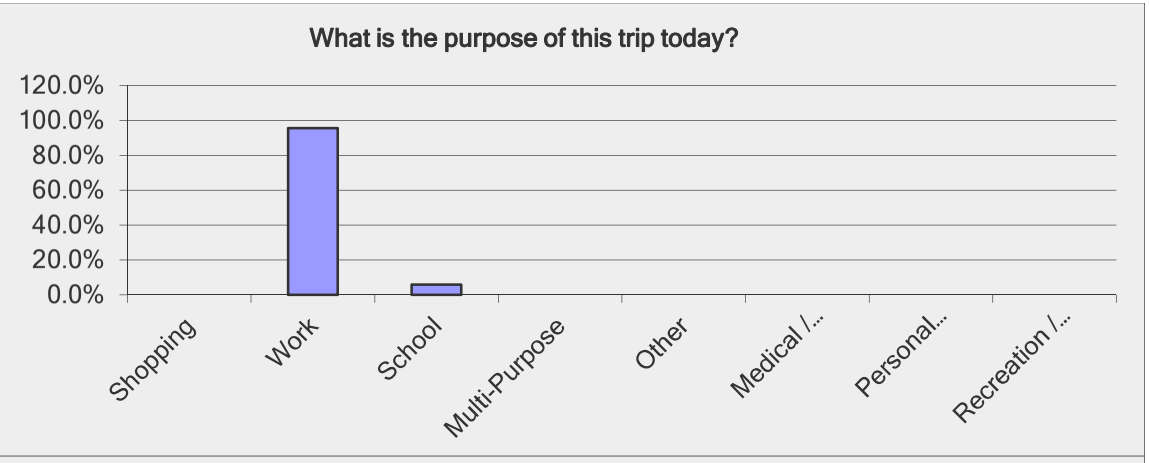
After leaving this bus, how will you complete your trip?

Answer Options	Response Percent	Response Count
Drove car	7.6%	5
Passenger in car	0.0%	0
Walk	80.3%	53
Mobility device	0.0%	0
Bicycle	1.5%	1
From Yolobus	0.0%	0
From Unitrans	0.0%	0
From Sac RT Route 30	10.6%	7
answered question		66
skipped question		2



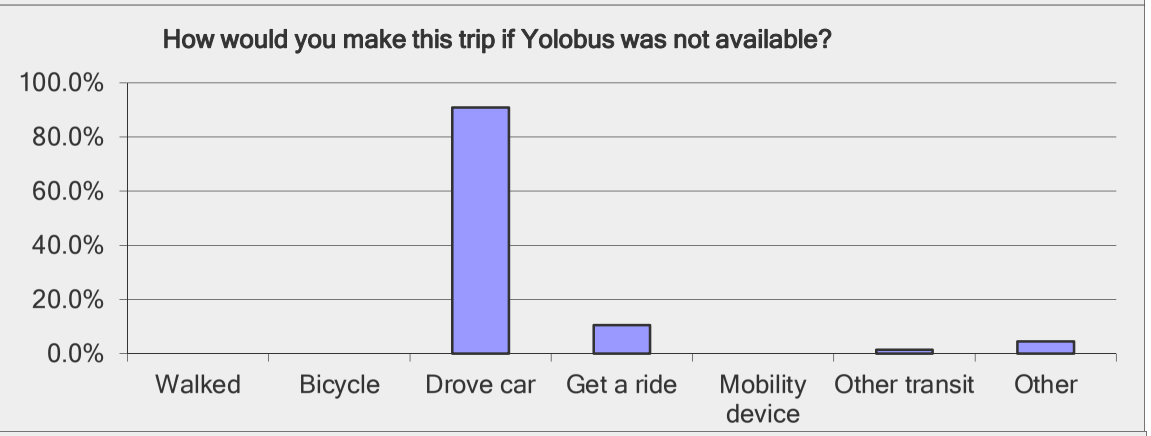
What is the purpose of this trip today?

