

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			
	12/19/2022	12/20/2022	12/21/2022	12/22/2022	12/23/2022	Total Ridership for the Week	Percent of Total	Average Daily Ridership
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

RELEVANT PLANNING DOCUMENTS

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

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.

POTENTIAL UKIAH TRANSIT CENTER SITE OVERVIEW

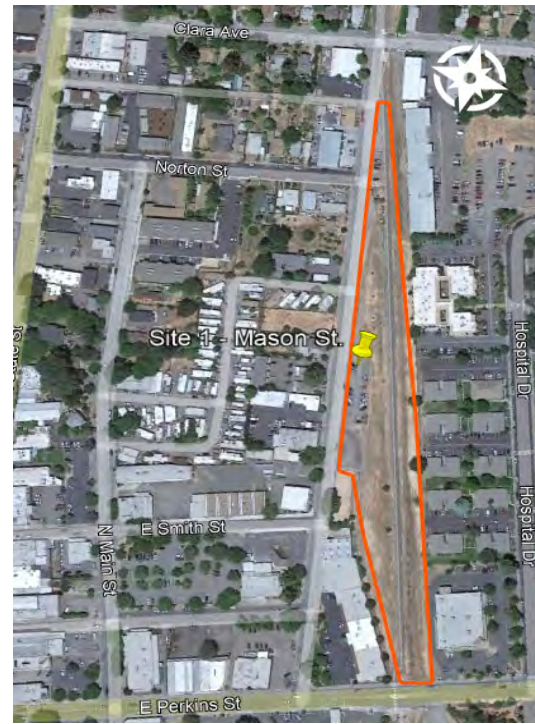
Site 1: Mason Street

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.



Sites 2 and 3 (Formerly Sites 2A and 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 be behind the Pear Tree Mall stores directly to the north of the site.

Adjacent Land Uses

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.

Environmental Issues

None Identified.



1.48

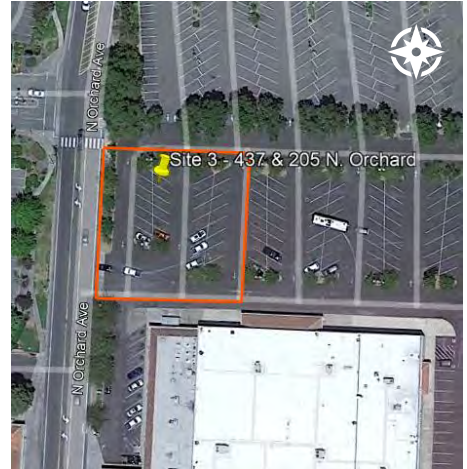
Site 4 (Formerly Site 3) : Orchard Ave. (Pear Tree Center)

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 5 (formerly 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 6 (Formerly Site 5): Orchard Ave. & 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



Site 8: N Orchard Ave.(North of Kohls)

Site Information

Location	North Orchard between Clara Ave and Brush St.
APN	002-030-15
Size	
Zoning	C2 - 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	US 101 on-ramp to the east, vacant lots to the north, moderate density residential to the west, and Kohls to the south



Site 9: Perkins St. and Hospital Dr. (New Courthouse Site)

Site Information

Location South of Perkins Street and Hospital Drive (New Courthouse Site)
APN 002-232-15
Size 1.79 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 Flat and undeveloped land. There is a creek adjacent to the property which may require potential remediation for further development.

Other Notes

Access Issues No issue present.
Adjacent Land Uses Vacant Land, business commercial, residential



Appendix D

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 E.1: Site 1 - Mason Street Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service		# of Runs per Day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity	
	Current	Route to	Quantities per		Wkday	Sat.	Weekday		Saturday		Miles	Hours
	Route	Serve	Miles	Min.			Miles	Min.	Miles	Min.		
9 & 20	3.25	3.24	-0.01	0	50	13	-0.5	0	-0.13	0	-132	0
65 - CC Rider (SB)	3.32	3.5	0.18	1	4	0	0.72	3.6	0	0	186	1
65 - CC Rider (NB)	3.57	3.63	0.06	0	4	1	0.24	1.2	0.06	0.3	65	0
75 - South Coast/Ukiah (NB)	1.55	2.13	0.58	3	1	1	0.58	2.9	0.58	2.9	175	1
75 - South Coast/Ukiah (SB)	3.1	2.25	-0.85	-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 E.2: Sites 2 and 3 - 410 & 414 Perkins St. Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service		# of Runs per Day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity	
	Current	Route to	Quantities per run		Wkday	Sat.	Weekday		Saturday		Miles	Hours
	Route	Serve	Miles	Min.			Miles	Min.	Miles	Min.		
9 & 20 NB	3.25	3.85	0.60	3	25	7	15	75	4.2	21	3,968	331
9 & 20 SB	3.25	3.85	0.60	3	25	6	15	75	3.6	18	3,937	328
65 - CC Rider SB	3.32	3.7	0.38	2	4	0	1.52	7.6	0	0	392	1
65 - CC Rider NB	3.57	3.93	0.36	2	4	1	1.44	7.2	0.36	1.8	390	1
75 - South Coast/Ukiah (NB)	1.55	3.1	1.55	8	1	1	1.55	7.75	1.55	7.75	468	2
75 - South Coast/Ukiah (SB)	3.1	3.32	0.22	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 E.3: Site 4 - Orchard Ave. (Pear Tree Center) Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service		# of Runs per Day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity	
	Current	Route to	Quantities per run		Wkday	Sat.	Weekday		Saturday		Miles	Hours
	Route	Serve Site	Miles	Min.			Miles	Min.	Miles	Min.		
9 & 20	3.25	2.68	-0.6	-3	50	13	-28.5	0	-7.41	0	-7,510	0
65 - CC Rider (SB)	3.32	3.54	0	1	4	0	0.88	0	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. No reduction in service time was made for reductions in travel time. All changes in vehicle service miles and minutes will be counted for routes 65 and 75.

