

Ukiah Transit Center Feasibility Study Draft Final



Prepared for the
**Mendocino Council of Governments
and Mendocino Transit Authority**



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Prepared by LSC Transportation Consultants

Ukiah Transit Center Feasibility Study

Draft Final

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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 the 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.

As the most populous city of the county, the City of Ukiah (Ukiah) provides a center for the region's medical, government, commercial, and educational services. The Mendocino Transit Authority (MTA) provides service throughout the county with connecting services in Ukiah. In addition, Greyhound, Amtrak Thruway and Lake Transit Authority routes all serve Ukiah, and new service provided by the Humboldt Transit Authority to Ukiah will soon start. As these services are currently not coordinated to connect in one single place, a transit center has been recommended in previous transit studies and plans within the region. A transit center can provide numerous benefits for local transit services, staff, and passengers including the following:

- 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 that serves MTA and other regional routes, such as Greyhound and Amtrak, located within Ukiah has been in discussion since 1991. To further this effort, the Mendocino Council of Governments (MCOG) hired LSC Transportation Consultants (LSC) to conduct the Ukiah Transit Center Feasibility Study (Transit Center Study) for the MTA.

The Transit Center Study begins with a summary of the existing transportation conditions within the region including ridership levels, current transit routes, and future planned services. This is followed by stakeholder input, zoning regulations, and an overview of the transit center program and sites for consideration. Public outreach, site availability, and initial site layout design are then discussed. The Transit Center Study concludes with a scoring analysis, site recommendation, and plan chapter.

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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)

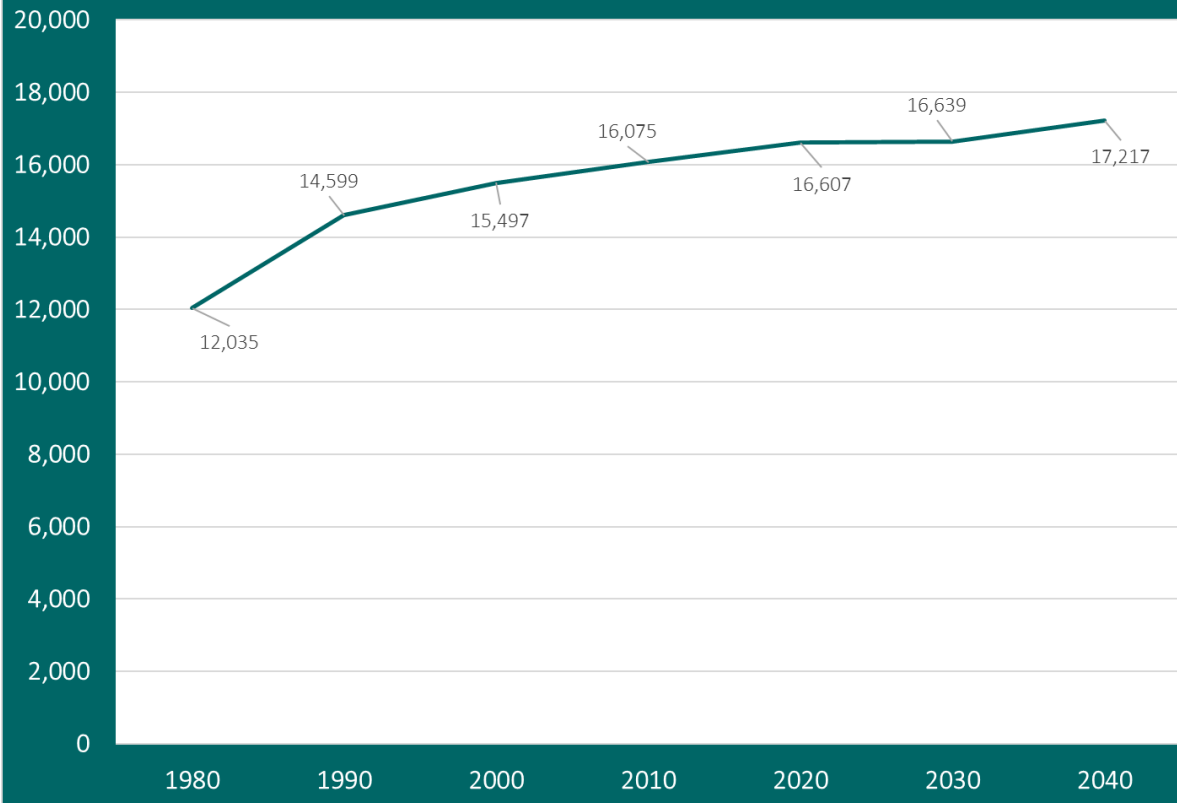


Table 2: Current City of Ukiah and Mendocino County Transit Dependent Population

	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 note 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 2022/2023. 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)

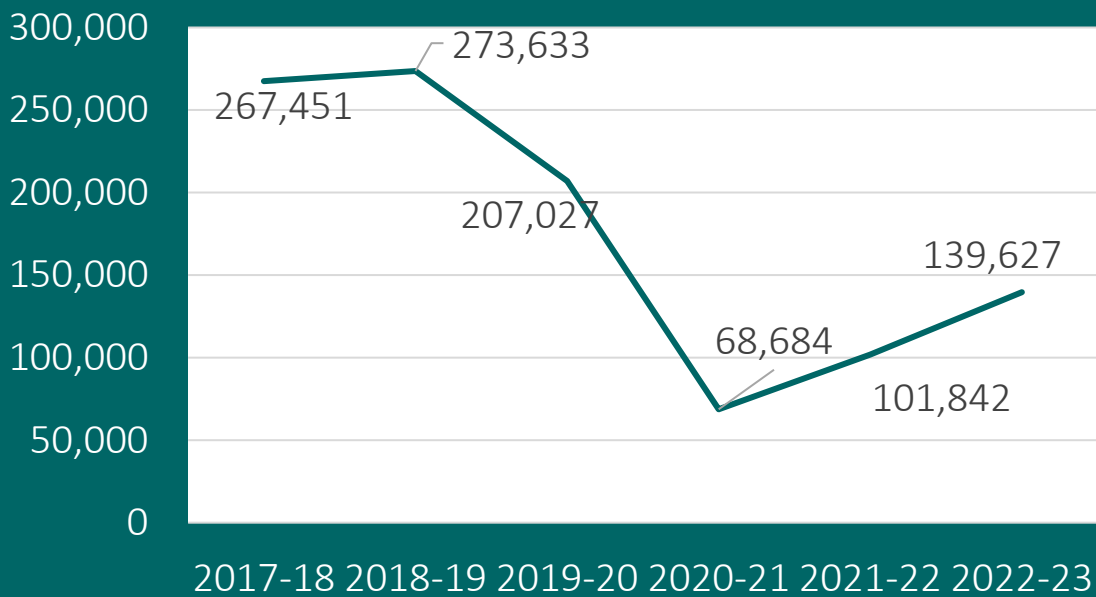


Table 3: MTA Ridership Performance by Route (FY 2017/18 - FY 2022/23)

Route	Annual Ridership (Passengers)					
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
1 - Willits Local	11,006	10,286	9,729	4,297	5,860	5,694
5 - Bragg About	18,267	17,416	13,238	5,712	5,153	8,086
7 - Jitney	2,640	3,537	921	0	0	0
8 - Ukiah Evening	8,124	12,510	9,170	0	0	0
9 - Ukiah Local	113,619	116,386	88,865	28,618	39,225	57,270
20 - Willits/Ukiah	31,731	30,958	25,292	8,255	14,930	18,196
60 - The Coaster	11,688	11,433	7,941	2,671	3,410	6,417
64 - Ukiah to Fort Bragg	4,867	4,646	3,360	0	0	0
65 - CC Rider/SPECIAL	12,560	11,367	9,410	0	5,553	9,051
65a - New Route	7,574	7,146	4,068	0	0	0
74 - Sat. Gualala to Ukiah	1,117	970	829	393	498	0
75 - Mon.-Fri. Gualala to Ukiah	8,515	7,547	6,113	2,864	4,807	6,261
95 - Pt Arena to Santa Rosa	5,258	4,911	3,456	1,001	2,453	3,789
97 - Redwood Coast Regional	3,235	3,065	2,118	0	1,850	2,555
<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>	<i>117,319</i>
Ukiah DAR	14,580	16,576	11,590	8,751	11,344	13,244
Fort Bragg DAR	12,670	14,879	10,927	6,122	6,759	9,064
<i>DAR Subtotal</i>	<i>27,250</i>	<i>31,455</i>	<i>22,517</i>	<i>14,873</i>	<i>18,103</i>	<i>22,308</i>
Systemwide Ridership Total	267,451	273,633	207,027	68,684	101,842	139,627

Source: MTA Ridership Performance by Route Board Approvals 2017-2023

Figure 3: MTA Systemwide Passengers by Fiscal Year



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, no single stop in Ukiah 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

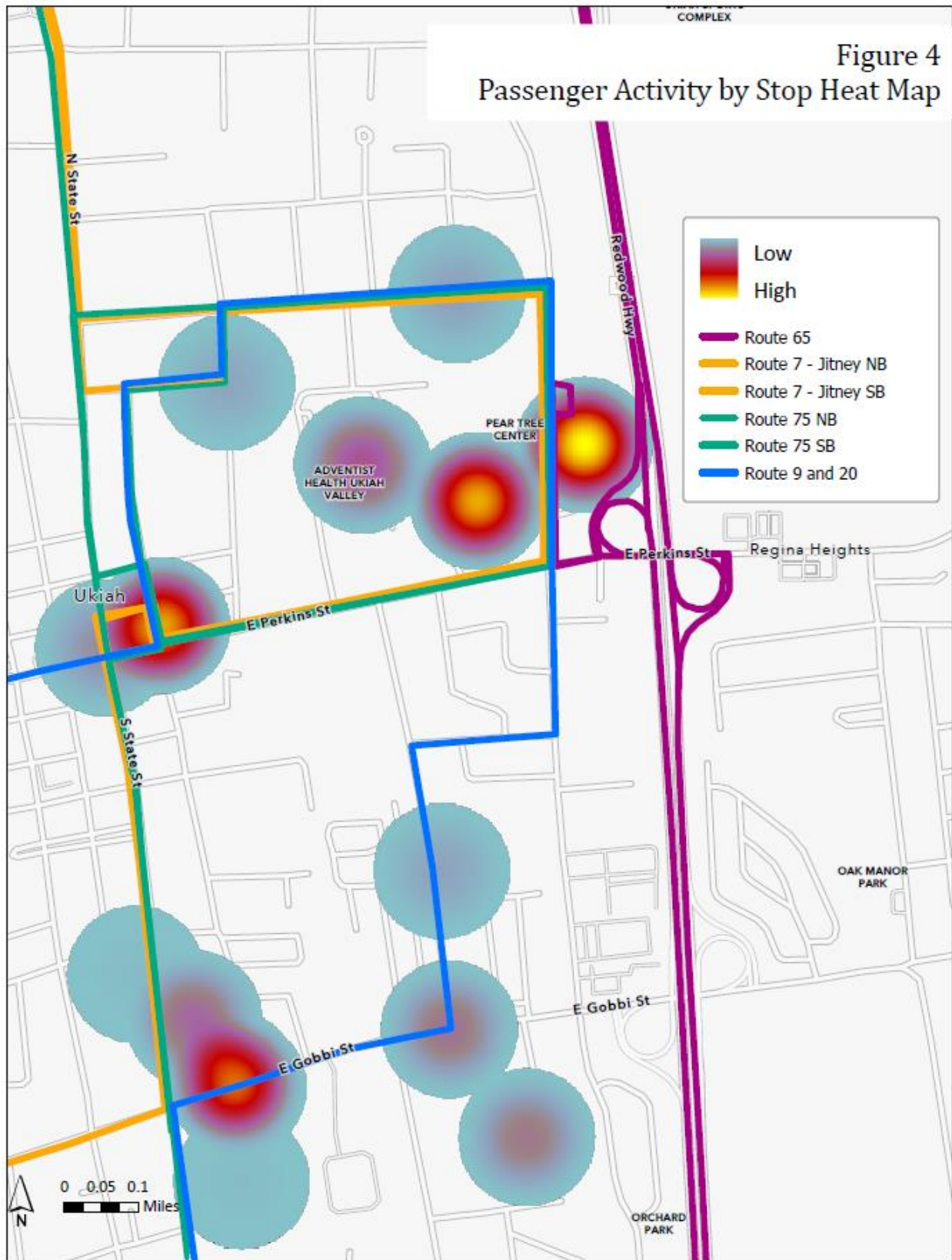
During the week of December 19th - 23rd boarding and alighting data was collected along Routes 7, 9, and 20 to better understand ridership patterns and volumes at existing stops. This information is summarized in Table 4 with more detailed tables by each route included under Appendix A. A heat map of 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 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

Stops	Route			Total	
	Route 7	Route 9	Route 20	#	%
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%
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%
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%
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%
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%
Pear Tree Center – Ross	0.0	32.2	0.0	32	6%
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%
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%
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%

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 the 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

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 the 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 to 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 to 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.