Answer Options	Response Percent	Response Count
Shopping	0.0%	0
Work	95.6%	65
School	5.9%	4
Multi-Purpose	0.0%	0
Other	0.0%	0
Medical / Dental	0.0%	0
Personal Business	0.0%	0
Recreation / Social	0.0%	0
answered question		68
skipped question		0



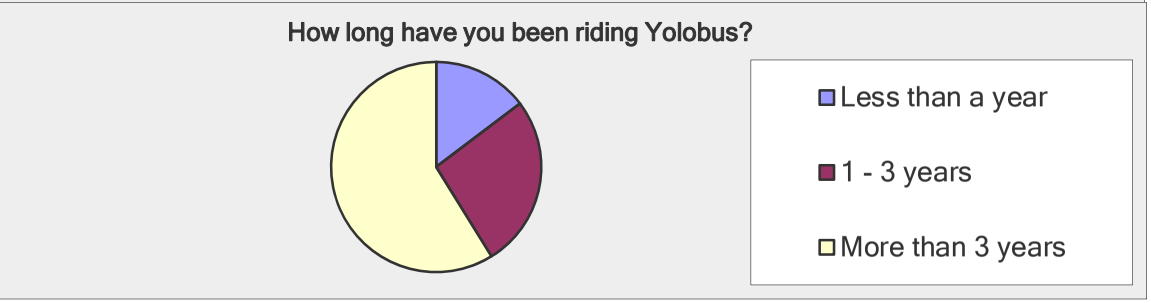
How would you make this trip if Yolobus was not available?

Answer Options	Response Percent	Response Count
Walked	0.0%	0
Bicycle	0.0%	0
Drove car	90.9%	60
Get a ride	10.6%	7
Mobility device	0.0%	0
Other transit	1.5%	1
Other (2 responses-42A)	4.5%	3
answered question		66
skipped question		2



How long have you been riding Yolobus?

Answer Options	Response Percent	Response Count
Less than a year	14.7%	10
1 - 3 years	26.5%	18
More than 3 years	58.8%	40
answered question		68
skipped question		0

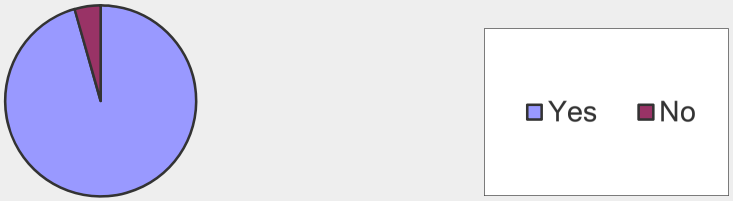


How many days on average per week do you use Yolobus?

Answer Options	Response Percent	Response Count
1st trip	0.0%	0
1 or less	1.5%	1
1-2 days	1.5%	1
3-4 days	25.0%	17
5+ days	72.1%	49
answered question		68
skipped question		0

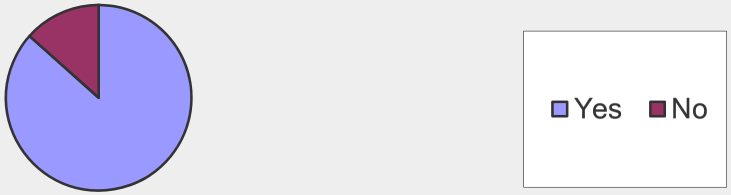
Do you have a valid driver's license?

Answer Options	Response Percent	Response Count
Yes	95.6%	65
No	4.4%	3
answered question		68
skipped question		0



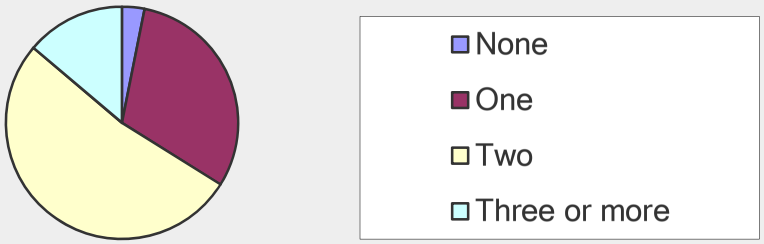
Was a car available for this trip?