Table E.4: Site 5 - Orchard Ave. and Brush. Operational Analysis

Route	Length in Study Area (miles)		Change in Vehicle Service		# of Runs per Day (NB+SB)		Daily Change in Service Quantity Vehicle				Annual Change in Service Quantity	
	Current	Route to	Quantities per run		Wkday	Sat.	Weekday		Saturday		Miles	Hours
	Route	Serve Site	Miles	Min.			Miles	Min.	Miles	Min.		
9 and 20	3.25	4.27	1.02	5	38	13	38.76	193.8	13.26	66.3	10,380	865
65 - CC Rider (SB)	3.32	2	-1.32	-7	4	0	-5.28	-26.4	0	0	-1,362	-5
65 - CC Rider (NB)	3.57	2	-1.57	-8	4	1	-6.28	-31.4	-1.57	-7.85	-1,702	-6
75 - South Coast/Ukiah (NB)	1.55	3.51	1.96	10	1	1	1.96	9.8	1.96	9.8	592	2
75 - South Coast/Ukiah (SB)	3.1	3	-0.10	-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 E.5: Site 6 - Orchard Ave. and Gobbi St. (Southwest) 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.		
9 and 20	3.25	3.55	0.30	2	50	13	15	75	3.9	19.5	3,953	329
65 - CC Rider (SB)	3.17	3.19	0.02	0	4	0	0.08	0.4	0	0	21	0
65 - CC Rider (NB)	3.57	3.44	-0.13	-1	4	1	-0.52	-2.6	-0.13	-0.65	-141	0
75 - South Coast/Ukiah (NB)	1.55	2.35	0.80	4	1	1	0.8	4	0.8	4	242	1
75 - South Coast/Ukiah (SB)	3.1	3.97	0.87	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.*

Table E.6: Site 8 - North Orchard Ave. 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.		
9 and 20	3.25	3.9	0.65	3	38	13	24.7	123.5	8.45	42.25	6,614	551
65 - CC Rider (SB)	3.32	2	-1.32	-7	4	0	-5.28	-26.4	0	0	-1,362	-5
65 - CC Rider (NB)	3.57	2	-1.57	-8	4	1	-6.28	-31.4	-1.57	-7.85	-1,702	-6
75 - South Coast/Ukiah (NB)	1.55	3.51	1.96	10	1	1	1.96	9.8	1.96	9.8	592	2
75 - South Coast/Ukiah (SB)	3.1	3	-0.10	-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 E.7: Site 9: Perkins St. and Hospital Dr. (New Courthouse Site) 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	Miles	Min.	Wkday	Sat.	Weekday		Saturday		Miles	Hours
							Miles	Min.	Miles	Min.		
9 & 20 NB	3.25	3.98	0.73	4	25	7	18.25	91.25	5.11	25.55	4,828	402
9 & 20 SB	3.25	4	0.75	4	25	6	18.75	93.75	4.5	22.5	4,922	410
65 - CC Rider SB	3.32	3.77	0.45	2	4	0	1.8	9	0	0	450	2
65 - CC Rider NB	3.57	4	0.43	2	4	1	1.72	8.6	0.43	2.15	452	2
75 - South Coast/Ukiah (NB)	1.55	3.28	1.73	9	1	1	1.73	8.65	1.73	8.65	522	2
75 - South Coast/Ukiah (SB)	3.1	2.77	-0.33	-2	1	1	-0.33	-1.65	-0.33	-1.65	-100	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.*

Appendix F

ONLINE COMMUNITY SURVEY RESULTS

ONLINE COMMUNITY SURVEY RESULTS

INTRODUCTION

An online community survey was made available between April and May, 2023 to gather feedback from Mendocino County residents on what they prefer and suggest regarding a future MTA Transit Center in Ukiah. The community survey was available to all residents no matter how often they ride transit. It is important for input to be collected from both transit riders and non-riders because the final facility will be a public amenity representing the entire community. Once built, the MTA Transit Center should enhance the travel experience of transit users while simultaneously enhancing community pride and supporting further economic development.

The community survey was distributed by emailing Mendocino County stakeholders, who in turn distributed the survey to their own networks, primarily via email and social media posts. MCOG and the MTA also posted the survey information to their websites. The community online survey was advertised in Mendofever, Mendovoice, and the Willits Weekly. It was also shared through Mendocino College email blasts.

The online survey was made using Survey Monkey and consisted of a simple introduction with 12 questions in multiple choice, short-answer, or comment format. Survey logic was used so that only questions relevant to each specific respondent were asked. In all, 140 people completed the survey, with 137 people answering in English and 3 answering in Spanish. Some people did not answer every question, therefore the number of answers per question varies. This Appendix presents the detailed online community survey results, and key takeaways are summarized in the main text.

RESULTS BY QUESTION

Q1. Age of Survey Participants (140 Responses)

Most of the survey respondents are adults of traditional working age, with 31 percent reporting to be 25 to 44 years old and 44 percent reporting to be 45 to 64 years old (Figure E-1). About one fifth of the respondents are senior adults aged 65 or older (22 percent). No children answered the survey.

Q2. Home Community of Survey Participants (139 Responses)

The communities where the survey participants primarily reside were determined based on zip code information. As seen in Figure E-2, the majority of people who completed the survey are Ukiah residents (63 percent). This is the group that would also be the most likely to be impacted by the construction of a new transit center in Ukiah. The next most common home communities were Willits (14 percent), Fort Bragg (5 percent) and Redwood Valley (4 percent). The survey respondents who live outside of Mendocino County primarily reside in Sonoma, Lake, or Humboldt Counties.