OTHER RELEVANT PLANNING DOCUMENTS

In addition to the above findings, a detailed summary of other relevant planning documents is included under Appendix B.

Table 5: Site Zoning Regulations

	Site 1 - Mason St.	Sites 2: E. Perkins St. West (Old Wendys)	Site 3 - 414 E. Perkins St. East (Old Savings Bank)	Site 4: Orchard Ave (Pear Tree Center)	Site 5: N. Orchard Ave. & Brush St.	Site 6: S. Orchard Ave. & Gobbi St. (Southwest)	Site 7: S. Orchard Ave. & Gobbi St. (Southeast)	Site 8: N Orchard Ave. & Clara Ave. (North of Kohls)	Site 9: New Courthouse (Perkins St. and Hospital Dr.)
Address	N/A	410 East Perkins Street	414 East Perkins Street	437 and 205 N. Orchard Avenue	595 Brush Street	N/A	701 South Orchard Avenue	North Orchard Avenue	309 E. Perkins Street
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	003-181-01	002-030-15	002-232-15
Zoning	C2 - Heavy Commercial	UC - Urban Center	UC - Urban Center	C1 - Community Commercial	C2 - Heavy Commercial	C1 - Community Commercial	C1 - Community Commercial	C2 - Heavy Commercial	UC - Urban Center
2040 General Plan	Community Commercial	Downtown Core	Downtown Core	Community Commercial	Highway Commercial	Highway and Community Commercial	Highway and Community Commercial	Highway Commercial	Downtown Core
Allowed/Permitted: Transportation Services	Yes	Yes	Yes	Yes with Major or Minor Use Permit	Yes	Yes with Major or Minor Use Permit	Yes with Major or Minor Use Permit	Yes	Yes

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)
- Electric Vehicle charging stations for buses.
- 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 Avenue/Pear Tree Center) does not currently meet the necessary site requirements at a minimum. Further, Site 2 (410 E. Perkins Street), Site 3 (414 E. Perkins Street), and Site 6 (S. Orchard Avenue and Gobbi Street (Southwest)) 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 C provides additional details on each site. A full analysis, including scoring criteria and recommendations, will be included under TM2.

Site 1: Mason Street between Norton Street and Perkins Street

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										1			1	1	3
2:15 PM	2:29 PM			1	1											2
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	59	
Total in AM Peak Hour		0	0	1	1	1	1	0	0	1	0	0	0	1	6	
Total in PM Peak Hour		0	0	2	2	2	1	0	0	1	1	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

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.

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 MINIMUM 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 2: 410 E. Perkins St.	0.8 acres	Yes
Site 3: 414 E. Perkins St.	0.7 acres	Yes
Site 4: N. Orchard Ave. (Pear Tree Center)	0.5 acres	No
Site 5: N. Orchard Ave. & Brush St.	1.4 acres	Yes
Site 6: S. Orchard Ave. & Gobbi St. Southwest	0.9 acres	Yes
Site 7: S. Orchard Ave. & Gobbi St. Southeast	0.7 acres	Yes
Site 8: N. Orchard Ave. & Clara Ave. (North of Kohls)	1.63 acres	Yes
Site 9: Perkins St. and Hospital Dr. (New Courthouse Site)	1.79 Acres	Yes

Figure 5
Potential Ukiah Transit Center Locations (Sites 1, 2, 3, 4, 5, 8 and 9)

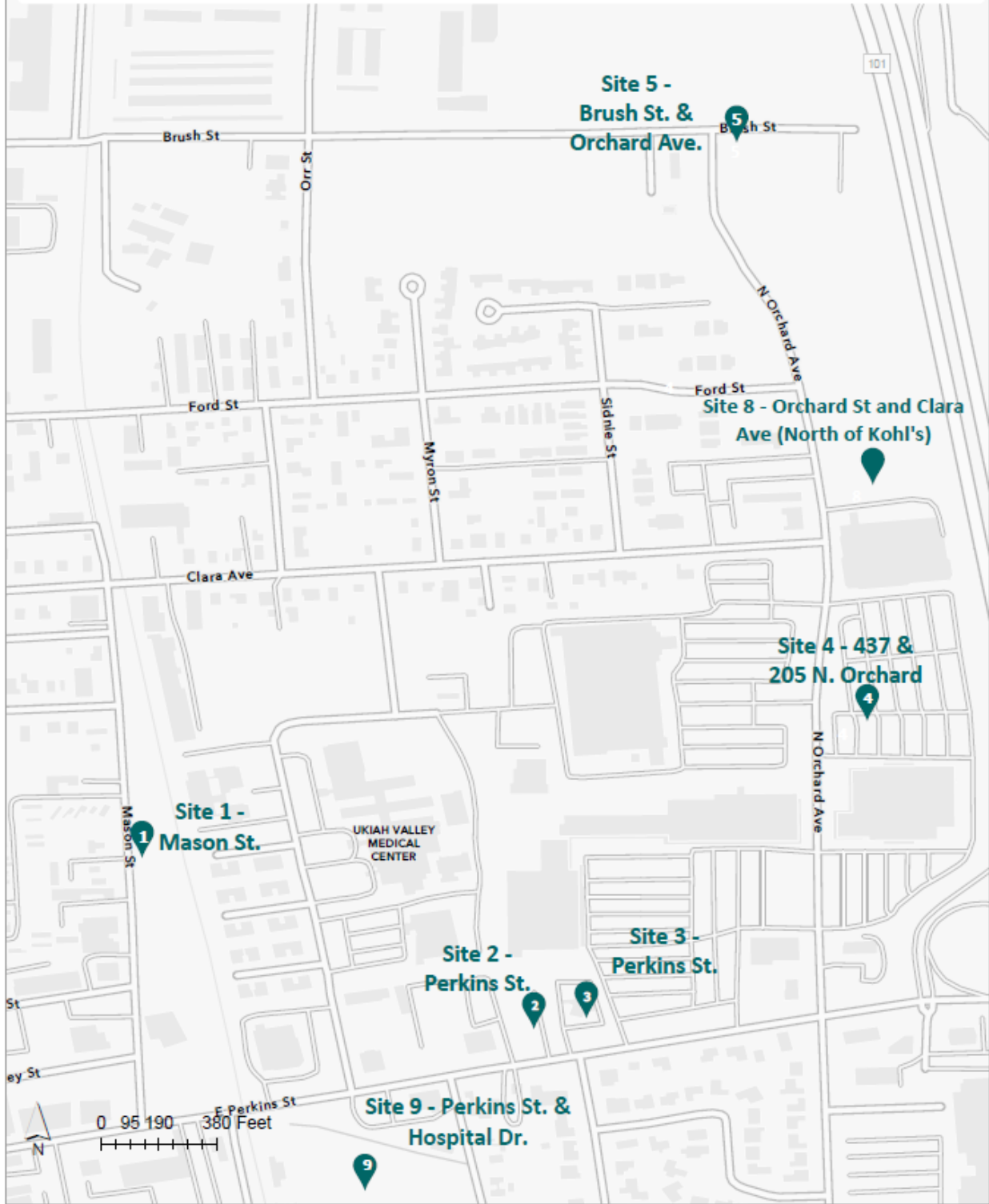
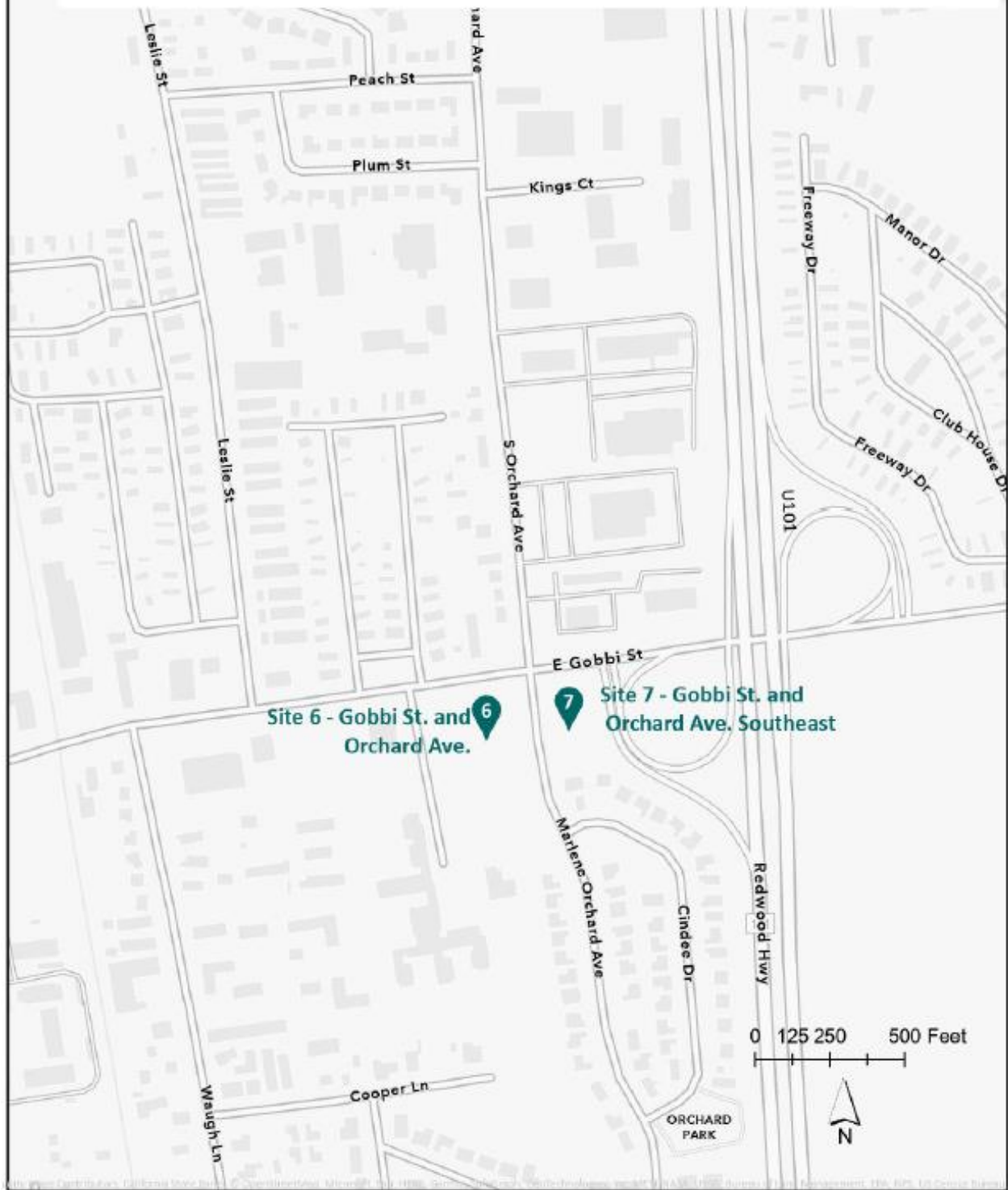


Figure 6
Potential Ukiah Transit Center Locations (Site 6 and 7)



Sites 2 and 3: 410 and 414 East Perkins Street (Old Wendy's and Saving Bank lots)

Sites 2 and 3 are located along the north side of East Perkins Street between Orchard Avenue and Mason Street. Site 2, 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 3 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 from a transit center at either Sites 2 or 3 would need to exit to the north and use the circulation drive around the exterior of the Pear Tree Center to Orchard Avenue.