Answer Options	Response Percent	Response Count
Yes	86.6%	58
No	13.4%	9
answered question		67
skipped question		1



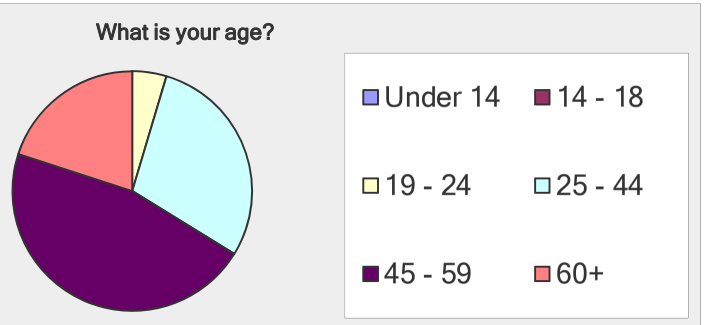
How many vehicles does your household own?

Answer Options	Response Percent	Response Count
None	3.1%	2
One	30.8%	20
Two	52.3%	34
Three or more	13.8%	9
answered question		65
skipped question		3



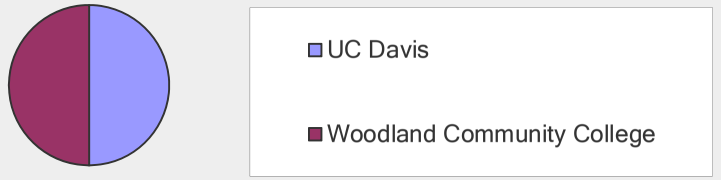
What is your age?

Answer Options	Response Percent	Response Count
Under 14	0.0%	0
14 - 18	0.0%	0
19 - 24	4.6%	3
25 - 44	29.2%	19
45 - 59	46.2%	30
60+	20.0%	13
answered question		**65**
skipped question		**3**



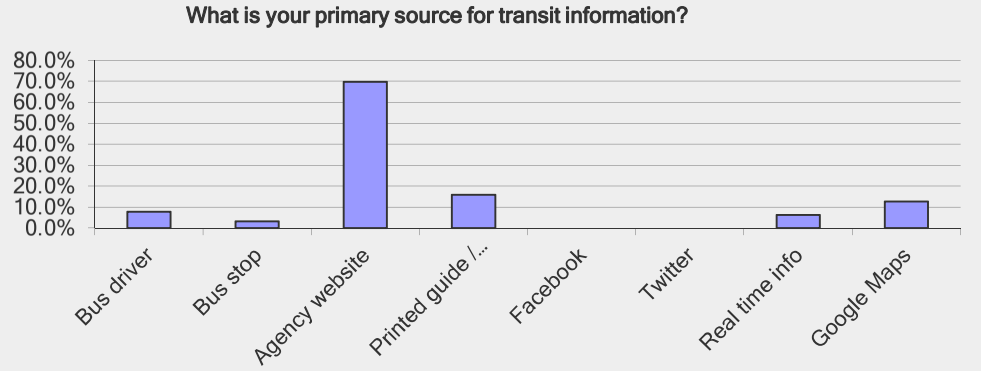
If you are a student, which school do you attend?