Figure E-1: Age of Survey Participants

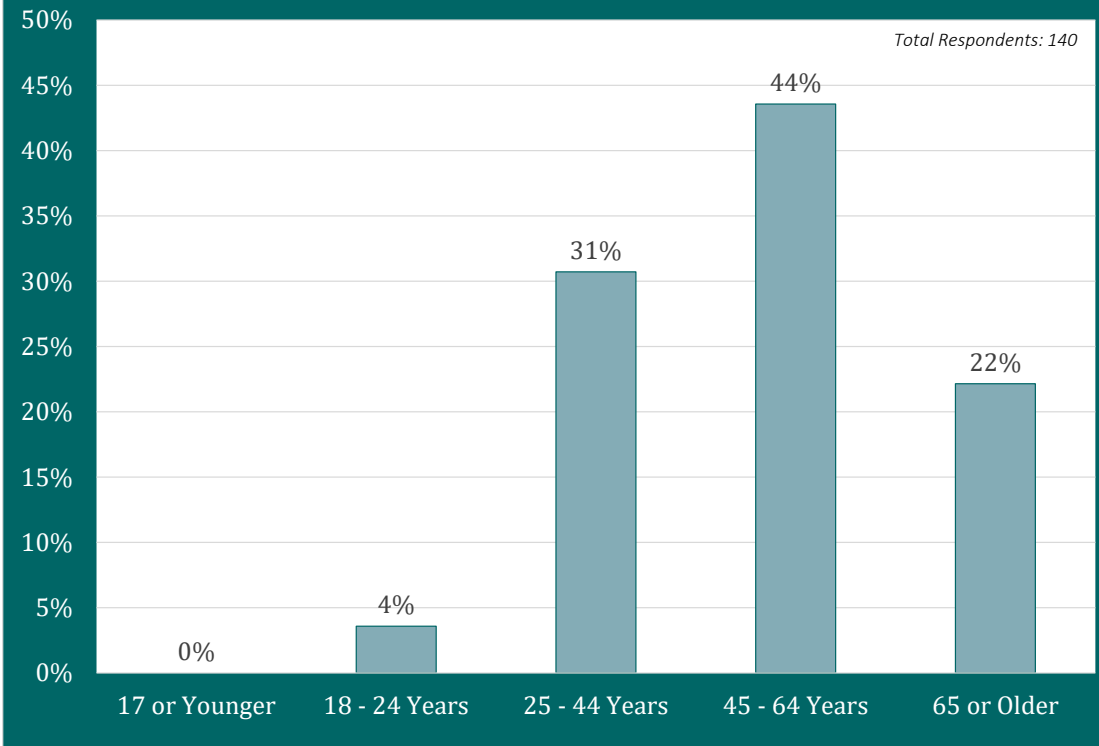
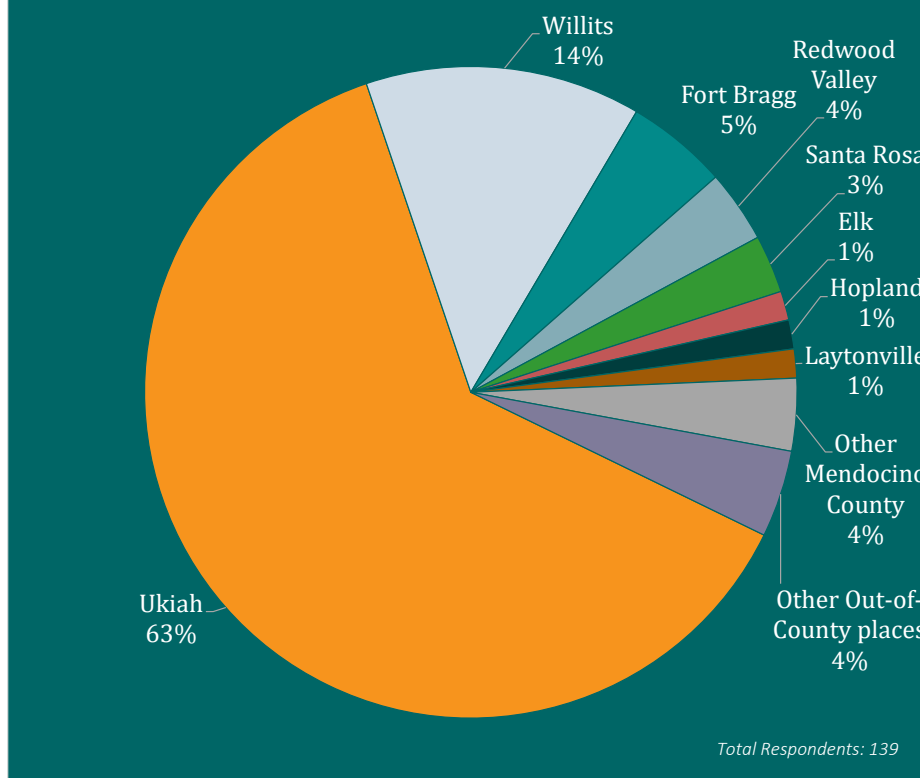
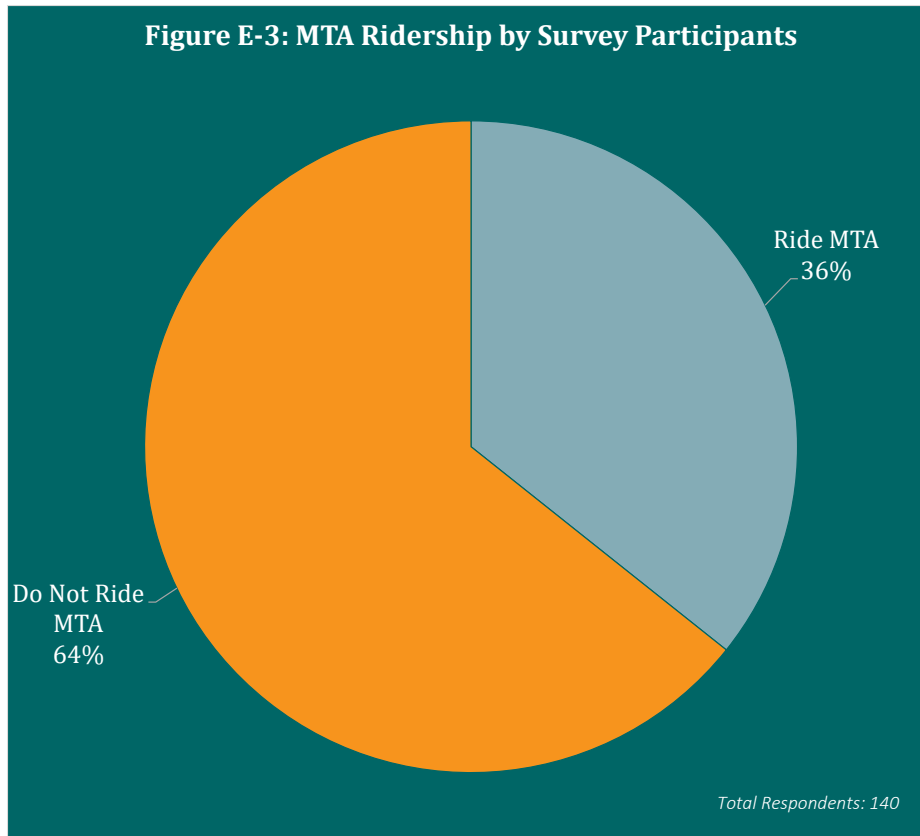


Figure E-2: Home Community of Survey Participants



Q3. MTA Ridership by Survey Participants (140 Responses)

Approximately one third of the survey participants utilize the MTA's services, while the remaining two thirds either do not use MTA, have not used MTA recently, or use MTA infrequently (Figure E-3). This data indicates that the online community survey results describe the ideas, values, and concerns of both transit riders and non-riders alike.



Q4. MTA Routes Used by Survey Participants (50 Responses)

The respondents who answered Question 3 that they use MTA were then asked which routes they specifically ride. Route 9 (the Ukiah Local) was by far the most popular, with 80 percent of the respondents reporting they ride the service (Figure E-4). The next three routes most used by the participants who ride transit are Route 20 (Willits/Ukiah) (50 percent), Route 65 (the Cross County Rider) (40 percent), and Route 7 (the Jitney) (30 percent). All the other routes are used by less than one fifth of the participants who ride transit.

Q5. How Participants Typically Get To and From MTA buses (50 Responses)

Of the survey participants who use MTA, most walk to get to and from the bus (62 percent) (Figure E-5). The next most common way the transit riders get to and from the bus is by getting a ride from a friend or family member (30 percent). Only a few of the survey participants drive or bike to and from the bus stop (10 percent reported utilizing each respective mode), suggesting that the participants who use MTA are likely transit dependent.

