



Circulation

Circulation and parking will play a crucial role in the utilization and revitalization of the Downtown. To be successful, the Downtown must balance the needs for easy vehicular access and parking with the desire to further develop an inviting pedestrian environment.

4.1 SETTING

Vehicular Circulation

Downtown Woodland is easily reached as a destination by the regional circulation system. Interstate 5 runs north-south directly through the east side of Woodland and State Route 113 links the city directly to Interstate 80. State Route 16 connects Woodland with Interstate 505 and Interstate 5.

Vehicular traffic in the Downtown area currently consists of both through traffic and traffic specifically destined for the Downtown. Main Street and Court Street are the primary east-west arterials that carry destination traffic and through traffic for the Downtown area.

The Downtown's intersections are a key component of the Downtown circulation system. These are the "nodes" that connect and interconnect all individual roadway segments of the system. They are also usually the critical elements of the roadway system in assuring adequate travel capacity, minimizing delays,

maximizing safety, and minimizing environmental impacts.

To determine the existing operating conditions of the roadways in the Downtown area, several intersections were selected for traffic volume analysis. Traffic counts were collected during both the a.m. and p.m. peak hours for key intersections in December 2001. Peak traffic hours are the time periods during a weekday morning and evening when the heaviest traffic flows tend to occur. The a.m. peak runs from 7-9 a.m., and the p.m. peak runs from 4-6 p.m.

Levels of Service (LOS) designations for these intersections were also developed based on the traffic volumes that were calculated. LOS is typically used by transportation professionals to describe operational (i.e., traffic) conditions. It is a common, qualitative measure of the effect of a number of factors on traffic operating conditions, including speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience. The LOS for intersections ranges from "A" (the best) to "F" (the worst) as indicated in Table 4-1 for both signalized and stop-controlled intersections. Figure 4-1 shows the existing signalized and stop-controlled intersections in the Downtown area.

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Table 4-1. Levels of Service (LOS)

Level of Service	Description	Average Control Delay (seconds/vehicle)
Signalized Intersection Level of Service Criteria		
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	Less than or equal to 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	>10 to 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	>20 to 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop and individual cycle failures are noticeable.	>35 to 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	>55 to 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	>80
Stop-Controlled Approach Level of Service Criteria		
A	Little or no conflicting traffic.	Less than or equal to 10
B	The approach begins to notice absence of available gaps.	>10 to 15
C	The approach begins experiencing delay for available gaps.	>15 to 25
D	The approach experiences queuing due to a reduction in available gaps.	>25 to 35
E	Extensive queuing due to insufficient gaps.	>35 to 50
F	Insufficient gaps of suitable size to allow traffic demand to cross safely through a major traffic stream.	>50