Answer Options	Response Percent	Response Count
UC Davis	50.0%	2
Woodland Community College	50.0%	2
answered question		**4**
skipped question		**64**



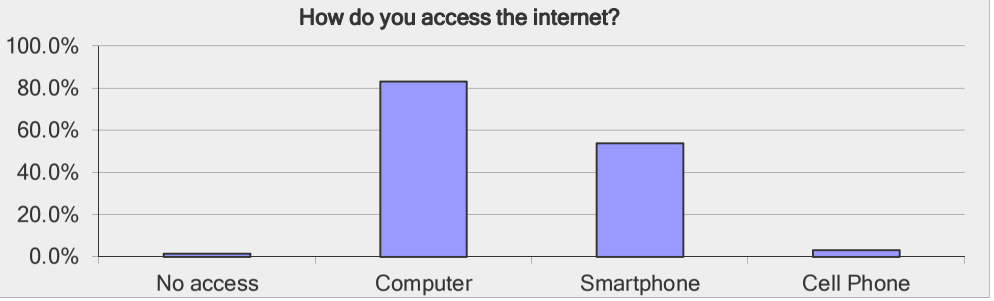
What is your primary source for transit information?

Answer Options	Response Percent	Response Count
Bus driver	7.9%	5
Bus stop	3.2%	2
Agency website	69.8%	44
Printed guide / schedule	15.9%	10
Facebook	0.0%	0
Twitter	0.0%	0
Real time info	6.3%	4
Google Maps	12.7%	8
answered question		**63**
skipped question		**5**



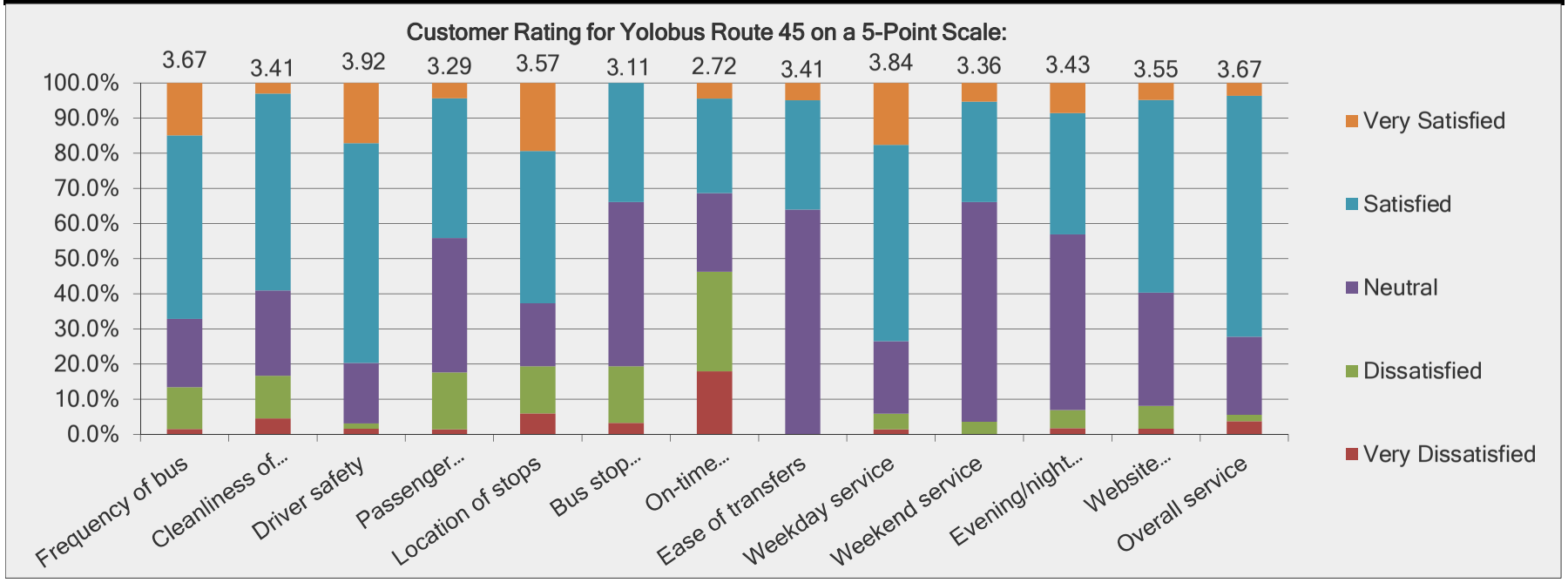
How do you access the internet?