Figure E-4: MTA Routes Used by Survey Participants

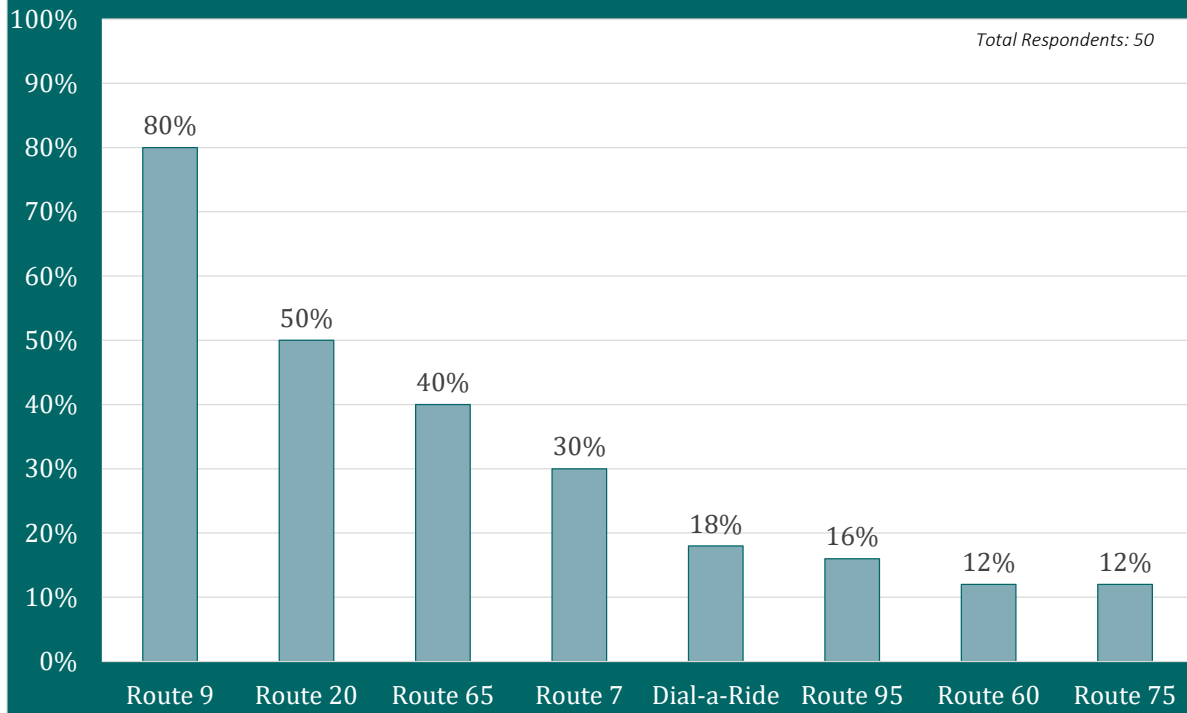
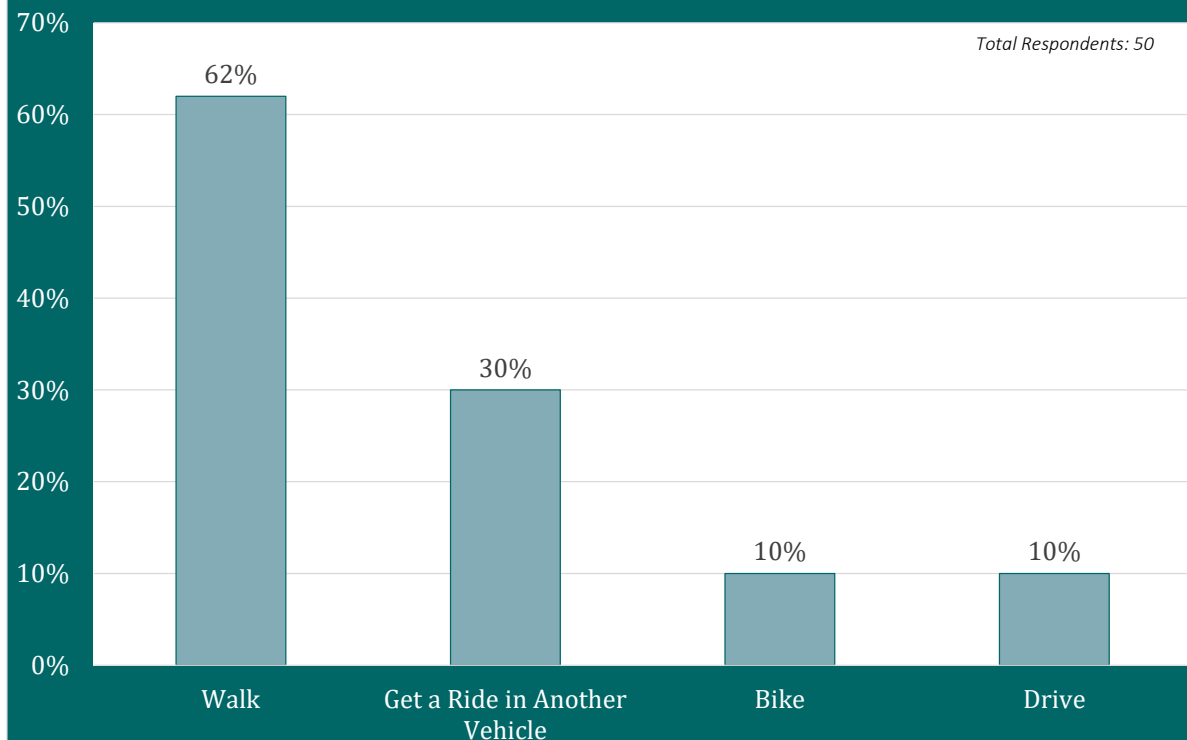
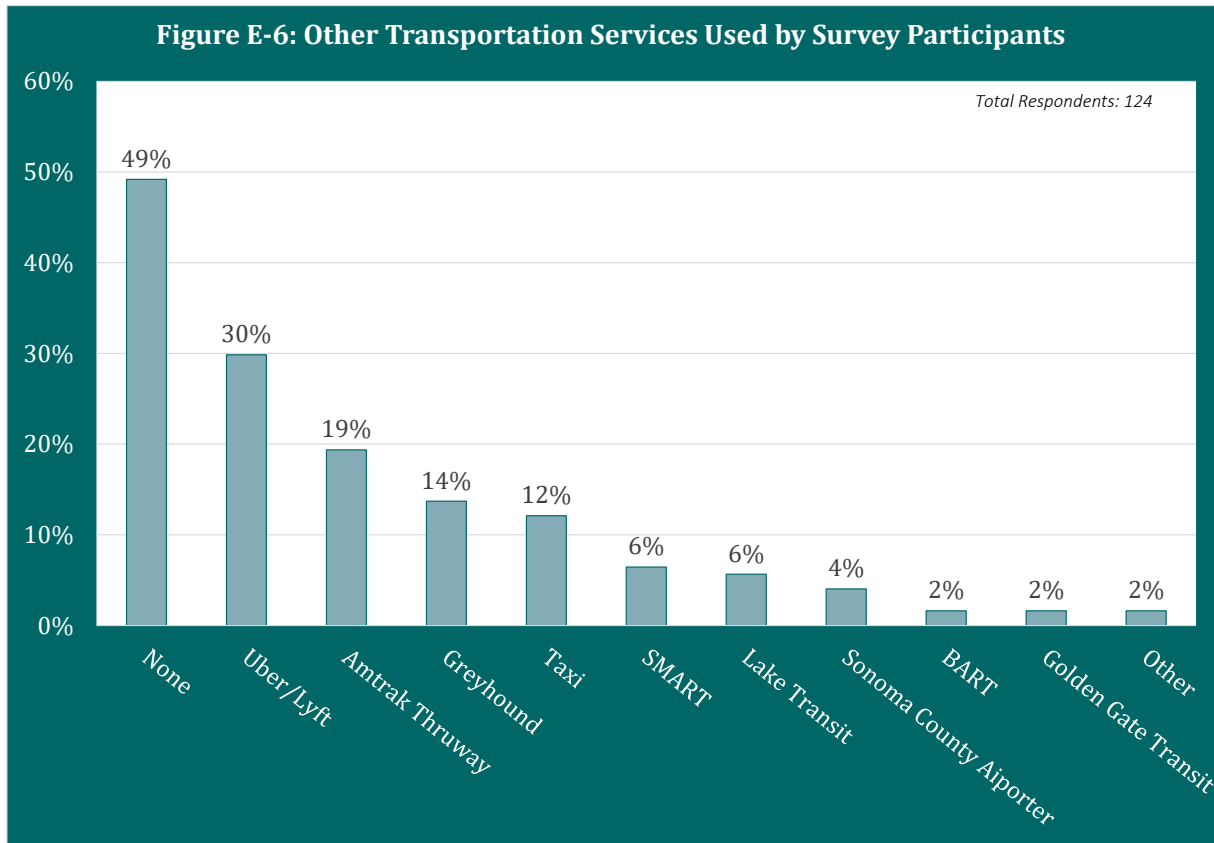


