

Ukiah Transit Center Feasibility Study
Technical Memorandum One –
Existing Conditions

Prepared for

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TABLE OF CONTENTS

<i>CHAPTER</i>	<i>PAGE</i>
Chapter 1: Introduction	1
Chapter 2: Existing Conditions	3
Introduction	3
Existing/Future Population Characteristics.....	3
Existing Transit Services.....	4
Planned Future Transit Services	11
Chapter 3: Stakeholder Input	13
Stakeholder Workshop #1	13
Chapter 4: Zoning Regulations	15
Zoning Regulations	15
Chapter 5: Potential Transit Center Program and Site Locations	17
Transit Center Program	17
Potential Site Locations	18
Activity Centers Served by Each Potential Site	24
Chapter 6: Relevant Planning Documents	27
Regional Transportation Plan and Active Transportation Plan (2022).....	27
City of Ukiah 2040 General Plan (2022).....	27
California Intercity Bus Study (2022)	28
Mendocino County Zero Emission Vehicle (ZEV) and Alternative Fuels Readiness Plan Update (2019)	28
Ukiah Bicycle and Pedestrian Master Plan (2015)	29
Mendocino Transit Authority Short Range Transit Development Plan (2012)	29
2023 Lake County Transit Development Plan (In Progress).....	30
Chapter 7: Operating Cost Analysis and Conclusions	31
Route Realignment Analysis	31
Travel Cost Analysis	37
Conclusions	38
 <i>APPENDIX A: PASSENGER BOARDING AND ALIGHTING BY ROUTE AND STOP</i>	
<i>APPENDIX B: POTENTIAL UKIAH TRANSIT CENTER SITE OVERVIEW</i>	
<i>APPENDIX C: DESTINATION DISTANCES</i>	
<i>APPENDIX D: POTENTIAL UKIAH TRANSIT CENTER SITE OPERATIONAL ANALYSIS</i>	

LIST OF TABLES

<i>TABLES</i>	<i>PAGE</i>
Table 1: Historical and Projected Populations.....	3
Table 2: Current City of Ukiah and Mendocino County Transit Dependent Population.....	4
Table 3: MTA Ridership Performance by Route (FY 2017/18 – FY 2021/22).....	7
Table 4: Average Weekday Total Boardings/Alightings by Stop – Routes 7, 9, and 20.....	9
Table 5: Site Zoning Regulations.....	15
Table 6: Weekday Bus Activity at Pear Street Shopping Center.....	19
Table 7: MTA Transit Center Program and Space Requirements.....	20
Table 8: Potential Site Sizes Analysis.....	21
Table 9: Site Analysis Impact on Annual MTA Vehicle Miles and Hours.....	31
Table 10: MTA FY 2022-23 Operating Cost Model.....	37
Table 11: Potential Transit Center Site Annual Operations Cost Impacts.....	37

LIST OF FIGURES

<i>FIGURES</i>	<i>PAGE</i>
Figure 1: Population of Ukiah (Historical and Projected).....	3
Figure 2: MTA Routes Serving Ukiah (Routes 7, 9, 20, 65, and 75).....	6
Figure 3: MTA Systemwide Passengers by Fiscal Year.....	7
Figure 4: Passenger Activity by Stop Heat Map.....	10
Figure 5: Potential Ukiah Transit Center Locations (Sites 1, 2A, 2B, 3 and 4).....	22
Figure 6: Potential Ukiah Transit Center Locations (Site 5).....	23
Figure 7: Activity Centers within $\frac{1}{4}$ and $\frac{1}{2}$ Radius (Sites 1, 2A, 2B, 3 and 4).....	24
Figure 8: Activity Centers within $\frac{1}{4}$ and $\frac{1}{2}$ Mile Radius (Site 5).....	25
Figure 9: Route Realignment to Serve Site 1 (Mason St.).....	31
Figure 10: Route Realignment to Serve Site 2A/2B (410 and 414 E. Perkins St.).....	33
Figure 11: Route Realignment to Serve Site 3 (Orchard St./Pear Tree Center).....	34
Figure 12: Route Realignment to Serve Site 4 (Brush St. and Orchard St.).....	35
Figure 13: Route Realignment to Service Site 5 (Gobbi St. and Orchard St.).....	36

Public transportation is an important service in the City of Ukiah (Ukiah) and Mendocino County. Transit services provide mobility to residents, including access to important educational, medical, recreational, social and economic services. In addition to being important to residential quality of life in Ukiah and beyond, public transit services assist in supporting educational programs, public and private employers, and social service programs throughout the region. A transit center can provide numerous benefits for local transit services, staff, and passengers:

- To the passenger, a transit center can be a crucial link in the overall transit trip providing easy access, comfort and protection from the elements, a sense of security, pleasant surroundings, and a clear view of the approaching bus.
- To the transit service, a transit center can make the boarding and alighting process safer in terms of traffic and passenger safety, and more efficient by providing parking for a large number of buses at one time, thereby reducing delays. It can also provide a break facility for transit staff that improves their work environment.
- To the public, a transit center can improve the public perception of the transit program as it is visible “on the street” and part of the community 24/7. It can also serve as a hub for other alternative transportation modes, such as cycling, walking and micromobility.

To this end, a Transit Center located in Ukiah that serves Mendocino Transit Authority (MTA) and other regional routes has been in discussion since 1991. In late 2022 the Mendocino Council of Governments (MCOG) hired LSC Transportation Consultants (LSC) to conduct the Ukiah Transit Center Feasibility Study for the MTA. This document represents the first in a series of interim technical memoranda intended to provide MTA staff, stakeholders, and the public with a summary of existing site conditions, local zoning codes, transit center potential program characteristics, and a description and brief initial analysis of potential sites for consideration. This information will be used as the basis for additional detailed analysis for each identified site.

Future documents will consist of Technical Memorandum (TM) 2, providing a summary of public outreach activities and a detailed analysis of each potential site that includes scoring criteria, results, and ultimately a final transit center location recommendation. The final plan will include both contents from TM1 and TM2 as well as illustrative site plan design concepts, cost estimates, and renderings for the preferred transit center site.

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INTRODUCTION

The City of Ukiah (Ukiah) is the largest city in Mendocino County and serves as the county seat. Ukiah is centrally located between the Mendocino Mountain Range to its west and Clear Lake to its east along Highway 101. The city is approximately 1 hour north of Santa Rosa and about 2 ½ hours from Sacramento and the Bay Area. Encompassing about 5 square miles, Ukiah serves as a regional hub for government, shopping, medical and education functions and features several attractions such as breweries, vineyards, and cultural events.

EXISTING/FUTURE POPULATION CHARACTERISTICS

The populations of both Ukiah and the County of Mendocino over the last several decades are presented in Table 1 and Figure 1. As shown, Ukiah’s population has steadily increased by 38 percent since 1980. This rate of growth has also been consistent for the entire county as well. The California Department of Finance also provides projected populations for California counties. According to their most recent data, they anticipate a slight decline (nearly 4 percent) in population for Mendocino County over the next two decades.

It is also useful to consider residents that have characteristics making them potentially more dependent on transit services. These “transit dependent” populations include those that may have a harder time travelling independently than the general public. Table 2 shows each type of transit dependent population by city and county. As shown, the following is true for the region:

- The largest transit dependent population in Ukiah are age 17 years and younger (27 percent), followed by people who are 65 years or older and those living with a disability, 16 percent each respectively.
- Ukiah’s population includes about 18 percent living below the poverty line.
- Almost all Ukiah households have a vehicle available for use, compared to 7 percent of households that do not have a vehicle within the entire county.

Table 1: Historical and Projected Populations

	1980	1990	2000	2010	2020	Projected	
						2030	2040
City of Ukiah	12,035	14,599	15,497	16,075	16,607	16,639	17,217
Mendocino County	66,738	80,345	86,265	87,841	91,601	89,232	88,204

Source: California Department of Finance, 2022

Figure 1: Population of Ukiah (Historical and Projected)

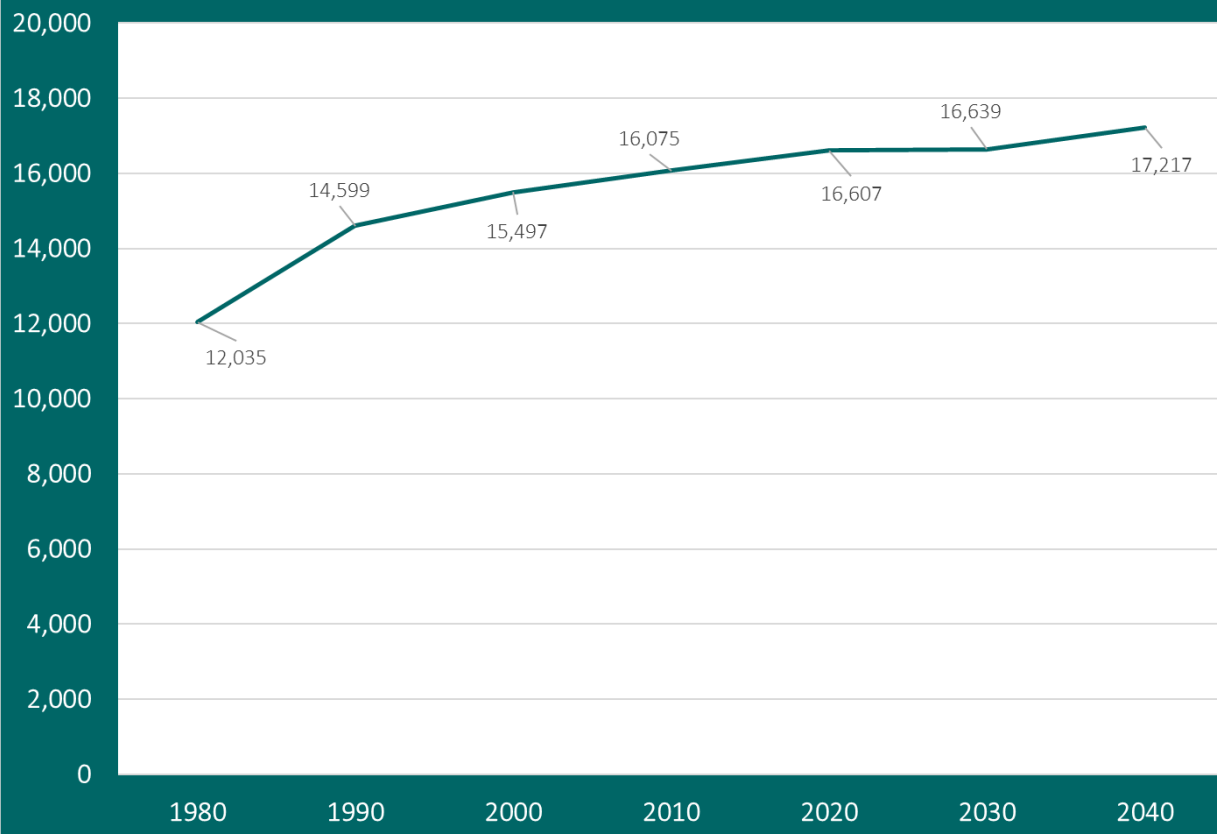


Table 2: Current City of Ukiah and Mendocino County Transit Dependent Population

	Total Population	Under 18 Yrs Old	65 Yrs and Older	Living with Disabilities	Persons Living Below Poverty Status	Total Households	Zero Vehicle Households
City of Ukiah	16,224	4,416	2,589	2,622	2,922	7,188	47
<i>Percent of Total</i>		27%	16%	16%	18%	44%	1%
Mendocino County	91,534	19,252	20,497	18,061	14,295	34,273	2,384
<i>Percent of Total</i>		21%	22%	20%	16%	37%	7%

Source: US Census Bureau, American Community Survey 2021

EXISTING TRANSIT SERVICES

Ukiah is served by several regional and local transit agencies. The following section discusses each of these services and their relationship to Ukiah and the greater Mendocino County region.

Mendocino Transit Authority

Ukiah has been served by the Mendocino Transit Authority (MTA) since 1976. MTA provides nine routes throughout the county, five of which serve Ukiah. The following provides a discussion of MTA’s ridership,

hours, and miles served over the last several years. MTA fleet, existing bus stops, and major activity centers are then presented.

MTA Ukiah Routes

For the purpose of this study, with the intention of improving connections between Ukiah, Mendocino County, and to other major cities in the region, we will be focusing on MTA routes that serve Ukiah. The five major routes serving Ukiah are described below and shown in Figure 2.

- **Route 7 – Ukiah Jitney**: The Jitney provides service between north and south Ukiah making stops at Mendocino College, the Ukiah Theater, Mendocino Public Health, and the Ukiah Municipal Airport.
- **Route 9 – Ukiah Local**: The Local route provides service between 7:30 AM and 6:15 PM Monday through Friday and between 8:15 AM and 5:10 PM on Saturdays. Major stops along the Ukiah Local Route include Mendocino College, the Pear Tree Center, DMV, Walmart/Food Maxx, and the Community Clinic.
- **Route 20: Willits/Ukiah**: Route 20 provides service between Willits and Mendocino College in Ukiah between 6:00 AM and 5:45 PM Monday through Friday. Route 20 begins in Willits and serves the same stops as the Ukiah Local Route.
- **Route 65 – CC Rider**: The CC Rider provides regional service between Ft. Braggs, Willits, Ukiah, and Santa Rosa Monday through Saturday between 6:30 AM and 5:55 PM. Route 65 only deviates from US 101 to stop at the Pear Tree Center.
- **Route 75 – South Mendocino Coast / Ukiah**: Route 75 runs between Gualala, Boonville, and Ukiah. Stops in Ukiah include the Raleys, library, Costco, and the Walmart/Food Maxx stop.

MTA Systemwide Ridership

Systemwide ridership over the last five fiscal years is presented in Table 3 and Figure 3. As shown, ridership was steadily increasing until the Covid-19 pandemic hit in early 2020. By the end of FY 2020-21, ridership fell nearly 74 percent from pre-covid numbers. Since then, ridership has been slowly recovering. MTA is currently only carrying 63 percent of its pre-pandemic passenger volume with 101,842 passengers in FY 2021-22. When considering a new transit center in Ukiah, it bears noting that Ukiah-serving fixed routes carry 65,000 passengers – fully 77 percent -- of MTA's total fixed route ridership.

Ridership by Route

Table 3 shows annual ridership by route. The Ukiah Local (Route 9) has consistently been the busiest route of the entire system, serving 47 percent of the total systemwide passengers in FY 2021-22. This is followed by the Willits/Ukiah route (Route 20) with nearly 18 percent of the total annual fixed route ridership. Route 7 (the Jitney) didn't run during FYs 2020-21 and 2021-22 but as it is currently running and serves Ukiah exclusively it is included as a part of our study.

