



# 3

## TRANSPORTATION AND CIRCULATION ELEMENT



## 3.1 Introduction and Purpose

Mobility and accessibility are important aspects of the City of Woodland's small-town character. The city has remained relatively compact compared to other suburban communities in the Sacramento region, making transit, walking, and bicycling viable choices for travel. However, automobiles are the primary mode of travel in the city. As the city looks forward in the next 20 years, increased choice and opportunity with regard to alternative methods of travel will be its focus.

The Transportation and Circulation Element emphasizes the development of new and modified infrastructure that promotes increased transportation choices to serve existing and new development. Specifically, it promotes an integrated, multimodal transportation system to reduce air pollution and greenhouse gas (GHG) emissions, reduce the need for costly roadway improvements, and allow residents and business the opportunity to operate, recreate and move through the city efficiently without an automobile whenever possible. In addition, streets, roads, and other thoroughfares represent the public face of the city and provide an opportunity to improve its beauty, convenience, and safety.



Attractive, pedestrian friendly sidewalks along Main Street encourage walking Downtown.

## The Transportation and Circulation Element is organized as follows:

- **Section 3.1: Introduction and Purpose.** Introduces the topics covered in this Element and outlines the Element's relationship to State law and the Visioning Statement and Guiding Principles.
- **Section 3.2: Streets and Roadways Network.** Discusses the overall planning and development of the city's circulation system, balancing the needs of all modes of travel through comprehensive network design. This section presents a circulation diagram as well as descriptions of street typologies.
- **Section 3.3: Walkability.** Promotes safe, walkable communities in the city for residents to enjoy.
- **Section 3.4: Bikeways.** Encourages a comprehensive city-wide bikeway network to facilitate increased bicycling.
- **Section 3.5: Transit.** Promotes effective transit service.
- **Section 3.6: Other Transportation Topics.** Addresses parking, the movement of goods by rail or trucks, air transportation, and transportation funding.
- **Section 3.7: Goals and Policies.**



Although automobiles are the primary form of travel in Woodland, the small town environment makes public transportation, walking, and bicycling viable options.

### Relationship to State Law

State law (Government Code Section 65302(b)) requires general plans to include a Circulation Element that contains the following key topics identified in Table 3-1 below. State law provides that the General Plan can address these topics in any format and is required to address them only to the extent that they are relevant in the Planning Area.

TABLE 3-1: CIRCULATION TOPICS REQUIRED BY STATE LAW

<i>Required Topic</i>	<i>Addressed in this Element</i>	<i>Location if not addressed in this Element</i>
General location and extent of existing and proposed major thoroughfares, correlated with the land use element	Yes	
General location and extent of existing and proposed transportation routes, correlated with the land use element	Yes	
General location and extent of existing and proposed terminals, correlated with the land use element	Yes	Note: There are no existing or planned air, rail, or marine terminals in the City of Woodland. However, this Element addresses a proposed bus terminal.
General location and extent of existing and proposed military airports and ports, correlated with the land use element	No	There are no existing or proposed military airports or ports in the Planning Area.
General location and extent of existing and proposed other local public utilities and facilities, correlated with the land use element	No	Addressed in the Public Facilities and Services Element
Plan for a balanced, multimodal transportation network	Yes	

## Complete Streets

The California Complete Streets Act of 2008 requires cities that are making significant updates to the Circulation Element of their General Plan to develop it for a balanced, multimodal transportation network that meets the needs of all users of roadways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network will serve to reduce greenhouse gas emissions, make the most efficient use of transportation infrastructure, and improve public health by encouraging physical activity via shifting short trips in the automobile to biking, walking, and the use of public transit.



Complete Streets provide safe routes for motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

## Relationship To Visioning Statement and Guiding Principles

The Transportation and Circulation Element reflects many of the values expressed in the Visioning Statement and Guiding Principles but most closely reflects the following excerpt from the Vision Statement:

*“Woodland is a healthy community with livable neighborhoods, a thriving downtown, well maintained infrastructure, excellent schools and recreational amenities connected by a seamless network of trails and paths.”*

In addition, the Transportation and Circulation Element most directly supports the following Guiding Principles:

- **Orderly Development:** Promote new growth while achieving an orderly pattern of community development, consistent with economic, social, fiscal, and environmental needs.
- **Mobility Options:** Coordinate land use and transportation planning to provide a range of attractive and viable transportation options such as bicycle, pedestrian and transit.
- **Health and Recreation:** Provide all residents with opportunities to live an active, healthy, and green life style.
- **Environmental Stewardship:** Foster a sustainable community for the next generation and protect and improve the quality of the natural environment.

## 3.2 Streets and Roadway Network

This section discusses the overall planning and development of the city's circulation system to increase multi-modal accessibility. It also includes a commitment to plan for "Complete Streets."

### Complete Streets

Complete Streets are streets designed, operated, and maintained to accommodate access and travel for all travel modes including pedestrians, bicyclists, motorists, and transit users, across all age groups, income groups, and abilities. The City of Woodland supports Complete Streets to improve safety, promote better public health, improve the convenience of choices amongst travel options, and increase efficiency of travel.

The General Plan establishes a commitment to a balanced, multi-modal transportation network as a whole. While each individual street does not need to provide for all modes of travel, consideration to all roadway users will be prioritized through comprehensive street design using both functional classification and street typology.

### Functional Classification

The city's roadways are categorized using the following classifications based on function.

- **Principal Arterial Streets:** Provide mobility for high traffic volumes between various parts of the City. They typically link freeways to collector streets and local streets and generally have higher speeds and more access control. Principal arterials within the City may have up to four travel lanes.
- **Minor Arterial Streets:** Provide mobility for high traffic volumes between various parts of the city. They typically have lower speeds and less access control than a Principal Arterial street due to the intensity of the development in the urban environment. Minor arterials within the City may have up to four travel lanes.



Woodland's system of arterials, collectors, and local streets provide connectivity between neighborhoods, employment centers, and other destinations.



Interstate 5 runs east to northwest through Woodland's Planning Area and is a principal statewide connector. Proximity to I-5 is a key asset for Woodland's industrial area.