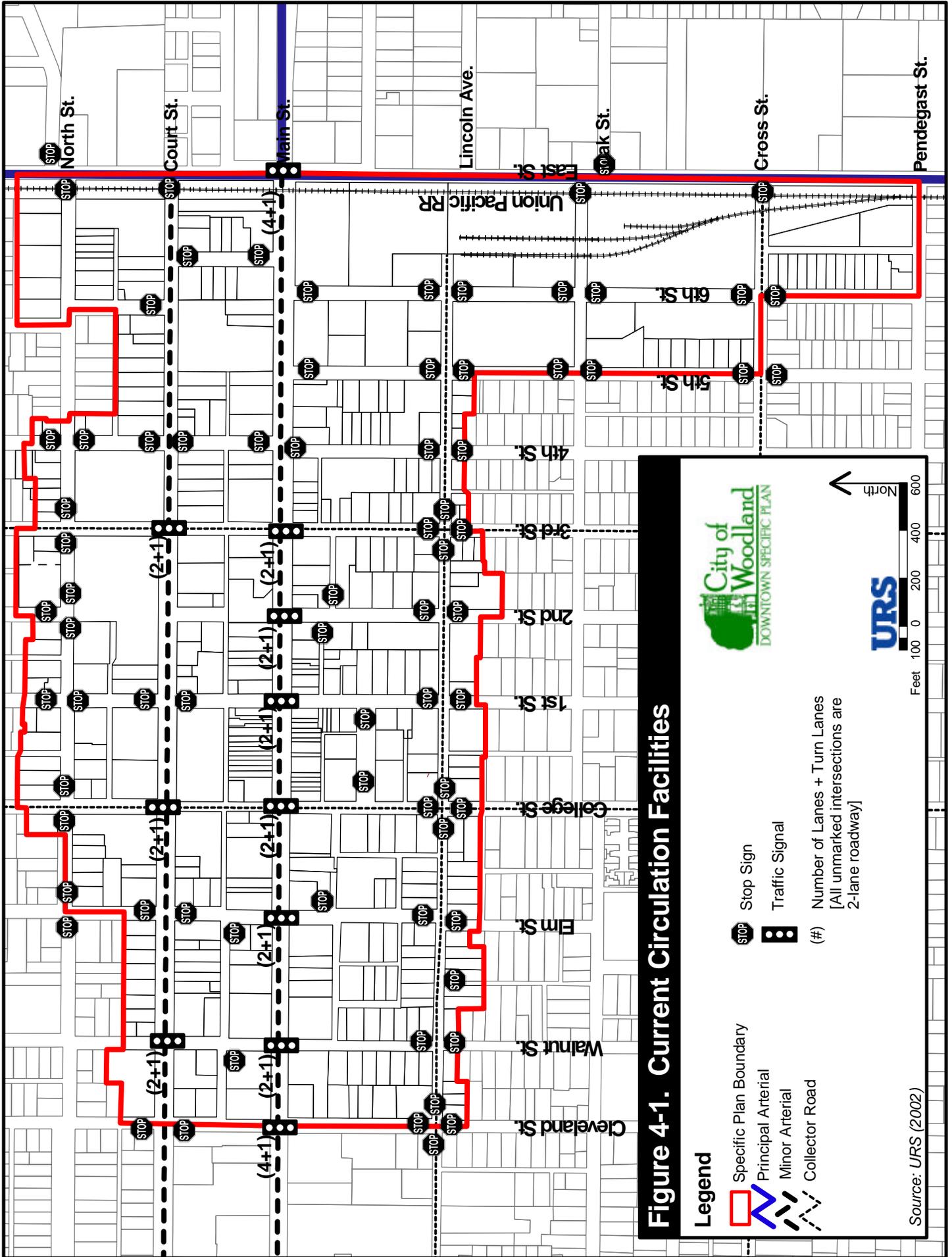


Figure 4-1. Current Circulation Facilities

City of Woodland
DOWNTOWN SPECIFIC PLAN

North
Feet 100 0 200 400 600

Legend

- Specific Plan Boundary
- Principal Arterial
- Minor Arterial
- Collector Road
- STOP Stop Sign
- ● Traffic Signal
- (#) Number of Lanes + Turn Lanes
[All unmarked intersections are 2-lane roadway]

Source: URS (2002)

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Table 4-2 indicates both the existing peak hour traffic volumes and LOS for each study intersection in the Downtown area. As revealed in the table, nearly all intersections operate at a LOS C or better with the exception of the intersection at Main and East Streets. This intersection operates at a LOS D during both peak hour periods.

Management Plan (DPMP) that encompasses the Downtown area. As part of the DPMP, a 15-block survey was conducted in 1999 that indicated that during peak weekday periods (2pm) overall parking occupancy in Downtown Woodland reaches 64 percent. During that same period, all of the off-street lots north of Main Street where most of the major employers are located are more

Table 4-2. Existing Traffic Volumes and Levels of Service (LOS)

Roadway	AM Traffic Volume	PM Traffic Volume	Level of Service (LOS)	
			AM	PM
Lemon Avenue/East Street	1,092	1,360	A	A
Court Street/East Street	1,475	1,762	A	A
Main Street/East Street	2,497	3,400	D	D
Oak Street/East Street	1,100	1,603	A	C
Cross Street/East Street	1,166	1,703	A	B
Main Street/6th Street	1,138	1,754	A	A
Main Street/5th Street	1,057	1,648	A	A
Court Street/3rd Street	1,052	1,241	B	C
Main Street/3rd Street	1,331	1,952	B	B
Lincoln Avenue/3rd Street	1,264	804	A	B
Court Street/College Street	1,212	1,594	B	B
Main Street/College Street	1,196	1,840	B	B
Lincoln Avenue/College Street	903	1,071	B	C

Generally all signalized and unsignalized intersections perform adequately during peak periods. Exceptions to this are some failing minor approaches at unsignalized intersections and delays caused by train movements.

Parking

The existing parking supply in Downtown consists of both restricted and unrestricted on-street parking, and private and public off-street parking.

Downtown Parking Management Plan

In November 2001, the City of Woodland prepared the Downtown Parking

than 85 percent occupied (according to the DPMP, a parking area is considered fully utilized when its occupancy rate is 85 percent of higher, and people typically begin to experience difficulty finding parking spaces when occupancy rates reach 80 percent). Some of the major employers in the Downtown include the Yolo County Administrative/State Court Facility, the City of Woodland, the U.S. Post Office and the Daily Democrat.