Figure 2
MTA Routes Serving Ukiah
(Routes 7, 9, 20, 65, and 75)

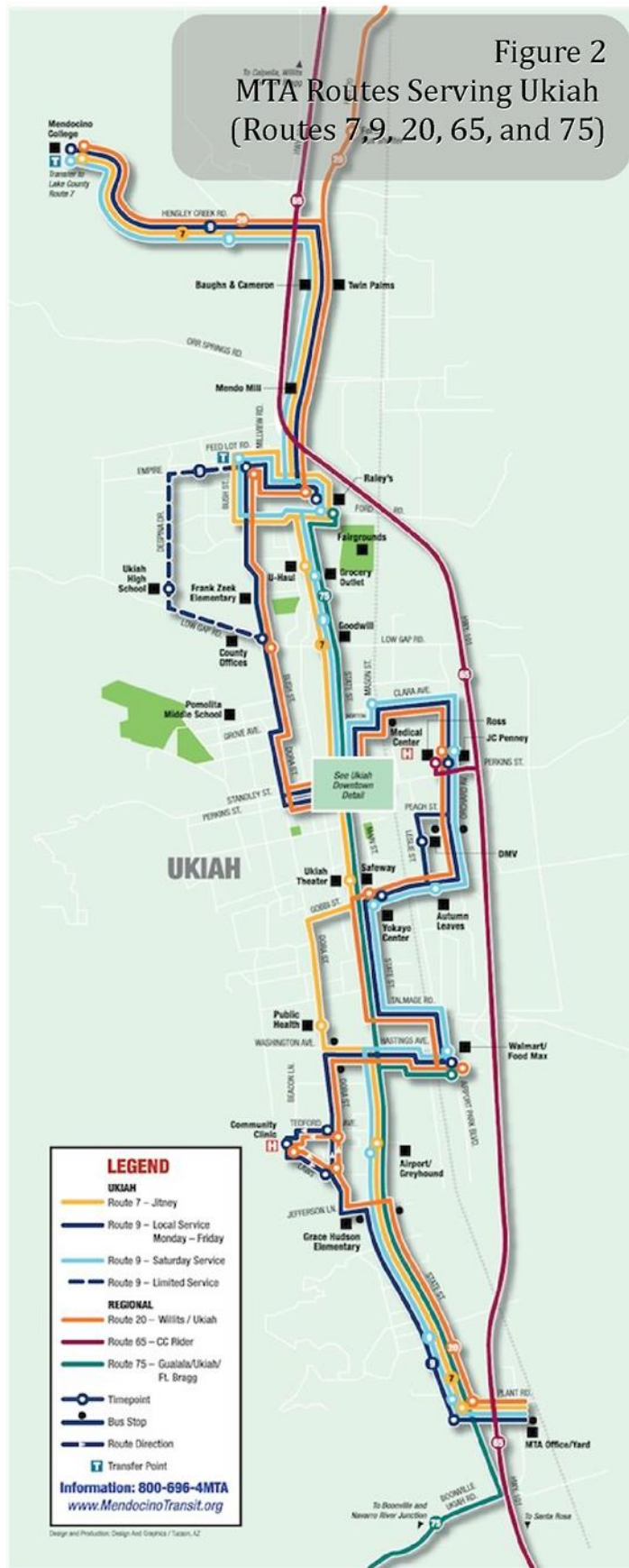
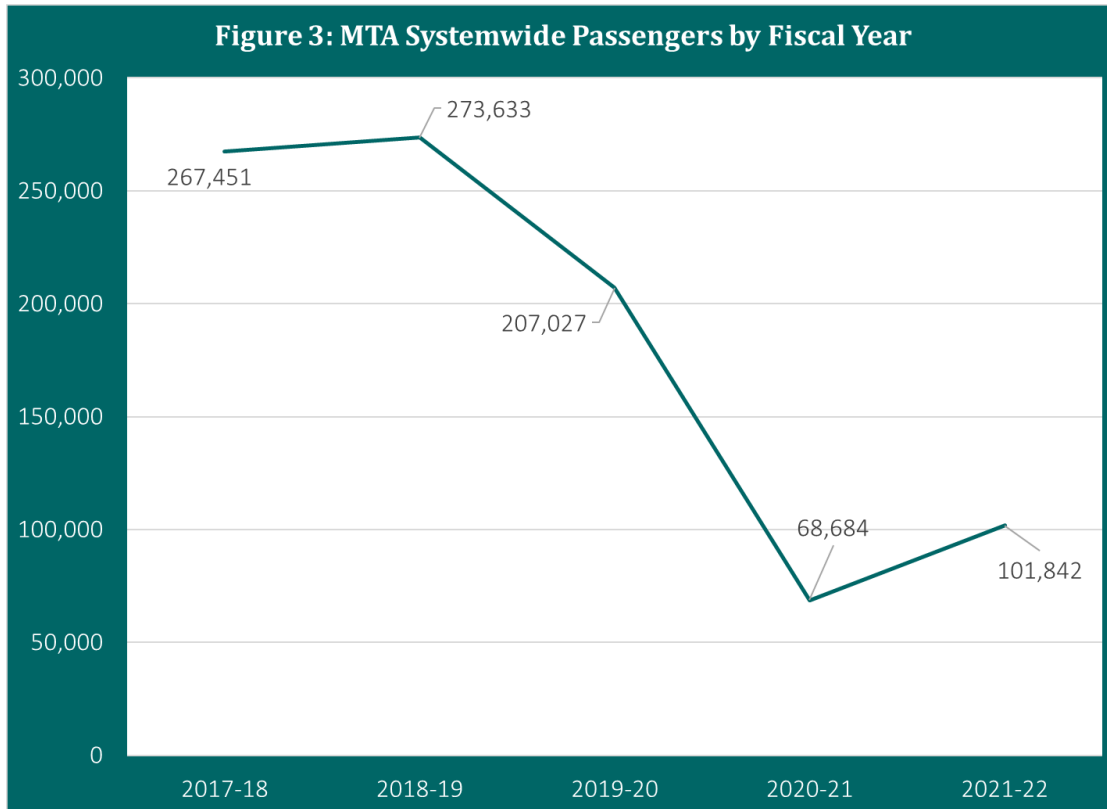


Table 3: MTA Ridership Performance by Route (FY 2017/18 - FY 2021/22)

Route	Annual Ridership (Passengers)				
	2017-18	2018-19	2019-20	2020-21	2021-22
1 - Willits Local	11,006	10,286	9,729	4,297	5,860
5 - Bragg About	18,267	17,416	13,238	5,712	5,153
7 - Jitney	2,640	3,537	921	0	0
8 - Ukiah Evening	8,124	12,510	9,170	0	0
9 - Ukiah Local	113,619	116,386	88,865	28,618	39,225
20 - Willits/Ukiah	31,731	30,958	25,292	8,255	14,930
60 - The Coaster	11,688	11,433	7,941	2,671	3,410
64 - Ukiah to Fort Bragg	4,867	4,646	3,360	0	0
65 - CC Rider/SPECIAL	12,560	11,367	9,410	0	5,553
65a - New Route	7,574	7,146	4,068	0	0
74 - Sat. Gualala to Ukiah	1,117	970	829	393	498
75 - Mon.-Fri. Gualala to Ukiah	8,515	7,547	6,113	2,864	4,807
95 - Pt Arena to Santa Rosa	5,258	4,911	3,456	1,001	2,453
97 - Redwood Coast Regional	3,235	3,065	2,118	0	1,850
<i>Fixed Route Subtotal</i>	<i>240,201</i>	<i>242,178</i>	<i>184,510</i>	<i>53,811</i>	<i>83,739</i>
Ukiah DAR	14,580	16,576	11,590	8,751	11,344
Fort Bragg DAR	12,670	14,879	10,927	6,122	6,759
<i>DAR Subtotal</i>	<i>27,250</i>	<i>31,455</i>	<i>22,517</i>	<i>14,873</i>	<i>18,103</i>
Systemwide Ridership Total	267,451	273,633	207,027	68,684	101,842

Source: MTA Ridership Performance by Route Board Approvals 2017-2022



Bus Stops and Transfer Points

A major factor in the consideration of an official transit center is the consolidation of transfers between MTA routes and other transportation within the region. Currently, there are four major stops facilitating the transfer of passengers from one bus to another. The Pear Tree Center, Ukiah Library, Ukiah Airport, and Mendocino College currently serve as the major transfer points for transportation in the region. The following is a list of each transfer point and the buses that connect at each one:

- Pear Tree Center - MTA Routes 7, 9, and 65 connect with Amtrak and Lake Transit Authority (LTA) Route 7.
- Ukiah Library – MTA Routes 7, 9, 20, and 75.
- Ukiah Airport – MTA Routes 7 and 9 (Saturdays only) connect with LTA Route 7 and Greyhound.
- Mendocino College – MTA Routes 7, 9, and 20 connect with LTA Route 7 and Amtrak.

Of note, there is no single stop in Ukiah that is served by all MTA routes. Specifically, passengers making connections between Routes 65 and 75 must make an intermediate trip on Routes 7 or 9. When travel between rural towns and major activity centers becomes too cumbersome or lengthy, people are less likely to make their trip by transit. When considering current MTA routes, the lack of efficient connection between Route 75 and Route 65 poses the largest obstacle for those wanting to travel from parts Navarro River Junction and Boonville to Santa Rosa. A passenger currently needs to transfer twice, once at the library and again at the Pear Tree Center in order connect to and from Route 65.

Other areas of connectivity inefficiencies occur between MTA and both Amtrak and Greyhound as each service picks up at different locations within Ukiah. Amtrak currently connects with Routes 7, 9, and 20 at Mendocino College while Greyhound connects with Routes 7 and 9 (Route 9 on Saturdays only) at the Ukiah Airport. A connection between MTA Routes 20, 65 and 75 also requires an intermediate trip on Routes 7 or 9. With future inter-regional services being proposed between Humboldt County and Ukiah, a more centralized transit center would create greater efficiency for travelers making trips to Ukiah and beyond.

Ridership by Stop

During the week of December 19th - 23rd boarding and alighting data was collected along Routes 7, 9, and 20 to better understand ridership patterns and volumes at existing stops. This information is summarized in Table 4 with more detailed tables by each route included under Appendix A. A heat map of passenger activity by stop is also shown in Figure 4. To consider proximity, we have included each potential transit center site being considered further below. As illustrated by Figure 4, there is the most passenger activity near Site 1, Sites 2A/2B, and Site 3. This is due in part for their locations near the Ukiah Library and Pear Tree Shopping Center stops.

The most frequented stops included Mendocino College and Pear Tree Center, each of which had 13 percent or 70 daily passengers. This was followed by Walmart/Foodmaxx which sees about 9 percent or 52 daily passengers.

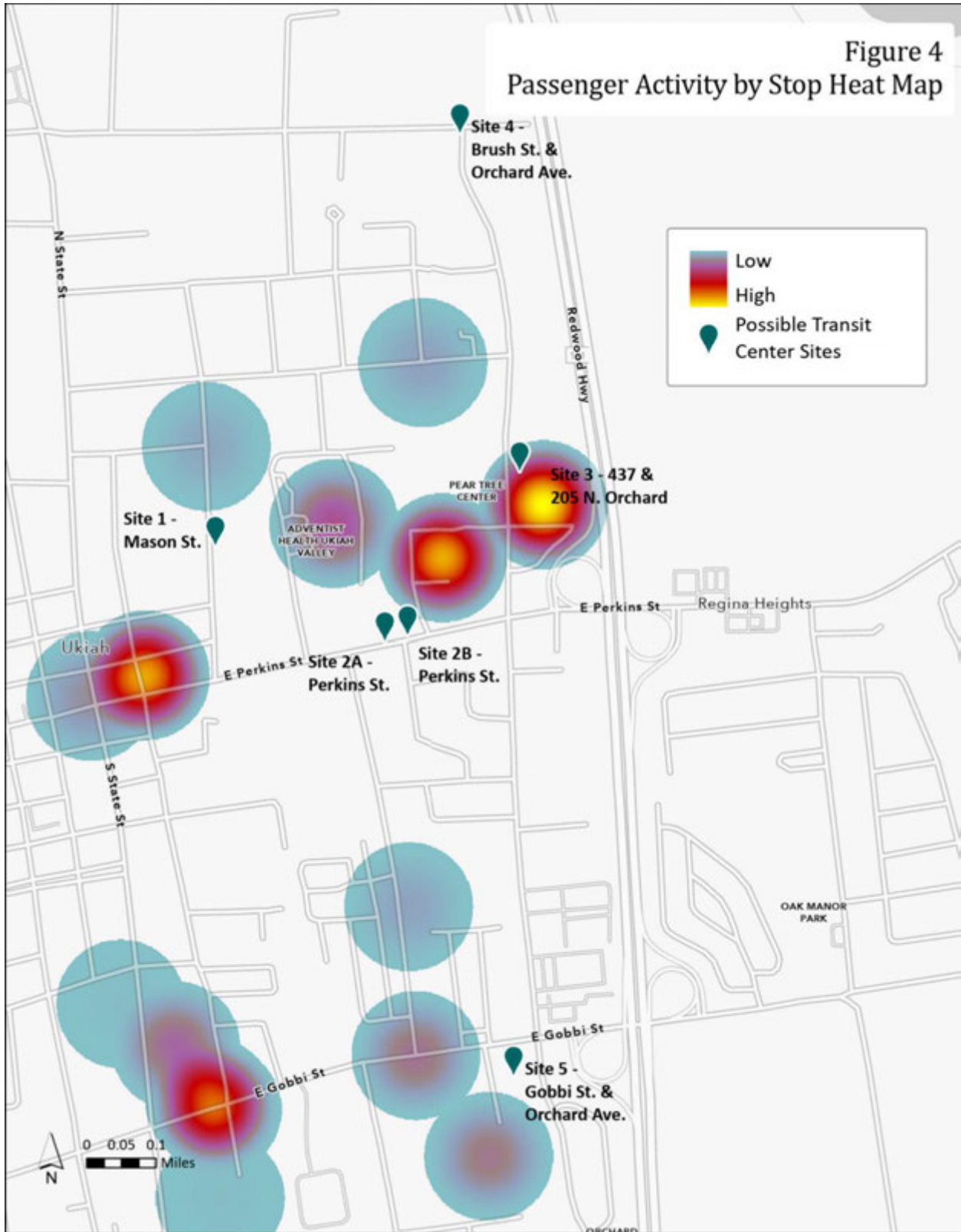
Table 4: Average Weekday Total Boardings/Alightings by Stop - Routes 7, 9, and 20

	Route			Total		Within 1/4 mile of site (1 = Yes)				
	Route 7	Route 9	Route 20	#	%	1	2A/2B	3	4	5
Across from Club Calpella	0.0	0.0	6.7	7	1%					
Across from Taylor's Tavern	0.0	0.0	0.0	0	0%					
Adventist Health Ukiah Valley	0.0	11.3	0.0	11	2%	1	1			
Alder Ln – Lumber Jacks	0.0	0.0	8.7	9	2%					
Autumn Leaves	0.0	7.2	0.0	7	1%					
Babcock Park	0.0	0.0	4.0	4	1%					
Baughn & Cameron Manufactured Home Sales	0.2	2.8	0.0	3	1%					
Bebop's Diner	0.0	0.9	0.0	1	0%					
Bush St & Cypress Ave	0.0	6.2	0.0	6	1%					
Bush St & Empire Dr	0.0	4.4	0.0	4	1%					
Bush St & Low Gap Rd	0.0	13.4	0.0	13	2%					
Clara Ave & Sidnie St	0.0	3.2	0.0	3	1%			1	1	
Club Calpella	0.0	0.0	3.0	3	1%					
Community Clinic	0.0	7.8	0.0	8	1%					
Costco	0.0	3.7	0.0	4	1%					
County General Services	0.0	1.8	0.0	2	0%					
East and West Roads	0.0	0.0	1.3	1	0%					
East Rd – Taylor's Tavern	0.0	0.0	0.7	1	0%					
Express Mart	0.0	19.1	0.0	19	3%					
Feedlot Ln & Bush St	0.0	18.1	0.0	18	3%					
Forks	0.0	0.0	5.0	5	1%					
Forks – Lightel's	0.0	0.0	5.7	6	1%					
Frank Zeek School	0.0	3.7	0.0	4	1%					
Gobbi St & Leslie St	0.0	7.8	0.0	8	1%					1
Gobbi St & Main St – Safeway	0.0	15.1	0.0	15	3%					
Gobbi St & Main St – Yokayo Center	0.0	13.7	0.0	14	2%					
Goodwill/Redwood Academy	0.8	0.2	0.0	1	0%					
Grace Hudson School	0.0	6.4	0.0	6	1%					
Gribaldo's	0.0	0.0	3.3	3	1%					
Grocery Outlet	0.8	0.2	0.0	1	0%					
Hillside Valley	0.0	7.5	0.0	7	1%					
Hwy 101 & Baechtel Rd – Brown's Corner	0.0	0.0	12.3	12	2%					
Hwy 101 at RR Xing – Earth Lab	0.0	0.0	3.0	3	1%					
Integrated Service Center	0.0	0.0	4.3	4	1%					
Jefferson Ln & State St	0.0	6.5	0.0	6	1%					
Laws Ave & Dora St	0.0	9.2	0.0	9	2%					
Leslie St - River Oak Charter School	0.0	1.2	0.0	1	0%					
Mason St & Norton St	0.0	2.6	0.0	3	0%	1				
Mendocino College	7.8	27.6	34.4	70	13%					
Pacific Pride	0.0	1.6	0.0	2	0%					
Pear Tree Center – JC Penney	0.2	37.2	0.0	37	7%		1	1		
Pear Tree Center – Ross	0.0	32.2	0.0	32	6%		1	1		
Plant Road & State St	0.2	3.5	0.0	4	1%					
Plowshares	0.0	1.2	0.0	1	0%					
Public Health Department	6.2	0.5	0.0	7	1%					
Raley's	0.2	14.5	0.0	15	3%					
Redwood Valley Center	0.0	0.0	3.0	3	1%					
Ridgewood Summit	0.0	0.0	1.3	1	0%					
River Oak Charter School	0.0	1.8	0.0	2	0%		1			
S State @ Hastings	0.0	0.5	0.0	1	0%					
S State @ Wabash	0.0	1.4	0.0	1	0%					
State St & Blue Bonnet Dr	0.0	14.9	0.0	15	3%					
State St & Cherry St – Ukiah Valley Lumber	0.0	14.7	0.0	15	3%					
State St & Gobbi St – Safeway	0.6	8.2	0.0	9	2%					
State St & Magnolia St	0.0	0.0	0.0	0	0%					
State St & Wabash Ave	0.0	0.0	0.0	0	0%					
Taco Bell	0.0	0.0	0.3	0	0%					
U-Haul	0.0	0.0	0.0	0	0%					
Ukiah High School	0.0	0.7	0.0	1	0%					
Ukiah Junior Academy	0.0	0.9	0.0	1	0%					
Ukiah Library	1.6	30.2	0.0	32	6%	1				
Ukiah Municipal Airport	0.0	0.2	0.0	0	0%					
Ukiah Theatre	0.0	0.5	0.0	1	0%					
Waldorf School	0.0	0.0	1.3	1	0%					
Walmart/FoodMaxx	0.0	51.8	0.0	52	9%					
Walnut Village	0.0	3.3	0.0	3	1%					
Washington Ave & Dora St	0.0	10.8	0.0	11	2%					
West Rd & Hwy 101	0.0	0.0	6.3	6	1%					

556

Boarding/Alighting Within 1/4 Mile of Site	45.8	82.7	72.8	3.2	7.8
Percent of total Ukiah Ridership Activity Within 1/4 Mile of Site	8%	15%	13%	1%	1%

Figure 4
 Passenger Activity by Stop Heat Map



Fleet Inventory

MTA has a fixed route fleet of 30 vehicles consisting of nine (9) 40' Gillig Clean Diesel buses, three Cummins Glaval, two IC Eaton Hybrid buses, twelve Glaval Gas vehicles, two Champions, one Diamond Lightning, and one Glaval VTM Hybrid. Over the next five fiscal years, MTA plans to buy ten Diamond Lightning buses to replace a majority of their Glaval Gas vehicles, three Glaval Cummins buses to replace existing models, and nine 35' Gillig All Electric buses to replace their existing clean diesel vehicles.

