CHAPTER 3
TRANSPORTATION AND CIRCULATION

A city is both defined and constrained by the network of highways, roads, railroads, and transit services that move its residents and goods through and in and out of the city. Mobility within Woodland is relatively easy and is an important aspect of the city's small-town quality. The General Plan provides for the development of new roads and the widening and improvement of existing roadways to serve new development. It also promotes alternative forms of transportation to reduce air pollution, reduce the need for costly roadway improvements, and facilitate the travel of those who cannot or do not wish to use automobiles for all their trips.

This chapter addresses various transportation issues, including automobile travel and parking, transit, non-motorized transportation (e.g., bicycle and pedestrian travel), goods movement (truck and rail), and air transportation. It is divided into two major sections. The first, Circulation Diagram and Standards, describes the Circulation Diagram and the roadway classification system and standards. The second section includes the goals, policies, and implementation programs related to the various forms of transportation.

CIRCULATION DIAGRAM AND STANDARDS

The City's roadway network is designed to meet year 2020 development levels based on the land uses shown on the Land Use Diagram. The General Plan seeks to maintain satisfactory traffic conditions while accommodating future growth. The City's most important policy tool for upgrading and maintaining its roadways to provide for effective and efficient traffic movement is the Circulation Diagram and its associated standards.

CIRCULATION DIAGRAM

The Circulation Diagram (included as Figure 3-1) depicts the proposed circulation system to support development under the Land Use Diagram. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Woodland's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern, traveler, and general welfare. New roadways required to serve new development include a minor arterial north of and parallel to Kentucky Avenue in the northeastern most part of the Planning Area and a new principal arterial south of Gibson Road to serve new residential development. This new roadway would include an overcrossing of SR 113. In addition, several arterial and collector streets would be extended south to serve new planned residential

development.

ROADWAY CLASSIFICATIONS

Roadways serve two functions that conflict from a design standpoint: to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the *General Plan*. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

Figure 3-1, the Circulation Diagram, presents the official functional classification of existing and proposed streets, roadways, and highways in Woodland. The hierarchy of the functional classifications in the City consists of principal arterials, minor arterials, collectors, and local roads and streets as described below. The Circulation Diagram depicts the arterial and collector roadway system in Woodland. All other roadways not identified on the Circulation Diagram are classified as local streets.

Principal Arterials emphasize mobility with limited access. These include freeways, expressways and those arterials that are specifically designed to provide a high level of mobility with limited access to adjoining properties.

Minor Arterials interconnect with and augment the principal arterial system while providing a somewhat lower level of travel mobility due to less stringent access limitations.

Collectors provide a balanced function of land access and mobility within residential neighborhoods and commercial and industrial areas.

Local Roads and Streets have a primary function to provide direct access to abutting lands and connections to the higher order functional classifications.

In general, arterial streets in Woodland are located at one mile intervals and collector streets are generally located at half-mile intervals, although additional collector streets have been designated at approximately quarter mile intervals in most existing areas of the city.

Table 3-1 lists the City's standards for the right-of-way required for local, collector, and arterial streets. Note that these standards apply only to City streets; federal and state highways are not subject to local standards.