Site 4: Orchard Avenue (Between Kohls and JC Penney Parking Lots)

Site 4 is located on Orchard Avenue 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.

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 5: Brush Street and Orchard Avenue

Site 5 is located at the intersection of Brush Street and Orchard Avenue. 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 6: Orchard Avenue and Gobbi Street (Southwest Corner Lot)

Site 6 is located on the southwest corner of Gobbi Street and Orchard Avenue. 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.

Site 7: Gobbi Street and Orchard (Southeast)

Site 7 is located on the southeast corner of Gobbi Street and Orchard Avenue. The site is fairly flat with a small structure on the southeast end of the parcel. It is located directly east across Orchard Avenue from Site 6 and has many of the same adjacent land uses.

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.

Site 8: Orchard Avenue (North of Kohls)

Site 8 is located on the parcel just north of Kohls on North Orchard Avenue. It is a large site (approximately 1.6 acres) and is adjacent to three vacant lots to its north, Kohls to the south, US 101 to the east, and residential apartments to the west across Orchard Avenue. Other uses in the area other large commercial businesses such as Home Depot and JC Penny.

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 9: E. Perkins Street and Hospital Drive (New Courthouse Site)

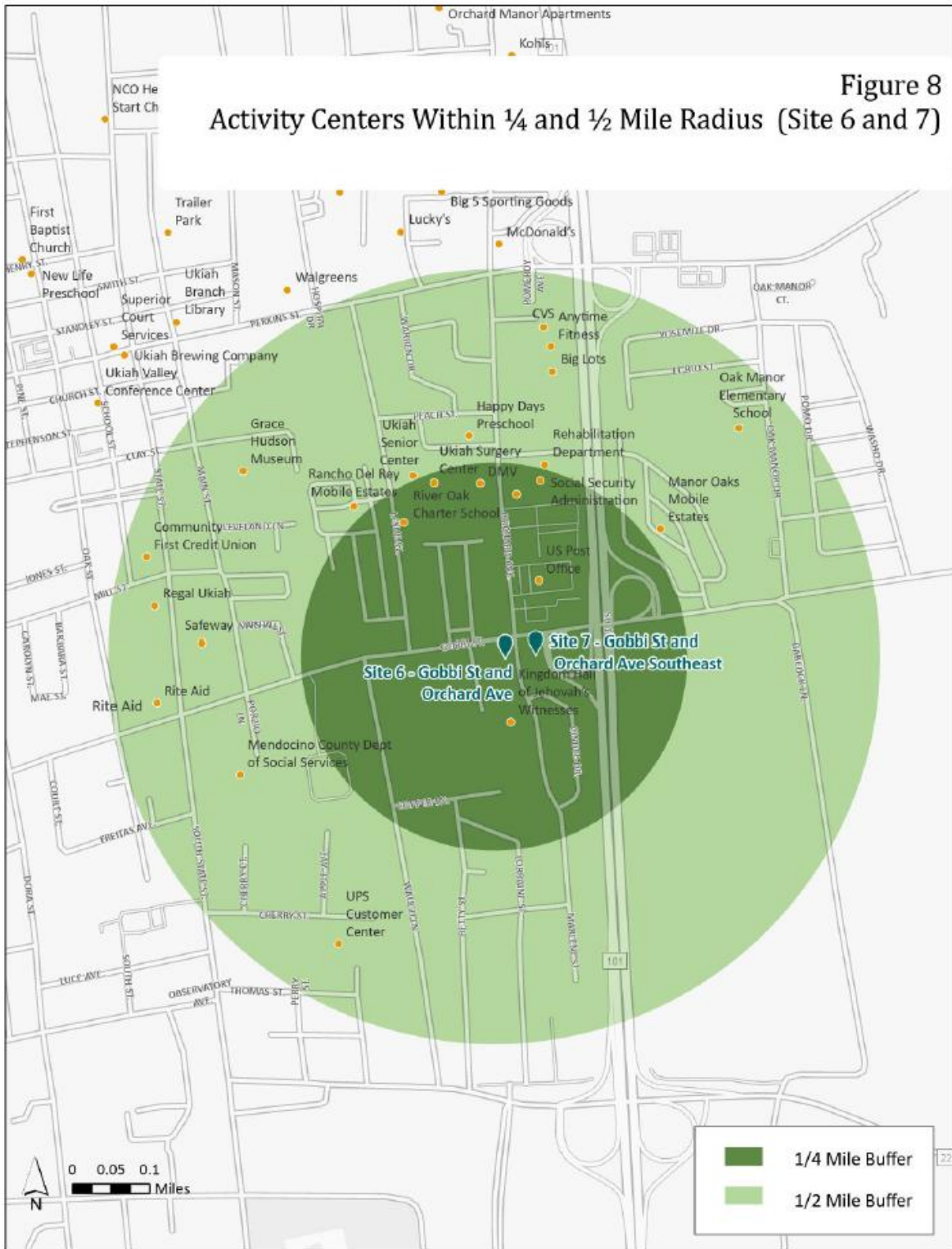
Site 9 is located on the parcel just east of the proposed Hospital Drive Extension and south of East Perkins Street. It is a relatively large site and is adjacent to several currently undeveloped lots. The City of Ukiah is currently planning to relocate the City's courthouse and parking to the adjacent lots of this site. The courthouse site and parking area would be directly west of this site, with lots directly east of the site being planned for electric vehicle charging by the City of Ukiah as well. Other nearby land uses include some single family residential, a Walgreens drugstore, insurance offices, and other commercial businesses.

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.

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.

Figure 8
Activity Centers Within ¼ and ½ Mile Radius (Site 6 and 7)



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.

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 15. The 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.

Routes	Potential Transit Center Sites															
	Site 1: Mason St.		Site 2: E. Perkins St. West (Old Wendys)		Site 3: E. Perkins St. East (Old Savings Bank)		Site 4: N. Orchard Ave. (Pear Tree Center)		Site 5: N. Orchard Ave. & Brush St.		Site 6: S. Orchard Ave. & Gobbi St. (Southwest)		Site 8: N. Orchard Ave. (North of Kohls)		Site 9: Perkins St. & Hospital Dr. (New Courthouse Site)	
	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours
9 and 20 (NB)	-132	0	3,968	331	3,968	331	-7,510	0	10,380	865	3,953	0	6,614	551	4,828	402
9 and 20 (SB)			3,937	328	3,937	328									4,922	410
65 - CC Rider (SB)	186	1	392	1	392	1	227	1	-1,362	-5	21	0	-1,362	-5	450	2
66 - CC Rider (NB)			390	1	390	1			-325	-1	-141	0	-1,702	-6	452	2
75 - South Coast/Ukiah (NB)	175	1	468	2	468	2	408	1	592	2	242	1	592	2	522	2
75 - South Coast/Ukiah (SB)	-257	-1	66	0	66	0	148	0	-30	0	263	1	-30	0	-100	0
Total	-28	0	9,222	663	9,222	663	-6,728	2	9,254	861	4,337	1	4,112	543	11,075	817

As shown, impacts by site varied greatly. The following summarizes the impacts as they are shown in Table 9.

- Site 1 would have no nominal change in vehicle-miles or vehicle-hours (Figure 9).
- As illustrated in Figure 10, Sites 2 and 3 had the second to most added miles and hours due to their access limitations onto Perkins Street and the need to circle north through Pear Tree Center and east over to Orchard Avenue. Route realignment to these sites would increase annual service by 9,222 vehicle-miles and 663 vehicle-hours.
- Site 4 would reduce annual service quantities by 6,728 vehicle-miles and 3 vehicle-hours (Figure 11).
- Sites 5 and 6 would both increase service quantities substantially (Figures 12 and 13).

- Site 8 had a total addition of 4,112 miles and 543 hours of operating time, making it the second least operationally impactful site (Figure 14).
- Site 9 (Figure 15) had the highest number of increased vehicle-miles and hours of service with an increase of 11,075 miles and 817 vehicle hours of service.

More detailed tables showing additional miles and minutes added to each route for each site are included under Appendix E. 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.

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.

Table 10: MTA FY 2022-23 Operating Cost Model				
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 indicates that Site 9 (Perkins St. and Hospital Dr.) would have the greatest annual operational cost at an additional \$88,900 per year, followed by Site 5 at Brush Street and Orchard Avenue (\$87,600 per year). Site 4 (Orchard Avenue) would actually result in a saving of \$16,800 per year, while Site 1 (Mason Street) would result in no additional costs for operations.

Figure 9
Route Realignment to Serve Site 1 (Mason St.)

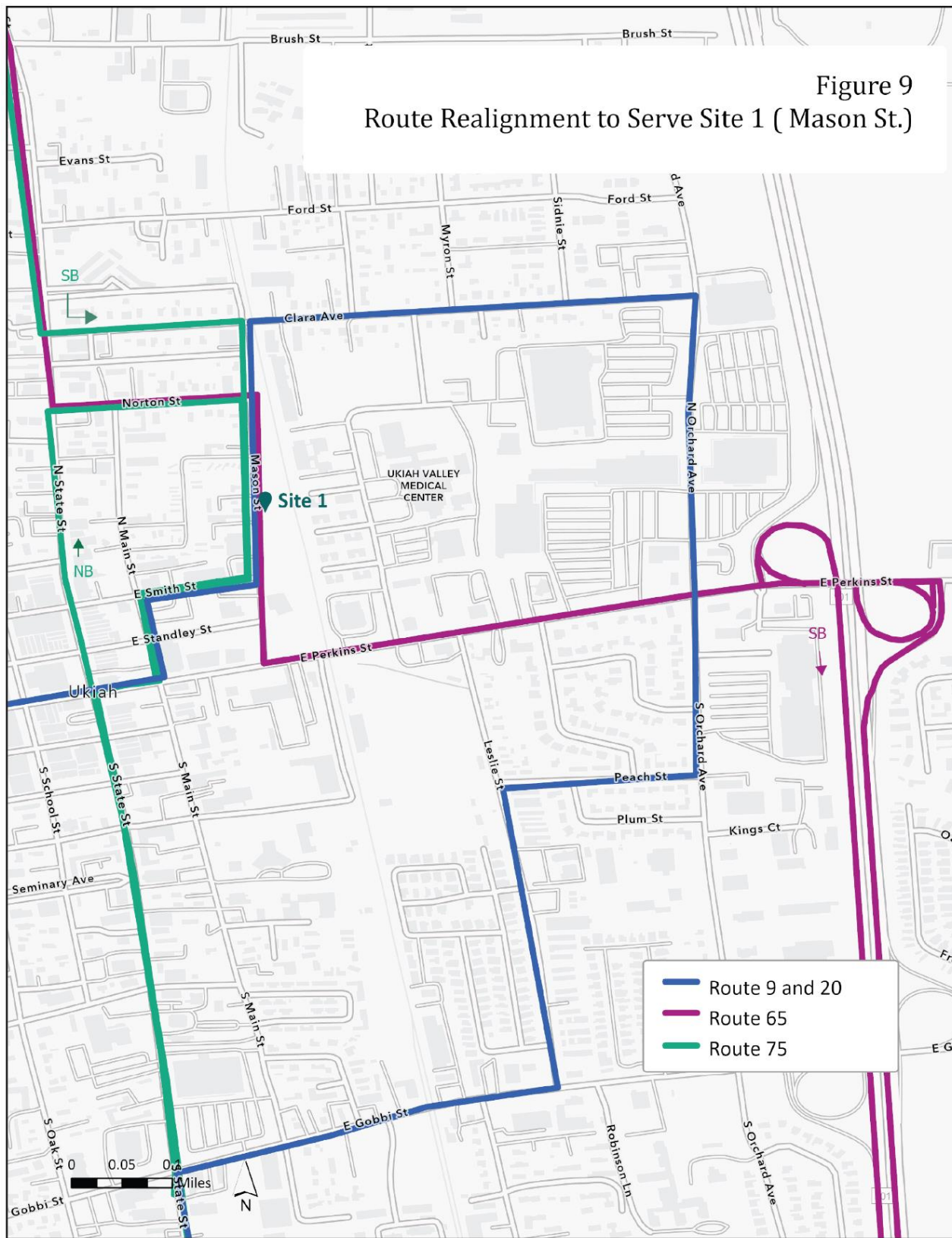


Figure 10
Route Realignment to Serve Site 2 and 3 (410 and 414 E Perkins St)