Other Regional Transportation Services

There are several inter-regional routes serving Ukiah. The following is a brief discussion of these services and their routes as well as the places in which they connect with MTA routes.

Lake Transit Authority

The Lake Transit Authority (LTA) was established in 1996 through a Joint Powers Agreement between Lake County and the Cities of Clearlake and Lakeport to provide public transportation services for Lake County residents. LTA currently runs ten routes throughout Lake County serving the towns of Lakeport, Clearlake, Kelseyville, Cobb, and Middletown.

LTA Route 7 completes four roundtrips each weekday between Lakeport and Ukiah, via Robinson Rancheria and Upper Lake. LTA Route 7 runs from Lakeport north through Upper Lake and onwards to Ukiah making stops at Mendocino College, Pear Tree Center, Ukiah Valley Medical Center, and the Ukiah Airport. Depending on specific stop, service times in Ukiah are around 9 AM, 1 PM, 4 PM and 7 PM.

Amtrak Thruway

Amtrak currently provides service from the Pear Tree Center at 11:10 AM and 2:05 PM southbound and 2:10 PM and 5:20 PM northbound, seven days a week. To the south, passengers may connect to either San Francisco or Sacramento using Amtrak with one connection in Martinez. To the north, service is provided as far as Arcata. Of note, trips may be made on this service between Ukiah and some other stops (including Martinez, Healdsburg and Fortuna) without a rail leg of the journey, but not others (including Santa Rosa, Eureka or Arcata).

Greyhound

Greyhound currently provides service from the Ukiah Airport southbound to the Bay area at 12:40 PM and northbound to Eureka/Arcata at 4:00 PM, on most days of the week in a variable fashion. One may directly connect to either San Francisco or Sacramento with a 3.5-hour bus ride.

PLANNED FUTURE TRANSIT SERVICES

Humboldt Transit Authority

The Humboldt Transit Authority (HTA) was established in 1975 by a joint-powers agreement between the County of Humboldt and the Cities of Arcata, Eureka, Fortuna, Rio Dell, and Trinidad. HTA operates most of the intercity public transit services across Humboldt County, providing connectivity between the communities and amenities along the US 101 corridor as well as service along CA 299 between Arcata and

Willow Creek. HTA is also responsible for overseeing and operating local fixed route service within the City of Eureka via the Eureka Transit Service (ETS).

According to a press release posted by HTA in July 2022, a recent \$38.7 million grant has been awarded to HTA to operate an inter-regional hydrogen fuel cell bus service running from Eureka to Ukiah, making stops in Fortuna, Rio Dell, Garberville, Leggett, Laytonville, and Willits. This service would be operated by HTA and be named the Redwood Coast Express (RCX). According to more recent correspondence with HTA staff, the service is expected to begin in 2024. The service would run once per day, Monday through Friday with an expected annual ridership of about 2,250 passengers serving Ukiah in the southbound and northbound direction. A transit center in Ukiah would further support and facilitate those hoping to travel onward to Santa Rosa, Sacramento, or the Bay Area.

A transit center should first and foremost serve to be an efficient and convenient place for different transit services to connect. It should also be an informative, safe, and comfortable place for passengers to wait for and transfer between various transit services.

Early in the study process the LSC team met with MCOG, MTA, and other local stakeholders for a kick-off meeting and workshop to discuss possible transit center program needs and locations. The following provides a brief description of these expressed needs.

STAKEHOLDER WORKSHOP #1

On December 7th, 2022, thirteen local stakeholders met with LSC to discuss possible transit center needs and locations. The workshop included representatives from MCOG, MTA, the City of Ukiah Planning Department, Ukiah Public Works, and the Mendocino County Planning and Transportation Departments. The workshop began with a brief presentation of various types of transit centers spanning from fully indoor, climate controlled, spaces to fully outdoor transit centers. Various transit center benefits such as passenger and staff comfort, improved visibility of transit services, and safety were also discussed, followed by the fact that MTA currently does not have one consolidated transfer point between its own routes and regional services such as LTA, Greyhound, and Amtrak.

The second half of the workshop built off the kick-off meeting in identifying key desired features for the transit center. The following is a list of characteristics the client and stakeholder group would like to consider in the planning of a new Ukiah Transit Center:

- Access to the Great Redwood Trail.
- Facilitate connections to all regional services (LTA, Greyhound, Amtrak, and possibly HTA).
- Be located near housing, medical services, and shopping.
- Be consistent with Ukiah's newly adopted Mobility Element.
- Provide adequate bus capacity for peak bus volume (planning outwards of 20 years).
- Include some personal and staff vehicle parking with a few EV chargers.
- Consider space for electric scooters and/or bicycles.
- Provide driver/staff facilities (restroom and vending machine at the very least and maybe a small break room).
- Include a large shelter for passengers (most likely open-air and not climate controlled)

Using this initial feedback, LSC has provided a potential program for consideration in our site size and cost analysis, as discussed in following chapters.

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ZONING REGULATIONS

Determining whether or not a transit center is an appropriate land use for a particular site is essential in considering different potential sites. Table 5 provides a brief overview of each potential site and its corresponding zoning district. As shown, the five sites to be discussed under Chapter 5 fall within the following three zoning ordinances:

- The **Community Commercial Zoning District (C1)** provides a broad range of commercial land use opportunities along the primary transportation corridors within the City. It is intended to promote and provide flexibility for commercial development, to encourage the establishment of community-wide commercial-serving land uses and provide opportunities to integrate multiple-family housing and mixed-use projects. The Community Commercial (C-1) Zoning District is consistent with the commercial general plan land use designation. Building heights up to 50 feet are allowed in this district with building front setbacks of 5 feet at a minimum with no rear or side setbacks required unless the property is adjacent a residential land use.
- The **Heavy Commercial Zoning District (C2)** provides opportunity for commercial service, wholesale activities, auto repair shops, agricultural supply stores, and other activities which are generally inappropriate in areas developed with professional offices and retail stores. The Heavy Commercial Zone also encourages the integration of multiple-family housing. The Heavy Commercial (C-2) Zoning District is consistent with the commercial (C) general plan land use designation. Building heights up to 50 feet are allowed in this district with building front setbacks of 5 feet at a minimum with no rear or side setbacks required unless the property is adjacent a residential land use.
- The **Urban Center (UC) Zone** allows for higher density residential and mixed-use buildings that may accommodate retail, office, services, local and regional civic uses, and residential uses. This zone has a tight network of streets with wide sidewalks, regularly spaced street tree planting, and buildings set close to lot frontages. Building heights and setbacks within this zoning district is dependent on the type of structure being proposed and its location in relation to other buildings.

2040 General Plan Land Use and Planning

On December 7, 2022, the City Council adopted the 2040 General Plan. Specifically, the 2040 General Plan divided the existing commercial land use designation into more detailed designations: Downtown Core, Highway Commercial, Community Commercial, and Neighborhood Commercial. Four of the five sites are located within these commercial designations. Each of these designations allow high impact uses like transportation services.

Table 5: Site Zoning Regulations

	Site 1 - Mason St.	Sites 2a and 2b: 410 & 414 E. Perkins St.	Site 3: Orchard St./Pear Tree Center	Site 4: Brush St. & Orchard St.	Site 5: Orchard Street & Gobbi
Address	N/A	410 & 414 East Perkins Street	437 and 205 N. Orchard Avenue	595 Brush Street	N/A
APN(s)	002-151-10; 002-193-44	002-200-36; 002-200-35	002-200-39; 002-370-25	002-101-28	003-582-38; 003-181-01
Zoning	C2 - Heavy Commercial	UC - Urban Center	C1 - Community Commercial	C2 - Heavy Commercial	C1 - Community Commercial
2040 General Plan	Community Commercial	Downtown Core	Community Commercial	Highway Commercial	Highway and Community Commercial
Allowed/Permitted: Transportation Services	Yes	Yes	Yes with Major or Minor Use Permit	Yes	Yes with Major or Minor Use Permit

Source: City of Ukiah Zoning Ordinance

POTENTIAL TRANSIT CENTER PROGRAM AND SITE LOCATIONS

This chapter first presents a discussion of the potential program for a transit center in Ukiah, including an evaluation of the number of bus bays, the types of building amenities, the size of the facility and number of parking spaces. A list of potential site locations is then presented, and an initial review of the sites is provided.

TRANSIT CENTER PROGRAM

A development program for the transit center has been prepared based on discussions with MCOG, MTA, and Ukiah City staff, an evaluation of the existing and recent (pre-pandemic) MTA service and ridership data, a review of growth in the Ukiah and Mendocino County area, and a compare of transit centers that have proven effective and efficient in similar sized communities and transit systems.

The following characteristics have been indicated as desired and needed for a future transit center to accommodate service and ridership growth. The following describes what could potentially be included in the new transit center:

- A small climate-controlled building accessed only by MTA staff with the following features:
 - One (1) small rest space.
 - One (1) restroom.
 - Vending machine for snacks/drinks.
 - Closet for janitorial supplies, with space for electronics.
- Transit Vehicle bays as follows:
 - At least four (4) bus bays accommodating 40' buses for current MTA service. Note that any future increase in the frequency of service on the MTA routes would not increase the number of buses onsite at any one time. Given the limited extent of Ukiah and the modest future population growth, it is concluded that additional routes (such as serving new neighborhoods) that would add an additional bus is unlikely to occur.
 - At least two (2) bus bays accommodating a 45' bus Intercity Greyhound, Amtrak, Lake Transit, and HTA's future RCX service.
- Solar panels
- Electric vehicle chargers (private automobile)
- Bike parking and/or lockers (4 bicycle racks, 2 per rack).
- Security (lighting and potential camera surveillance).
- Between 15-20 parking spaces (for staff and potential park and ride)
- Small covered outdoor area with passenger standing and sitting space.
- Real-time transit information displays.

While several types of transit centers were initially discussed for Ukiah, the most favorable design was a structure that is simple, with a small indoor space for driver and staff use only, and an open but covered outdoor waiting space for passengers. This will reduce long-term building maintenance costs and security issues. Considering the relatively mild climate in Ukiah, an indoor climate-controlled waiting area was not deemed to be necessary.

According to the *Transit Capacity and Quality of Service Manual*, 3rd Edition (TCRP, 2017) (p 4-4) 7 to 10 square feet per standing waiting passenger is recommended for a transit facility. Sitting passengers require approximately 20 square feet per passenger. Assuming that half are standing and half are sitting this indicates that the provision of approximately 1,200 square feet of waiting area should be considered for a future transit center.

Table 6 provides an overview of average daily bus activity arriving at the current Pear Tree Center stop. As shown, peak bus activity occurs during the late afternoon hour between 3:15 PM and 4:15 PM with nine buses serving the stop. During the hour, the maximum number of buses that arrive within a 15-minute period is four (between 3:00 PM and 3:15 PM). For this reason, we will assume that four bus bays for MTA routes will be necessary at a minimum with the addition of two bays available for other regional providers such as Greyhound, Amtrak, LTA, or HTA, summing to a total of six bus bays.

Program Size Requirements

Table 7 illustrates a general estimate for what total lot size is needed to accommodate the transit center characteristics discussed above. As shown, at a minimum the site will require around 1,470 square feet for a staff break room, 17,645 square feet for the bus bars, 1,602 square feet for the passenger waiting area, and 3,060 square feet for parking. With an extra 5,940 square feet for landscape a total of 29,717 square feet, or 0.7 acres, of land is needed at a minimum for a potential transit center.

As shown in Table 8, Site 3 (Orchard St./Pear Tree Center) does not currently meet the necessary site requirements at a minimum. Further, Site 2A (410 E. Perkins St), 2B (414 E. Perkins St.), and Site 5 (Gobbi St. and Orchard St.) are also on the smaller side but could potentially accommodate a transit center.

POTENTIAL SITE LOCATIONS

The five locations shown in Figures 5 and 6 were identified in the early stages of the study by MCOG, City of Ukiah, and MTA staff. Each potential location is described below, while Appendix B provide additional details on each site. A full analysis, including scoring criteria and recommendations, will be included under TM2.

Site 1: Mason Street between Norton St. and Perkins St.

Site 1 is located along Mason Street between Norton Street and E. Perkins Street (APNs: 002-151-10 and 002-193-44) directly adjacent to the Rail Trail. The site is flat, undeveloped, and currently being used as a surface parking area for nearby businesses. Adjacent land uses include residential single-family homes and small office buildings to the west, a large commercial building to the south, and the Adventist Health Ukiah Valley to the east.