Figure E-5: How Participants Typically Get To and From MTA Buses



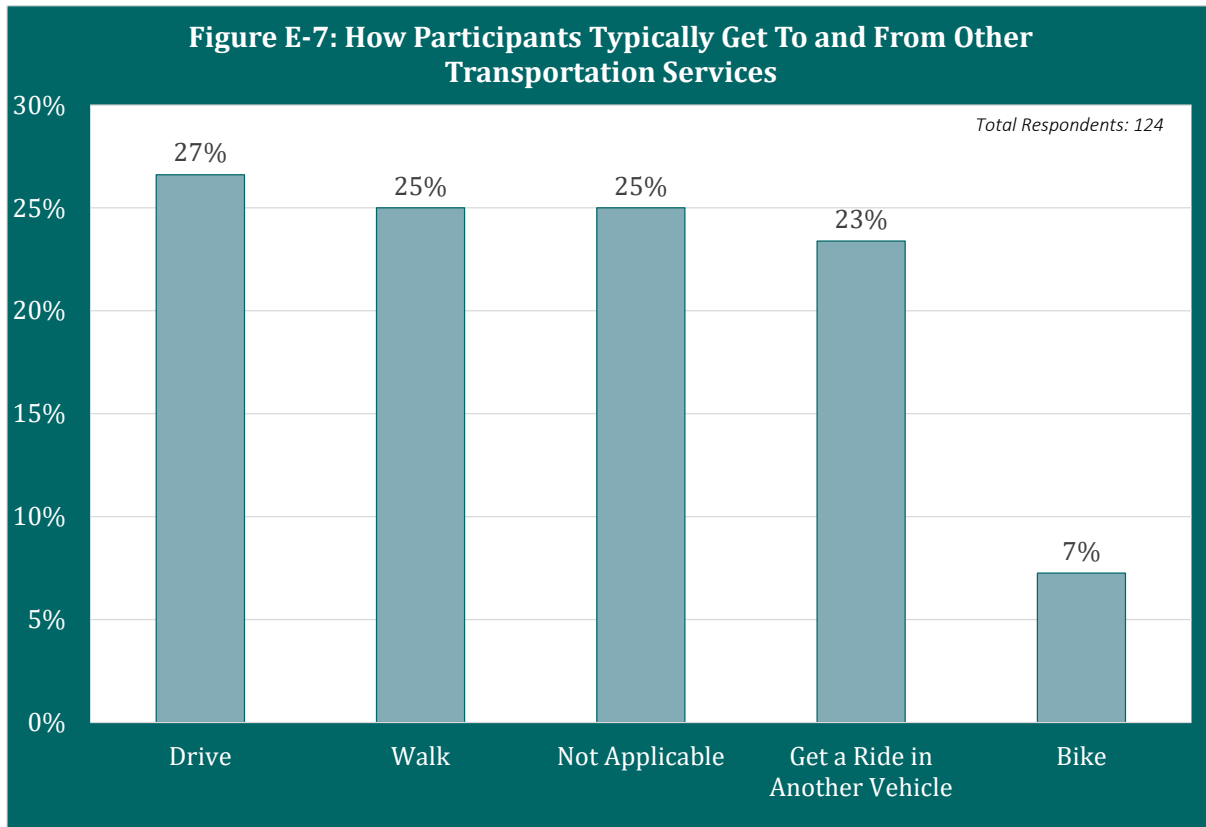
Q6. Other Transportation Services Used by Survey Participants (124 Responses)

Most of the survey respondents do not use any other transportation services available in Mendocino County (49 percent) (Figure E-6). Besides the MTA, the two most popular transportation services among the community survey participants are ride share programs such as Uber or Lyft (30 percent) and Amtrak Thruway buses (19 percent). In addition, both Greyhound (14 percent) and taxi's (12 percent) were among the more frequently used transportation services. Other public transit services in the region, such as Lake Transit, Golden Gate Transit, or Sonoma-Marin Area Rail Transit, are used by 2 to 6 percent of the respondents.



Q7. How Participants Typically Get To and From Other Transportation Services (124 Responses)

Similar to Question 4, the community survey participants were asked how they typically get to and from other transportation services in the region. As evidenced in Figure E-7, people reported that they primarily drive themselves (27 percent), walk (25 percent), or get a ride (23 percent) whenever they are trying to access one of the other transportation services mentioned in Figure E-6.