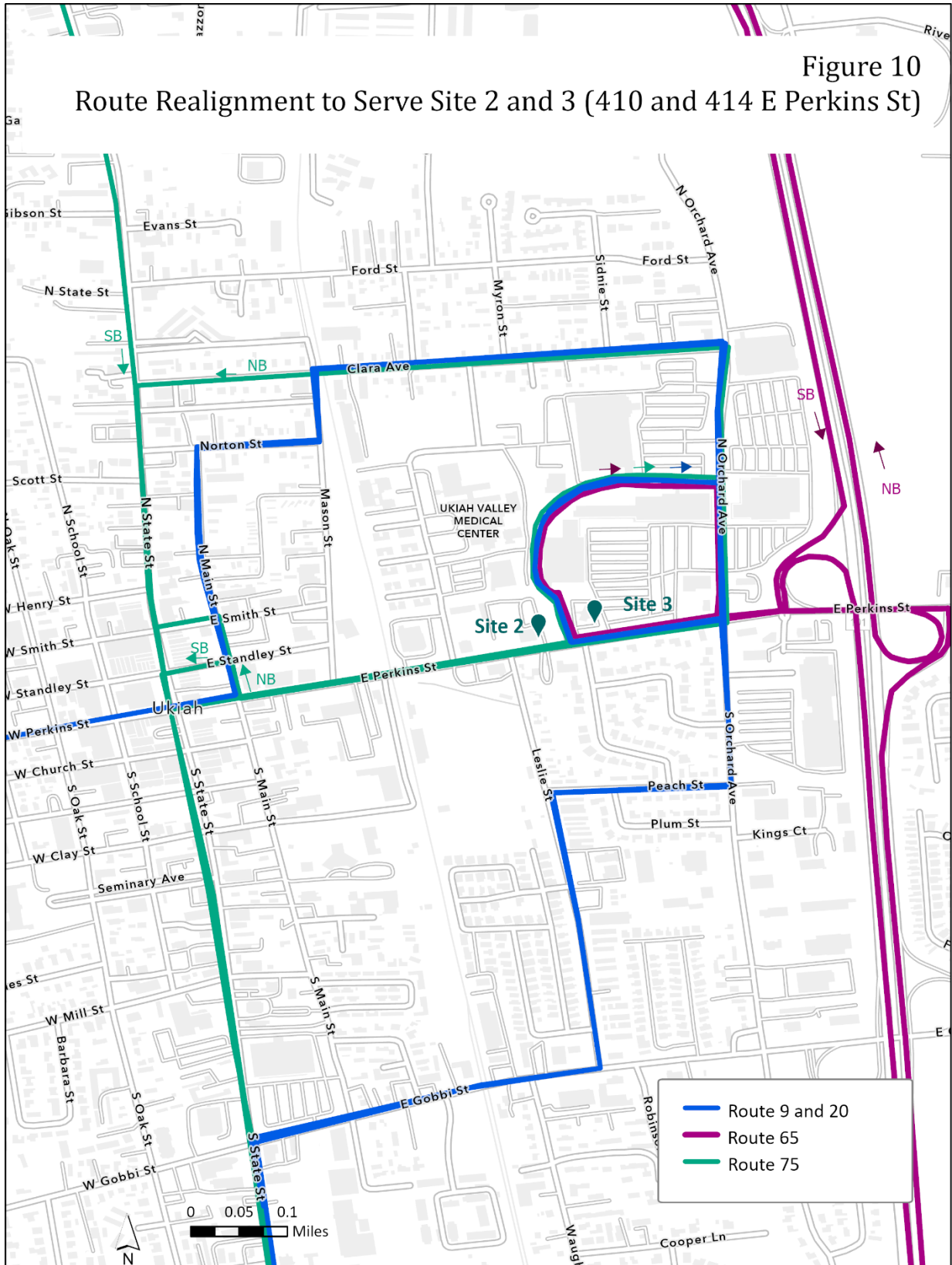


Figure 11
 Route Realignment to Serve Site 4 (Orchard Ave./Pear Tree Center)

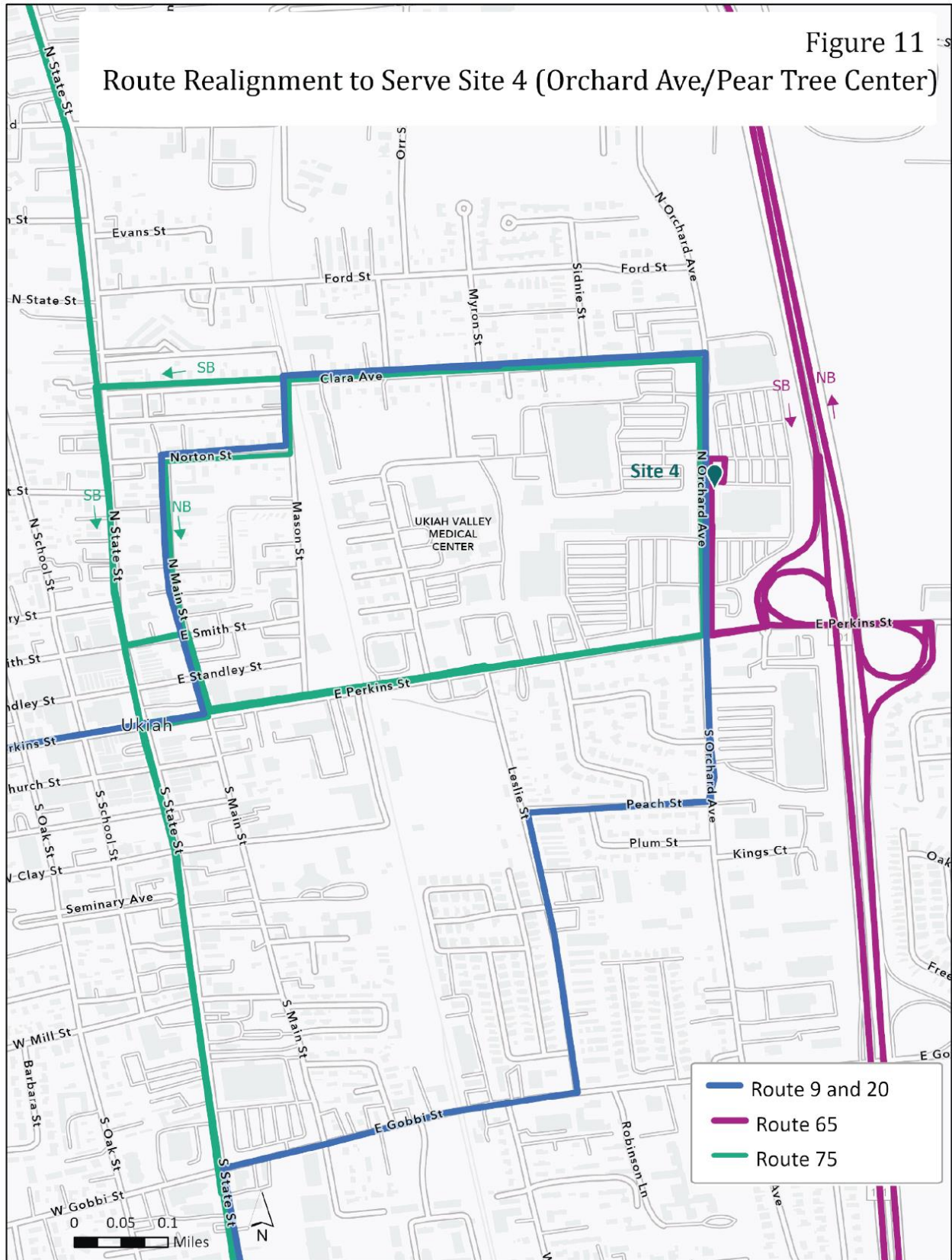


Figure 12
Route Realignment to Serve Site 5 (Brush St. and Orchard Ave.)

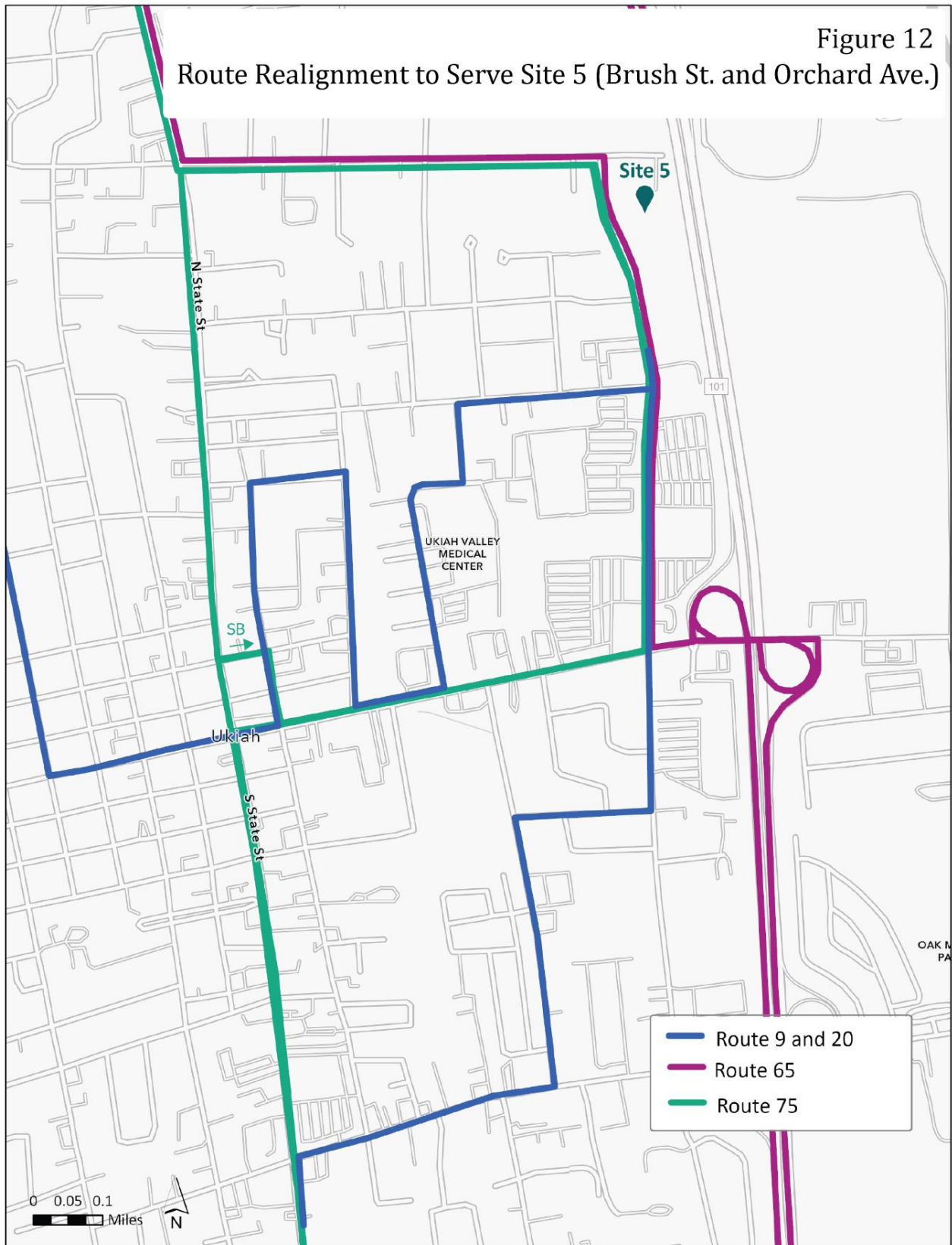


Figure 13
Route Realignment to Serve Site 6 (Gobbi St. and Orchard Ave.)