Table 6: Weekday Bus Activity at Pear Tree Shopping Center

Assuming All Routes Revised to Serve Transit Center

15-Minute Time Period		Number of Buses at Potential Transfer Center by Route													Total #		
		7- Jitney		9 - Local		65-CC Rider		75-Gualala/ Ukiah/ Ft. Bragg		Lake Transit Route 7		Greyhound (1)	Amtrak Thruway	HTA RCX (2)			
		NB	SB	NB	SB	NB	SB	NB	SB	WB	EB						
6:15 AM	6:29 AM	1															1
6:30 AM	6:44 AM																0
6:45 AM	6:59 AM																0
7:00 AM	7:14 AM			1													1
7:15 AM	7:29 AM																0
7:30 AM	7:44 AM																0
7:45 AM	7:59 AM			1	1												2
8:00 AM	8:14 AM																0
8:15 AM	8:29 AM																0
8:30 AM	8:44 AM				1												1
8:45 AM	8:59 AM			1												1	2
9:00 AM	9:14 AM					1	1			1							3
9:15 AM	9:29 AM			1		1											2
9:30 AM	9:44 AM																0
9:45 AM	9:59 AM			1	1						1						3
10:00 AM	10:14 AM																0
10:15 AM	10:29 AM			1	1												2
10:30 AM	10:44 AM																0
10:45 AM	10:59 AM			1	1												2
11:00 AM	11:14 AM												1		1		2
11:15 AM	11:29 AM			1													1
11:30 AM	11:44 AM																0
11:45 AM	11:59 AM			1	1												2
12:00 PM	12:14 PM																0
12:15 PM	12:29 PM			1	1												2
12:30 PM	12:44 PM																0
12:45 PM	12:59 PM			1	1												2
1:00 PM	1:14 PM										1						1
1:15 PM	1:29 PM			1	1												2
1:30 PM	1:44 PM																0
1:45 PM	1:59 PM			1	1												2
2:00 PM	2:14 PM																0
2:15 PM	2:29 PM			1	1							1		1	1		3
2:30 PM	2:44 PM																0
2:45 PM	2:59 PM			1	1					1							3
3:00 PM	3:14 PM																0
3:15 PM	3:29 PM			1	1	1	1										4
3:30 PM	3:44 PM					1											1
3:45 PM	3:59 PM			1	1												2
4:00 PM	4:14 PM										1	1					2
4:15 PM	4:29 PM			1	1												2
4:30 PM	4:44 PM																0
4:45 PM	4:59 PM			1	1												2
5:00 PM	5:14 PM																0
5:15 PM	5:29 PM			1	1												2
5:30 PM	5:44 PM																0
5:45 PM	5:59 PM				1												1
6:00 PM	6:14 PM																0
6:15 PM	6:29 PM										1						1
6:30 PM	6:44 PM																0
6:45 PM	6:59 PM																0
7:00 PM	7:14 PM											1					1
7:15 PM	7:29 PM																0
Total Weekday Daily		1	0	20	18	4	2	0	1	4	4	1	2	2	2	59	
Total in AM Peak Hour		0	0	1	1	1	1	0	0	1	0	0	0	0	1	6	
Total in PM Peak Hour		0	0	2	2	2	1	0	0	1	1	0	0	0	0	9	

Note 1: Greyhound does not currently serve Pear Tree Center but assuming they moved their pick up location to the new transit center, it would arrive once daily between 11am and 12 pm.

Note 2: Humboldt Transit Authority (HTA) does not currently serve Ukiah. This Table assumes twice daily service via the Redwood Coast Express (RCX).

Peak Hour

Table 7: MTA Transit Center Program and Space Requirements

Program Element	Standard Sq.Ft. per Unit	# of Units	Sq. Ft.	
Staff Facility/Utility Space				
Driver Break Room	600		600	
Entrance			80	
Staff Restrooms (2)	250	2	500	
Mechanical / Service Space	64		64	
Janitor Closet	36		36	
<i>Circulation and Utilities (15 percent)</i>			190	
Admin and Operations Total			1,470	Sq. Ft.
Bus and Passenger Needs				
<u>Bus Parking Bays</u>				
40' Gillig	2,400	4	9,600	
45' Gillig	2,600	2	5,200	
Dial a ride Van	625	1	625	
<i>Bus Circulation (15 percent)</i>			2,220	
Total Bus Bay Req.			17,645	Sq. Ft.
<u>Outdoor Passenger Waiting Area</u>				
Outdoor Covered Seating	20	40	800	
Outdoor Open Seating	20	20	400	
Public Art	150	1	150	
Bicycle/Scooter Parking (2 per rack)	72	4	72	
<i>Passenger Circulation (15%)</i>	-	60	180	
Outdoor Passenger Waiting Area			1,602	Sq. Ft.
Total Building Program			19,247	Sq. Ft.
Personal Auto Parking				
Operations/Service Vehicle	180	2	360	
Visitors (15)	180	15	2,700	
Auto Parking		17	3,060	Sq. Ft.
Total Site Development Program			23,777	Sq. Ft.
Landscaping Area, Setbacks (25%)			5,940	
TOTAL <u>MINIMUM</u> SITE AREA REQUIRED			29,717	Sq. Ft.
			0.7	Acres

Table 8: Potential Site Size Analysis		
Site	Site Size	Meets Minimum Size?
Site 1: Mason St.	2.5 acres	Yes
Site 2A: 410 E. Perkins St.	0.8 acres	Yes
Site 2B: 414 E. Perkins St.	0.7 acres	Yes
Site 3: Orchard St.	0.5 acres	No
Site 4: Brush St./Orchard St.	1.4 acres	Yes
Site 5: Orchard St./Gobbi St.	0.9 acres	Yes

The site is within the C2 (Heavy Commercial) zoning district of Ukiah and as such, a transit center would be an allowed permitted use while also being in line with the 2040 General Plan Community Commercial designation. It is potentially large enough to accommodate a southbound bus aisle (as well as northbound bus bays along Mason Street), allowing for bi-directional access and egress.

Sites 2A and 2B: 410 and 414 East Perkins Street (Old Wendy’s and Saving Bank lots)

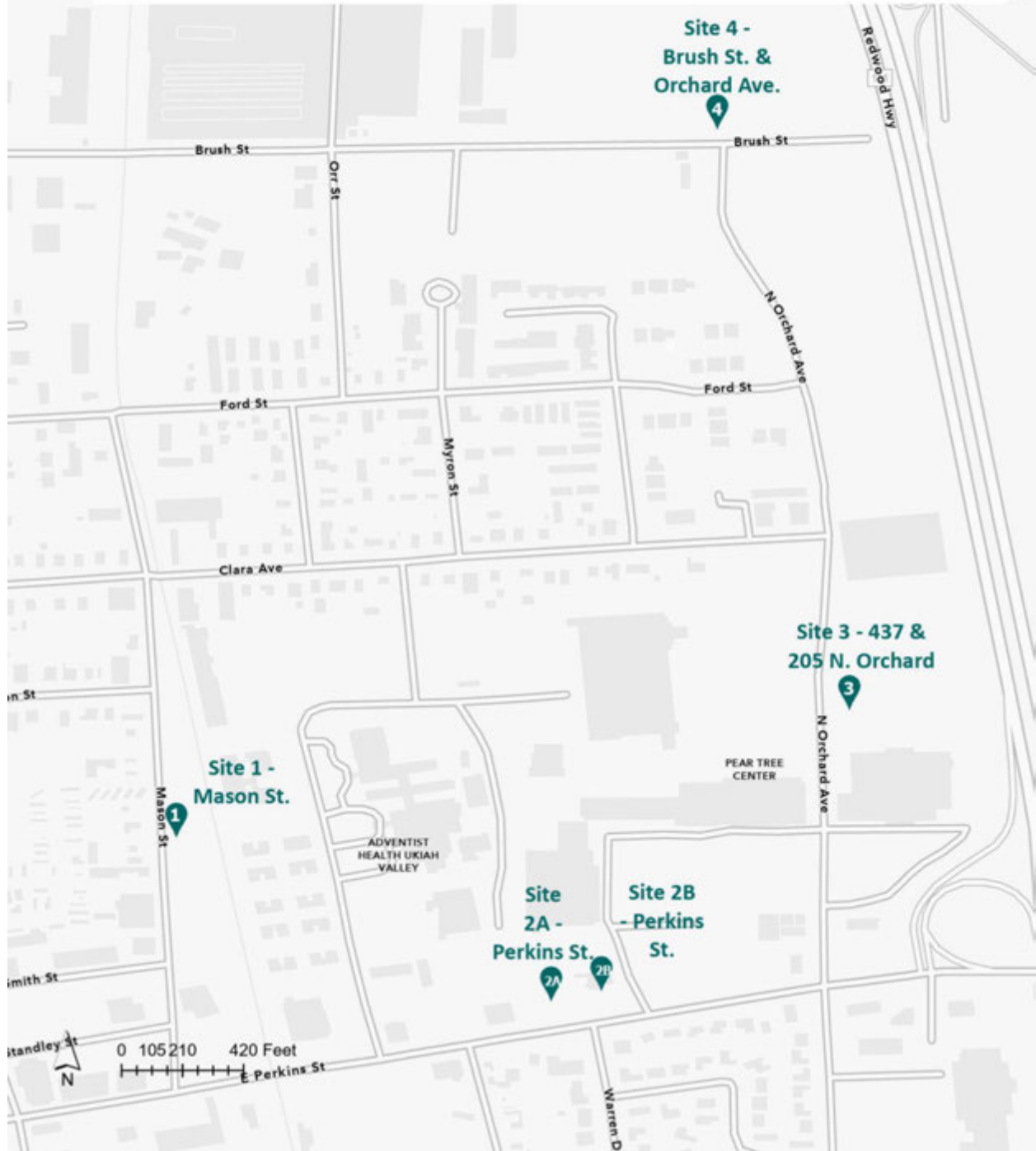
Sites 2A and 2B are located along the north side of East Perkins Street between Orchard Street and Mason Street. Site 2A, located at 410 East Perkins Street, was previously a Wendy’s but is currently empty and unused with a building pad and surface parking lot. Site 2B is located at 414 East Perkins. It currently has an older closed structure on it that used to serve as a bank. Just directly north of the site is a Lucky’s grocery store and other large commercial stores, to the west is the Adventist Health Ukiah Valley medical facility, to the east is a Chipotle and other fast-food establishments, and to the south is a mix of small office buildings and residential single-family homes.

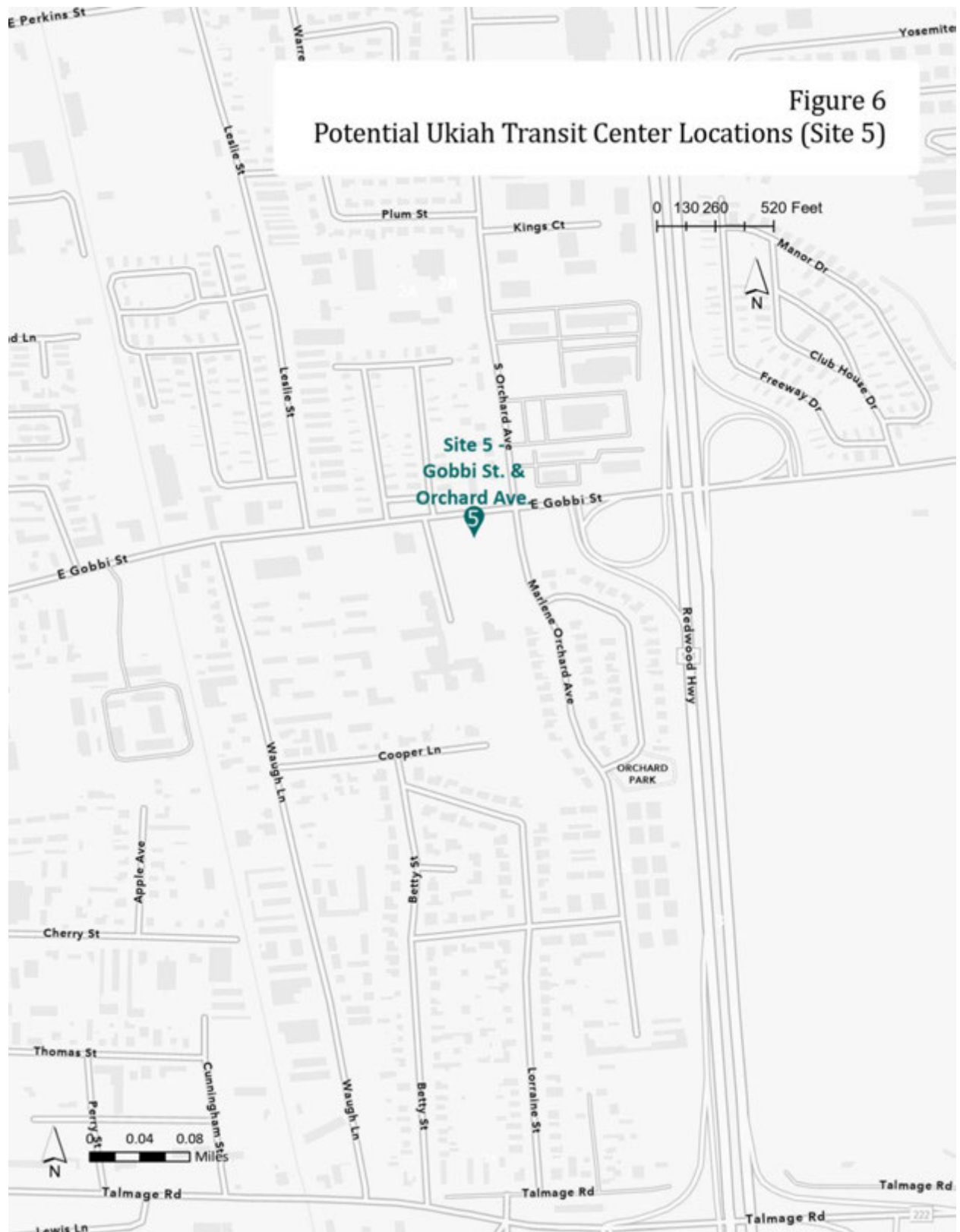
These sites are within the UC (Urban Center) zoning district of Ukiah and as such, a transit center would be an allowed permitted use while also being in line with the 2040 General Plan Downtown Core designation. One key factor is that traffic volumes on East Perkins Street are too high to consistently provide the opportunity for buses to make a southbound left turn onto East Perkins Street eastbound. Buses departing a transit center at either Site 2A or 2B would need to exit to the north and use the circulation drive around the exterior of the Pear Tree Center to Orchard Street.

Site 3: Orchard Street (Between Kohls and JC Penney Parking Lots)

Site 3 is located on Orchard Street in the parking lot just north of JC Penney adjacent to several other small restaurants. The site is currently being used as a transit stop with one small temporary shelter. This site is flat and largely undeveloped as it currently serves as a surface parking lot. The surrounding uses include primarily big box commercial stores such as JC Penney, Kohls, Big 5 Sporting Goods, as well as fast food restaurants such as McDonalds and Chipotle.

Figure 5
Potential Ukiah Transit Center Locations (Sites 1, 2A, 2B, 3 and 4)





The site is within the C1 (Community Commercial) zoning district of Ukiah and as such, a transit center would be an allowed permitted use with a major or minor use permit while also being in line with the 2040 General Plan Community Commercial designation.

Site 4: Brush Street and Orchard Street

Site 4 is located at the intersection of Brush Street and Orchard Street. The site is flat, undeveloped, and located near a mix of medium and high-density housing to the west of the site. The area north and south of the site are undeveloped parcels as well.

The site is within the C2 (Heavy Commercial) zoning district of Ukiah and, as such, a transit center would be an allowed permitted use while also being in line with the 2040 General Plan Community Commercial designation.

Site 5: Orchard Street and Gobbi Street (Southwest Corner Lot)

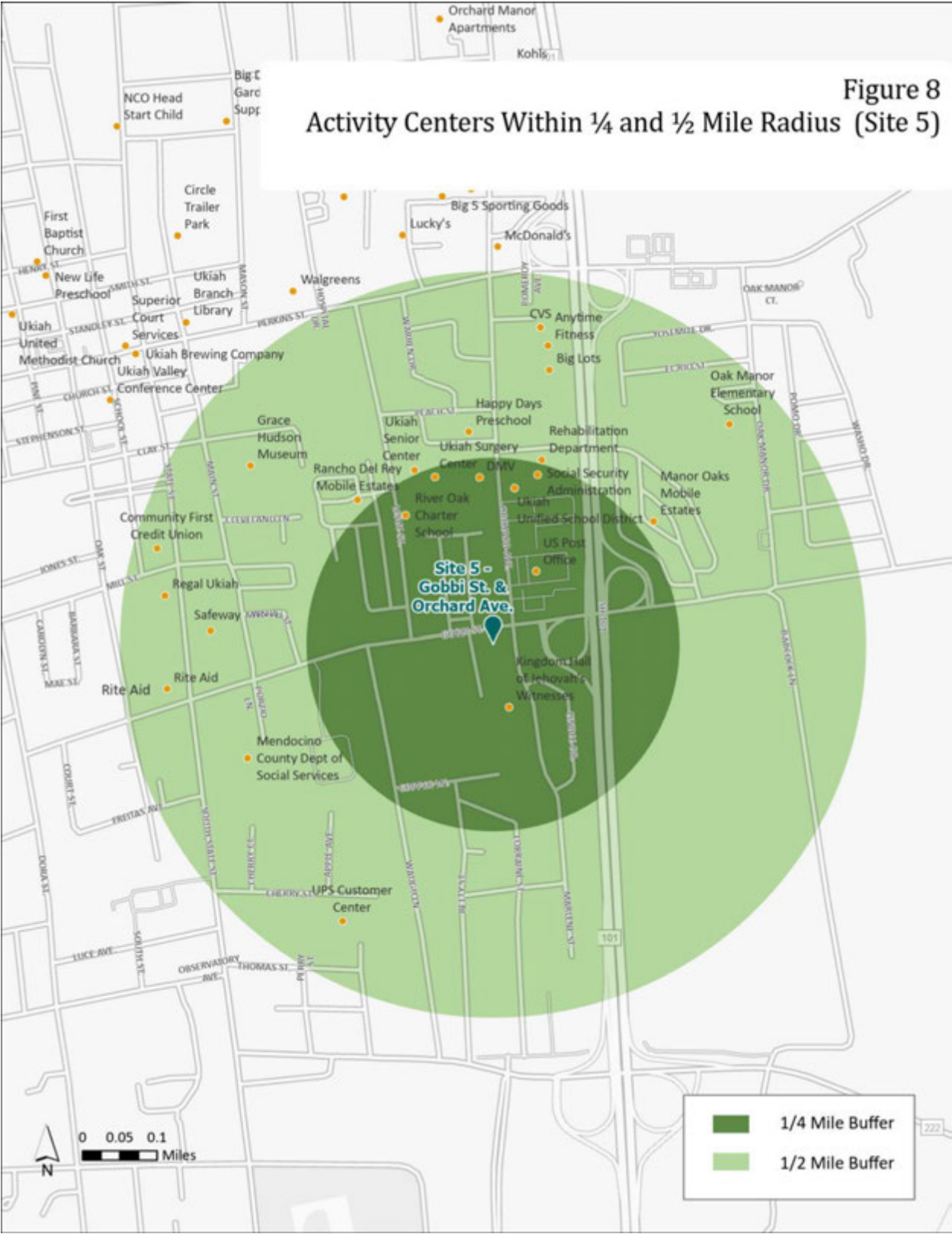
Site 5 is located on the southwest corner of Gobbi Street and Orchard Street. The site is flat and undeveloped with residential single-family housing to the north, a mix of multifamily apartment style housing to the west, an electric telecommunications facility directly to the south, and an empty lot and US 101 freeway on ramp to the east. There are also several churches and religious gathering places in the near proximity.