The overall goal of the DPMP is to effectively manage the use of the parking facilities in the Downtown area so that an adequate supply is available for retail patrons, visitors to government and private offices, and employees. This would be accomplished through the application of parking requirements for new development, parking time limits, user fees in public lots, and enforcement.

As shown in Figure 4-2, the DPMP area has been divided into five different individual zones. The zones are as follows:

- **Area 1.** Area 1 is the core area of the Downtown where public parking would be more heavily regulated initially. This area is bounded by Elm Street on the west, North Street on the north, Fifth Street on the east and Lincoln Avenue on the south.
- **Area 2.** Area 2 is a three-square block area west of the core where parking facilities could be constructed in the future and where public parking could be more heavily regulated as demand increases. This area is bounded by Walnut Street on the west, North Street on the north, Elm Street on the east, and Lincoln Avenue on the south.
- **Area 3.** Area 3 is an area that is mostly residential, and lies north of the core where residential permit parking may be implemented in the future as parking demand in the core increases. This area is bounded on the west by Walnut Street, on the north by Clover Street, on the east by East Street, and on the south by North Street.
- **Area 4.** Area 4 is a six-square block area east of the core where parking facilities could be constructed in the future, and where public parking

could be more heavily regulated as demand increases. This area is bounded by Fifth Street on the west, North Street on the north, East Street on the east and Lincoln Avenue on the south.

- **Area 5.** Area 5 is an area that is mostly residential and lies north of the core. This is an area where residential permit parking may be implemented in the future as parking demand in the core increases. The area is bounded on the west by Walnut Street, on the north by Lincoln Avenue, on the east by East Street, and on the south by Oak Avenue.

In addition to showing the five parking zones, Figure 4-2 identifies the existing and proposed off-street parking lots. There are a total of 12 City-owned parking lots containing a total of 550 parking spaces, and two County parking lots containing a total of 254 parking spaces. The City also started work in the summer of 2002 on a new surface parking lot on the northwest corner of Court and College Streets.

Overall, additional parking improvements will be needed to accommodate future growth especially north of Main Street. Parking facilities should be located throughout the Downtown area, and be built when the need for parking exceeds the capabilities of the surface parking lots or parking structures, or when the surface lots are no longer economical.

There are a variety of ways to fund the needed parking improvements. A portion of the money can come from redevelopment funds and development fees. Mechanisms to obtain additional financing include the formation of an assessment district, in-lieu fees (when developers cannot provide necessary parking spaces), and parking fees.