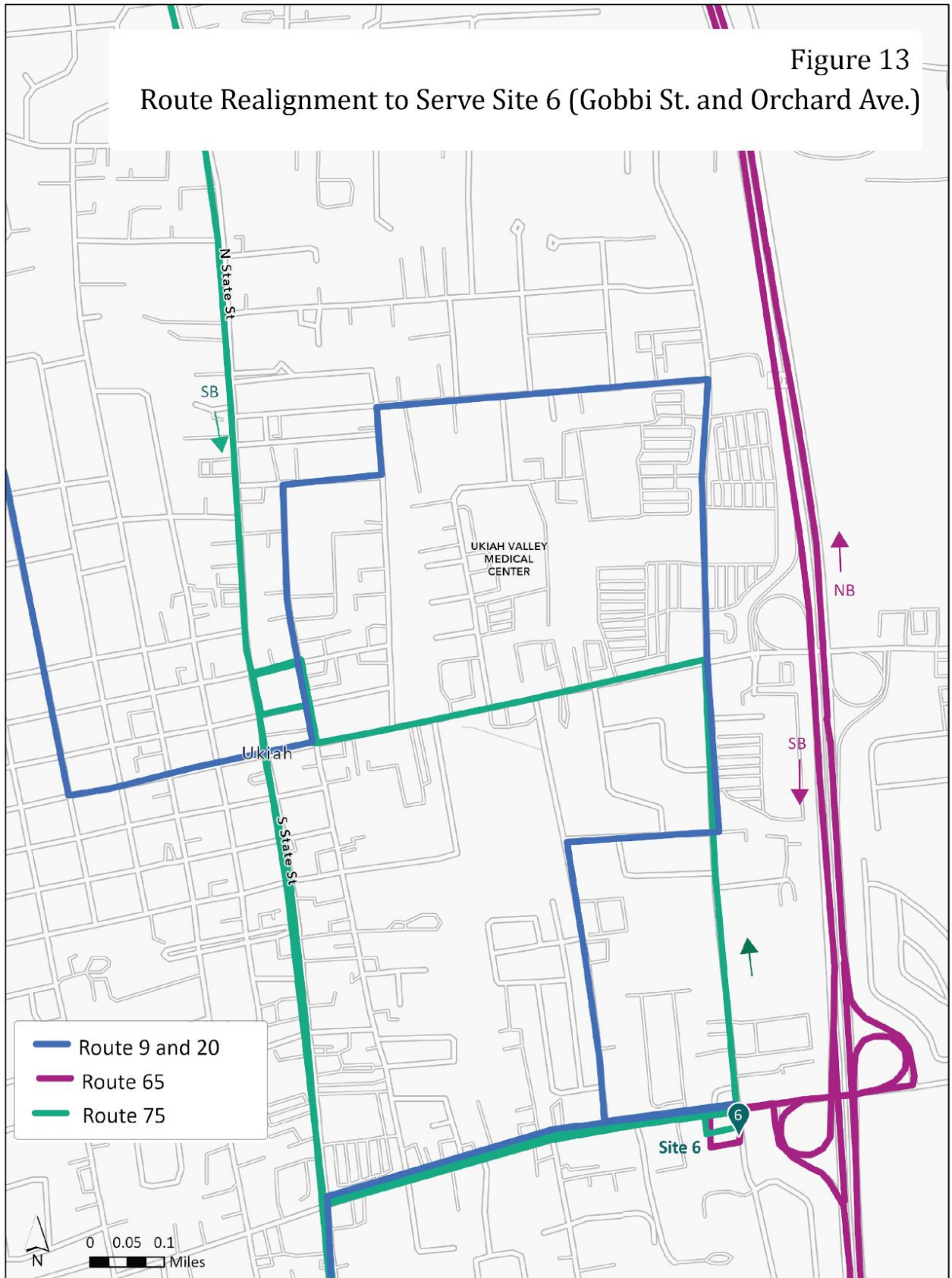


Figure 14
Route Realignment to Serve Site 8 (Brush St. and Orchard Ave.)

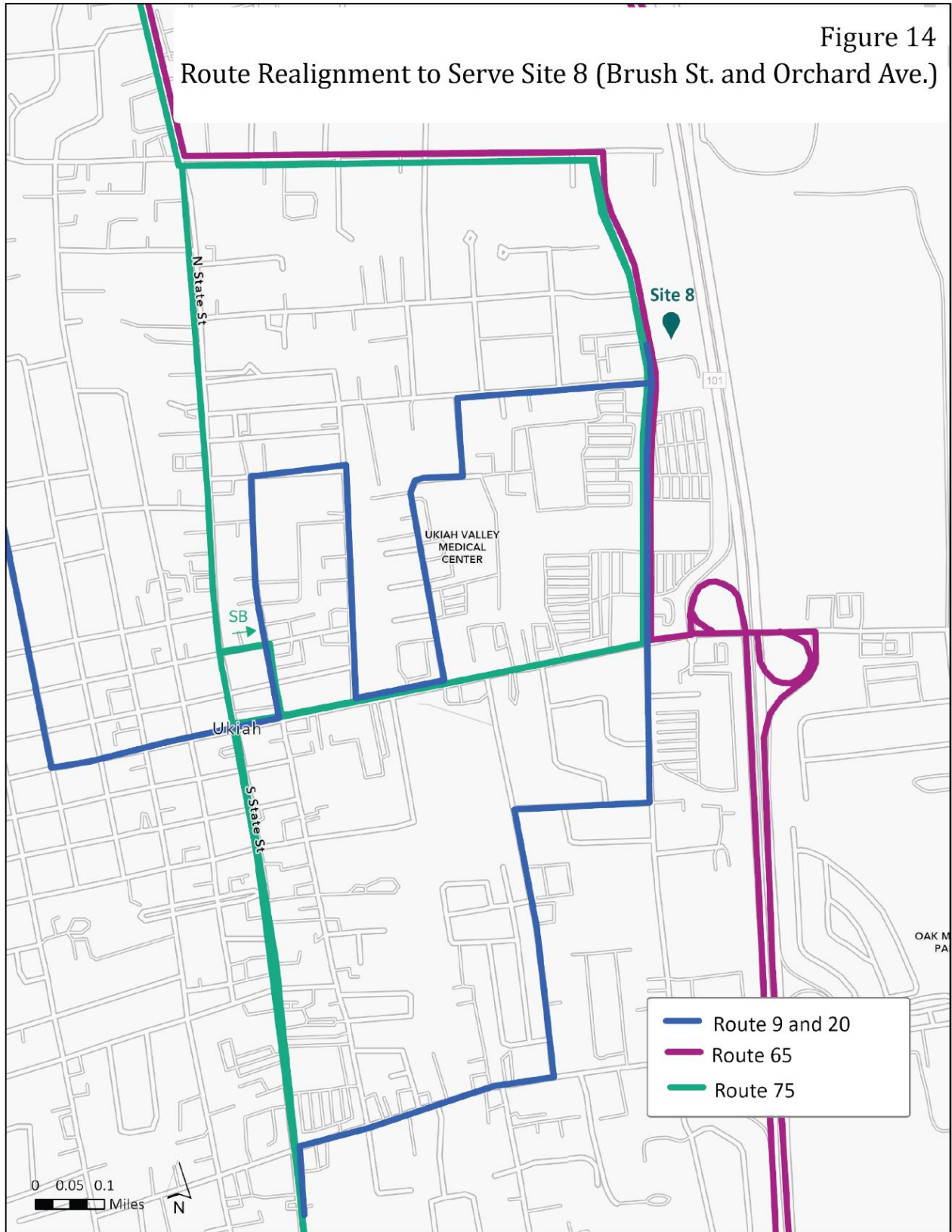


Figure 15
Route Realignment to Serve Site 9 (Courthouse Site)

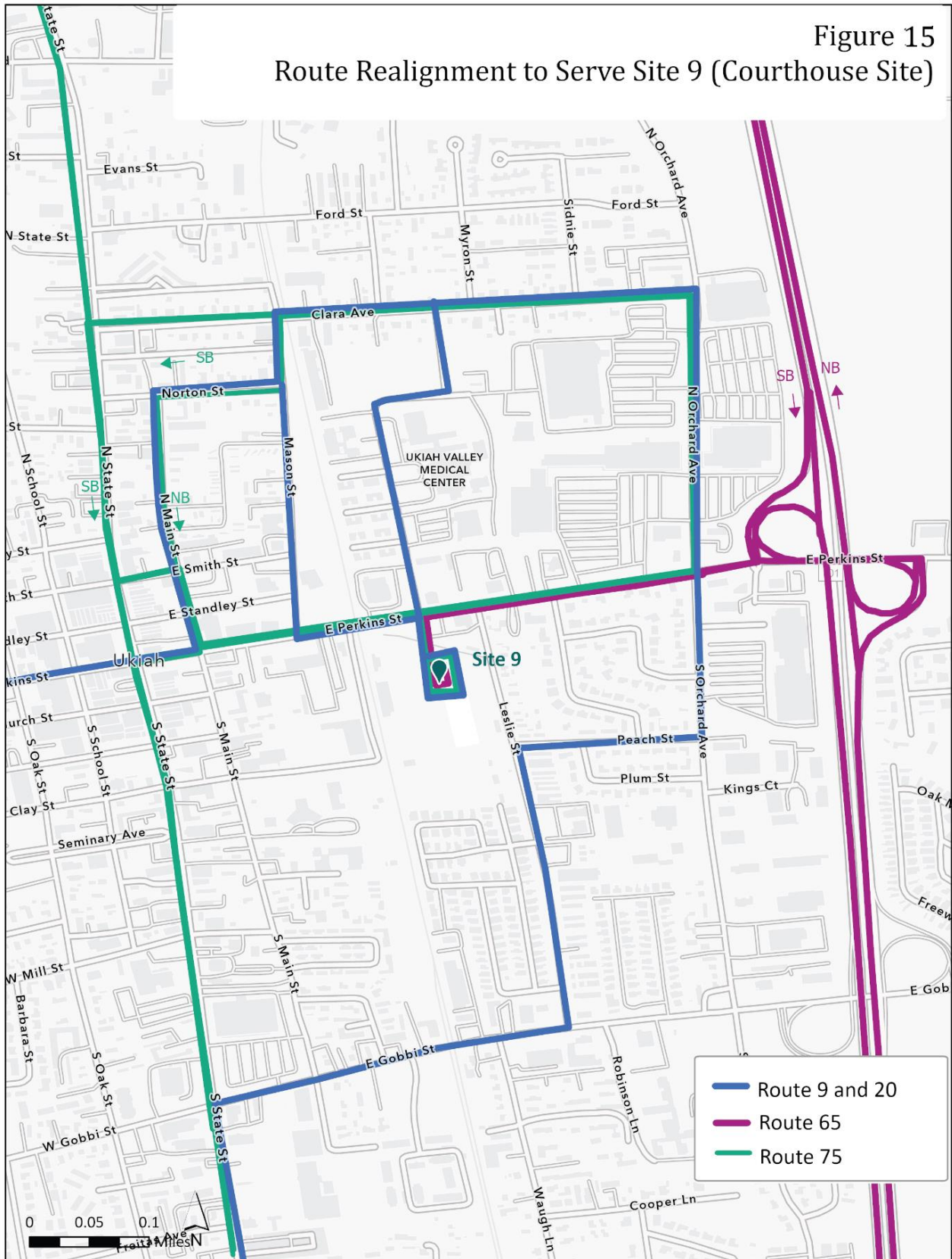


Table 11: Potential Transit Center Site Annual Operations Cost Impacts

Potential Site	Change in Annual Service Quantity		Annual Operating Cost
	Hours	Miles	
Site 1: Mason St.	26	-69	\$0
Site 2: E. Perkins St West (Old Wendys)	49,503	23,230	\$72,700
Site 3: E. Perkins St East (Old Savings Bank)	60,207	27,562	\$87,800
Site 4: N. Orchard Ave. (Pear Tree Center)	149	-16,946	-\$16,800
Site 5: N. Orchard Ave. & Brush St.	64,320	23,310	\$87,600
Site 6: S. Orchard Ave. & Gobbi St. (Southwest)	96	10,924	\$11,000
Site 8: N. Orchard Ave. & Clara Ave. (North of Kohls)	40,540	10,358	\$50,900
Site 9: Perkins St. and Hospital Dr. (New Courthouse Site)	61,004	27,896	\$88,900

CONCLUSIONS

The following provides an overview of key findings of Chapters 1 through 6:

- 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 nine 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 7 does not currently meet the necessary sizing requirement. Due to Site 7's size limitations, it will be eliminated from further analysis.
- Of the remaining sites, Site 4 (Orchard Ave./ Pear Tree Center) resulted in an annual savings of \$16,800 annually while Site 1 (Mason Street) projected no addition annual operating costs. While Sites 8 (Orchard Ave. North of Kohls) and Site 9 (Perkins St. and Hospital Dr.) have the greatest operational costs, it should be noted that these sites also serve other benefits through their location, availability for lease or purchase, and ease of passenger experience. These characteristics will be further discussed in Chapters 9 and 10 of the study.