Q8. Desired Amenities/Services for a Transit Facility (125 Responses)

Participants were asked to select amenities and services they would like at a new transit facility from a provided list. There was also an option for the participants to write down other amenities if they were not already listed. The amenities/services most popular among the survey respondents are listed in Table E-1. Having a sheltered waiting area (87 percent), benches (75 percent), an information kiosk (64 percent), lighting features (63 percent), electronic transit pass sales (62 percent), and bicycle amenities (61 percent) were considered to be the most important features for a transit facility. The top ideas suggested by the respondents themselves were bathrooms (8 percent), food options (6 percent), utilizing the transit facility to transfer to other interregional transit services (5 percent), and electric vehicle (EV) charging/e-bikes (4 percent).

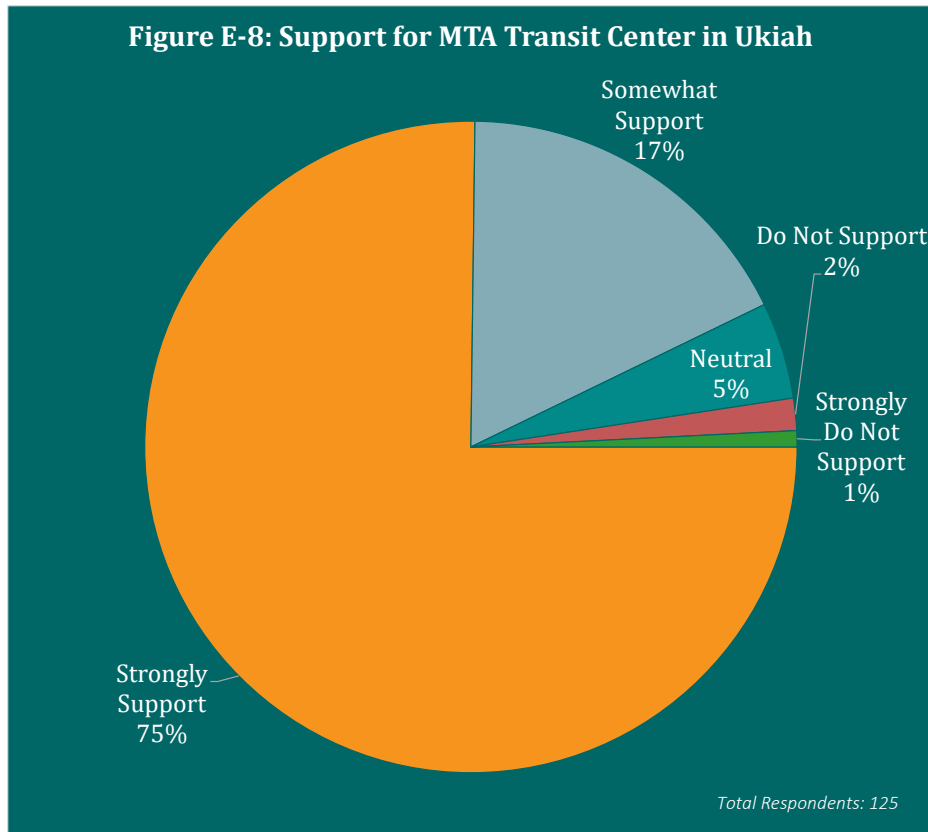
Q9. Support for MTA Transit Center in Ukiah (125 Responses)

There is overwhelming support for an MTA Transit Center in Ukiah among the survey respondents, with 92 percent answering that they either strongly support or somewhat support the idea (Figure E-8). Only 3 percent do not support having an MTA Transit Center in Ukiah.

Table E-1: Desired Amenities/Services for Transit Facility

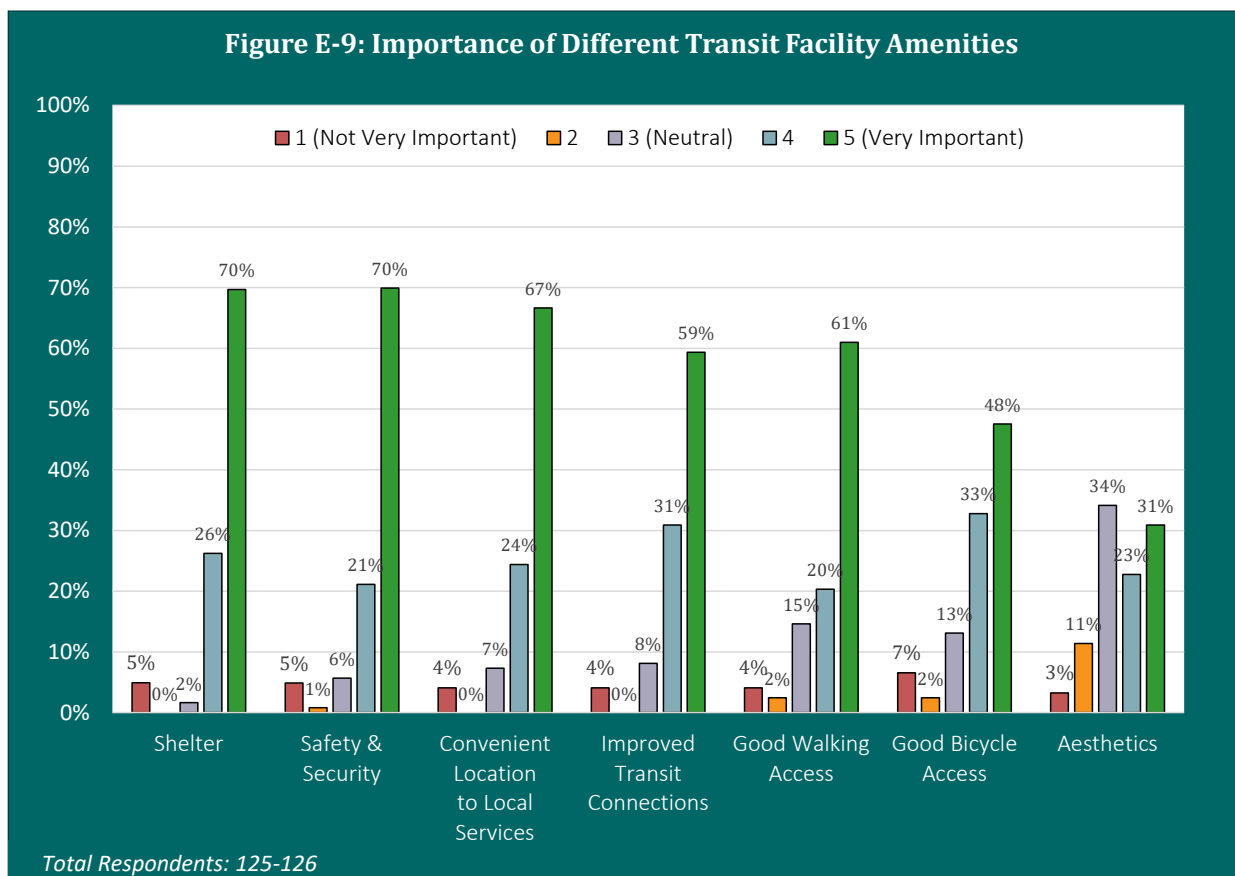
Amenity/Service	# of Participants	% of Participants
Sheltered Waiting Area	109	87%
Benches	94	75%
Information Kiosk	80	64%
Lighting Features	79	63%
Electronic Transit Pass Sales	77	62%
Bike Racks/Lockers	76	61%
Parking	71	57%
Drinking Fountain	65	52%
Public Art	62	50%
Landscaping	57	46%
Bathrooms	10	8%
Food - Cafes/Restaurants/Vending Machines	7	6%
Other Transit Services - Amtrak, Greyhound, SMART	6	5%
EV Charging and E-Bikes	5	4%
Wheelchair Access	3	2%
Security System	3	2%
Luggage Storage	3	2%
Wifi	1	1%
Other	6	5%
Total Responses	125	100%