CITY OF WOODLAND GENERAL PLAN POLICY DOCUMENT

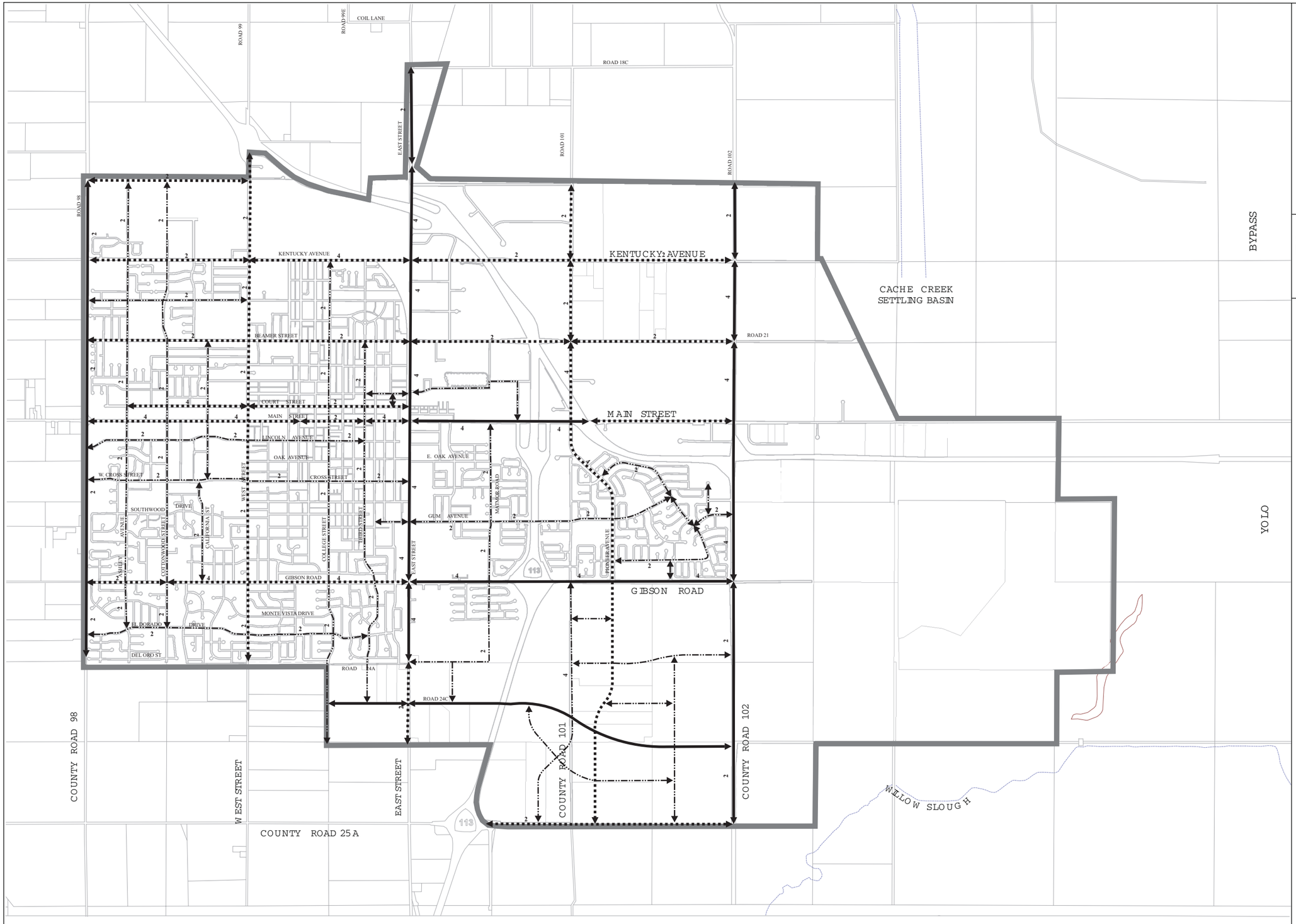

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FIGURE 3-1
CIRCULATION DIAGRAM

- 4 PRINCIPAL ARTERIAL
- 2 MINOR ARTERIAL
- 2 COLLECTOR
  - 2 INDICATES NUMBER OF LANES
- CITY LIMITS (2002)
- URBAN LIMIT LINE (2002)
- PLANNING AREA BOUNDARY

December 17, 2002

TABLE 3-1

STREET RIGHT-OF-WAY AND SECTION WIDTH

Street Classification	Right-of-Way*	Street Section*
Local	44’ to 50’	34’ to 40’
Collector	50’ to 90’	40’ to 74’
Arterial	80’ to 150’	64’ to 115’

*The right-of-way and street section widths will vary within this range depending on the number and type of vehicular lanes and the number and type of pedestrian/bicycle facilities planned

GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

This section describes the goals, policies, and implementation programs guiding the development and maintenance of the city's transportation network. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular aspect of the transportation system.

- Street and Roadway System
- Residential Streets
- Automobile Parking
- Transit Facilities and Services
- Non-motorized Transportation
- Goods Movement
- Air Transportation

STREET AND ROADWAY SYSTEM

The overall absence of urban traffic congestion in Woodland is an important aspect of the quality of life and small-town character of Woodland. At the same time, Woodland is located along Interstate 5 and State Route 113, which provide good regional connections, facilitating economic development.