The site is within the C1 (Community Commercial) zoning district of Ukiah and as such, a transit center would be an allowed permitted use with a major or minor use permit while also being in line with the 2040 General Plan Highway and Community Commercial designations.

ACTIVITY CENTERS SERVED BY EACH POTENTIAL SITE

One factor in considering the relative benefits of various transit center sites is the activity centers that are within a convenient walking distance of the center. A transit center served by all routes will be the most convenient location to access via transit within Ukiah. As such, locating the center to serve the greatest number of transit trip destinations is an important consideration. For purposes of this review, a distance of ¼ mile (roughly a five minute walk) and ½ mile (roughly a ten minute walk) were reviewed.

Figures 7 and 8 depict popular destinations within a ¼ mile and ½ mile walking distance from each site. As demonstrated, Sites 2A/2B, and 3 have the most retail, commercial, and restaurant establishments in close proximity. Site 1 has fewer sites (though it is close to the downtown activity centers), followed by Site 5 and finally Site 4. A complete detailed list of site-adjacent destinations for each site are included under Appendix C.



RELEVANT PLANNING DOCUMENTS

There have been several recent transportation planning studies in Mendocino County and Ukiah that are relevant to the current Transit Center Feasibility Study. These plans, many of which have been overseen by both the City of Ukiah and MCOG, are briefly summarized below.

REGIONAL TRANSPORTATION PLAN AND ACTIVE TRANSPORTATION PLAN (2022)

As Mendocino County's Regional Transportation Planning Agency (RTPA), MCOG is required to develop a long-range *Regional Transportation Plan* (RTP) every four years in order to qualify for federal and state transportation funding. The most recent update to Mendocino County's RTP was completed in 2022 in tandem with an update to the county's Active Transportation Plan (ATP). The RTP discusses the condition of state highways, local roads, public transit, tribal transportation, and aviation within Mendocino County, and then identifies goals and projects for each sector. The ATP chapter outlines projects that will encourage greater rates of walking and bicycling across Mendocino County.

While the plan outlines numerous short- and long-range roadway, vehicle, bicycle, and pedestrian improvements for the region, the Public Transit Service Element is the most pertinent to this Feasibility Study. The Public Transit Service Element provides an overview of MTA's services, their current needs assessment process, and a series of recommended short-range and long-range projects. Amongst the short-range projects identified, a Transit Hub Location Plan was described, which is now being completed through this Feasibility Study. Another short-range project identified and now in its early stages was to update the Mendocino Transit Authority (MTA) Short Range Transit Development Plan, discussed further later in this chapter. Other short-range projects included implementing a pilot rural mobility project, continuously improving bus stops according to the Bus Stop Review Study, revamping MTA's solar canopy, and acquiring replacement vehicles for the transit fleet. The only long-range project described was to design and construct a new administration and operations building for MTA.

CITY OF UKIAH 2040 GENERAL PLAN (2022)

The *City of Ukiah 2040 General Plan* is a long-range planning document that provides direction regarding future development and city projects based on the community's values. The *2040 General Plan* establishes goals, policies, and implementation programs for issues related to land use, economic development, mobility, sustainability, agriculture, and housing, among other topics. Many sections of the report have the potential to influence transit and this Feasibility Study, however the section most relevant to this report is the Mobility Element.

One of the overall goals of the *2040 General Plan* is to support policies and projects which will ultimately provide Ukiah with a strong network of multimodal transportation infrastructure. The Mobility Element describes the current transportation network in Ukiah as well as travel patterns across the city, and then describes the principles which will guide the development of the planned street and transportation network. Goals presented in the Mobility Element that are relevant to the Transit Center Feasibility Study include reducing vehicle miles traveled (VMT) by residents, requiring new development to include transit

facilities, supporting funding and incentives to increase transit ridership, and supporting the development of the Ukiah Transit Center. The *2040 General Plan* recommends that the site for the Ukiah Transit Center be located nearby retail and other commercial services.

CALIFORNIA INTERCITY BUS STUDY (2022)

The *California Intercity Bus Study* (CIBS) is an ongoing effort to design and implement a coordinated intercity bus network throughout the state. The CIBS network would increase transportation access, improve the experience of passengers using public transit for longer trips, and reduce auto congestion. The CIBS network would be comprised of multiple regional networks designed based on stakeholder input, network analysis, and Caltrans capacity. Ukiah would be included as a stop in the North Coast network and would be a major stop for passengers traveling east to access the rest of the Statewide network. If implemented, the CIBS would result in 120 new miles of bus routes in the North Coast region, providing residents with greater access to transit. The CIBS is relevant to this Feasibility Study because the Ukiah Transit Center would need to accommodate the extra vehicles operating the CIBS services.

In July 2022, the Steer Group (Steer) presented their evaluation of the potential CIBS network. Steer, a consulting firm specializing on issues relevant to cities, transportation, and infrastructure, used the business case approach to analyze benefits and drawbacks of the project. They conducted a high-level assessment of ridership and costs for each corridor of the CIBS network based on different capture rates of possible passengers. Then, Steer evaluated the CIBS network through strategic, economic, financial, and implementation lenses. Steer found that the CIBS network would increase equity and benefit the environment, but that it would have to capture 10 to 12 percent of possible riders in order for the benefits to exceed the costs over a 10-year operating period. Steer recommended that Caltrans focus on managing the CIBS network and contract out operations and fleet management responsibilities. Steer also recommended that Caltrans optimize the services after conducting more analyses on potential ridership; for instance, the CIBS recommended that service between Ukiah and Marysville operate on 2-hour frequency, however if ridership is lower than expected this route would not perform well and Caltrans would need to reduce the service frequency.

MENDOCINO COUNTY ZERO EMISSION VEHICLE (ZEV) AND ALTERNATIVE FUELS READINESS PLAN UPDATE (2019)

MCOG, anticipating the growth of the zero-emissions vehicle (ZEV) industry and the future need for changing infrastructure, completed the original *Mendocino County ZEV Regional Readiness Plan* (*ZEV Readiness Plan*) in 2013. The *ZEV Readiness Plan* presented a strategy for implementing a countywide network of publicly accessible charging stations. In 2015, MCOG completed the *ZEV Readiness Plan Phase 2 – Feasibility Report*, which consisted of evaluations of potential sites for charging stations and described recent public outreach. MCOG undertook another update to the *ZEV Readiness Plan* in 2019. This most recent *ZEV Readiness Plan Update* (2019) includes a framework to guide the implementation of ZEV-related infrastructure within the context of other regional planning efforts related to alternative fuels.

Regarding alternative fuels and transit, the *ZEV Readiness Plan Update* reviewed the *North Coast and Upstate Fuel Cell Vehicle Readiness Project*, which outlined pathways for eight northern California counties, including Mendocino County, to introduce hydrogen fuel cell vehicles. At the end of the study,

MCOG staff made recommendations for how to deploy hydrogen fuel cell technology in the county. They found that hydrogen fuel cell technology offers near-term potential for public and private transit operators in Mendocino County, but not for use by the general public. Given this potential, this Feasibility Study should consider the incorporation of hydrogen fueling infrastructure at possible project sites

The *ZEV Readiness Plan Update* recommends Mendocino County to continue to adopt ZEV-supportive policies and regulations, an example being to electrify transit fleets. The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation now requires public transit agencies to gradually transition their vehicle fleets to 100 percent ZEVs. Small transit agencies such as MTA are required to have a ZEV Rollout Plan approved by July 1, 2023. The ICT Regulation will then require that 25 percent of buses purchased by small transit agencies are ZEVs by 2026 and that 100 percent of bus purchases are ZEVs by 2029. MTA has already begun to procure ZEVs in advance of the regulatory requirements.

The *ZEV Readiness Plan Update* also describes an example building code for ZEV charging. One of the requirements of this code would be for new transit projects to service 2 percent of the total parking spaces with ZEV infrastructure. If this code was implemented, it would impact the design of the future Ukiah Transit Center.

UKIAH BICYCLE AND PEDESTRIAN MASTER PLAN (2015)

The Ukiah Bicycle and Pedestrian Master Plan (BPMP) encourages increased rates of bicycling and walking within the City of Ukiah by identifying projects that will enhance the bicycle and pedestrian network. The BPMP describes existing facilities for bicyclists and pedestrians, analyzes where bicycle and pedestrian alterations are most needed in Ukiah, and then presents recommended projects, implementation guidelines, and potential funding sources. Many transit passengers either bicycle or walk for their first/last mile of their journeys, therefore bicycle and pedestrian networks in Ukiah would likely make it easier for people to access transit routes.

The BPMP policies most relevant to this Feasibility Study are to encourage the installation of short- and long-term bicycle parking infrastructure at transit stations and to provide crosswalks near transit stations. Other BPMP objectives related to public transit include increasing connectivity between residential areas and transit services through additional bicycle and pedestrian amenities, designating State Street and other local streets as transit/bicycle corridors, working with the MTA to provide bike racks for buses, and promoting the development of "Complete Streets," or roadways designed to be safe for all roadway users.

MENDOCINO TRANSIT AUTHORITY SHORT RANGE TRANSIT DEVELOPMENT PLAN (2012)

A Short Range Transit Development Plan (SRTDP) provides a 5-year service, capital, and financial plan to improve transit services so they better meet the needs of local residents while remaining cost effective. The last SRTDP developed for the MTA was completed in March 2012 and provided a plan through 2016. Updating the SRTDP was identified in the RTP (described above) as a short-range project to be completed by 2023. MTA began the process of updating the SRTDP in December 2022, and the new plan is expected to be completed in early 2024.

While most of the recommendations made in the previous SRTDP are no longer relevant to this Feasibility Study, policies and objectives that were featured which still pertain to this report include promoting coordination with other intercounty and intercity transportation services, maximizing service availability and convenience, maximizing operating efficiency, and procuring ZEVs. The SRTDP also outlined MTA's commitment to designing and constructing sustainable facilities that incorporate alternative fueling technologies and contribute to the agency eventually being carbon neutral. These policies will be reflected in the eventual site recommendation and proposed design for the new Ukiah Transit Center.

2023 LAKE COUNTY TRANSIT DEVELOPMENT PLAN (IN PROGRESS)

Lake County borders Mendocino County to the east. The Lake Transit Authority (LTA) is the sole public transit provider in Lake County, offering local, intercity, and intercounty fixed route services as well as paratransit services. LTA's Route 7 is a fixed route that operates between Lakeport and Ukiah, completing four roundtrips daily. In Ukiah, the LTA bus stops at Mendocino College, the Pear Tree Center, and the Airport. LTA passengers can transfer to MTA for free within the MTA bus fare zone where the passenger transfers, and MTA passengers can transfer to LTA for a \$1.00 discount from normal fares. Also operating in Lake County, the non-profit organization Lake Links provides non-emergency medical transportation through its Medi-Links program to out-of-county destinations, including Ukiah, Santa Rosa, and Willits. Medi-Links is operated by the same agency contracted to operate LTA services.

The Lake Area Planning Council retained LSC Transportation Consultants, Inc. to prepare an update to the Transit Development Plan (TDP) for both LTA and Lake Links. The TDP is a short range planning document, like a SRTDP, that consists of service, capital, and financial plans for LTA and service alternatives for Lake Links. Service alternatives were developed based on operations data, transit demand, and public input.

Throughout public outreach for the TDP, a number of people requested more transit services to Mendocino County to attend medical appointments, go shopping, and for other personal business. Based on this feedback, there were two alternatives evaluated during the development of the TDP that would either modify or increase LTA's services to Mendocino County: alter the Route 7 schedule to be earlier in the day and begin a new intercity service to Santa Rosa by extending either LTA's Route 7 or Route 3, the intercounty service to Calistoga in Napa County. Neither of these alternatives were recommended for inclusion in the final TDP, however, so for the time being LTA's services to Mendocino County will remain unchanged. A final plan is set to be adopted in March 2023.

While the Lake County TDP did not evaluate potential schedule changes that would result from the construction of a new Transit Center in Ukiah, LTA will likely need to modify its Route 7 service to serve the proposed transit center location identified in this Feasibility Study. The Transit Center would serve as a new transfer point for LTA passengers to MTA as well as Greyhound and Amtrak, improving the rider experience for passengers traveling between Lake and Mendocino Counties and making it easier for LTA passengers to access transportation south to the Bay Area.

OPERATING COST ANALYSIS AND CONCLUSIONS

An important factor to consider when evaluating potential transit center sites is the impact on transit operating costs due to the need to extend routes (and running times) to serve a center. As a recurring ongoing cost, additional operating costs can add up over a long period. The following sections discuss these topics, followed by next steps in the study and a summary of key findings from this tech memo.

ROUTE REALIGNMENT ANALYSIS

Using mapping software and the existing MTA schedule, possible route realignments were defined to serve each potential transit center site, as shown in Figures 9 through 13. These routes were developed to serve existing stops as well as the potential transit center site, and were also developed in consideration of traffic limitations (such as the difficulty in making left turns onto busy roadways without a signal). In comparing each potential new route against the existing route, the change in distance in miles and hours of travel were calculated. Route realignments that would add no more than 2 minutes per run were considered to not change overall service schedules (or vehicle-hours) on Routes 7, 9 and 20, while additional schedule time was included for those adding 3 or more minutes per run. No reduction in schedule time was assumed on these routes associated with a reduction in route length. These factors are summarized by route and site in Table 9.

As shown, impacts by site varied greatly. Site 3 would reduce annual service quantities by 4,778 vehicle-miles and 165 vehicle-hours. On the other extreme, Sites 2A/2B would increase service by 10,552 vehicle-miles and 805 vehicle-hours. As illustrated in Figure 10, Sites 2A/2B had the most added miles and hours due to its access limitations onto Perkins and the need to circle north through Pear Tree Center and east over to Orchard Street. Sites 4 and 5 would both increase service quantities substantially. Site 3 would reduce vehicle-miles but result in a relatively small increase in vehicle-hours. Finally, Site 1 would have a very small increase in vehicle-miles but no increase in vehicle-hours.

More detailed tables showing additional miles and minutes added to each route for each site is included under Appendix D. This information has been used below in calculating potential costs associated with each transit center site as it relates to hours and miles of added (or subtracted) service.