Chapters 7 through 10, provide a summary of public engagement, additional site analysis, site design, and scoring criteria by site.

INTRODUCTION

During the week of April 17th, LSC Consultants led an outreach effort within the community. The public outreach methods included a project website, virtual workshop, online community survey, and pop-up events:

- The project website at www.mendocinocog.org/ukiah-transit-center serves as a single, one stop location for all items related to the project. This website was printed on flyers and distributed to stakeholders to visit and share.
- The virtual workshop was hosted on YouTube (48 views) for the community to view at their own convenience.
- The community online survey was advertised in Mendofever, Mendovoice, and the Willits Weekly. It was also shared through Mendocino College and other stakeholder email lists.
- Lastly, two separate pop-up outreach events were hosted on Friday, April 21st at the current Pear Tree Center bus stop and Saturday April 22nd at the Ukiah Farmers Market. At these tabling events, the public learned more about the current study, explored potential sites, and was encouraged to participate in the community survey (either by filling out a hard copy or scanning the QR code to take it online).

Full summaries of the input and feedback received through each of these outreach efforts are described in more detail below.

ONLINE COMMUNITY SURVEY

An online community survey was made available from April through May of 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 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. A detailed analysis of the survey responses is included under Appendix E. The following includes a brief summary of these findings:

- 75 percent of survey participants were between the ages of 25 years old and 64 years old, followed by 23 percent who were aged 65 and older.

- Over half (63 percent) of respondents live in Ukiah, followed by 15 percent living in Willits, and 5 percent living in Fort Bragg. Those who responded “other” included residents of Sonoma, Lake, and Humboldt Counties.
- More than half (64 percent) of participants do not use MTA services. Of the 36 percent (50 respondents) who do use MTA services, Route 9 was the most frequently used route, followed by Route 20, and Route 65.
- When asked about what types of amenities were desired, 87 percent of survey participants requested sheltered waiting areas, followed by benches (75 percent), information kiosks (64 percent), and lighting features (63 percent). Of those who replied earlier in the survey that they do not currently ride MTA, sheltered waiting areas, benches, bike racks and lighting features were most preferred.
- When asked whether participants supported the concept of an MTA Transit Center in Ukiah, 75 percent “strongly support” the idea, followed by 17 percent who indicated “somewhat support”.
- Regarding factors to be considered in evaluating transit center locations, access to local services was indicated as most important (32 percent), followed by improving transit connections (27 percent), and safety and security (25 percent).

POP-UP OUTREACH EVENT

Two LSC Transportation Consultant staff members hosted onsite informational sessions to raise awareness around the Transit Center project and encourage participation in our online survey. These occurred on April 21st at Pear Tree Center between 12pm-4pm and at the downtown Ukiah Farmers Market between 9am-12pm on April 22nd. The booth featured potential transit center sites, asking the



public to participate in selecting their favorite locations. The booth also featured various types of transit center design examples from other similar regions. The public was generally supportive and interested in seeing a transit center be built in Ukiah. Many people took mini flyers with them to take the online survey later, while a few decided to fill out the paper surveys available on site.





ONLINE VIRTUAL WORKSHOP

The virtual workshop was hosted on YouTube and shared through the project website and emails to stakeholders. The virtual workshop featured a brief overview of the project including the definition of a transit center, what they can do for a community and the transit service, as well as various amenities that can be included. It received 48 views over the course of the project.

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INTRODUCTION

As discussed in previous chapters, a total of nine potential sites (Sites 1 through 9) were initially identified. Over the course of the study, several attempts were made to contact each potential site owner to inquire about the site's availability for purchase. This chapter details the availability of each site previously discussed, as well as the removal of specific sites as a result of these discussions.

SITE AVAILABILITY

Several attempts were made to contact each landowner for the sites below. As a result of this outreach and their subsequent interviews, or lack thereof, the following was discovered:

- **Site 1 – Mason Street** (APNs 002-151-10 & 002-193-44): Site 1 is owned by the Great Redwood Trail Agency. The interview revealed that the site would potentially be available through a lease agreement. For this reason, the site will move forward with further consideration.
- **Site 2 – E. Perkins Street East** (Old Wendy's) (APN 002-200-36): This site is owned privately. Several attempts were made to reach the owner with no response.
- **Site 3 – E. Perkins Street West (Old Savings Bank)** (APN 002-200-35): Site 3 is owned privately. As part of a discussion, the owner confirmed that this property was available for purchase at a cost of \$950,000.
- **Site 4 – Orchard Avenue. (Pear Tree Center)** (APNs 002-200-39 & 002-370-25): The owner of this site did not respond to our requests for interview. Further, the property manager of the Pear Tree Center confirmed that it would be highly unlikely that either of the property owners would be willing to accommodate the loss of parking that would be needed for a transit center.
- **Site 5 – Orchard Avenue and Brush Street** (APN 002-200-39): An interview with Site 5's property owner revealed many potential parcels available in this area. In addition to the site originally identified earlier in the study, the three parcels just south of the property are also currently available for purchase. After considering these additional sites, LSC determined that a transit center would be better suited for the southernmost parcel along Orchard Avenue just north of Kohls (APN 002-030-15). For this reason, Site 5 was removed from further consideration.
- **Site 6 – Orchard Avenue and Gobbi Street (Southwest)** The realtor representative of this site was contacted. At that time, it was discovered that this site was no longer available for purchase.
- **Site 7 - Orchard Avenue and Gobbi Street (Southeast):** This property was actively for sale and being managed by the same realtor overseeing Site 6.
- **Site 8 – Orchard Avenue and Clara Avenue (North of Kohls):** This property was actively for sale and being managed by the same realtor overseeing Site 5.

- **Site 9 –Perkins Street and Hospital Drive (New Courthouse Site)** This property is currently held by the State of California. When approached about the availability of this site, the City of Ukiah confirmed that it was available for lease or potential purchase.

CONCLUSIONS

As Sites 2, 4, and 6 were unavailable for lease or purchase at the time of this study they were not considered further in the study. As Site 5 was determined to be less desirable than Site 8, it was also taken out of consideration. As a result, Sites 1, 3, 7, 8, and 9 were carried forward to the next phase of the study, as discussed in Chapter 9.

INTRODUCTION

The following chapter depicts potential site layout designs to determine whether or not the size, shape, and access of the sites are in fact feasible for the level of service the Ukiah Transit Center would need to provide for transit services, pedestrians, and cyclists, as well as potential park and ride parking.

POTENTIAL SITE LAYOUT DESIGNS

To gain a better understanding of each site's feasibility, preliminary site plans were prepared for Sites 1, 3, 7, 8, and 9 as shown in Figures 16 through 20. As shown, each site has a unique design that takes into consideration its overall size, shape, and primary access points. Each site is further described below.

Site 1 – Mason Street (Great Redwood Trail)

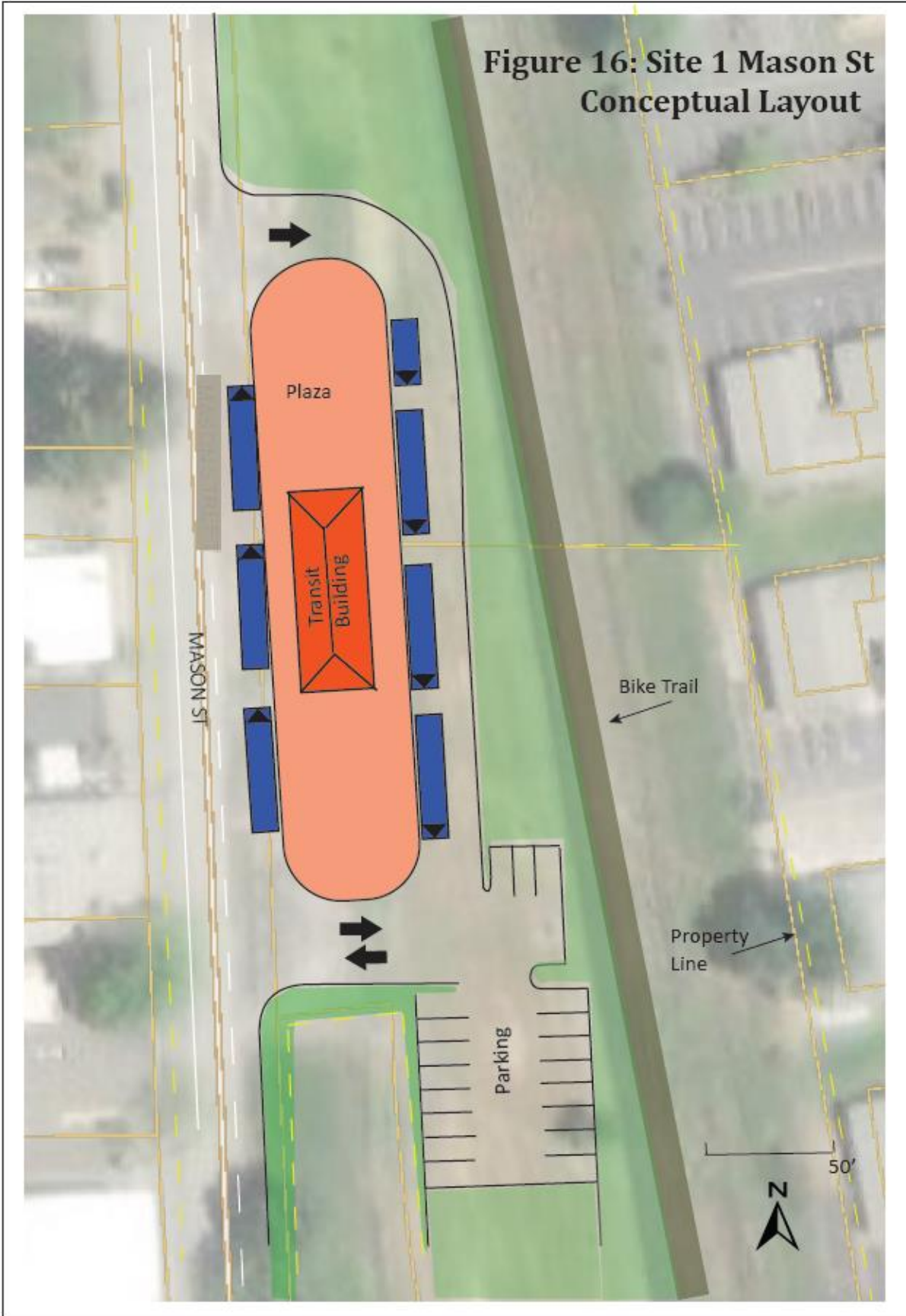
Figure 16 depicts an interior island design (within the bus bays) running north and south adjacent to Mason Street. Northbound buses could use the lanes on the west side of the island, while both northbound and southbound buses could access the transit center at the north end of the site, allowing each bus to pull through and back around the island. The island would feature pull up bus stops for six full size fixed route buses with an additional space for a dial a ride bus. The transit center shelter would be in the center of the island.

This layout has the advantage of allowing passengers to transfer between buses with a relatively short walking distance and without the need to cross an active travel lane, which is particularly beneficial for persons with disabilities. It also allows the transit center building to be conveniently close to all of the bus bays, providing passengers with a more comfortable waiting experience. In addition to the immediate transit center area, there would be access to the Great Redwood Trail and 19 parking spaces in the southeast portion of the parcel.