Future growth will require development of new roadways and widenings and improvements of existing roadways. To maintain the city's small-town qualities and ensure smooth-flowing conditions on City roadways, the General Plan establishes Level of Service C or better as the roadway standard for most areas, with Level of Service D or better in more heavily-travelled areas, and includes provisions for the funding of new roadways to serve new development.

> ***Level of Service*** is a way of measuring traffic conditions, with A being the best conditions and E the lowest satisfactory performance. (See definition in glossary)

The General Plan calls for improvements to the regional transportation system and improvements and funding for a local transportation system primarily for Woodland residents, employees, and visitors.

One of the roadway improvements promoted as part of this General Plan is completion of the SR 113 and I-5 connection, to improve the regional traffic system and reduce congestion in Woodland.

GOAL 3.A

To provide for the long-range planning and development of the city's roadway system to ensure the safe and efficient movement of people and goods.

POLICIES

3.A.1. The City shall plan, design, and regulate the development of the City's street system in accordance with the functional classification system described in this chapter and reflected in the *Circulation Diagram* and the City's street standards and specifications.

3.A.2. The City shall develop and manage its roadway system to maintain LOS "C" or better on all roadways, except within one-half mile of state or federal highways and freeways and within the Downtown Specific Plan area. In these areas, the City shall strive to maintain LOS "D" or better. Exceptions to these level of service standards may be allowed in infill areas where the City finds that the improvements or other measures required to achieve the LOS standards are unacceptable because of the right-of-way needs, the physical impacts on surrounding properties, and/or the visual aesthetics of the required improvement and its impact on community character.

3.A.3. The City shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile and by promoting pedestrian, bicycle, and transit connections between industrial areas and major residential and commercial areas.

3.A.4. The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.

3.A.5. The City shall pursue financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

3.A.6. The City shall assess fees on new development sufficient to

cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low-income housing, primary-wage-earner employment) and alternative sources of funding for the improvements can be obtained to offset foregone revenues.

3.A.7. The City shall complete a study of alternatives for completing the connection of SR 113 to I-5 to reduce the use of Woodland streets for this connection, and shall provide corridor protection for the selected route.

3.A.8. The City shall continue to participate in the countywide *Congestion Management Plan*.

3.A.9. The City shall limit private access along arterial streets wherever possible.

3.A.10. The City shall continue its cooperative participation in the activities and plans of the Sacramento Area Council of Governments and Yolo County Transit Authority.

3.A.11. The City shall cooperate with Caltrans and Yolo County in the redesignation of County Road 101 north of I-5 as SR 113.

IMPLEMENTATION PROGRAMS

3.1. The City shall update and maintain the *Street Master Plan* consistent with the updated General Plan

Responsibility: Public Works Department
City Council
Traffic Safety Commission

Time Frame: Completed 1998
Ongoing maintenance

3.2. The City shall complete a study of alternatives for completing the SR 113 to I-5 connection, consistent with the updated General Plan.

Responsibility: Public Works Department
Community Development Department
City Council

Time Frame: Completed 1998

3.3. The City shall update the roads portion of the *Major Projects Financing Plan.*

Responsibility: Public Works Department
Finance Department
Traffic Safety Commission
City Council

Time Frame: Completed 2002

3.4. The City shall update its road development impact fees consistent with the updated *Major Projects Financing Plan*.

Responsibility: Public Works Department
Finance Department
Traffic Safety Commission
City Council

Time Frame: Completed 2001

RESIDENTIAL STREETS

The General Plan seeks to protect the quality and safety of residential neighborhoods from high-volume and high-speed traffic. Policies of the Plan also encourage walking and bicycling in existing and new neighborhoods through maintenance of streets and sidewalks and by promoting the design of new neighborhoods that provide for direct pedestrian/bike routes through grid and modified grid street patterns. The Plan also considers the construction of narrow local streets in some circumstances to slow traffic speeds and create a more aesthetic and pedestrian-friendly residential environment.

GOAL 3.B

To protect residential areas from high-volume and high-speed traffic and its effects and promote bicycling and walking on residential streets.

POLICIES

3.B.1. The City shall consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts on residential neighborhoods.