Routes	Potential Transit Center Sites									
	Site 1: Mason St.		Site 2A/2B: Perkins St		Site 3: Orchard St		Site 4: Brush St.		Site 5: Gobbi St.	
	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours
7 - Jitney (NB)					1,040	87			940	78
7 - Jitney (SB)	360	0	1,720	143	910	76	1,620	135	910	76
9 and 20 (NB)			3,968	331	-7,510	0	6,004	500	3,953	76
9 and 20 (SB)	-132	0	3,937	328						
65 - CC Rider (SB)			392	1	227	1	-52	0	21	0
66 - CC Rider (NB)	186	1	390	1			-325	-1	-141	0
75 - South Coast/Ukiah (NB)	175	1	468	2	408	1	592	2	242	1
75 - South Coast/Ukiah (SB)	-257	-1	66	0	148	0	-30	0	263	1
Total	332	0	10,942	806	-4,778	165	7,809	636	6,187	231

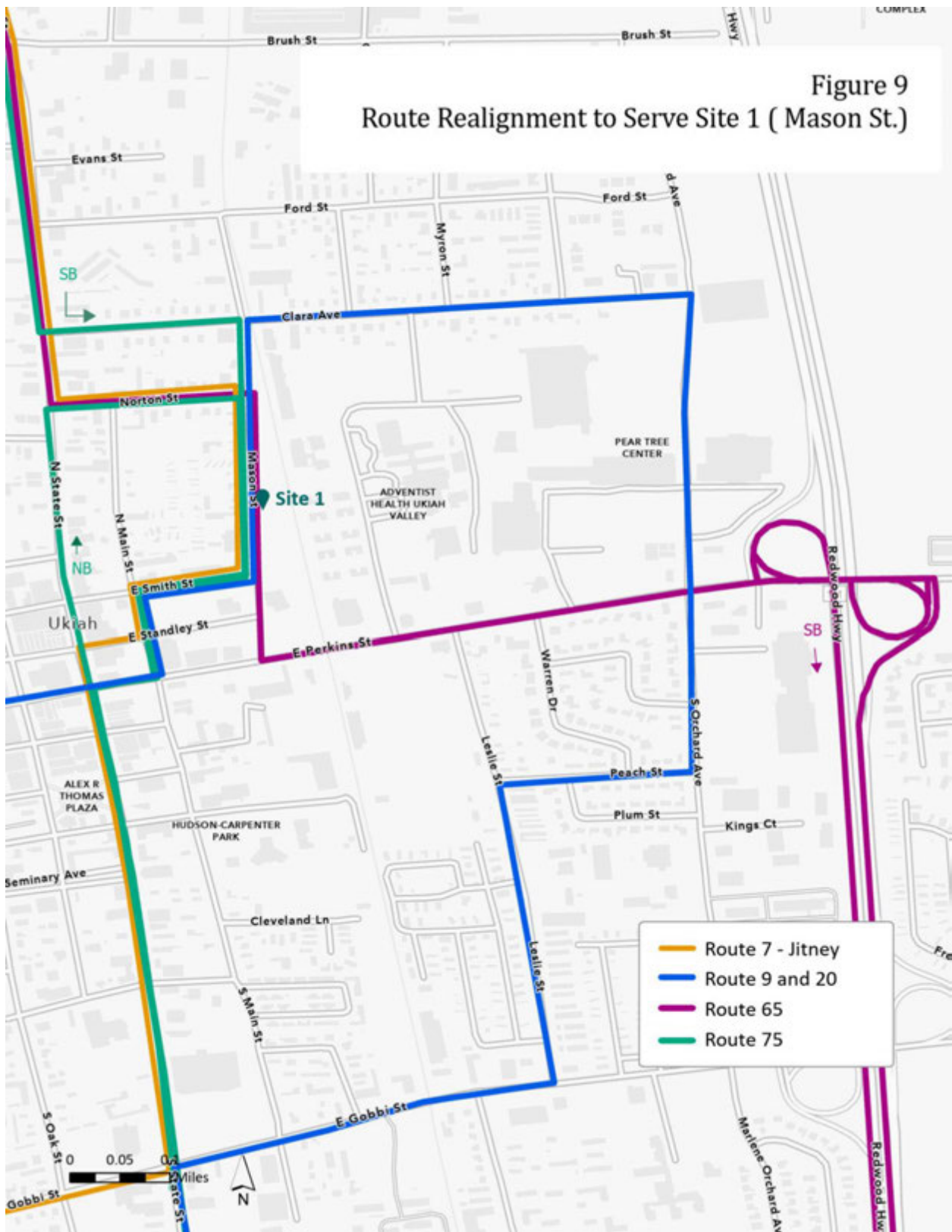


Figure 10
Route Realignment to Serve Site 2A /2B (410 and 414 E Perkins St)



Figure 11
Route Realignment to Serve Site 3 (Orchard St/Pear Tree Center)

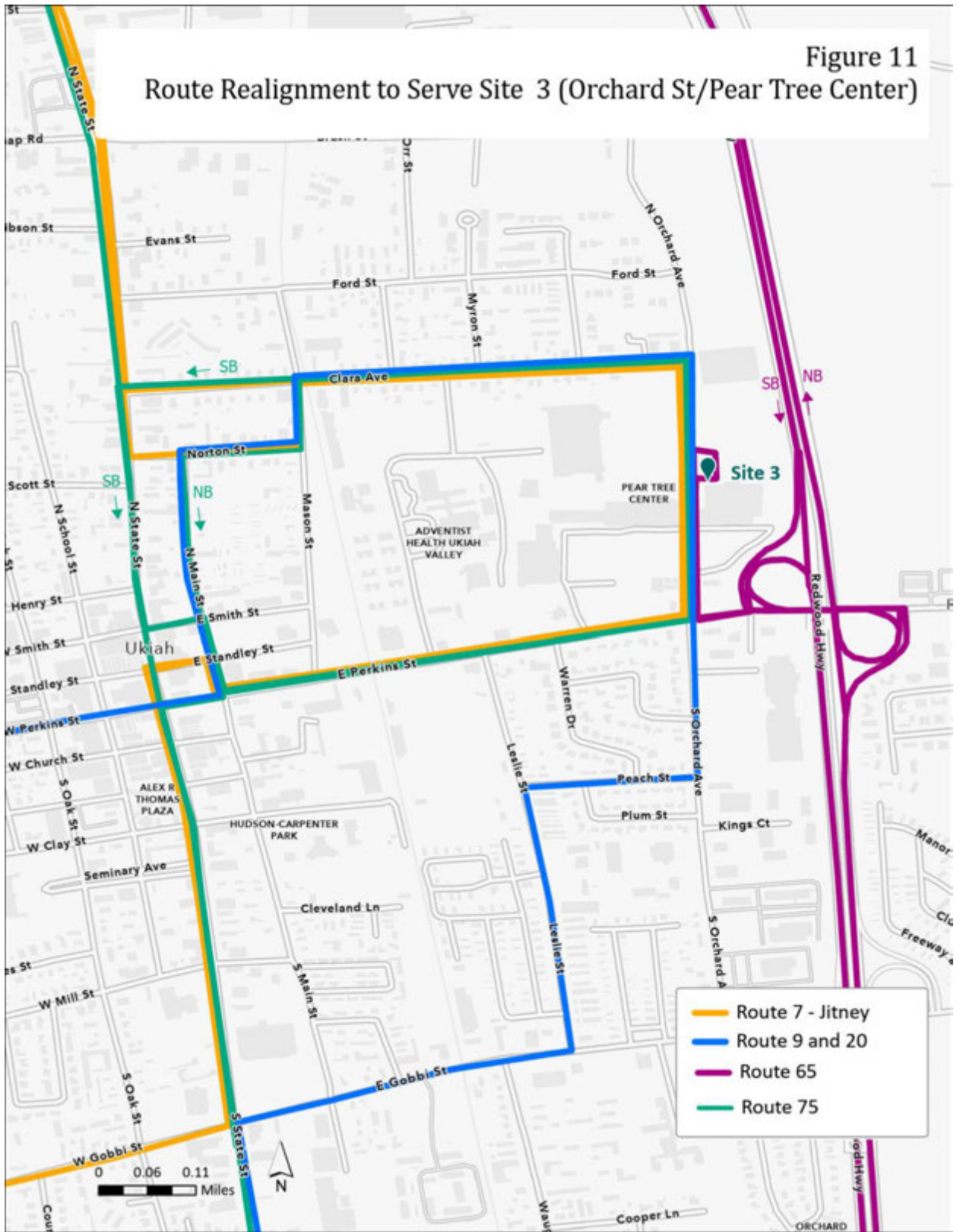


Figure 12
Route Realignment to Serve Site 4 (Brush St. and Orchard St)

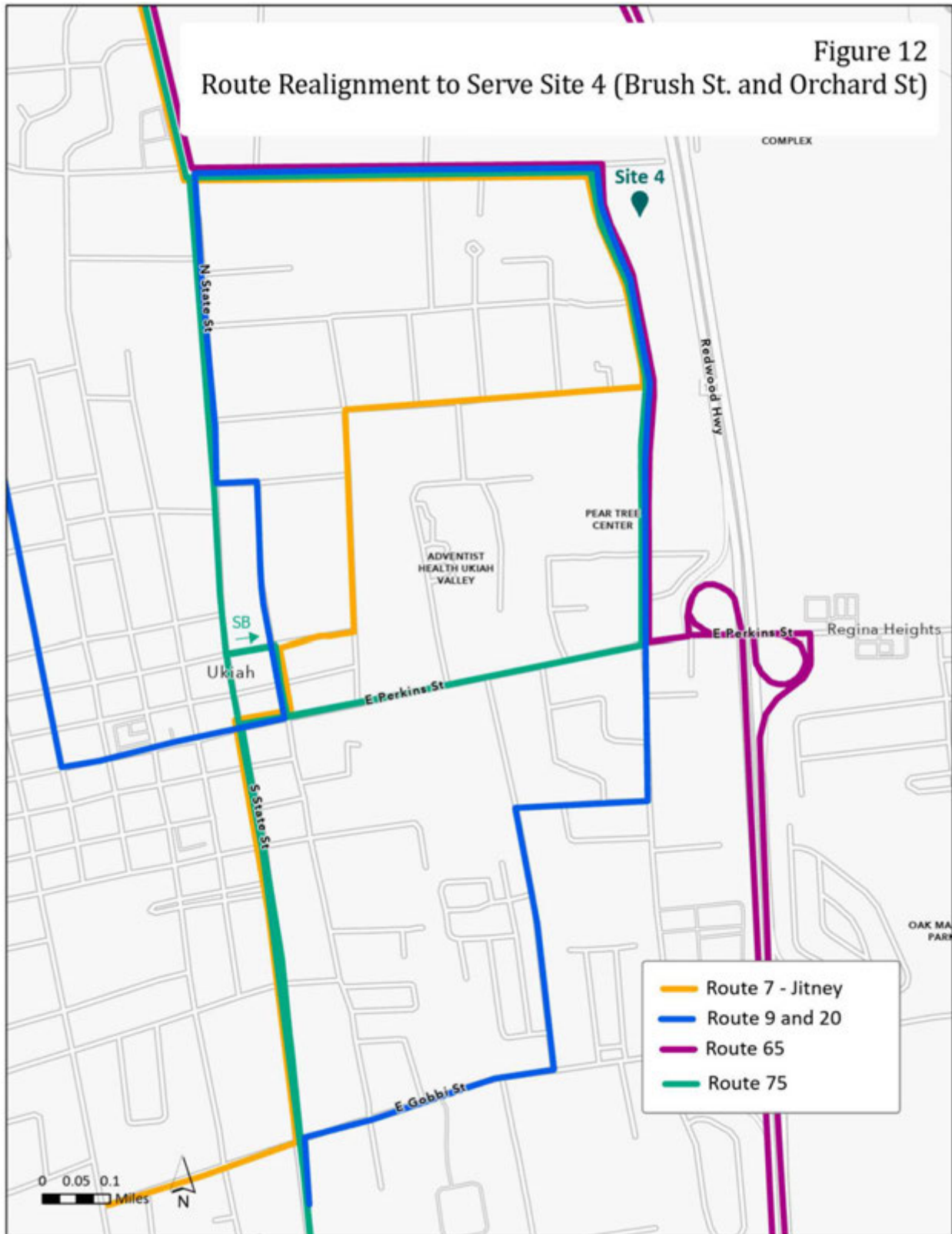
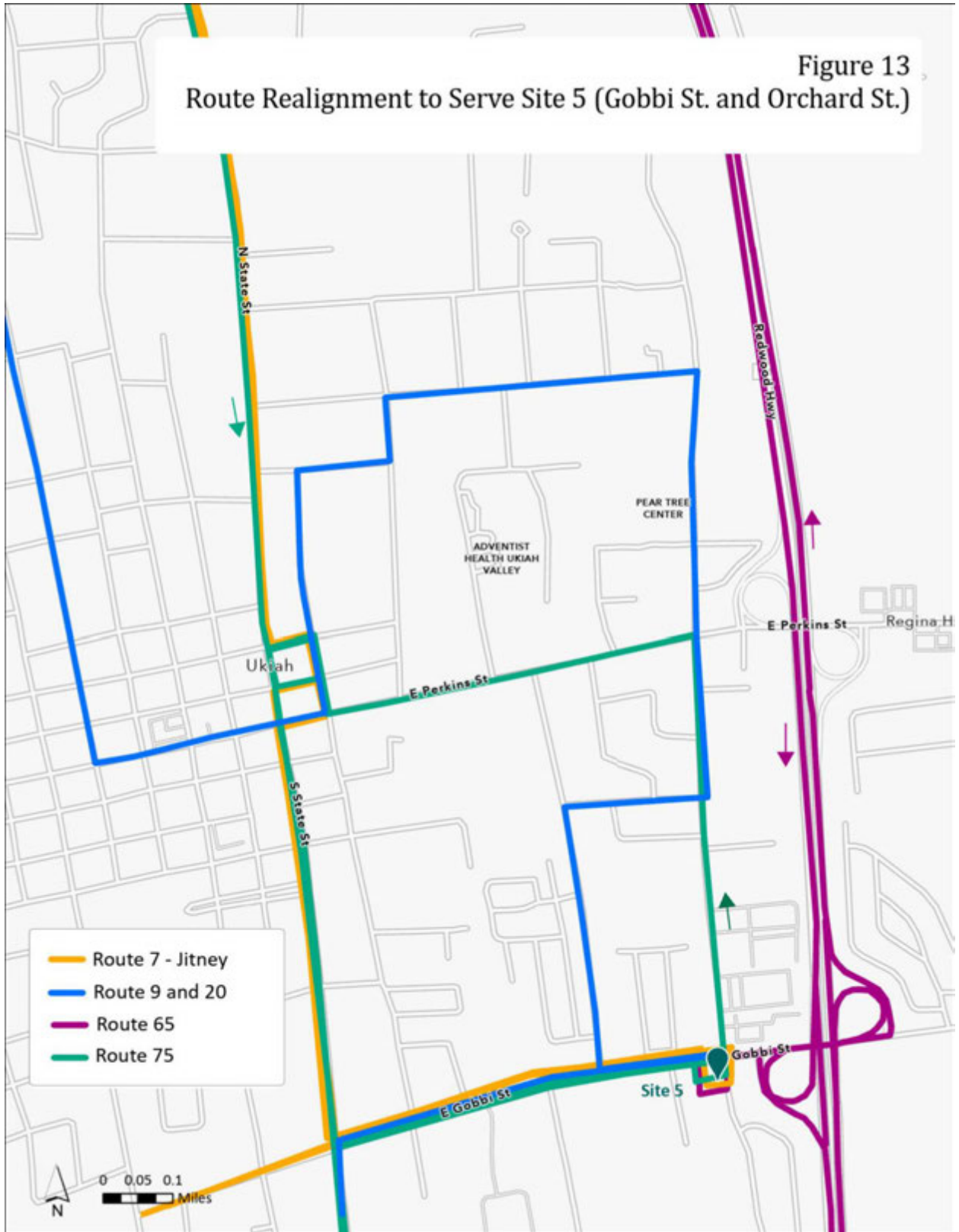


Figure 13
Route Realignment to Serve Site 5 (Gobbi St. and Orchard St.)



TRAVEL COST ANALYSIS

The final approved MTA budget for FY 2022-23 was used in creating the cost model presented in Table 10. Specific costs were allocated into three types of costs: those that vary by vehicle-hour (such as driver wages), those that vary by vehicle-miles (such as fuel) and fixed costs that do not vary with service levels (such as administrative wages). Using the resulting allocated cost per vehicle-hour (\$74.68) and vehicle-mile (\$2.52) we were able to predict the potential operational cost or savings that would occur at each transit center each site, as shown in Table 11.