- **Collector Streets:** Provide for relatively short distance travel between and within neighborhoods, and generally have lower speeds and traffic volumes than arterials. Driveway access to collectors is limited less than on arterials but may still be discouraged. Collectors within the city have two travel lanes.
- **Local Streets:** Provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these roadways have no more than two travel lanes.
- **Alleys:** Alleys or “rear lanes” serve as accessible rights-of-ways for public and private vehicles, bikes, and pedestrians; and as service access to parking lots and businesses.

### Street Typology

Street typologies expand upon the functional classification and take into account street context, land use context, and travel mode prioritization. This typology ensures that the application of street standards consider a street's relation to surrounding land uses, appropriate travel speeds, and the need to accommodate multiple travel modes and user abilities. The typology also gives the city direction when faced with prioritizing transportation improvements for competing modes of travel. The city's streets are classified in the following street types. Table 3-2 describes the street typologies appropriate for each functional classification and their prioritized modes of travel.

- **Residential Streets:** Designed to move all modes of travel through residential neighborhoods and local areas of the city. Provide property access and multi-modal mobility by emphasizing walking and biking. On-street parking serves adjacent land uses.
- **Mixed-Use Streets:** Provide access in and to the city's downtown core along with retail and mixed land uses along neighborhood centers and corridors. Designed with on-street parking, narrower travel lanes, and speeds to promote safe pedestrian and bicycle movement.
- **Commercial Streets:** Provide access to the city's retail and employment centers. Generally service commercial buildings. Because street design and vehicle speeds are less desirable for pedestrians and bicyclists, landscaped strips separating bicycle and walking facilities should be considered in these corridors if alternative routes are not available.

- **Industrial Streets:** Designed to connect people and businesses within the city’s industrial areas and accommodate large vehicles such as trucks. Because street designs accommodate heavy vehicles with large turning radii, bicycle and pedestrian facilities should be carefully designed only in key corridors and separated from the street wherever feasible.

TABLE 3-2: STREET TYPOLOGY

Street Type		Mode Priority			
		High	→		Low
<b>Principal Arterial</b>	Commercial 				
	Industrial 				
<b>Minor Arterial</b>	Residential 	----- Equal Priority -----			
	Mixed-Use 	----- Equal Priority -----			
	Commercial 	----- Equal Priority -----			
<b>Collector</b>	Industrial 				
	Residential 	----- Equal Priority -----			
	Mixed-Use 	----- Equal Priority -----			
	Commercial 	----- Equal Priority -----			
<b>Local</b>	Residential 				
	Mixed-Use 				
	Industrial 				

*Equal Priority: Recognize the importance of all transportation modes.*



(Left) A hostile pedestrian environment that has not attracted quality development.

(Right) A vital pedestrian, retail street. Off-peak parking and a row of trees and planters buffer the sidewalk from traffic. Storefronts, awnings, and other architectural details provide an attractive human scale.

### Context Sensitive Street Design

The City's approach to transportation decision-making and design takes into consideration the built and natural environments and context through which the city's streets and roads pass. The process emphasizes that transportation facilities should fit the physical settings and preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. Residential streets will be designed or modified to encourage drivers to slow down to maximize safety, convenience, and the comfort of pedestrians, bikers, and local drivers. Commercial and mixed use streets will be designed or modified to maximize on-street parking, pedestrian access, and to allow vehicle occupants to view store windows and signage as they pass by.

### Level of Service (LOS) Standards

Level of Service (LOS) is a qualitative description of intersection performance based on the average delay that vehicles experience during peak travel hours. LOS can range from "A" representing free-flow conditions to "F" representing congested conditions with long delays. LOS definitions are shown in Table 3-3.

TABLE 3-3: LEVEL OF SERVICE DEFINITIONS

<i>Level of Service (LOS)</i>	<i>Description</i>
A	Free flow, insignificant delay
B	Stable operation, minimal delay
C	Stable operation, acceptable delay
D	Approaching unstable/tolerable delay
E	Unstable operation, significant delay
F	Forced flow, excessive delay

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000

### Tradeoffs

With a commitment to Complete Streets and a desire to accommodate other users such as pedestrians and bicyclists, it is particularly important that the vehicle level of service (LOS) policy and threshold, commonly evaluated to determine the size and design of the roadway system, not conflict with other community values. This approach requires recognizing the following tradeoffs associated with different LOS thresholds, which ensures that the policy will represent clear community priorities and provide specific exceptions when other community values are considered more important than LOS.

#### LOS Policy Tradeoffs:

1. **Costs** – Because LOS policies influence the size and type of transportation infrastructure investment, maintaining a higher LOS (e.g. LOS A, B, or C) may be an inefficient use of public funds when considering the cost to build, operate, and maintain the roadway network.
2. **Safety** – Higher LOS thresholds are associated with higher vehicle speeds for peak and non-peak hours, which increases the potential that collision between vehicles and bicyclists or pedestrians could be fatal.

3. **Sustainable Transportation Modes** – Traditional LOS policy measures driver comfort and convenience, which means that considerations for pedestrians or bicyclists using the same facility are not incorporated. Negative impacts to pedestrians and bicyclists include increased crossing distances for pedestrians and bicyclists at intersections, resulting from roadway widening.
4. **Physical Space** – The goal of an efficient transportation network is to increase the capacity for person-trips, not just vehicle-trips. Maintaining a higher LOS policy typically focuses on moving vehicles through the network instead of people.
5. **Air Quality and Greenhouse Gasses** – LOS thresholds influence travel speeds and potentially influence induced travel effects, both of which, can result in higher levels of air pollutant and greenhouse gas emissions.

The policies below seek to address these tradeoffs and promote a transportation network that accommodates multiple competing interests.