3.B.2. The City shall promote street, alley, and sidewalk maintenance to encourage their safe use.

3.B.3. The City shall consider future needs for street and sidewalk

maintenance in approving new development.

3.B.4. The City shall promote the use of grid and modified grid street patterns in new residential neighborhoods. Modified grids could include combinations of grid and curvilinear streets.

3.B.5. The City shall consider the development of local streets with the minimum right-of-way width permitted by City standards in new residential development where appropriate, depending on the type and density of uses and projected traffic volumes, and on-street parking requirements.

3.B.6. The City shall investigate the use of appropriate traffic-calming devices in existing and new residential areas.

IMPLEMENTATION PROGRAMS

3.5. As part of the *Street Master Plan* update process, the City shall conduct a review of local street widths in connection with planning for major new residential areas to identify the circumstances under which the street width within the existing right-of-way may be reduced to promote a more aesthetic and pedestrian-friendly residential environment.

Responsibility: Public Works Department
Traffic Safety Commission
Community Development Department

Time Frame: Completed 1998

3.6. The City shall investigate methods of providing for street and sidewalk maintenance in existing neighborhoods.

Responsibility: Public Works Department
Community Development Department
Finance Department
Traffic Safety Commission
City Council

Time Frame: Completed March 2000

3.7. As part of the *Street Master Plan* update process, the City shall conduct a review of street design standards and determine the appropriateness of incorporating traffic calming methods

into these standards.

Responsibility: Public Works Department
Community Development Department

Time Frame: Completed March 1999

AUTOMOBILE PARKING

The General Plan requires that new development provide for adequate and appropriately-located parking. Parking requirements are implemented primarily through the City's *Zoning Ordinance*. The Downtown area raises special concerns about parking because of the historic buildings and intensity of the businesses and uses Downtown. Special parking issues and strategies related to Downtown are contained in the *Downtown Specific Plan.*

GOAL 3.C

To provide a sufficient amount of convenient, safe, and attractive parking to serve existing and new development throughout the city.

POLICIES

3.C.1. The City shall require provision of adequate off-street parking in conjunction with new development. Parking shall be located convenient to new development and shall be easily accessibly from the street system. The adequacy and appropriateness of parking requirements in the *Zoning Ordinance* shall be periodically reevaluated. The City shall pursue an in lieu fee option for the Downtown area for those locations where providing on-site parking is infeasible.

3.C.2. The City shall require that parking lots be designed for maximum pedestrian safety and convenience, motorist convenience and safety, and handicapped access.

3.C.3. The City shall continue to implement the provisions of the *Downtown Specific Plan* and *Downtown Parking Management Plan* to develop an integrated parking system for the Downtown that balances the needs of shoppers, tenants, and employees, while ensuring sufficient land for future building construction. The City shall strive to maintain short-term occupancy Downtown at a minimum of 60 percent and maximum of 75 percent and maintain long-term parking Downtown at a maximum occupancy of 85 percent.

3.C.4. The City shall promote priority parking in safe and convenient locations for employee car pools, park-and-ride lots, and

cyclists.

3.C.5. The City shall continue to implement *Zoning Ordinance* parking standards that establish minimum and maximum number of spaces for parking lots.

3.C.6. The City shall explore the use of parking easements as an alternative to City-owned parking facilities.

3.C.7. The City shall encourage parking lots to be located at the back of buildings away from the primary street to reduce visual impacts in new and existing areas.

3.C.8. Parking lots along street frontages shall be well designed to reduce their visual impact and maximize pedestrian and bicycle compatibility and safety.

IMPLEMENTATION PROGRAM

3.8. The City shall work with property owners and business owners to develop a public-private mechanism for financing the development and maintenance of public parking facilities.

Responsibility: Redevelopment Agency
Public Works Department

Time Frame: FY 02-03

TRANSIT FACILITIES AND SERVICES

The availability of a good transit system provides alternatives to automobile use, and is especially important for those who cannot or do not drive. As Woodland grows, the potential for transit use and the need for transit will increase. Policies of the General Plan support the enhancement of the existing transit system, especially in connection with new development.

Consistent with the General Plan's goal to revitalize Downtown as a major activity center, Downtown should be especially accessible by transit. The *Downtown Specific Plan* includes several policies and programs that address specific transit concerns.