Expense Category	FY 2022-23 Cost	Variable		
		Hours	Miles	Fixed
Wages (Drivers, Operators, Dispatch)	\$1,888,549	\$1,888,549		
Wages (Facilities, Maintenance)	\$510,946		\$510,946	
Wages (Administrative)	\$765,808			\$765,808
Benefits	\$1,673,791	\$998,652	\$270,185	\$404,954
Vehicle Maintenance/Fuel/Oil/Tires/Parts	\$863,250		\$863,250	
Legal Council/Marketing/Security Systems Etc	\$487,100			\$487,100
Office Supplies/Computer Programs	\$81,500			\$81,500
Utilities/Rentals/Lease	\$127,000			\$127,000
Insurance	\$365,000			\$365,000
Taxes/Miscellaneous	\$99,800			\$99,800
<i>Total Budget (FY 2022-2023)</i>	<i>\$6,862,744</i>	<i>\$2,887,201</i>	<i>\$1,644,381</i>	<i>\$2,331,162</i>
	FY 2022-23 Service Quantity	38,662	652,823	
	Cost Per Unit By Variable Cost (Cost Model)	\$74.68	\$2.52	

Table 11: Potential Transit Center Site Annual Operations Cost Impacts

Potential Site	Total
Site 1: Mason St.	\$900
Site 2A/2B: Perkins St	\$86,700
Site 3: Orchard St. (Pear Tree Center)	\$300
Site 4: Brush St.	\$68,100
Site 5: Gobbi St.	\$51,500

Table 11 indicates that Site 2A/2B (Perkins St) would have the greatest annual operational cost at an additional \$86,700 per year, followed by Site 4 at Brush and Orchard St. (\$68,100 per year). Site 3 (Orchard Street) would have the lowest annual cost impact of \$300, while Site 1 (Mason St.) would only increase costs by \$900 per year.

CONCLUSIONS

Tech Memo 2 will provide scoring criteria and further analysis by site. It will also summarize public engagement and input regarding each possible Transit Center site. The following provides an overview of key findings from Tech Memo One tech memo:

- Key transit dependent populations within Mendocino County include seniors (22 percent), youth (21 percent), and those living with disabilities (20 percent).
- MTA ridership is recovering from its FY 2020-21 pandemic decline (up 48 percent in FY 2021-22).
- All five possible sites allow transit centers as an allowed or permitted land use.
- A possible transit center would require at least 0.7 acres (at a minimum) to meet program and current bus service requirements.
- Site 3 does not currently meet the necessary sizing requirement. Due to Site 3's size limitations, it will be eliminated from further analysis.
- Of the remaining sites, Sites 2A/2B provide the greatest accessibility to nearby activity centers, followed by Site 1, then Site 5. Site 4 provides relatively little accessibility.
- Of the remaining sites, Site 1 (Mason St.) projected the least expensive annual operating costs of all possible sites (nearly 99 percent less than the most expensive site).

Appendix A

PASSENGER BOARDING AND ALIGHTING BY ROUTE AND STOP

Table A.1: Mendocino Transit Authority Route 7: Ukiah Jitney

	Monday	Tuesday	Wednesday	Thursday	Friday	Total Ridership for the Week	Percent of Total	Average Daily Ridership
	12/19/2022	12/20/2022	12/21/2022	12/22/2022	12/23/2022			
Northbound Weekday								
Plant Road & State St	0	0	1	0	0	1	2.0%	0.2
Ukiah Junior Academy	0	0	0	0	0	0	0.0%	0.0
State St & Blue Bonnet Dr	0	0	0	0	0	0	0.0%	0.0
Ukiah Municipal Airport	0	0	0	0	0	0	0.0%	0.0
Across from Public Health Dept	3	6	3	3	0	15	29.4%	3.0
Gobbi St & Main St – Yokayo Center	0	0	0	0	0	0	0.0%	0.0
Autumn Leaves	0	0	0	0	0	0	0.0%	0.0
State St & Gobbi St – Safeway	1	0	2	0	0	3	5.9%	0.6
Pear Tree Center – JC Penney	0	0	0	0	1	1	2.0%	0.2
Adventist Health Ukiah Valley	0	0	0	0	0	0	0.0%	0.0
Mason St & Norton St	0	0	0	0	0	0	0.0%	0.0
Ukiah Library	2	0	1	2	0	5	9.8%	1.0
Goodwill/Redwood Academy	0	2	1	1	0	4	7.8%	0.8
Grocery Outlet	2	1	0	1	0	4	7.8%	0.8
Raley's	1	0	0	0	0	1	2.0%	0.2
Pacific Pride	0	0	0	0	0	0	0.0%	0.0
Mendocino College	9	5	1	2	0	17	33.3%	3.4
Total Northbound PAX	18	14	9	9	1	51	100.0%	10.2
Southbound Weekday								
Mendocino College	4	4	6	4	4	22	52.4%	4.4
Baughn & Cameron Manufactured Home Sales	0	1	0	0	0	1	2.4%	0.2
U-Haul	0	0	0	0	0	0	0.0%	0.0
State St & Magnolia St	0	0	0	0	0	0	0.0%	0.0
Ukiah Library	0	1	2	0	0	3	7.1%	0.6
Ukiah Theatre	0	0	0	0	0	0	0.0%	0.0
Public Health Department	4	4	0	4	4	16	38.1%	3.2
Bebop's Diner	0	0	0	0	0	0	0.0%	0.0
State St & Wabash Ave	0	0	0	0	0	0	0.0%	0.0
Ukiah Municipal Airport	0	0	0	0	0	0	0.0%	0.0
Grace Hudson School	0	0	0	0	0	0	0.0%	0.0
Hillside Valley	0	0	0	0	0	0	0.0%	0.0
Ukiah Junior Academy	0	0	0	0	0	0	0.0%	0.0
Plant Road & State St	0	0	0	0	0	0	0.0%	0.0
Total Southbound PAX	8	10	8	8	8	42	100.0%	8.4
Total Route 7 PAX	26	24	17	17	9	93		18.6
<i>Source: LSC Transportation Consultants</i>								

Table A.2: Mendocino Transit Authority Route 9: Ukiah Local

	Monday 12/19/2022	Tuesday 12/20/2022	Wednesday 12/21/2022	Thursday 12/22/2022	Friday 12/23/2022	Saturday 12/24/2022	Total Ridership for the Week	Percent of Total	Average Daily Ridership
Northbound Weekday									
Plant Road & State St	1	3	2	2	2	1	11	0.9%	1.8
State St & Blue Bonnet Dr	19	11	14	12	14	15	85	6.9%	14.2
Jefferson Ln & State St	10	7	3	8	5	4	37	3.0%	6.2
Community Clinic	6	1	4	8	0	0	19	1.5%	3.2
Laws Ave & Dora St	4	7	2	3	9	0	25	2.0%	4.2
Plowshares	0	2	0	0	0	0	2	0.2%	0.3
S State @ Wabash	6	1	1	0	0	0	8	0.6%	1.3
S State @ Hastings	0	0	0	0	0	3	3	0.2%	0.5
Washington Ave & Dora St	6	9	8	6	5	2	36	2.9%	6.0
Costco	6	0	1	0	1	0	8	0.6%	1.3
Walmart/FoodMaxx	29	29	32	24	31	8	153	12.4%	25.5
State St & Cherry St – Ukiah Valley Lumber	7	24	11	21	19	2	84	6.8%	14.0
Gobbi St & Main St – Yokayo Center	18	28	8	8	8	8	78	6.3%	13.0
Leslie St - River Oak Charter School	3	0	3	0	1	0	7	0.6%	1.2
Autumn Leaves	8	6	10	12	5	0	41	3.3%	6.8
State St & Gobbi St – Safeway	11	9	5	13	9	0	47	3.8%	7.8
Pear Tree Center – JC Penney	32	50	43	29	38	20	212	17.2%	35.3
Adventist Health Ukiah Valley	6	5	5	9	5	0	30	2.4%	5.0
Mason St & Norton St	1	3	4	4	1	2	15	1.2%	2.5
Ukiah Library	23	9	21	17	11	7	88	7.1%	14.7
Bush St & Cypress St	5	11	0	0	1	0	17	1.4%	2.8
Bush St & Low Gap Rd	12	1	13	3	2	1	32	2.6%	5.3
Goodwill/Redwood Academy	1	0	0	0	0	0	1	0.1%	0.2
County General Services	1	2	0	0	0	0	3	0.2%	0.5
Walnut Village	3	5	2	5	3	1	19	1.5%	3.2
Ukiah High School	2	0	1	0	0	0	3	0.2%	0.5
Grocery Outlet	1	0	0	0	0	0	1	0.1%	0.2
Bush St & Empire Dr	0	2	1	0	1	0	4	0.3%	0.7
Feedlot Ln & Bush St	4	9	8	5	16	0	42	3.4%	7.0
Raley's	3	3	3	12	2	15	38	3.1%	6.3
Pacific Pride	4	3	1	1	0	0	9	0.7%	1.5
Mendocino College	22	16	10	15	11	1	75	6.1%	12.5
Total Northbound PAX	254	256	216	217	200	90	1233	100.0%	205.5
Southbound Weekday									
Mendocino College	16	23	14	15	13	0	81	6.7%	13.5
Baughn & Cameron Manufactured Home Sales	3	7	2	2	2	0	16	1.3%	2.7
Raley's	4	1	6	11	9	13	44	3.6%	7.3
Feedlot Ln & Bush St	11	13	14	9	10	3	60	4.9%	10.0
Bush St & Empire Dr	4	7	2	3	5	0	21	1.7%	3.5
Frank Zeek School	3	5	6	2	2	3	21	1.7%	3.5
County General Services	1	0	6	0	0	0	7	0.6%	1.2
Ukiah High School – Tennis Court	0	0	0	1	0	0	1	0.1%	0.2
Bush St & Low Gap Rd	12	5	13	5	5	4	44	3.6%	7.3
Bush St & Cypress Ave	6	5	5	1	1	0	18	1.5%	3.0
Ukiah Library	23	16	18	9	12	5	83	6.8%	13.8
Adventist Health Ukiah Valley	7	6	8	7	3	3	34	2.8%	5.7
Clara Ave & Sidnie St	4	6	0	0	3	5	18	1.5%	3.0
Pear Tree Center – Ross	30	36	28	37	34	16	181	14.9%	30.2
Ukiah Theatre	2	0	0	0	1	0	3	0.2%	0.5
River Oak Charter School	3	2	1	4	0	0	10	0.8%	1.7
Gobbi St & Leslie St	5	5	12	4	16	2	44	3.6%	7.3
Gobbi St & Main St – Safeway	16	18	12	18	20	1	85	7.0%	14.2
Express Mart	28	17	14	26	17	5	107	8.8%	17.8
Walmart/FoodMaxx	34	19	24	35	17	11	140	11.5%	23.3
Costco	7	4	0	0	1	1	13	1.1%	2.2
Public Health Department	0	0	3	0	0	0	3	0.2%	0.5
Washington Ave & Dora St	7	8	2	3	4	1	25	2.1%	4.2
Plowshares	2	3	0	0	0	0	5	0.4%	0.8
Bebop's Diner	3	0	0	2	0	0	5	0.4%	0.8
Community Clinic	10	3	1	9	2	0	25	2.1%	4.2
Laws Ave & Dora St	1	9	1	11	3	2	27	2.2%	4.5
Ukiah Municipal Airport	0	1	0	0	0	0	1	0.1%	0.2
Grace Hudson School (St State St at Jefferson)	4	4	10	6	8	4	36	3.0%	6.0
Hillside Valley	10	8	6	8	6	4	42	3.5%	7.0
Ukiah Junior Academy	5	0	0	0	0	0	5	0.4%	0.8
Plant Road & State St	1	1	3	1	3	0	9	0.7%	1.5
Total Southbound Pax	262	232	211	229	197	83	1214	100.0%	202.3
Total Route 9 PAX	516	488	427	446	397	173	2447		407.8
<i>Source: LSC Transportation Consultants</i>									

Table A.3: Mendocino Transit Authority Route 20: Willits/Ukiah

	Monday 12/19/2022	Tuesday 12/20/2022	Wednesday 12/21/2022	Thursday 12/22/2022	Friday 12/23/2022	Total Ridership for the Week	Percent of Total	Average Daily Ridership
Northbound Weekday								
Mendocino College	15	7	4	8	9	43	23.1%	8.6
Pacific Pride	0	0	0	0	0	0	0.0%	0
Forks – Lightel’s	10	5	0	1	1	17	9.1%	3.4
Club Calpella	4	2	2	1	0	9	4.8%	1.8
Waldorf School	0	0	2	0	0	2	1.1%	0.4
East Rd – Taylor’s Tavern	1	0	0	1	0	2	1.1%	0.4
Redwood Valley Center	0	1	1	0	0	2	1.1%	0.4
East and West Roads	0	0	0	3	0	3	1.6%	0.6
West Rd & Hwy 101	3	3	0	2	0	8	4.3%	1.6
Ridgewood Summit	0	1	0	0	1	2	1.1%	0.4
Hwy 101 & Baechtel Rd – Brown’s Corner	12	7	5	10	3	37	19.9%	7.4
Gribaldo’s	2	4	2	0	2	10	5.4%	2
Hwy 101 at RR Xing – Earth Lab	3	1	1	1	3	9	4.8%	1.8
Willits Post Office	11	2	1	3	2	19	10.2%	3.8
Willits City Hall	5	1	0	0	1	7	3.8%	1.4
Mendocino College Willits Campus	1	1	1	1	2	6	3.2%	1.2
Integrated Service Center	4	4	0	2	0	10	5.4%	2
Total Northbound PAX	71	39	19	33	24	186	100.0%	37.2
Southbound Weekday								
Integrated Service Center	0	0	0	2	1	3	1.6%	0.6
Mendocino College Willits Campus	10	1	0	0	0	11	5.9%	2.2
Willits City Park	0	0	0	1	0	1	0.5%	0.2
Across from Willits Post Office	1	3	2	2	4	12	6.5%	2.4
Babcock Park	3	1	2	1	5	12	6.5%	2.4
Taco Bell	0	0	1	0	0	1	0.5%	0.2
Alder Ln – Lumber Jacks	1	7	4	6	8	26	14.1%	5.2
Ridgewood Summit	0	0	0	1	1	2	1.1%	0.4
West Rd & Hwy 101	4	3	2	2	0	11	5.9%	2.2
East and West Roads	0	0	0	1	0	1	0.5%	0.2
Redwood Valley Center	1	0	4	1	1	7	3.8%	1.4
Across from Taylor’s Tavern	0	0	1	0	0	1	0.5%	0.2
Waldorf School	0	0	1	1	0	2	1.1%	0.4
Across from Club Calpella	8	6	2	1	3	20	10.8%	4
Forks	3	3	3	2	4	15	8.1%	3
Mendocino College	7	2	19	13	19	60	32.4%	12
Total Southbound PAX	38	26	41	34	46	185	100.0%	37
Total Route 20 PAX	109	65	60	67	70	371		74.2

Source: LSC Transportation Consultants

Appendix B

POTENTIAL UKIAH TRANSIT CENTER SITE OVERVIEW

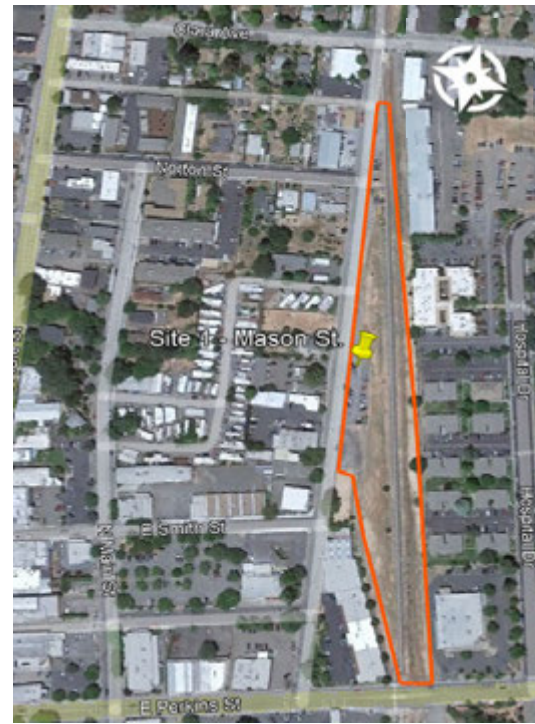
Site 1: Mason Street

Site Information

Location	Mason Street
APN	002-151-10; 002-193-44
Size	2.48 acres
Zoning	C2 - Heavy Commercial
Allowable Land Uses	Wholesale activities, auto repair shops, agricultural supply stores, and other activities which are generally inappropriate in areas developed with professional offices and retail stores
Physical Site Characteristics	Site is level with no major trees. Currently serving as a small surface parking lot for nearby businesses

Other Notes

Access Issues	No issue present.
Adjacent Land Uses	Small office buildings, hospital, larger commercial, and residential
Environmental Issues	None Identified.