Figure E-8: Support for MTA Transit Center in Ukiah



Q10. Importance of Different Transit Facility Amenities (123 Responses)

The community survey participants ranked various transit facility amenities based on how important they believe each factor to be for a new MTA Transit Center in Ukiah (Figure E-9). A ranking of 1 meant the amenity was not important, while a ranking of 5 meant the amenity is very important. Based on the survey participants’ feedback, the highest ranked amenities are shelters for the transit facility waiting areas, safety and security at the facility, and having the transit facility be in a convenient location to other local services; more than two thirds of the respondents ranked each of these three amenities as being very important. The least important aspects to consider for a new facility, according to the survey respondents, are aesthetics and bicycle access. Overall, however, the average ranking of all the amenities was higher than the neutral value of 3, suggesting a moderate level of support for all the amenities considered.



Q11 & Q12. Additional Considerations for the MTA Transit Center’s Location and Amenities (67 Responses)

For the last questions, the survey participants were given the opportunity to further describe any other issues or topics that they believe should be considered when planning the location and amenities of a future MTA Transit Center in Ukiah. Table E-2 presents the most common themes in the respondents’ answers. Many of the amenities and services that people requested had already been discussed at a previous point in the survey, such as ensuring the transit center has a convenient location, improving

transit connections to both local and interregional services, and safety. Specific sites that were suggested for the transit center were the Ukiah Railroad Station and the current location of the MTA offices in Ukiah at 241 Plant Road.

While not directly relevant to a transit facility, 12 percent of those who provided an answer to Questions 11 and 12 requested that MTA expand its service offerings to either more areas in Mendocino County or for later hours, and 4 percent suggested that the MTA consider implementing microtransit. These ideas will be considered during the upcoming Short Range Transit Development Plan that is being undertaken for the MTA.

Table E-2: Other Considerations for Choosing the Location of the MTA Transit

Consideration	# of Participants	% of Participants
Convenient Location to Local Destinations	21	31%
Improve Transit Connections - Local, Interregional, SMART	18	27%
Safety and Security	17	25%
Good Walking Access to the Facility	10	15%
Food	10	15%
Extend existing MTA Hours and Service Area	8	12%
Traffic Considerations	8	12%
Bathrooms	7	10%
Cleanliness	6	9%
Aesthetics	5	7%
Real-time Information	5	7%
Good Bicycle Access to the Facility	4	6%
Parking	4	6%
EV Charging and E-Bikes	4	6%
Eco-design and Landscaping	4	6%
Bathrooms	3	4%
New MTA Services - Microtransit	3	4%
Multimodal Connections	3	4%
ADA Access	3	4%
Shelter from the Elements	3	4%
MTA - EV Transit Vehicles	2	3%
Information Kiosk	2	3%
Ticketing Services	2	3%
Expanded Service Options to Santa Rosa	2	3%
Other	11	16%
Do Not Support the Project	5	7%
Total Responses	67	100%

DESIGN WORKSHOP SITE 8 RENDERINGS AND COST TABLE



UKIAH TRANSIT CENTER CONCEPT SITE PLAN

11/15/2023

DESIGNWORKSHOP

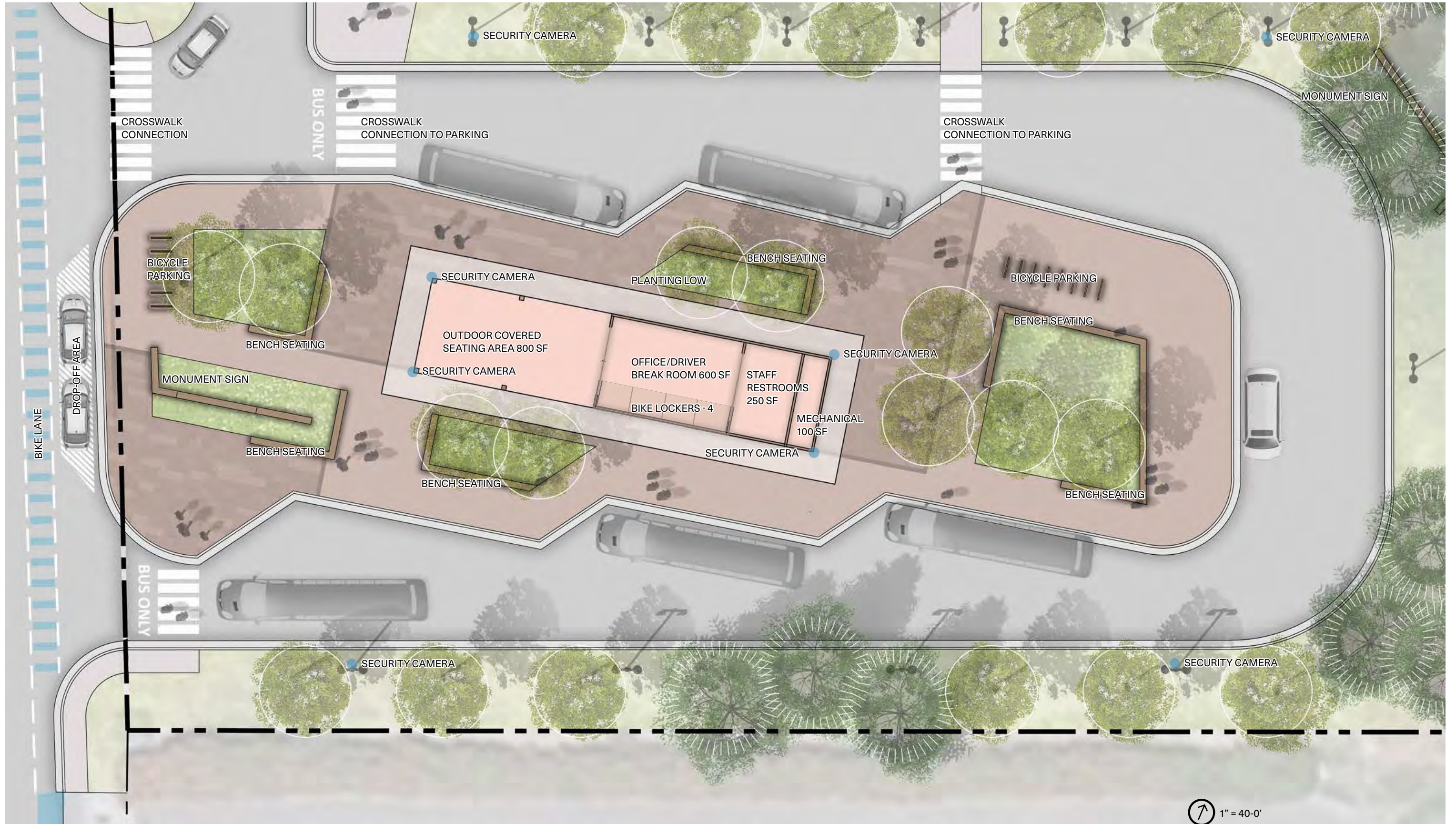
1390 Lawrence Street, Suite 100 | Denver, Colorado 80204 | 303.623.5186