GOAL 3.D

To promote a safe and efficient transit system to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Woodland.

POLICIES

3.D.1. The City shall work with Yolobus to plan and implement additional transit services that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

3.D.2. The City shall consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles.

3.D.3. The City shall consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.

3.D.4. The City shall continue to support feasible efforts to provide demand-responsive service ("paratransit") and other transportation services for those unable to use conventional transit.

3.D.5. The City shall require new development to provide sheltered public transit stops, with turnouts, where sufficient population or employment concentrations warrant an existing or future bus route.

3.D.6. The City shall work with Yolobus to ensure that bus routes serve areas with a large number of persons and that bus shelters are provided to protect individuals from adverse weather conditions.

3.D.7. The City shall consider families' needs in transportation planning efforts and shall promote safe and convenient methods of transportation between school, home, retail shopping, and child care.

3.D.8. The City shall continue to emphasize the central role of the Downtown in any transit planning.

3.D.9. The City shall continue to implement the *Downtown Specific Plan*'s policies concerning transit planning.

3.D.10. The City shall investigate alternative transportation uses for existing rail rights-of-way if railroads consider their abandonment.

3.D.11. The City shall consider the development of commuter and intercity passenger rail service to Woodland if it is found to be

cost-effective and the development of a multi-modal facility for bus, rail, bicycle, and automobile travel.