### Vehicle Miles Traveled (VMT)

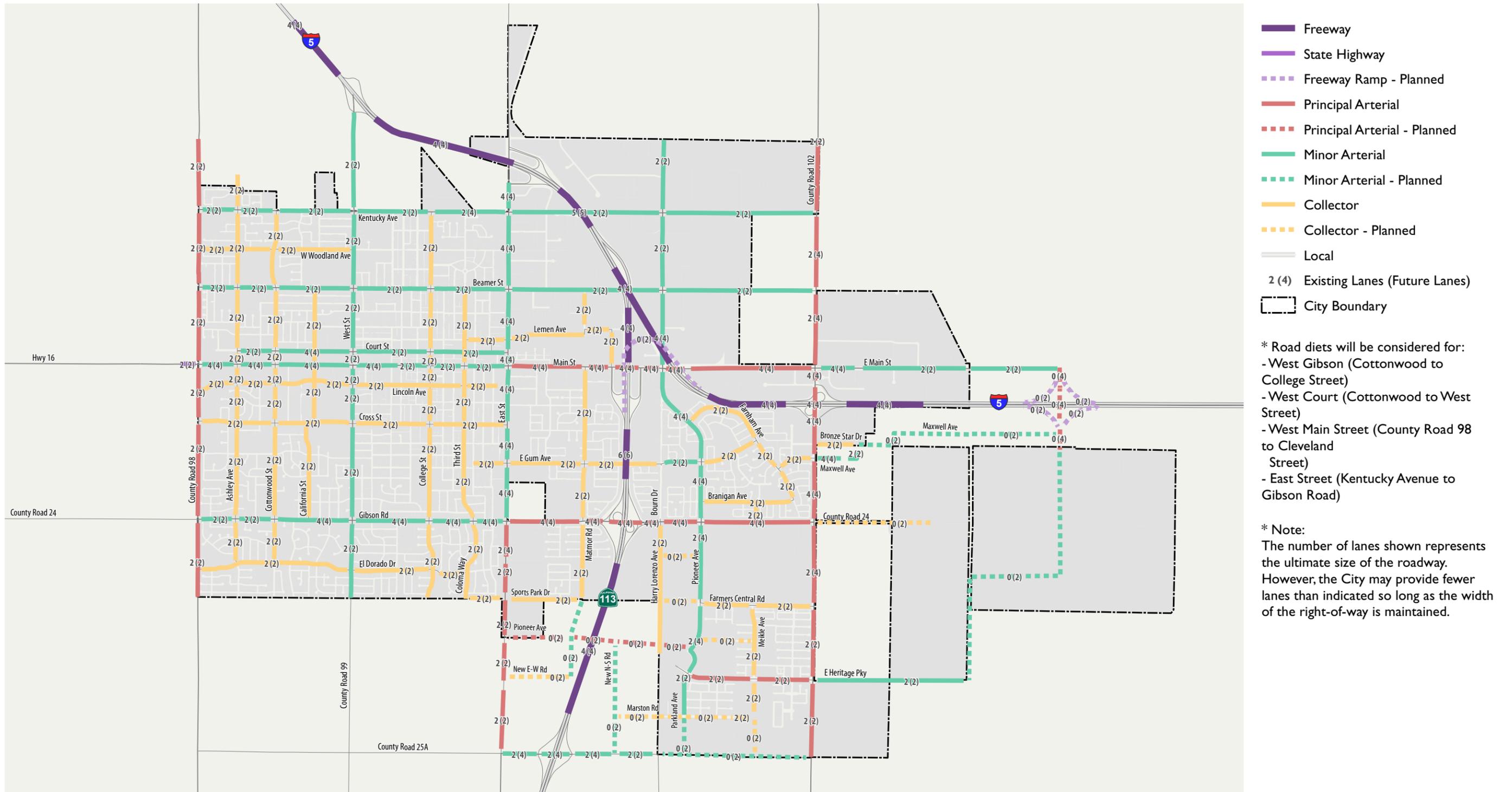
With a shift in emphasis away from LOS, VMT is the State preferred alternative performance metric recommended to describe the overall amount of travel in the city based on distance and is directly related to fuel consumption, air pollution and greenhouse gas emissions. VMT is defined as the total mileage traveled by all vehicles. Although VMT relates specifically to autos, it is able to capture the effects of development patterns such as land use mix and density along with transit, bike, and pedestrian infrastructure improvements by reflecting their impacts on vehicle trip generation and trip lengths. The City will use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as a reduction in greenhouse gas emissions.

Efforts to reduce VMT may include implementing transportation demand management (TDM) strategies such as road or parking pricing, commute trip reduction programs, transit system improvements, or upgrading conventional streets to Complete Streets. Reducing VMT is consistent with the city's desire to promote biking, walking, and transit usage as viable transportation alternatives to driving.

FIGURE 3-1: LEVEL OF SERVICE EXCEPTIONS



FIGURE 3-2: CITYWIDE CIRCULATION DIAGRAM



## 3.3 Walkability

The General Plan promotes safe, walkable communities in the city for residents to enjoy by encouraging walking as a form of travel to improve the quality of life for Woodland residents and visitors. Walking is an important link between other modes of transportation, and can have positive environmental, social equity, health, and economic impacts on the community. Promoting walkability reflects the community's desire to encourage healthy active lifestyles and maintain Woodland's unique small town charm.

The built environment and community design can influence walking behavior. Creating a truly viable pedestrian system involves more than laying down a sidewalk or installing a signal. It requires paying attention to the smallest details such as aesthetics, shading or paving materials. The walking environment should be secure, pleasant, open and inviting, not sterile and vacant, to encourage people to walk. Woodland residents look for opportunities to walk and bicycle both to recreate and socialize. The City's policies respond by encouraging changes in the built environment that will increase walking. This includes building more sidewalks and trails, making the streetscape more pedestrian friendly, creating better connectivity between destinations and increasing pedestrian safety.

*Refer to the Healthy Community Element for additional discussion on healthy living.*

*Refer to the Land Use, Community Design, and Historic Preservation Element for more on streetscape design.*



The General Plan promotes safe, walkable communities and aims to improve pedestrian paths and connectivity in Woodland.

## 3.4 Bikeways

*Refer to the Healthy Community Element for additional discussion on active transportation and healthy living.*

The General Plan encourages a comprehensive citywide bikeway network to facilitate increased bicycling. In addition to supporting recreation and an active healthy lifestyle, the Plan seeks to present biking as a viable mode for all purposes, especially commuting to work or school. Figure 3-3 shows existing bike facilities.