Site 2A/2B: 410 & 414 E. Perkins Street

Site Information

Location 410 & 420 East Perkins Street
APN 002-200-36; 002-200-35
Size 1.4 acres (2A - 0.80 acres, 2B- 0.68 acres)
Zoning UC - Urban Center

Allowable Land Uses

Higher density residential and mixed-use buildings that may accommodate retail, office, services, local and regional civic uses, and residential uses

Physical Site Characteristics

Site 2A was previously used as a Wendy's that burned down several years ago. It currently consists of an open surface parking lot with a building pad that was the foundation of the original structure. Site 2B is similarly sized with an existing structure that used to serve as a bank with a surface parking lot surrounding.

Other Notes

The site has decent access heading west on Perkins Street. However, turn left to head east on Perkins would be impossible. Therefore it would be recommended that the buses loop would behind the Pear Tree Mall stores directly to the north of the site.

Access Issues

Large commercial stores (Lucky's, Ross, Big 5) to the north, small business offices to the south and west, a hospital to the northwest. A larger surface parking lot is located directly east of the sites.

Adjacent Land Uses

Environmental Issues

None identified.



Site 3: Orchard Street/Pear Tree Center

Site Information

Location 437 and 205 N. Orchard Avenue
APN 002-200-39; 002-370-25
Size The whole parcel is 5.6 acres while the area for transit center is closer to 0.5 acres.
Zoning C1 - Community Commercial
Allowable Land Uses Commercial land use opportunities along the primary transportation corridors within the City
Physical Site Characteristics Site is currently serving as a parking lot and temporary transit stop.

Other Notes

Access Issues No issue present.
Adjacent Land Uses Large commercial (JC Penny) and smaller retail and food/beverage businesses.



Site 4: Brush and Orchard Street

Site Information

Location	595 Brush Street
APN	
Size	1.4 acres
Zoning	C2 - Heavy Commercial
Allowable Land Uses	Wholesale activities, auto repair shops, agricultural supply stores, and other activities which are generally inappropriate in areas developed with professional offices and retail stores
Physical Site Characteristics	Site is level with no trees and completely undeveloped..
Other Notes	
Access Issues	No issue present.
Adjacent Land Uses	US 101 directly east, vacant land to the north, west, and south.



Site 5: Orchard Street & Gobbi St.

Site Information

Location Corner of Gobbi and Orchard Streets
APN 003-582-38; 003-181-01
Size 0.9 acres
Zoning C1 - Heavy Commercial
Allowable Land Uses Commercial land use opportunities along the primary transportation corridors within the City
Physical Site Characteristics Site is currently undeveloped.

Other Notes

Access Issues No issue present.
Adjacent Land Uses Vacant lot and US 101 on-ramp to the east, residential to the north, moderate density residential to the west, and electrical transformer to the south



DESTINATION DISTANCES

DESTINATIONS WITHIN ¼ - AND ½ - MILE DISTANCES FOR EACH POTENTIAL TRANSIT CENTER SITE

Site 1: Mason St.

.25 Mile Radius

- Big Daddy Garden Supply
- The River Ukiah - Church
- Home Depot
- Adventist Health Ukiah Hospital
- Big 5 Sporting Goods - Pear Tree Center
- Ross Dress for Less - Pear Tree Center
- Lucky Grocery Store - Pear Tree Center
- Walgreens
- Happy Days Preschool
- Ukiah Senior Center
- Ukiah Surgery Center
- River Oak Charter School
- Ukiah Branch Library
- Circle Trailer Park
- NCO Head Start Child Development Program
- Ukiah Brewing Company
- Superior Court Services

.5 Mile Radius

- C&M Self Storage
- Orchard Village Apartments
- Orchard Manor Apartments
- Big Daddy Garden Supply
- U.S. Marine Corp Recruiting
- The River Ukiah
- The Arbor Youth Center
- Food Bank Ukiah
- Kohls
- Home Depot
- Ross Dress for Less - Pear Tree Center
- Big 5 Sporting Goods - Pear Tree Center
- Lucky Grocery Store - Pear Tree Center
- Adventist Health Ukiah Hospital
- Chipotle
- McDonald's
- DMV Ukiah
- CVS Pharmacy
- Anytime Fitness
- Walgreens
- Happy Days Preschool
- Ukiah Senior Center
- Ukiah Surgery Center
- River Oak Charter School
- Rancho Del Rey Mobile Estates
- Grace Hudson Museum & Sun House
- Community First Credit Union
- Ukiah Branch Library
- Circle Trailer Park
- NCO Head Start Child Development Program
- Ukiah Valley Conference Center
- Ukiah Brewing Company
- Superior Court Services
- First Presbyterian Church
- Ukiah United Methodist Church
- First Baptist Church
- New Life Preschool

Site 2A / Site 2B – E. Perkins St.

.25 Mile Radius

- Home Depot
- Ross Dress for Less Pear Tree Center
- Lucky Grocery Store Pear Tree Center
- Big 5 Sporting Goods Pear Tree Center
- JC Penney
- CVS
- McDonalds
- Chipotle
- Anytime Fitness
- Denny's
- Happy Days Preschool
- Adventist Health Ukiah Hospital
- Walgreens

.5 Mile Radius

- Orchard Village Apartments
- Orchard Manor Apartments
- Big Daddy Garden Supply
- Starbucks
- Kohls
- Home Depot
- Ross Dress for Less - Pear Tree Center
- Big 5 Sporting Goods - Pear Tree Center
- Lucky Grocery Store - Pear Tree Center
- Oak Manor Elementary School
- Manor Oaks Mobile Estates
- Rehabilitation Department
- US Social Security Administration
- Ukiah Unified School District
- United States Postal Service
- Chipotle
- McDonald's
- DMV Registration
- CVS Pharmacy
- Anytime Fitness
- Walgreens
- Adventist Health Ukiah Hospital
- Happy Days Preschool
- Ukiah Senior Center
- Ukiah Surgery Center
- River Oak Charter School
- Rancho Del Rey Mobile Estates
- Grace Hudson Museum & Sun House
- Community First Credit Union
- Ukiah Branch Library
- Circle Trailer Park
- NCO Head Start Child Development Program
- Ukiah Valley Conference Center
- Ukiah Brewing Company
- Ukiah United Methodist Church
- First Baptist Church
- New Life Preschool

Site 3: Orchard St (Pear Tree Center)

.25 Mile Radius

- Kohls
- Orchard Village
- Orchard Manor Apartments
- Starbucks
- Denny's
- CVS Pharmacy
- McDonald's
- JCPenney's
- Home Depot
- Ross Dress for Less - Pear Tree Center
- Lucky- Pear Tree Center
- Big 5 Sporting Goods- Pear Tree Center
- Adventist Health Ukiah Hospital

.5 Mile Radius

- Kohls
- Orchard Village
- Orchard Manor
- Ukiah Water Treatment Plant
- Ukiah Sports Complex
- Starbucks
- New Life Community Church
- Oak Manor Elementary School
- Manor Oaks Mobile Estates
- JCPenney's
- Ross Dress for Less - Pear Tree Center
- Lucky- Pear Tree Center
- Big 5 Sporting Goods- Pear Tree Center
- McDonalds
- Chipotle
- Denny's
- CVS
- Anytime Fitness
- Rehabilitation Department
- US Social Security Administration
- Ukiah Unified School District
- Ukiah DMV
- Ukiah Surgery Center
- Bartlett Hall at the Ukiah Senior Center
- Walgreens
- Adventist Health Ukiah Hospital
- Big Daddy Garden Supply
- Us Marine Corps Recruiting
- The River Ukiah (church)
- C&M Self Storage

Site 4: Brush St. and Orchard St.

.25 Miles

- Ukiah Water Treatment Plant
- Ukiah Sports Complex
- Orchard Village
- Orchard Manor Apartments
- The River Ukiah (Church)
- C&M Self Storage

.5 Miles

- Ukiah Water Treatment Plant
- Ukiah Sports Complex
- Kohls
- JCPenney's
- Home Depot
- Ross Dress for Less - Pear Tree Center
- Lucky- Pear Tree Center
- Big 5 Sporting Goods- Pear Tree Center
- Adventist Health Ukiah Hospital
- Big Daddy Garden Supply
- Food Bank Ukiah
- Redwood Empire Fairgrounds
- The River Ukiah (Church)
- C&M Self Storage
- Orchard Village
- Orchard Manor Apartments

Site 5: Gobbi St. and Orchard St.

.25 Mile Radius

- Ukiah DMV
- Ukiah Unified School District
- Ukiah Social Security Administration
- US Post Office
- River Oak Charter School
- Ukiah Senior Center
- Ukiah DMV

.5 Mile Radius

- US Post Office
- Ukiah Unified School District
- US Social Security Administration
- Rehabilitation Department
- Big Lots
- CVS
- Anytime Fitness
- Denny's
- Oak Manor Elementary School
- Manor Oaks Mobile Estates
- Cherry Street Mini Storage
- UPS Customer Center
- Kingdom Hall of Jehovah's Witnesses
- Mendocino County Department of Social Services
- Safeway
- Rite Aid
- Regal Ukiah (Cinema)
- Grace Hudson Museum

POTENTIAL UKIAH TRANSIT CENTER SITE OPERATIONAL ANALYSIS

Table D.1: Site 1 - Mason Street Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service Quantities per run		# of runs per day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity Vehicle	
	Current Route	Route to Serve Site	Miles	Min.	Wkday	Sat.	Weekday		Saturday		Miles	Hours
							Miles	Min.	Miles	Min.		
7 - Jitney	1.64	1.82	0.2	1	8	0	1.44	0	0	0	360	0
9 & 20	3.25	3.24	0.0	0	50	13	-0.5	0	-0.13	0	-132	0
65 - CC Rider (SB)	3.32	3.5	0.2	1	4	0	0.72	3.6	0	0	186	1
65 - CC Rider (NB)	3.57	3.63	0.1	0	4	1	0.24	1.2	0.06	0.3	65	0
75 - South Coast/Ukiah (NB)	1.55	2.13	0.6	3	1	1	0.58	2.9	0.58	2.9	175	1
75 - South Coast/Ukiah (SB)	3.1	2.25	-0.9	-4	1	1	-0.85	-4.25	-0.85	-4.25	-257	-1

Change in vehicle service minutes of 2 min. or less can be accommodated in current service running time on Routes 7, 9, and 20.. All changes in vehicle service miles and minutes will be counted for routes 65 and 75.

Table D.2: Site 2A/2B - 410 & 414 Perkins Street Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service Quantities per run		# of runs per day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity Vehicle	
	Current Route	Route to Serve Site	Miles	Min.	Wkday	Sat.	Weekday		Saturday		Miles	Hours
							Miles	Min.	Miles	Min.		
7 - Jitney	1.64	2.5	0.9	4	8	0	6.88	34.4	0	0	1,720	143
9 & 20 NB	3.25	3.85	0.6	3	25	7	15	75	4.2	21	3,968	331
9 & 20 SB	3.25	3.85	1	3	25	6	15	75	3.6	18	3,937	328
65 - CC Rider SB	3.32	3.7	0	2	4	0	1.52	7.6	0	0	392	1
65 - CC Rider NB	3.57	3.93	0	2	4	1	1.44	7.2	0.36	1.8	390	1
75 - South Coast/Ukiah (NB)	1.55	3.1	2	8	1	1	1.55	7.75	1.55	7.75	468	2
75 - South Coast/Ukiah (SB)	3.1	3.32	0	1	1	1	0.22	1.1	0.22	1.1	66	0

*Change in vehicle service minutes of 2 min. or less can be accommodated in current service running time on Routes 7, 9, and 20.
All changes in vehicle service miles and minutes will be counted for routes 65 and 75.*

Table D.3: Site 3 - Orchard Street (Pear Tree Center) Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service Quantities per run		# of runs per day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity Vehicle	
	Current Route	Route to Serve Site	Miles	Min.	Wkday	Sat.	Weekday		Saturday		Miles	Hours
							Miles	Min.	Miles	Min.		
7 - Jitney NB	1.64	2.68	1.0	5	4	0	4.16	20.8	0	0	1,040	87
7 - Jitney SB	1.64	2.55	0.9	5	4	0	3.64	18.2	0	0	910	76
9 & 20	3.25	2.68	-0.6	-3	50	13	-28.5	-142.5	-7.41	-37.05	-7,510	-626
65 - CC Rider (SB)	3.32	3.54	0	1	4	0	0.88	4.4	0	0	227	1
65 - CC Rider (NB)	3.57	3.57	0	0	4	1	0	0	0	0	0	0
75 - South Coast/Ukiah (NB)	1.55	2.9	1	7	1	1	1.35	6.75	1.35	6.75	408	1
75 - South Coast/Ukiah (SB)	3.1	3.59	0	2	1	1	0.49	2.45	0.49	2.45	148	0

*Change in vehicle service minutes of 2 min. or less can be accommodated in current service running time on Routes 7, 9, and 20.
All changes in vehicle service miles and minutes will be counted for routes 65 and 75.*

Table D.4: Site 4 - Brush St. & Orchard St. Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service Quantities per run		# of runs per day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity Vehicle	
	Current Route	Route to Serve Site	Miles	Min.	Wkday	Sat.	Weekday		Saturday		Miles	Hours
							Miles	Min.	Miles	Min.		
7 - Jitney	1.64	2.45	0.8	4	8	0	6.48	32.4	0	0	1,620	135
9 and 20	3.25	3.84	0.6	3	38	13	22.42	112.1	7.67	38.35	6,004	500
65 - CC Rider (SB)	3.32	3.27	0	0	4	0	-0.2	-1	0	0	-52	0
65 - CC Rider (NB)	3.57	3.27	0	-2	4	1	-1.2	-6	-0.3	-1.5	-325	-1
75 - South Coast/Ukiah (NB)	1.55	3.51	2	10	1	1	1.96	9.8	1.96	9.8	592	2
75 - South Coast/Ukiah (SB)	3.1	3	0	-1	1	1	-0.1	-0.5	-0.1	-0.5	-30	0

*Change in vehicle service minutes of 2 min. or less can be accommodated in current service running time on Routes 7, 9, and 20.
All changes in vehicle service miles and minutes will be counted for routes 65 and 75.*

Table D.5: Site 5 - Gobbi St. and Orchard St. Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service Quantities per run		# of runs per day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity Vehicle	
	Current Route	Route to Serve Site	Miles	Min.	Wkday	Sat.	Weekday		Saturday		Miles	Hours
							Miles	Min.	Miles	Min.		
7 - Jitney (NB)	1.64	2.58	0.9	5	4	0	3.76	18.8	0	0	940	78
7 - Jitney (SB)	1.64	2.55	0.9	5	4	0	3.64	18.2	0	0	910	76
9 and 20	3.25	3.55	0.3	2	50	13	15	75	3.9	19.5	3,953	329
65 - CC Rider (SB)	3.17	3.19	0	0	4	0	0.08	0.4	0	0	21	0
65 - CC Rider (NB)	3.57	3.44	0	-1	4	1	-0.52	-2.6	-0.13	-0.65	-141	0
75 - South Coast/Ukiah (NB)	1.55	2.35	1	4	1	1	0.8	4	0.8	4	242	1
75 - South Coast/Ukiah (SB)	3.1	3.97	1	4	1	1	0.87	4.35	0.87	4.35	263	1

*Change in vehicle service minutes of 2 min. or less can be accommodated in current service running time on Routes 7, 9, and 20..
All changes in vehicle service miles and minutes will be counted for routes 65 and 75.*