CITY OF WOODLAND GENERAL PLAN POLICY DOCUMENT

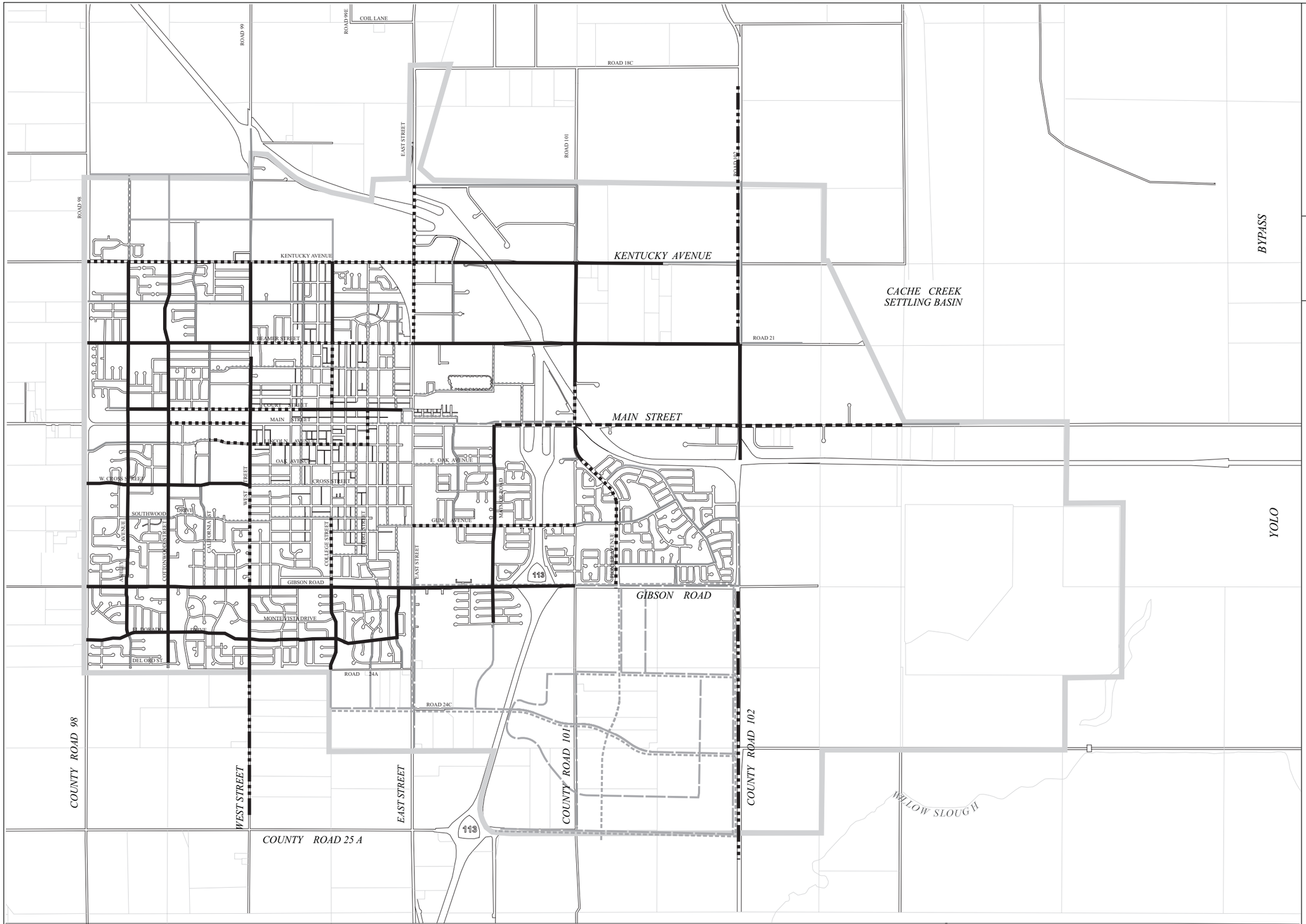

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FIGURE 3-2
BIKEWAY MASTER PLAN

EXISTING BIKEWAYS

- CLASS I BIKEWAY (OFF STREET)
- CLASS II BIKE LANE (ON STREET MARKED & SIGNED - W/ PARKING)
- CLASS II BIKE LANE (ON STREET MARKED & SIGNED - W/O PARKING)
- CLASS III BIKE ROUTE (ON STREET, SIGNED ONLY)
- YOLO COUNTY BICYCLE ROUTE

PROPOSED/FUTURE BIKEWAYS

- CLASS I BIKEWAY (OFF STREET)
- CLASS II BIKE LANE (ON STREET MARKED & SIGNED - W/ PARKING)
- CLASS II BIKE LANE (ON STREET MARKED & SIGNED - W/O PARKING)
- CLASS III BIKE ROUTE (ON STREET, SIGNED ONLY)

- PLANNING AREA BOUNDARY

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NON-MOTORIZED TRANSPORTATION

Non-motorized transportation includes pedestrian and bicycle travel. Making it easier for Woodland residents and workers to bike or walk not only reduces automobile trips, with benefits for air quality, but it also promotes greater community interaction, one of the small-town qualities the General Plan seeks to preserve and enhance.

Non-motorized transportation reduces the demand for expensive street and road widening and maintenance and also reduces the demand for parking areas and related land required for development.

Policies of the General Plan seek to establish a comprehensive bike system and design new development to foster walking and bicycling. Figure 3-2 shows the bikeway system.

GOAL 3.E

To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.

POLICIES

3.E.1. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods.

3.E.2. The City shall promote bicycling and walking through appropriate facilities, programs, and information.

3.E.3. The City shall consider alternative sources of funding for the development and improvement of bikeways and pedestrian pathways.

3.E.4. The City shall require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development, as appropriate.

3.E.5. The City shall encourage the development of adequate, convenient, and secure bicycle parking at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the Downtown core area, and in other locations where people congregate.

3.E.6. The City shall establish minimum bicycle parking standards for commercial land uses (e.g., office, retail, food service) to

ensure bicycle parking for use by employees and customers.

3.E.7. The City shall require residential, commercial and industrial developments to include bicycle facilities in accordance with the *Bikeway Master Plan*.

3.E.8. The City and schools shall work with Yolobus to integrate public transportation systems with bicycling (i.e., bike racks on buses).

3.E.9. The City shall promote bicycle safety education to children and adults.

3.E.10. The City shall designate commuter bicycle routes as higher priorities than recreational routes. The City shall promote Class II bikeways as the preferred facility in areas with developed roadways.

3.E.11. The City shall consider the needs of bicyclists when new roadways are constructed and existing roadways are upgraded.

3.E.12. The City shall consider the needs of bicyclists when determining street widths.

3.E.13. The City shall periodically update the *Bikeway Master Plan* to reflect work completed, added or deleted bikeways, and other bikeway changes to accommodate the cycling public.

3.E.14. The City will work to expand and increase the efficiency of the bicycle licensing program.