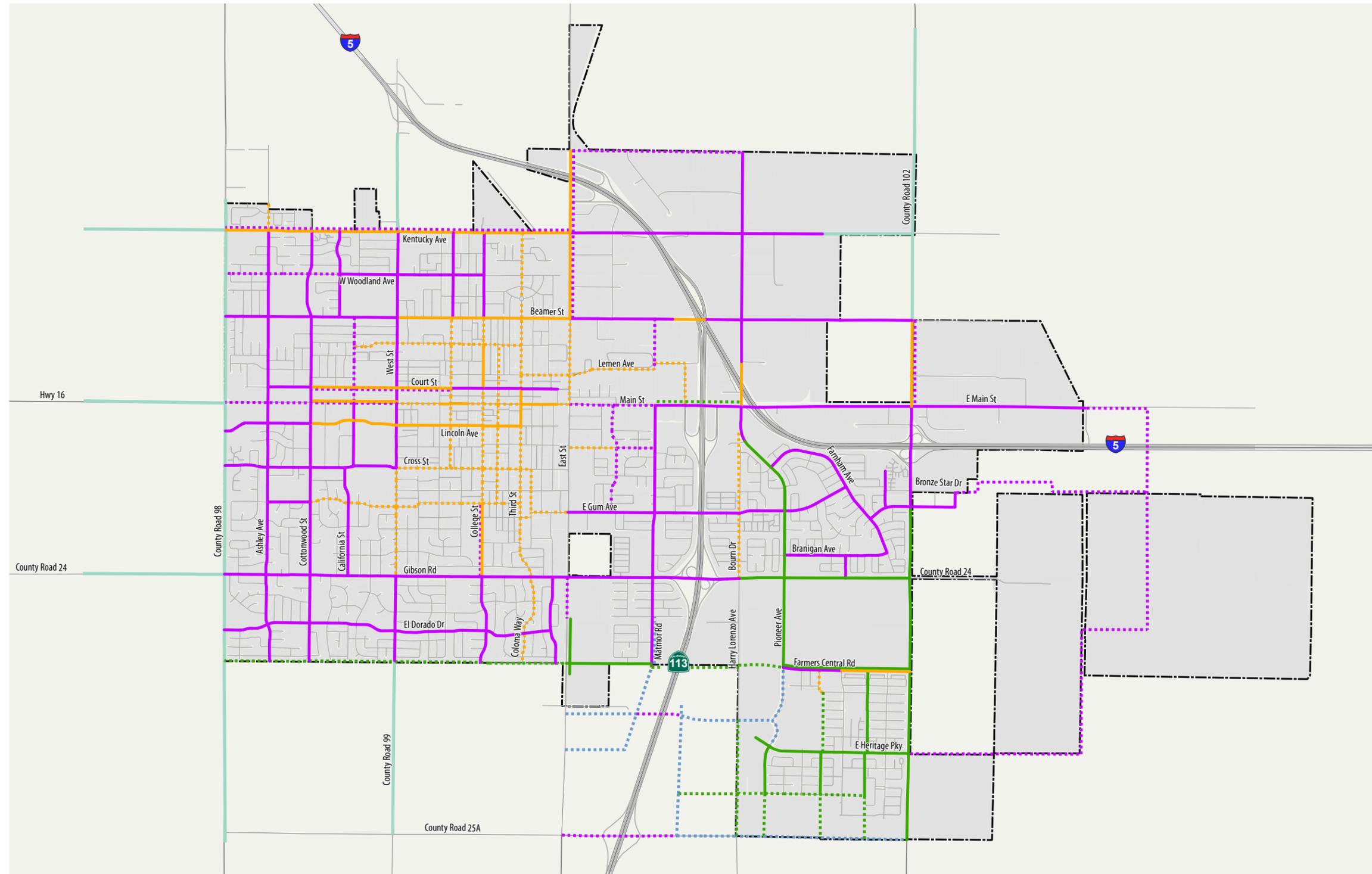
Bicycle facilities consist of the following classifications:

- **Class I Bikeway** – A bicycle or multi-use path that is separated from vehicle traffic.
- **Class II Bikeway** – An on-street striped lane designated for one-way bicycle traffic. A bike lane typically provides at least 5 feet in width for bicycle travel.
- **Class III Bikeway** – A marked on-street bike route that promotes shared use with motor vehicle traffic. Typically bike routes are shared paved services marked with signage on streets with a low vehicle volume.



The bicycle networks in Woodland aim to provide safe and comfortable options for transportation and recreation.

FIGURE 3-3: EXISTING BIKE FACILITIES



**Existing Facilities**

- Class I Bikeway
- Class II Bike Lane
- Class III Bike Route

**Proposed/Future Facilities**

- ⋯ Class I Bikeway
- ⋯ Class II Bike Lane
- ⋯ Class III Bike Route
- ⋯ Class I and Class II
- Yolo County Bike System
- - - City Boundary

\* Note:  
 Class I is off street path  
 Class II is on street, signed and marked lane  
 Class III is on street, signed only  
 Class I and Class II is off street path and on street lanes

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## 3.5 Transit

The General Plan promotes an effective transit system that supports the travel needs of those without access to a vehicle and those who choose to live and work in areas where land use density and intensity are supportive of transit. The Plan also seeks to support and enhance the relationship between the city and the Yolo County Transportation District (YCTD). Continued improvements to the transit system in Woodland will further the city's efforts to reduce VMT and reduce air pollution and greenhouse gas emissions.

*Refer to the Sustainability, Conservation, and Open Space Element for additional discussion on the City's efforts to reduce greenhouse gas emissions and combat climate change.*



The Yolobus provides local routes within the City of Woodland, as well as intercity connections to Downtown Sacramento, the Sacramento Airport, and other Yolo County destinations.

## 3.6 Other Transportation Topics



An efficient goods movement system is critical to supporting the warehousing and distribution centers located in Woodland's industrial area.

There are a number of additional transportation topics that are vital to the success of Woodland's transportation network. Each of these is briefly introduced below and further expanded upon in the goals and policies that follow.

### Parking

The General Plan balances the need for adequate parking for existing and new development while protecting walk and bike friendly environments, and reducing costs and environmental impacts. Parking lot design and placement will reduce the visual impacts in the community while parking standards will be adjusted over time to promote multimodal neighborhoods.