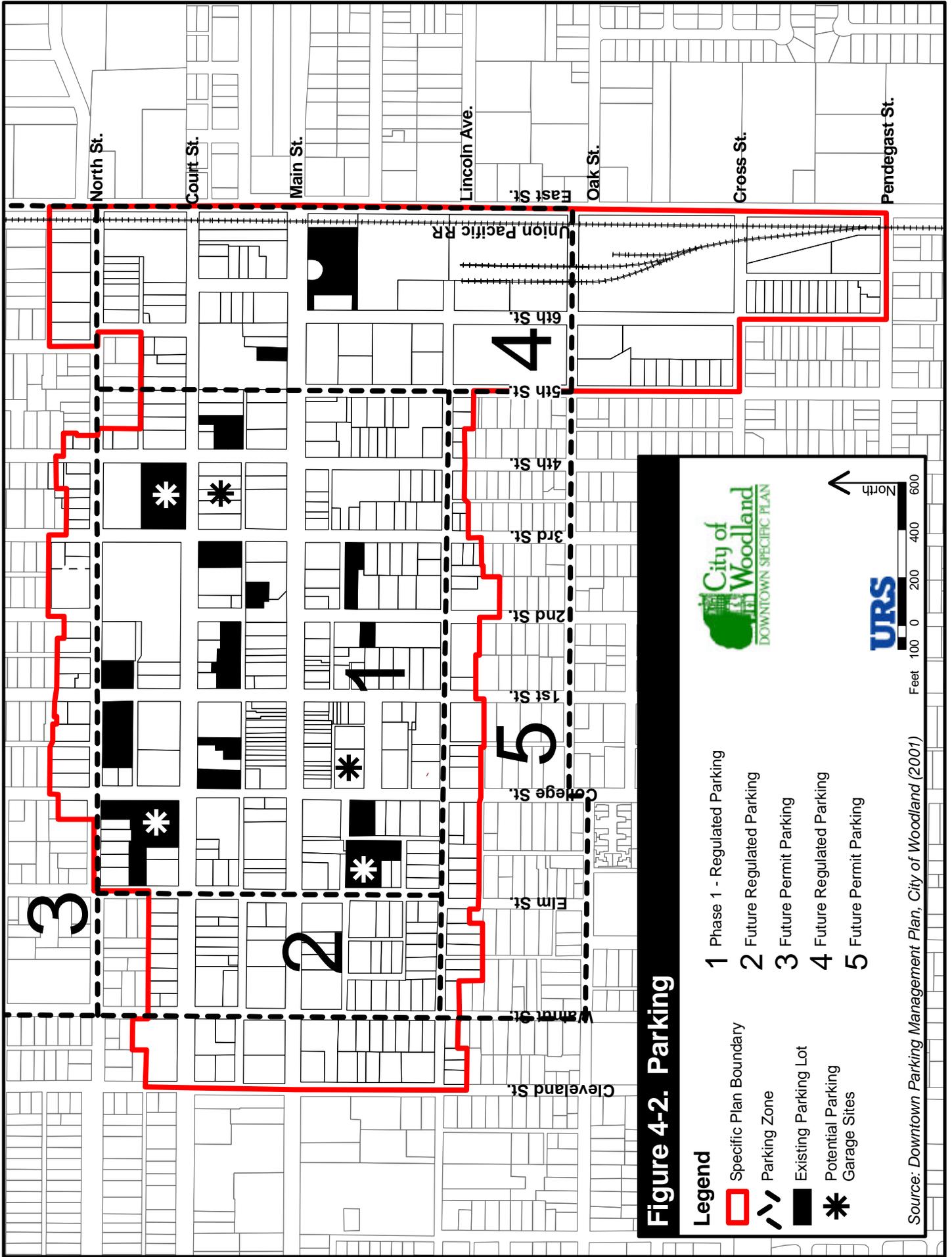


Figure 4-2. Parking

Legend

-  Specific Plan Boundary
-  Parking Zone
-  Existing Parking Lot
-  Potential Parking Garage Sites

- 1 Phase 1 - Regulated Parking
- 2 Future Regulated Parking
- 3 Future Permit Parking
- 4 Future Regulated Parking
- 5 Future Permit Parking

North  Feet 100 0 200 400 600

Source: Downtown Parking Management Plan, City of Woodland (2001)

Pedestrian Circulation

Since the success of the Downtown depends on its extensive use by pedestrians, the provision of comfortable, convenient and beautiful pathways are important. The improvements recommended in this Plan include an extensive streetscaping program and new pathways connecting existing and future parking areas to Main Street. The use of the alleys as pedestrian ways and alley entrances to Main Street businesses is also encouraged. Existing sidewalks are also recommended to be upgraded where needed, and to include handicap accessibility.

Promoting a safe walkable streetscape that is free of intrusions will encourage pedestrian use. Furthermore, establishing destinations within the Downtown will encourage greater pedestrian traffic.

Public Transit

Public transit in the Downtown is provided by the Yolo County Transportation District (YCTD). The primary services of YCTD's Yolobus in Woodland include the following:

- **Local Service.** Yolobus operates fixed-route service within Woodland. Routes 210 and 211 are loop routes on one-hour headways that operate from Road 98 to just west of Road 102 and provide access to major shopping centers, medical facilities, Downtown Woodland, Woodland High School, Yuba College, the public library, the County courthouse, and EDD/DMV. Route 210 operates in a counter-clockwise loop while Route 211 operates in a clockwise loop. The local routes also include Route 242, which is a commuter service to U.C.

Davis that operates during the a.m. and p.m. peak hours.

- **Inter-City.** Yolobus offers hourly inter-city fixed-route service to Davis, West Sacramento, downtown Sacramento, and the Sacramento International Airport on Route 42. Although this route passes along East Street, this bus does not stop near Downtown Woodland.
- **Rural Service.** Fixed-route service is also available in the Downtown to the rural unincorporated communities of Capay, Esparto, Knights Landing, and Madison in Yolo County. Service to Capay, Esparto, and Madison is provided daily on Route 215. Knights Landing (Route 216) is served on Tuesdays and Fridays. These routes are scheduled to allow convenient transfers in Woodland to local Routes 210 and 211.
- **Express Service.** Route 45 offers a.m. and p.m. fixed-route service with limited stops for commuters between Woodland and Sacramento.
- **ADA Service.** Yolobus offers demand-responsive service in compliance with the Americans with Disabilities Act (ADA) requirements. In general, the ADA service includes a loop route from Woodland to Sacramento International Airport, Sacramento, West Sacramento, and Davis. Route deviation is also available in Winters and other rural areas.

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Please see the next page.