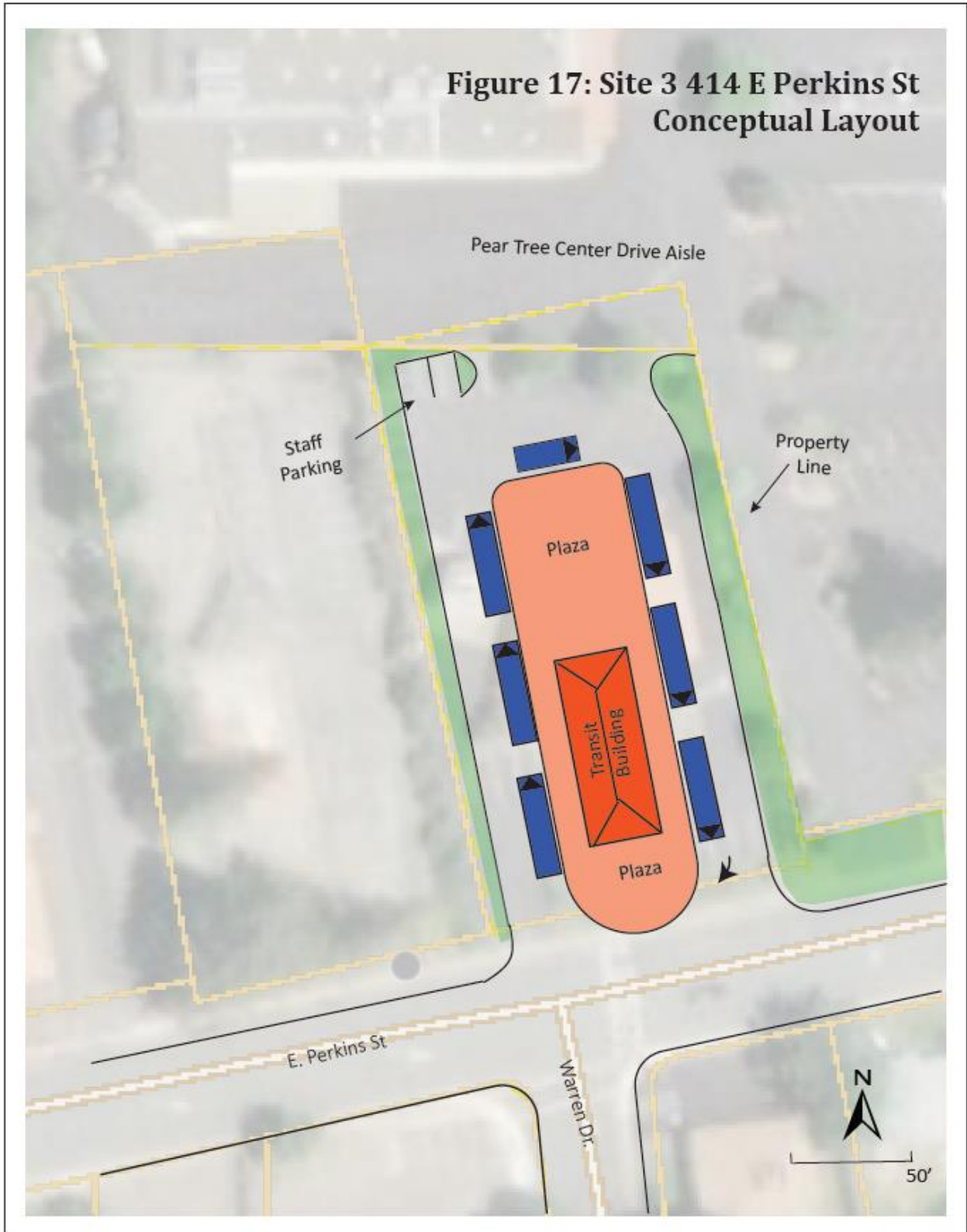
Site 3 – 414 East Perkins Street (Old Savings Bank)

Figure 17 illustrates a similar island design to Site 1 with a center island design. Bus entry would occur exclusively from Perkins Street. However, as the existing left turn onto Perkins Street is not always possible, buses could be routed to either exit out onto Perkins (with a right turn) or circle back behind Lucky's and adjacent businesses to the north of the site. As shown, the site is constrained by its narrow shape, leaving little to no space for additional parking. With this in mind, this site is only feasible if a shared parking agreement can be reached with the adjacent Pear Tree Center landowners.

**Figure 16: Site 1 Mason St
Conceptual Layout**



**Figure 17: Site 3 414 E Perkins St
Conceptual Layout**



Site 7 – Gobbi Street and Orchard Avenue (Southeast Corner)

A layout design is presented in Figure 18. As illustrated, the site is smaller than other considered sites. As a result, only four buses are able to pull into the transit center with an additional two buses pulling into off-street pull outs. In addition to the main transit center shelter, additional smaller shelters could be added to the street stops. Major drawbacks to this site include its overall lack of parking spaces, no real proximity to transit generators, and its inability to accommodate all buses off the street.

The fact that some transferring passengers would need to cross the bus travel lane is also a detriment. Finally, long-term plans call for a roundabout at the Gobbi/Orchard intersection, which would require land from the northwest corner of this parcel and further constrain a transit center design.

Site 8 – North Orchard Avenue (North of Kohl’s)

Figure 19 depicts a possible transit center layout for the parcel on the east side of North Orchard Avenue just to the north of Kohl’s. This also provides a center island design. All traffic would enter at the northern side of the east-west transit plaza, with autos restricted to accessing the parking lot and buses circulating clockwise around the transit plaza. Buses would exit onto North Orchard Avenue on the south side of the transit plaza while autos would exit on the north side. A total of 48 parking spaces could be provided on this site.

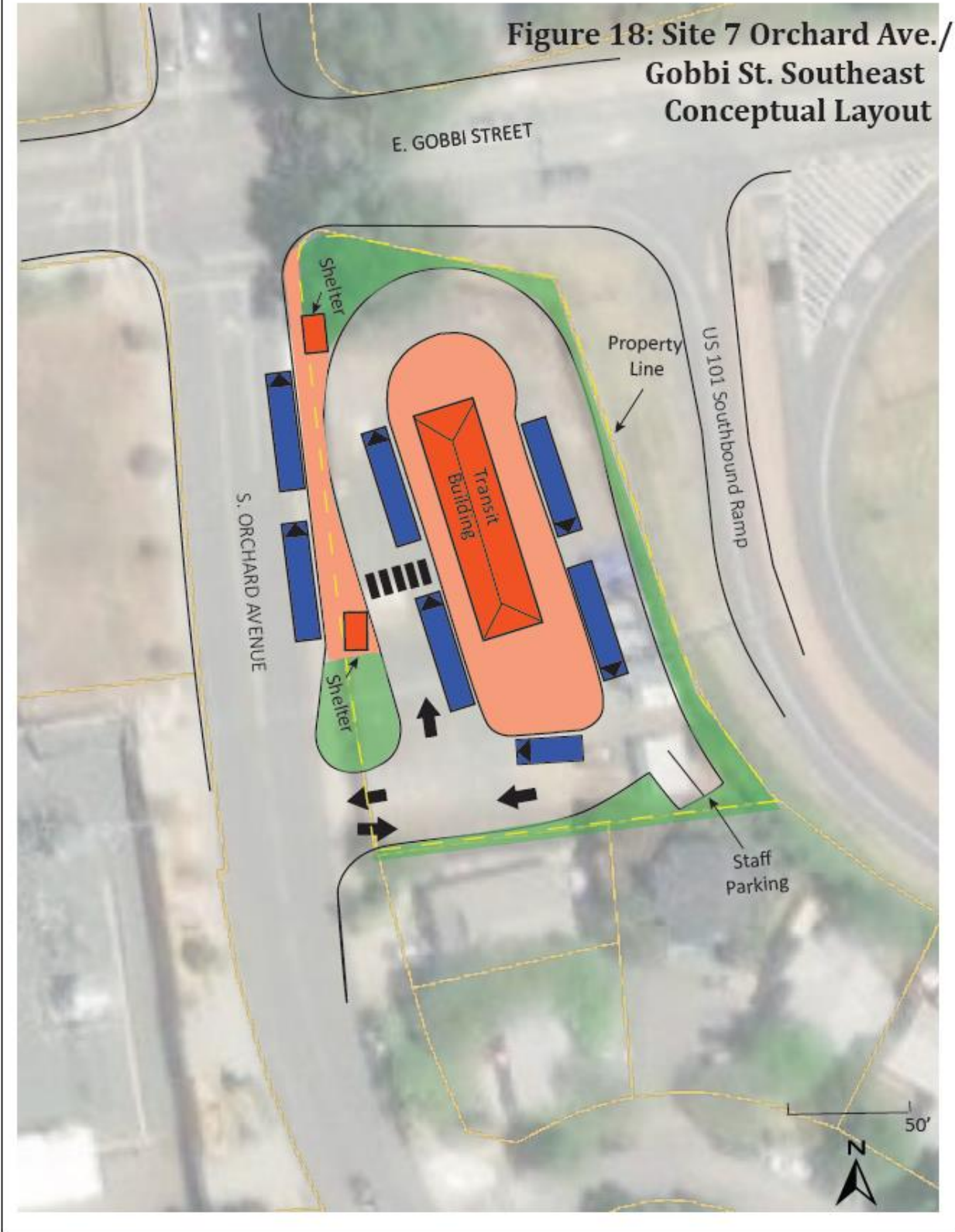
Site 9 – Perkins Street and Hospital Drive (New Courthouse)

Figure 20 illustrates a potential site layout of Site 9. As shown, entry to the site would be primarily from Perkins Street and a southward extension of Hospital Drive (expected to be named Courthouse Boulevard). It includes a similar design to Site 8 with a center island design with three bus pull outs within the transit center heading south and another three along Courthouse Boulevard heading north. With an adjacent parking lot, it provides a total of 37 parking spaces. This site is accessed primarily from Perkins Street to the north and Clay Street to the south. It is adjacent to the future site of Ukiah’s Courthouse, as shown to the west in Figure 20. The transit center site is east of the Redwood Rail Trail and would be accessible via sidewalks and bike lanes. Note that the site plan could easily be adjusted to provide additional buffer from the creek, if desired, or to improve bike/pedestrian connectivity to the Rail Trail.

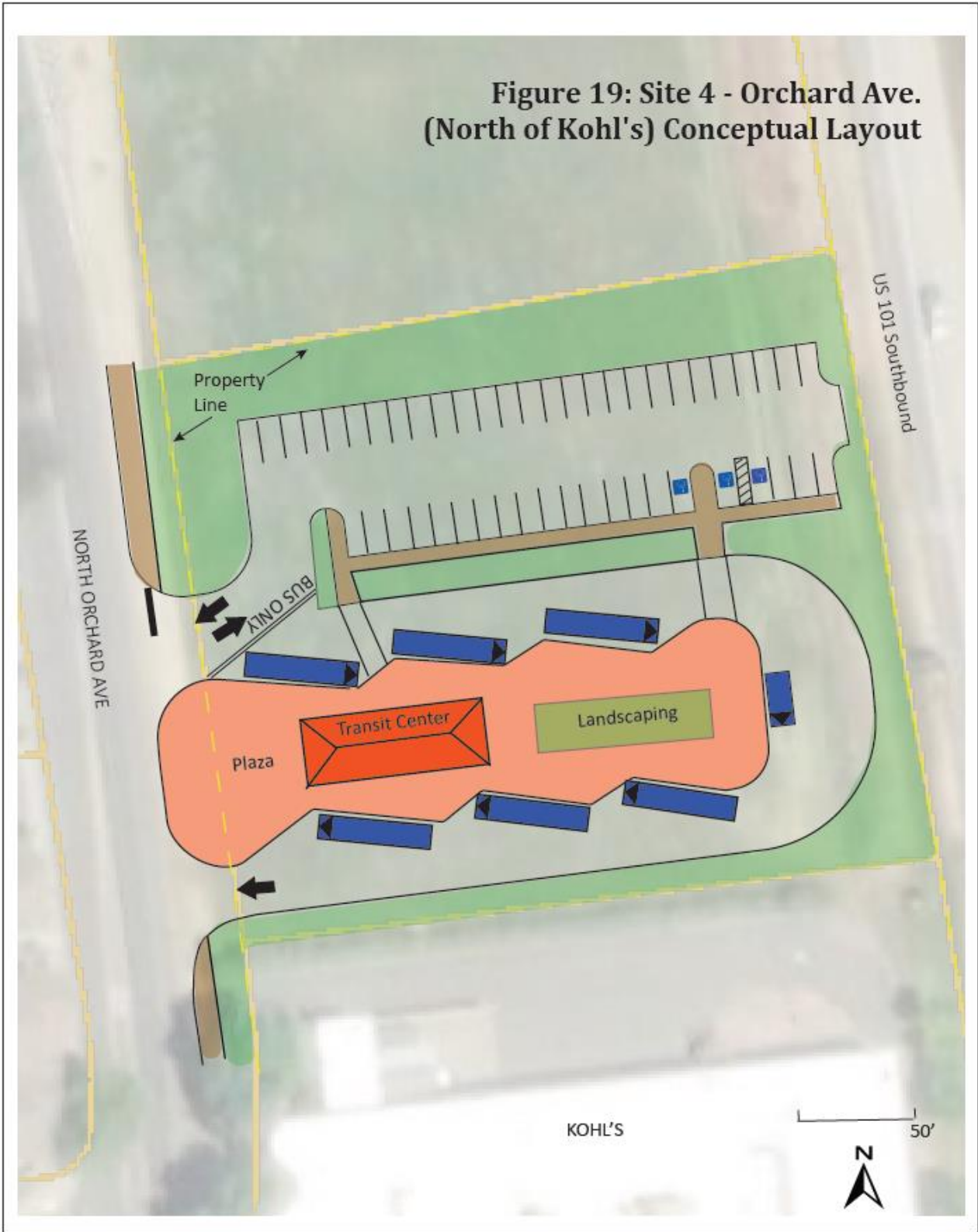
CONCLUSIONS

Through this design process it was determined that, while Site 7 is available for purchase, its constrained size does not allow any park and ride parking and imposes other design limitations. For these reasons, only Sites 1, 3, 8, and 9 will be evaluated further in the following chapter’s ranking analysis.