3.E.15. The City will utilize grant monies, license fees, and fines, along with capital improvement monies to help fund the development and installation of bikeways and bicycle parking facilities.

3.E.16. The City shall require new development to provide sufficient right-of-way widths to accommodate bikeways on new collector and arterial streets, as called for in the *Bikeway Master Plan,* and to install these bikeways.

3.E.17. The City shall continue to develop off-street pedestrian and bicycle paths for access to schools and recreation facilities in existing and future neighborhoods in the city. The City shall consider safety and security issues in connection with development of these facilities.

CITY OF WOODLAND GENERAL PLAN

KENTUCKY AVENUE

MAIN STREET

GIBSON ROAD

COUNTY ROAD 25 A

COUNTY ROAD 98

WEST STREET

EAST STREET

COUNTY ROAD 101

COUNTY ROAD 102

CACHE CREEK SETTLING BASIN

WILLOW SLOUGH

BYPASS

YOLO

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FIGURE 3-3

TRUCK ROUTES

TRUCK ROUTE

PROPOSED ROADWAY

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3.E.18. The City shall develop safe and pleasant pedestrian ways. To this end, the City shall ensure sidewalks are wide enough for pedestrian convenience.

3.E.19. The City shall require separation of sidewalks from streets on arterials and major collector streets, where economically feasible.

3.E.20. The City shall encourage walking in the Downtown and shall continue to make streetscape improvements in the Downtown to encourage walking.

3.E.21. The City shall cooperate with the schools in maintaining and updating the Safe Routes to School program.

IMPLEMENTATION PROGRAMS

3.9 The City shall revise the *Zoning Ordinance* to incorporate bicycle parking standards into its parking requirements.

Responsibility: Community Development Department
Planning Commission
Traffic Safety Commission

Time Frame: FY 02-03

GOODS MOVEMENT

Movement of freight by rail and truck is an important component of the regional transportation system. Woodland's industrial sector relies heavily on truck and rail shipments to serve it. Interstate 5 and the railroads are major corridors for goods movement. Because of the size and other features of truck and rail, goods movement can be incompatible with other kinds of land uses and transportation, so planning for freight movement is an important part of overall transportation planning. Policies of this section seek to balance the need for efficient goods movement and minimize the negative effects of freight travel.

GOAL 3.F

To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

POLICIES

3.F.1. The City shall plan for and maintain a roadway system that

provides for efficient and safe movement of goods within Woodland.

3.F.2. The City shall designate routes for trucks within the city as shown on Figure 3-3 and shall work with Yolo County to develop a system of truck routes for the area around Woodland. Development along Kentucky Avenue and County Road 25A shall provide sufficient setbacks in consideration of their designation as truck routes.

3.F.3. The City shall continue to enforce the City ordinance restricting through truck traffic on residential streets.

3.F.4. The City should assist public and private agencies in integrating railroad freight services into regional transportation and economic development strategies.

3.F.5. The City shall participate in regional coordination efforts to assure that land use and transportation plans are integrated with rail development plans.

3.F.6. The City shall promote efficient inter-regional goods movement in the I-5 corridor.

3.F.7. The City shall encourage continued freight service on the California Northern and Yolo Short Line railroads.

AIR TRANSPORTATION

Woodland is situated close to Sacramento Metro airport and two smaller airports. Proximity to airports provides benefits to the city in terms of convenience and economic development. Airports can also create noise and safety concerns, requiring careful planning in connection with flight operations and changes in airport activity. Policies in this section allow for convenient and efficient airport operations while minimizing any negative effects on Woodland.

GOAL 3.G

To support the continued operation of local air transportation facilities while ensuring compatibility between urban development in Woodland and aircraft operations.

POLICIES

3.G.1. The City shall work closely with appropriate agencies, including the Sacramento Area Council of Governments

(SACOG) and Yolo County, to ensure compatibility of land uses with air terminal facilities serving the Woodland community.

3.G.2. The City shall emphasize compatibility of land uses for both urban development and for air terminal facilities to ensure the availability of services and quality living environment.

3.G.3. The City shall discourage the development of new airports or landing strips within one and one-half miles of the Urban Limit Line.

3.G.4. The City will oppose changes in flight patterns that would increase flight activity over Woodland.

3.G.5. The City will support the development of heliports at appropriate locations.