Answer Options	Response Percent	Response Count
No access	1.5%	1
Computer	83.1%	54
Smartphone	53.8%	35
Cell Phone	3.1%	2
answered question		**65**
skipped question		**3**



Please rate Yolobus for each of the following:

Answer Options	Very Dissatisfied		Dissatisfied		Neutral		Satisfied		Very Satisfied		Rating Average	Response Count
Frequency of bus	1	1.5%	8	11.9%	13	19.4%	35	52.2%	10	14.9%	3.67	67
Cleanliness of bus	3	4.5%	8	12.1%	16	24.2%	37	56.1%	2	3.0%	3.41	66
Driver safety	1	1.6%	1	1.6%	11	17.2%	40	62.5%	11	17.2%	3.92	64
Passenger comfort	1	1.5%	11	16.2%	26	38.2%	27	39.7%	3	4.4%	3.29	68
Location of stops	4	6.0%	9	13.4%	12	17.9%	29	43.3%	13	19.4%	3.57	67
Bus stop amenities	2	3.2%	10	16.1%	29	46.8%	21	33.9%	0	0.0%	3.11	62
On-time performance	12	17.9%	19	28.4%	15	22.4%	18	26.9%	3	4.5%	2.72	67
Ease of transfers	0	0.0%	0	0.0%	39	63.9%	19	31.1%	3	4.9%	3.41	61
Weekday service	1	1.5%	3	4.4%	14	20.6%	38	55.9%	12	17.6%	3.84	68
Weekend service	0	0.0%	2	3.6%	35	62.5%	16	28.6%	3	5.4%	3.36	56
Evening/night service	1	1.7%	3	5.2%	29	50.0%	20	34.5%	5	8.6%	3.43	58
Website (yolobus.com)	1	1.6%	4	6.5%	20	32.3%	34	54.8%	3	4.8%	3.55	62
Overall service	2	3.7%	1	1.9%	12	22.2%	37	68.5%	2	3.7%	3.67	54
											answered question	68
											skipped question	0



What single most important improvement would you suggest for Yolobus?	
answered question	61
skipped question	7
More buses and or bigger buses to accommodate passengers. Everyday, passengers have to stand.	Bus Size / Condition
Filthy. I have gotten lice from these buses, there was no other source but the bus!	Bus Size / Condition
Have bigger and cleaner buses for route 45 (last morning bus).	Bus Size / Condition
Fix GPS locator. Have buses with more comfortable seating. These seats suck!!! Bus route #45, Bus route #742 in the back.	Bus Size / Condition
More seats, windows that work when AC doesn't. Better temperature control on buses.	Bus Size / Condition
More space for people in rush hour.	Bus Size / Condition
1. Maintain these buses so they don't break down. 2. Stop running so late. People have to take ???(can't read the writing), especially at night.	Bus Size / Condition
To improve to newer buses, leave old ones on the city routes and not on the freeway. Clean seats. There is always one bus driver that is grouchy and disrespectful but it has improved since a few of us complained to	Bus Size / Condition
Bigger buses.	Bus Size / Condition
Adjust schedule so buses are not crowded, passengers are standing.	Bus Size / Condition
Increase the # of seats.	Bus Size / Condition
More seats.	Bus Size / Condition
Cleanliness of bus-driver safety	Bus Size / Condition
Restore front seats and accomplish safety objectives through other means (seatbelt). Passengers standing vs sitting is far more dangerous!	Bus Size / Condition
Garbage cans available and emptied regularly at bus stops.	Bus Stops
Would like to see bicycle lockers at stop-n-ride lot and at County Fair Mall. Willing to pay rental fee.	Bus Stops
Be on time. Bus 71 not always displays when they pull up.	Ontime
To make sure buses are on time.	Ontime
Be on time more consistence. Be polite. Drivers are very rude and unkind.	Ontime
Make allowances for traffic when scheduling stop times.	Ontime
Buses need to be on time both mornings and nights. Buses are never clean. They smell.	Ontime
On time performance especially in the am, bus no 45.	Ontime
I wish the bus came more often and was on-time. Almost always late.	Ontime
Lately (past 1-2 weeks) morning bus is on time so that's good. It was a problem (including some no shows). Change the evening Rt 45 time of departure since it is always late.	Ontime
Being on time as we rely on this route (45) for work and when it is late, it makes us late.	Ontime
On time pick ups.	Ontime
lately buses have been approx 10 minutes late in the morning (route 45 6:57 at main and matmor.	Ontime
Consistency of being on time. Express bus frequency on (#45) return. 4:17- not again until 4:47pm.	Ontime
Timely issues, consistently late.	Ontime
Passenger safety (i.e. why lock front seats? It's a harder fall for a passenger from a standing position than a sitting position). Timeliness of arrivals/departures; many times drivers are late as much as 1/2hr to 1 hr and they leave designated stops a couple minutes early which to some folks means a lot. I often see buses pass me and they refuse to open the door. The 42 routes should follow the same route as the 45 so that when the 45 drivers leave early, passengers can at least take the 42 route home without having to walk several blocks to the next stop.	Ontime