### Goods Movement

The Plan facilitates the safe and efficient movement of goods via rail and trucks and focuses on minimizing the impact of rail and trucks on the community, particularly residential neighborhoods.

### Air Transportation

The Plan supports the operation of air transportation facilities, focusing on the City's partnership with supporting agencies like Yolo County and SACOG (functioning as the ALUC) to achieve their goals.

### Transportation Funding

Funding is needed for the construction, maintenance, management, and operation of the transportation system. Federal and State funding will continued to be pursued for projects that serve local and regional travel needs. The City strives to balance transportation funding needs with economic development and livable communities, such that the level of service standards of this Plan may not always be achievable.

## 3.7 Goals and Policies

**Goal 3.A Multimodal Transportation System.** Develop and maintain a multi-modal transportation system that provides for the efficient movement of people and goods, supports vibrant neighborhoods and districts, and reduces air pollution and greenhouse gas emissions.

**Policy 3.A.1 Vehicle Level of Service (LOS) Standard.** Strive to develop and manage the roadway system to maintain LOS D or better as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board) during weekday AM and PM peak hour conditions with the following exceptions described below and mapped on Figure 3-1.

A. LOS C – Kentucky Ave from East Street to County Road 98. This level of service is required to accommodate the mix of commercial/industrial truck traffic with residential driveways.

B. LOS E – Freeway ramp terminal intersections and E. Gum Avenue from Bourn Drive to Pioneer Avenue.

C. LOS F – LOS F is allowed for the following roadway segments where the City finds that the improvements or other measures required to achieve the LOS standard are unacceptable because of their impact on other community values.

- Main Street from 6th street to Cleveland St
- Maxwell Ave from Farnham Avenue to County Road 102

*(EIR Mitigation Measure 4.13-1b)*

**Policy 3.A.2 Rail Relocation.** Continue to partner with other jurisdictions in Yolo County to assess the feasibility and the economic, social, and environmental value of relocating the north-south Union Pacific rail line to the east of city limits.

**Policy 3.A.3 Repurpose Existing Rail Right-of-Way.** Investigate alternative transportation uses for existing rail rights-of-way when railroads consider their abandonment. Collaborate with Yolo County and adjacent cities to reuse these corridors for non-motor vehicle circulation.



**Policy 3.A.4 Reduce Vehicle Miles Traveled (VMT).** Require new development projects to achieve a 10 percent reduction in VMT per capita or VMT per service population compared to the General Plan 2035 VMT performance, or a 10 percent reduction compared

to baseline conditions for similar land use when measuring transportation impacts for subsequent projects and making General Plan consistency findings. Reducing peak period VMT in particular is desirable due to the added benefit of minimizing severe congestion and reducing emissions. Use of VMT reduction strategies such as those in the chart below (taken from Quantifying Greenhouse Gas Mitigation Measures, CAPCOA, 2010) or similar professional research documents is encouraged.

*(EIR Mitigation Measure 4.13-1c)*

Transportation Measures (Five Subcategories) Global Maximum Reduction (all VMT): Urban = 75%; Compact Infill = 40%; Suburban Center or Suburban with NEV= 15%; Suburban = 10%					Global Cap for Road Pricing needs further study	
Transportation Measures (Four Categories) Cross-Category Max Reduction (all VMT): Urban = 70%; Compact Infill = 35%; Suburban Center or Suburban with NEV= 15%; Suburban = 10%				Max Reduction = 15% overall; Work VMT = 25%; School VMT = 65%	Max Reduction = 25% (all VMT)	
Land Use/Location Max Reduction: Urban = 55%; Compact Infill = 30%; Suburban Center = 10%; Suburban = 5%	Neighborhood/ Site Enhancement Max Reduction without NEV = 5%; with NEV = 15%	Parking Policy/ Pricing Max Reduction = 20%	Transit System Improvements Max Reduction = 10%	Commute Trip Reduction (assumes mixed use) Max Reduction = 25% (work VMT)	Road Pricing Management Max Reduction = 25%	Vehicles
Density (30%)	Pedestrian Network (2%)	Parking Supply Limits (12.5%)	Network Expansion (8.2%)	CRT Program Required = 21% work VMT Voluntary = 6.2 work VMT	Cordon Pricing (22%)	Electrify Loading Docks
Design (21.3%)	Traffic Calming (1%)	Unbundled Parking Costs (13%)	Service Frequency/ Speed (2.5%)	Transit Fare Subsidy (20% work VMT)	Traffic Flow Improvements (45% CO <sub>2</sub> )	Utilize Alternative Fueled Vehicles
Location Efficiency (55%)	NEV Network (14.4) <NEV Parking>	On-street Market Pricing (5.5%)	Bus Rapid Transit (3.2%)	Employee Parking Cash-out (7.7% work VMT)	Required Contributions by Project	Utilize Electric or Hybrid Vehicles
Diversity (30%)	Car Share Program (0.7%)	Residential Area Parking Permits	Access Improvements	Workplace Parking Pricing (19.7% work VMT)		
Destination Accessibility (20%)	Bicycle Network <Lanes> <Parking> <Land Dedication for Trails>		Station Bike Parking	Alt Work Schedules & Telecommute (5.5% work VMT)		
Transit Accessibility (25%)	Urban Non-motorized Zones		Local Shuttles	CRT Marketing (5.5% work VMT)		
BMR Housing (1.2%)			Park & Ride Lots	Employer Sponsored Vanpools/Shuttles (13.4% work VMT)		
Orientation Toward Non-auto Corridor				Ride Share Program (15% work VMT)		
Proximity to Bike Path				Bike Share Program		
				End of Trip Facilities		
				Preferential Parking Permit		
				School Pool (15.8% school VMT)		
				School Bus (5.3% school VMT)		

**Policy 3.A.5**

**Transportation Demand Management (TDM).** Utilize TDM tools and programs (e.g. alternative work schedules, telecommuting, ridesharing, or parking pricing) to encourage and create incentives for the use of alternative travel modes.

**Policy 3.A.6**

**Emerging Technologies.** Accommodate next generation technology and advancements into the City's vehicle fleet and into the community transportation network.