SITE PLAN ILLUSTRATIVE
SITE PLAN & CONTEXT



1" = 40'-0"

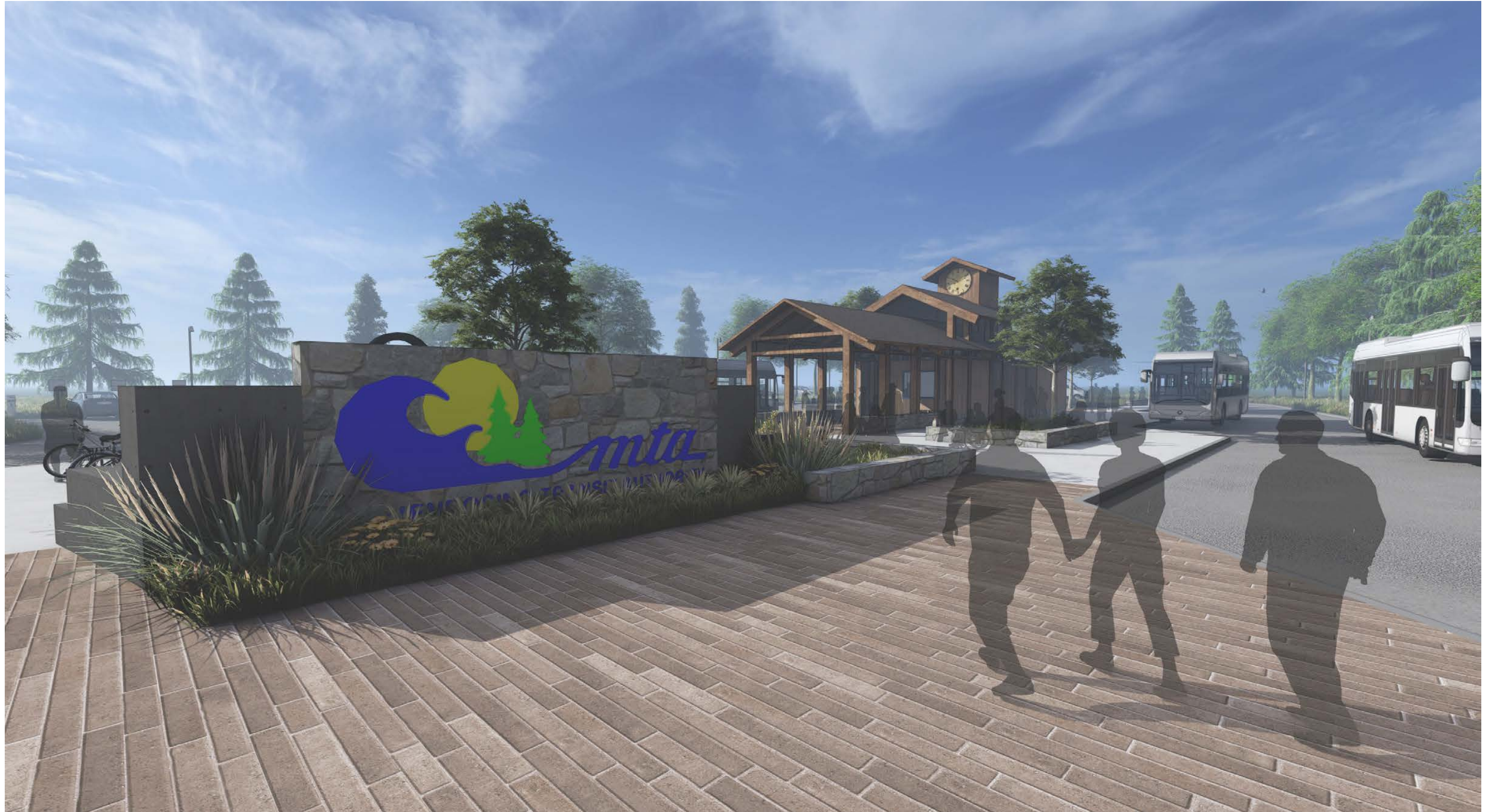
SITE PLAN ILLUSTRATIVE
 TRANSIT CENTER ENLARGEMENT



1" = 40'-0"







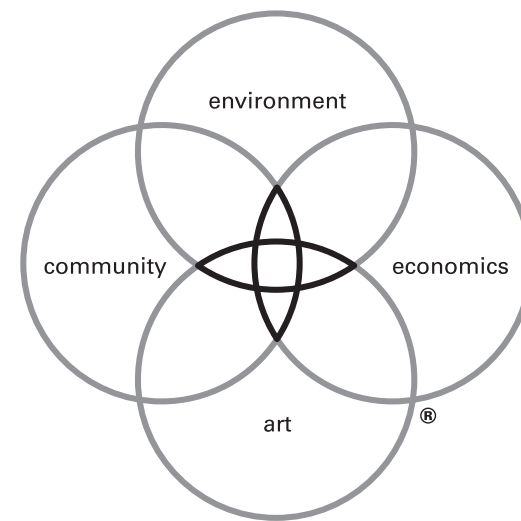












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