Real time tracking of buses.	Other
Clean the bus better. Dirty track for windows, leaks dripping on passengers, seat belts.	Other
Bus sheds at all stops-not the ones with holes punched in the middle. They offer no weather protection. Route 45-bus late today on May 21st. Install seatbelts for front new seats. The Stop at Main and Industrial is very unsafe. Have to walk to light on loose gravel, broken glass with 45 MPH traffic coming from behind. New bus drivers have to be taught routes by passengers?REALLY?	Other
See above please.	Other
Bus drivers must be nicer.	Other
Location of bus and time via smartphone-GPS tracker.	Other
Hire people who actually like their job. Also, make all drivers follow the rules. It's confusing and frustrating when drivers aren't on the same page. Some are better than others.	Other
45 going through Spring Lake area.	Routing
Need a 45 stop east of Pioneer Ave	Routing
Express bus to CSUS. Lots of students in YOLO attend to Sac State. Especially in the morning.	Routing
Have a Sacramento Express from Spring Lake Area.	Routing
I would like to have Sacramento express in Spring Lake Community.	Routing
Express service to/from Spring Lake area.	Routing
Better times and service from Spring Lake sub division. No morning bus service to reach express bus.	Routing
We strongly suggest that Yolo Bus still offer 46 route so people at Spring Community do not have to drive which is a win-win situation for government and residents.	Routing
Provide a bus stop from Spring Lake Community so I don't need to drive to Main and Matmor everyday.	Routing
42b goes to Sac way faster. Why is 45 still the same price? 42b doesn't leave early enough-6:45. 42b earlier and weekends.	Schedule
Need pm earlier buses before 4:17. Be timely!	Schedule
Closer head time-more buses. Express bus should be cash. We get no benefit for extra pay.	Schedule
1. Not in the right time sometimes. 2. Some of the Drivers are rude!	Schedule
42a and 42b should be one every 1/2 hour.	Schedule
Hope to have more express schedule.	Schedule
More 45 leaving Woodland in the morning slightly later.	Schedule
Express bus to Sacramento state, or more express time for the 45 etc.	Schedule
I was riding the bus everyday but had to transfer and took 1.5 hours. I drive now. Can you have more express buses and stop at Broadway in Sac?	Schedule
Every 1/2 hour service would be great like RT does. I ride 45 express and would like to ride at night too.	Schedule
Add later bus route Woodland to Sac in the morning. Davis route buses nicer than Woodland to sac.	Schedule
Run enough buses that there are seats for everyone.	Schedule
Making connections between Yolo and regional.	Schedule
More buses available from 4-6 (45 express).	Schedule
More availability of commuter bus 45 for the afternoon buses leave at 5:00pm from 5th st and L when people are just getting off work and it is difficult or impossible to catch. Next bus doesn't come for almost 1/2 hour.	Schedule