**Policy 3.A.7**

**Street Grid Network and Density.** Promote the use of grid and modified grid street patterns in new residential, commercial, or mixed-use developments that propose to construct new streets. Modified grids may include combinations of grid and curvilinear streets. Greenbelts may intersect the street grid to create an interconnected trail network that encourages biking and walking. The density of new streets should be similar to the existing residential neighborhoods in Woodland that have approximately nine centerline miles of arterials and collectors per square mile.

*Refer to the Land Use, Community Design, and Historic Preservation Element for additional policies on the layout of new residential, commercial, and mixed-use developments. Refer to the Public Facilities and Services Element for additional policies on greenbelts.*

**Policy 3.A.8**

**Six Lane Roads.** Prohibit the expansion to, or construction of, six-lane roads to mitigate projects that would cause or exacerbate LOS E or F conditions. Auxiliary lanes beyond a four lane road cross section are allowed.

**Policy 3.A.9**

**Road Diets.** Investigate road diets within the existing built-out portion of the city including, but not limited to, West Gibson (Cottonwood to College Street), West Court (County Road 98 to Cleveland Street), West Main Street (Cottonwood to West Street), and East Street (Kentucky Avenue to Gibson Road). A road diet is generally described as removing travel lanes from a roadway and utilizing the space for other uses and travel modes.

**Policy 3.A.10**

**Overcome Barriers and Remove Gaps.** Eliminate barriers and gaps in the existing roadway, bikeway, and pedestrian networks by doing the following:

- Pursue funding to construct grade-separated crossings of freeways, rail lines, and other barriers to improve connectivity.
- Construct new pedestrian and bike paths in existing neighborhoods and strive to ensure that bike and sidewalk networks within communities are at least as efficient (e.g. miles traveled, connectivity, etc.) as the network for motorists.

- Remove barriers to pedestrian travel, such as utility poles, as feasible.
- Prioritize the construction of the SR 113 bike and pedestrian overcrossing at Sports Park Drive and redesign of the Gibson Road/SR 113 overpass to provide safer and more convenient connectivity between the west and east areas of town.
- New development must demonstrate adequate bicycle and pedestrian accessibility from key parts of the city and eliminate gaps, which may require off-site improvements, where appropriate at the discretion of the City.

**Policy 3.A.11 New Development.** Require all new development to provide convenient bicycle and pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities. Development must provide appropriate pedestrian amenities such as street lighting, benches, arcades, canopies, shade trees, art, and seating areas.

*Refer to the Land Use, Community Design, and Historic Preservation Element for additional policies on new development and streetscape design.*

**Policy 3.A.12 Transportation Evaluation.** Evaluate projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities for the purpose of assessing the timing and phasing of traffic improvements.

**Policy 3.A.13 SR 113/I-5 Interchange.** Pursue funding to construct the connection of SR 113 to I-5 to reduce the use of local streets for this connection and continue to ensure the necessary right-of-way is secured for the selected route.

**Policy 3.A.14 Regional Transportation Planning.** Continue the City's cooperative participation in the activities and plans of the State, Sacramento Area Council of Governments (SACOG), Yolo County, Yolo County Transportation District, and surrounding jurisdictions.

**Policy 3.A.15 Designate County Road 102, north of I-5, as a State Highway.** Coordinate with Caltrans to consider including County Road 102 north of I-5 as part of the state highway system.

**Goal 3.B Complete Streets.** Provide complete streets that accommodate driving, walking, bicycling, and public transit and that are designed to enable safe, attractive, comfortable access and travel for users of all ages and abilities.

*Refer to the Land Use, Community Design, and Historic Preservation Element for additional discussion and policies on street design.*



**Policy 3.B.1**

**Complete Street Requirements and Green Streets.** To the extent feasible, all new street construction and reconstruction shall be designed to achieve complete streets. Designs should accommodate mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists, appropriate to the function and context of the facility. The needs of all roadway users including vulnerable populations such as young children, seniors, and people with disabilities, should be considered when determining roadway widths and other barriers to travel, especially near schools, parks, senior centers, community centers, and other activity hubs. Require street design to incorporate adequate landscaping, including street trees and landscaped medians and/or parkway strips, in order to increase shade, minimize runoff, and create a comfortable and visually attractive environment.

**Policy 3.B.2**

**Design Standards.** Ensure that design standards, including subdivision regulations that apply to new roadway construction, reflect the best available design guidelines to effectively implement Complete Streets.

**Policy 3.B.3**

**Connectivity and Balance.** Preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with transit, automobiles, and trucks.



**Policy 3.B.4**

**Retrofit.** Strive to retrofit existing streets into more complete streets, prioritizing improvements on roadways providing access to services, schools, parks, civic uses, as well as in the downtown and along mixed use corridors. Consider all modes and users in decisions made affecting retrofit projects and strive to remove existing barriers to safe and connected travel.



**Policy 3.B.5**

**New Developments.** Require new developments to provide interconnected street networks with walkable blocks that allow and encourage active multimodal transportation.

**Policy 3.B.6**

**Right of Way.** Ensure adequate rights-of-way to accommodate all users and balance the allocation of street right-of-way for all modes.

**Policy 3.B.7**

**Minimal Driveways and Curb Cuts.** Strive to minimize the number of driveways and curb cuts along streets to limit unsafe conditions and enhance the experience of walking and bicycling.

- Policy 3.B.8**      **Accessibility.** Endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility.
- Policy 3.B.9**      **Roundabouts.** Consider roundabouts as an intersection traffic control option with demonstrated air quality and safety benefits, where deemed feasible and appropriate.
- Policy 3.B.10**     **School Safety.** Partner with schools to ensure a high level of vehicle, bicycle, and pedestrian safety adjacent to school facilities.

**Goal 3.C**      **Roadway Functional Classification and Street Typology.** Provide an efficient, interconnected street system that identifies which modes of travel should be accommodated on each street based on its unique geographic setting, adjacent land uses, and functional classification.

- Policy 3.C.1**      **Roadway Network.** Plan, design, and regulate the development of roadway network presented in the Circulation Diagram shown in Figure 3-2. Prioritize modes of travel on the roadway network consistent with Table 3-2.

**Goal 3.D**      **Residential Streets.** Protect residential areas from high-volume and high-speed traffic and its effects, and promote bicycling and walking on residential streets.

*Refer to the Land Use, Community Design, and Historic Preservation Element for additional standards on the design of residential neighborhoods.*

- Policy 3.D.1**      **Through-traffic.** Design local streets that primarily serve residential neighborhoods to discourage through-traffic, achieve desired traffic speeds, and maintain pedestrian and bike connectivity.
- Policy 3.D.2**      **Street and Sidewalk Maintenance.** Promote street, alley, and sidewalk maintenance to encourage safe use; have a funding plan in place for improvements.
- Policy 3.D.3**      **Traffic Calming.** Implement traffic-calming design and devices, as funding allows, in existing and new residential areas where appropriate to reduce vehicle speeds and preserve neighborhood livability.
- Policy 3.D.4**      **Impacts on Residential Neighborhoods.** Consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts on residential neighborhoods. Developers shall finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development,

in order to facilitate and enhance pedestrian and bike usage, as appropriate.

**Goal 3.E Comprehensive Pedestrian System.** Provide a comprehensive, and integrated pedestrian system that encourages walking and creates an enjoyable way to experience Woodland.

*Refer to the Land Use, Community, Design, and Historic Preservation Element for additional goals and policies regarding pedestrian-oriented streetscape design. Refer to the Healthy Community Element for additional goals and policies on promoting active lifestyles.*



**Policy 3.E.1**

**Pedestrian Promotion.** Promote walking by providing appropriate facilities, programs, and information. Support neighborhood walk-to-school efforts.



**Policy 3.E.2**

**Safe and Comfortable Sidewalk Design.** Develop safe and pleasant sidewalks in compliance with adopted design standards to accommodate all users, including persons with disabilities, and complement the form and function of the land uses adjacent to each street segment.



**Policy 3.E.3**

**Off-Street Pedestrian Paths.** Continue to develop off-street pedestrian paths for access to schools, recreation facilities, and neighborhood services in existing and future neighborhoods in the city.



**Policy 3.E.4**

**Interconnected Network.** Require new development to create complete pedestrian networks with linkages such as walkways, paseos, and shared-use paths that interconnect pedestrian facilities.



**Policy 3.E.5**

**Walkable Downtown.** Continue to enhance the pedestrian experience in the Downtown and make streetscape improvements, such as street trees, street furniture, public art, and curb extensions, to encourage walking. Evaluate, and when appropriate implement, all-way stops on Main Street in the Downtown.



**Policy 3.E.6**

**Mid-block Pedestrian Crossings.** Provide mid-block pedestrian crossings, where feasible, in areas with high pedestrian traffic to create more direct walking routes.

**Policy 3.E.7**

**Lighting.** Maintain adequate pedestrian-scale lighting near sidewalks, trails, and parking lots to improve visibility of pedestrians and provide a safe walking environment.

**Policy 3.E.8**

**Active Design.** Design buildings so that the architecture enhances and encourages pedestrian travel. Provide clear internal pedestrian routes and avoid “blank walls” to maintain a visually engaging walking environment.

**Goal 3.F Comprehensive Bicycle System.** Provide a comprehensive and integrated bicycle system that facilitates bicycling as a viable mode of travel for short trips, commute trips, and recreation.

*Refer to the Land Use, Community, Design, and Historic Preservation Element for additional policies regarding connectivity. Refer to the Healthy Community Element for additional goals and policies on promoting active lifestyles.*

**Policy 3.F.1 Bikeway Master Plan.** Maintain a Bikeway Master Plan (BMP) to reflect current best practices for bike facilities and programs as well as bikeway changes to accommodate the cycling public. Figure 3-3 represents the planned routes in the BMP at the time of this General Plan update, but any future update to the BMP is considered the City's official bikeway plan. In the future, transition the BMP to an Active Transportation Plan that considers all forms of active transportation.



**Policy 3.F.2 Bikeway Network.** Promote the development of a comprehensive system of recreational and commuter bicycle routes that provide safe and convenient connections between the city's major employment and housing areas; existing and planned bikeways; and schools, parks, retail shopping, and residential neighborhoods.



**Policy 3.F.3 Bicycle Parking.** Encourage the development of convenient and secure bicycle parking and establish minimum parking standards at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the Downtown core area, and other locations where people congregate.



**Policy 3.F.4 Bicycle Facilities.** Require residential, commercial, and industrial developments to include bicycle lanes or pathways in accordance with the Bikeway Master Plan or Specific Plans when constructing new roadways or upgrading existing streets.

**Policy 3.F.5 Bicycle Safety Education.** Promote bicycle safety education for children and adults. Develop partnerships with WJUSD, Yolo County HHS, and the Bike Campaign to develop programs that encourage children to bike safely to school.



**Policy 3.F.6 Bicycle and Transit Integration.** Work with YCTD to integrate public transportation systems and facilities with bike networks and accommodations.

**Policy 3.F.7** **Regional Coordination.** Cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally-connected bikeway system.



**Policy 3.F.8** **Woodland-Davis Bikeway.** Work with Davis and Yolo County in the provision of safe and well-designed bikeway routes on rural roads between Woodland and Davis. Pursue grant funding to implement the Woodland-Davis Bikeway project.

**Policy 3.F.9** **Phasing.** Ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all new growth areas.

### Goal 3.G

**Effective Transit System.** Promote a transit system that serves as a viable alternative to the automobile for those without access to a vehicle and those that choose to live and work in areas where land use density and intensity are supportive of transit.



**Policy 3.G.1** **Transit Services.** Work with YCTD to plan and implement transit services that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

**Policy 3.G.2** **Right-of-way Preservation.** 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.

**Policy 3.G.3** **Transit Accommodations for All Users.** Consider the transit needs of all residents, workers, students, and visitors including seniors, low-income, disabled, and transit-dependent persons in making decisions regarding transit services.

**Policy 3.G.4** **Demand-Responsive Service.** Continue to support YCTD's efforts to provide demand-responsive service ("paratransit") and other transportation services for those unable to use conventional transit.

**Policy 3.G.5** **YCTD Service Planning.** Coordinate with YCTD in the bus service planning process to ensure that routes serve areas with greatest demand and that intercity and inter-regional bus service is responsive to local needs.



**Policy 3.G.6** **Express Bus Service.** Partner with UC Davis and YCTD to evaluate feasibility of establishing express bus service between Woodland and Davis - particularly to key transit hubs on the UC Davis Campus and the Amtrak Station.

**Policy 3.G.7** **Transit Shelters/Stops.** Work with YCTD to ensure all bus stops are well designed and maintained. Higher utilized stops shall incorporate special design features such as shelter structures, lighting, secure bike parking, enhanced pavement, landscaping, and artwork.

**Policy 3.G.8**

**Transit in Downtown.** Continue to emphasize the central role of the Downtown in transit planning including establishing a transit hub in or near Downtown, consistent with the 2016 YCTD Woodland Transit Study. Consider the market and social demand for frequently-stopping, smaller-scale transit service in the Downtown.

**Policy 3.G.9**

**Bike and Pedestrian Connections.** Ensure transit stops are connected to an integral part of the city's pedestrian and bicycle network.

*Refer to the Land Use, Community Design, and Historic Preservation Element for additional policies on pedestrian- and bicycle-oriented design.*

**Policy 3.G.10**

**Private Transit.** Encourage privately-owned transit systems, such as taxicabs, Transportation Network Companies (Uber/Lyft, etc.), employer shuttles, and private bus companies to provide convenient transportation options.

**Goal 3.H**

**Managed Parking.** Provide the minimum amount of parking necessary to serve existing and new development throughout the city while balancing competing community values.

*Refer to the Land Use, Community Design, and Historic Preservation Element for additional policies and guidance on parking placement and parking lot design.*

**Policy 3.H.1**

**Parking Footprint.** Strive to reduce the amount of land devoted to parking through such measures as development of consolidated parking facilities/structures, the application of shared parking for mixed-use developments, car share programs, alternative investment in bike and pedestrian facilities, and the implementation of Transportation Demand Management plans to reduce parking needs.

**Policy 3.H.2**

**Shared Parking.** Encourage the use of shared parking facilities and programs as conditions of approval in mixed-use and transit oriented neighborhoods and districts.

**Policy 3.H.3**

**Parking Lot Design.** Require that parking lots be designed to minimize heat island effects, have significant tree canopies with ample landscape areas designed to pre-treat storm water runoff where feasible, and ensure pedestrian access.

**Policy 3.H.4**

**Parking Downtown.** Adopt and maintain a Downtown Parking Management Plan that maximizes the utilization of the parking resources and balances the needs of shoppers, tenants, and employees with all modes of travel. Monitor supply and utilization to identify deficiencies and opportunities for optimizing use of parking. As Downtown develops, use parking pricing to discourage parking congestion and improve parking utilization.

- Policy 3.H.5** **Priority Parking Locations.** Promote priority parking in safe and convenient locations for employee car pools, park-and-ride lots, electric/clean vehicle, and cyclists.
- Policy 3.H.6** **Parking Standards.** Reduce minimum parking requirements and set maximums over time, particularly for mixed use and transit oriented developments, to promote walk and bike friendly environments throughout the city.
-  **Policy 3.H.7** **Electric/Alternative Fuel Vehicle Parking.** Require new large commercial and retail developments, large employment centers, high-use public buildings, and parking structures to provide parking for alternative fuel vehicles including charging stations for electric vehicles. Require electric vehicle charging outlets in garages of all new single family residential homes.
- Policy 3.H.8** **Parking Lot Placements.** Strongly discourage the design and construction of parking lots along street frontages except in auto-oriented areas where they shall be well designed to reduce their visual impact and maximize pedestrian and bicycle compatibility and safety.

**Goal 3.I**

**Safe and Efficient Movement of Goods.** Plan and maintain a transportation system that provides for the safe and efficient movement of goods.

- Policy 3.I.1** **Truck Route Designation.** Designate routes for trucks within the city to minimize the impact of truck traffic on residential and mixed use neighborhoods and coordinate with Yolo County to develop a system of truck routes for adjacent areas to the city.
- Policy 3.I.2** **Truck Traffic on Residential Streets.** Continue to enforce the City ordinance restricting through truck traffic on residential streets.
- Policy 3.I.3** **Railroad Freight Services.** Assist public and private agencies in integrating railroad freight services into regional transportation and economic development strategies.
- Policy 3.I.4** **Rail Development Plans.** Participate in regional coordination efforts to ensure rail service to the industrial area and maintain an updated truck route map.
- Policy 3.I.5** **Rail Relocation.** Support the ongoing efforts to relocate the California Northern and Yolo Shortline railroads towards the east of the city and northeast of the industrial areas.

**Goal 3.J** **Air Transportation Facilities.** Support the continued operation of local air transportation facilities while ensuring compatibility between urban development in Woodland and aircraft operations.

**Policy 3.J.1** **Airport Land Use Compatibility Plan.** Ensure consistency with the Airport Land Use Compatibility Plan (ALUCP) for Sacramento International Airport.

*Also see policies regarding overflight notification requirements in the Land Use, Community Design, and Historic Preservation Element.*

**Policy 3.J.2** **New Airports and Land Strips.** Discourage the development of new airports or landing strips that would adversely affect planned development within the Urban Limit Line.

**Goal 3.K** **Transportation Funding.** Pursue funding to construct, maintain, and operate the transportation system for all travel modes to achieve and maintain the City's transportation goals.

**Policy 3.K.1** **Fee Assessments.** Assess fees through the Major Projects Financing Plan (MPFP), on new development, sufficient to cover the fair share portion of that development's impacts on all modes of the transportation system. Exceptions may be made when new development generates significant public benefits and alternative sources of funding for the improvements can be obtained to offset foregone revenues.

**Policy 3.K.2** **Industrial Area.** Consider a variety of funding sources to address transportation infrastructure maintenance needs in the industrial area including user fees for businesses or the establishment of a maintenance district.



**Policy 3.K.3** **Bicycle Facilities.** Utilize grant monies, license fees, development impact fees and fines, along with capital improvement monies to help fund the development and installation of bikeways and bicycle parking facilities.

**Policy 3.K.4** **Transit Infrastructure.** Require new development to pay a fair share of capital improvements related to transit service.

**Policy 3.K.5** **New Funding Sources.** Seek new and innovative transportation funding and financing sources.