**Figure 18: Site 7 Orchard Ave./
Gobbi St. Southeast
Conceptual Layout**



**Figure 19: Site 4 - Orchard Ave.
(North of Kohl's) Conceptual Layout**



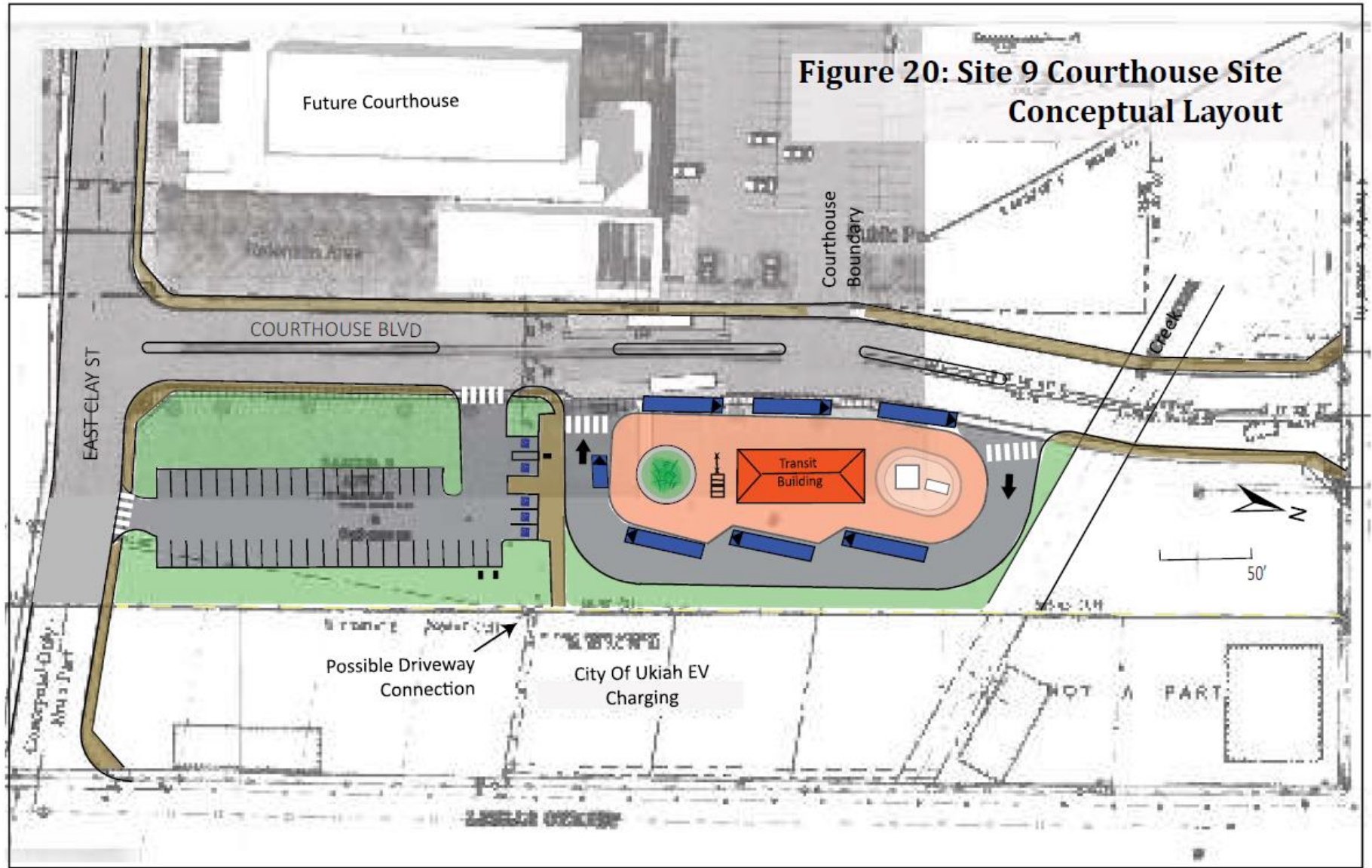


Figure 20: Site 9 Courthouse Site Conceptual Layout

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POTENTIAL SITE SCORING ANALYSIS

INTRODUCTION

To determine a method in ranking each potential transit site location, a set of scoring criteria was created and agreed upon between MCOG and MTA staff. This chapter defines each criteria category, followed by the results of each site's scoring process.

SCORING PROCESS

The scoring process included a set of two screening criteria and eight different scoring criteria categories. The two screening criteria are (1) a site must be available for either purchase or lease and (2) the site must have the capacity (or potential capacity) to service existing and future transit services within the region, including public park and ride parking. As Site 6 does not meet this second screening criteria, it is dropped from further analysis. The scoring process applied to the remaining sites consists of assessing each site for each of eight criteria. As some criteria are more important in the assessment than others, MTA and MCOG staff were surveyed to identify a factored weight (between 0 and 1) for each category. Each site was then scored for each category, on a scale of 1 (very poor) to 5 (very good), based on the consultant's evaluation and reviewed by staff. Multiplying each score by the weight of each criterion and summing over all of the criteria yields a total score for each site, with a higher score indicating an overall better option (based on quantitative factors). The individual criteria are further discussed below and shown in Table 12.

Table 12: Site Criteria and Scoring
Scoring (1 = Very Poor to 5 = Very Good)

	Factor Weight (0 to 1)	Site 1 Mason St. (Great Redwood Trail)	Site 8 N. Orchard Ave. & Clara Ave. (North of Kohl's)	Site 9: Perkins St. and Hospital Dr. (New Courthouse Site)
Site Availability (Screening)	-	Yes	Yes	Possibly
Site Capacity (Screening)	-	Yes	Yes	Yes
Impact on Travel Time & Operating Costs	0.75	5	4	4
Ridership Experience/Safety	1.00	4	4	4
Convenience to Transit Generators	0.95	3	4	4
Land Use Compatibility	0.65	3	4	5
Multimodal Improvement Capability	0.80	5	4	3
Potential for Future Growth	0.53	3	5	3
Parking Impact to Adjacent Parcels	0.29	1	5	5
Relative Construction Cost	0.40	5	5	4
Total Weighted Score		20.4	22.7	21.1

Impact on Operating Costs

Impact on operating costs considers the analysis discussed earlier in this study. It reflects operational costs generated by additional annual vehicle hours and miles necessary for each route to serve Sites 1, 8, and 9. As discussed in Chapter 6, Sites 8 and 9 have the greatest impacts on annual operational costs at nearly \$88,900. For this reason, their scores are at 4, as it was deemed that these increases in cost were still not detrimental to the overall operations of the MTA system. Site 1 scored a 5 due to its lack of costs associated with operational impacts. It was determined that this category would be weighted 0.75.

Ridership Experience/Safety

Ridership experience and safety considers the passengers' experience riding the routes as well as their experience going to and from, as well as being at, the transit center site. In this category, all three sites scored a 4 due to no apparent safety concerns of access. Both Sites 1 and 8 were considered safe access sites with no major driveway crossings, equipped with sidewalks, and conveniently located along existing routes, making for a less disruptive ridership experience. Site 9, while accessed off Perkins Street, would have protected sidewalks and close proximity to the Courthouse. It should be noted that ridership safety was ranked highest of all categories weighted at a full 1.0.

Convenience to Transit Generators

Convenience to transit generators considers a site's proximity to employment, retail, restaurants, and other high-potential transit destinations. With this in mind, Sites 8 and 9 scored highest with 4, as they are both still in walking distance to Pear Tree Center. Site 1 scored the lowest (3) due to its location and distance to the existing major transit generating destinations discussed in previous chapters, other than downtown destinations. Convenience to transit generators was the second most important criteria after ridership experience and safety with a weight of 0.95.

Land Use Compatibility

Land use compatibility considers the development of a transit center as it relates to adjacent zoning and land uses. Site 8 scored (4) because while it is close to high volume land uses, it would also be located across the street from a multifamily residential apartment complex, which can sometimes be considered a less desirable adjacent land use to some. Site 9 scored the greatest (5) as it is not immediately adjacent to housing and the use is consistent with other major development plans for the site. Other residents may also enjoy ease of access to public transit. Site 1 received the lowest score (3) due to its location in a primarily residential neighborhood with some small offices surrounding the site.

Multimodal Improvement Capability

Multimodal improvement capability considers the site's opportunity for growth and development when it comes to bicycle, pedestrian, and other forms of alternative mobility infrastructure. Site 1 scored the highest in this category due to its proximity to the Great Redwood Trail. As the area adjacent to Site 8 is currently undeveloped, it received the second highest score (4) due to its potential for additional bike lanes and sidewalk improvement and connectivity within the northeast area of Ukiah. Site 9 scored the lowest (3) because while it is within the proximity of the Redwood Trail, its location along Perkins Street

provides little opportunity for for additional bicycle or pedestrian infrastructure beyond the development of the site and adjacent courthouse property.

Potential for Future Growth

The potential for future growth considers a site’s ability to accommodate increasing transit services operating within Mendocino County, and with it, additional buses, and passengers. Sites 1 and 9 received a 4 due to their current placement within an already highly developed region of town. While Site 9 is within a lot that is undeveloped, there are already plans for each adjacent lot. Site 8 was given the highest score (5) as the adjacent parcels north of the proposed site are currently undeveloped and available for purchase, and as the site parcel provides some additional opportunity for future modifications.

Parking Impact to Adjacent Parcels

Parking impact to adjacent parcels was considered for each site. Sites 8 and 9 received the highest scores (5) due to their ability to accommodate park and ride parking with a site design that is not taking away existing parking, nor competing with parking need for adjacent land uses. Site 1 scored lowest at a 1 as the site currently serves as an overflow surface parking lot for adjacent buildings and its development would result in less parking for adjacent businesses. While this existing parking could potentially be relocated to the north, it would require a longer walk for existing site users.

Relative Construction Cost

Relative construction costs considered existing utilities and other potential development costs associated with the site. As both Sites 1 and 8 are currently undeveloped, with no existing structures or major utilities, they both were given a score of 5, while Site 9 though currently undeveloped, may require more costs in design and construction due to other planned developments on the site and its location immediately adjacent to the creek.

SCORING ANALYSIS

With the above categories in consideration, each site was given an overall weighted score. As shown in Table 12, all three sites scored relatively similar with Site 8 receiving the highest score (22.7), followed by Site 9 (21.1). Site 1 received a lower score of 20.4.

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TRANSIT CENTER PLAN AND SITE RECOMMENDATION

INTRODUCTION

As discussed in previous chapters of this Transit Center Study, there is a demonstrated need for a transit center in Ukiah based on its lack of a centralized transit transfer location within the county. This notion is further supported by Ukiah’s concentration of young, senior, and/or disabled populations. As a potential solution to these challenges, the following Chapter includes the recommended site location, final proposed program, and implementation plan for the Ukiah Transit Center.

DEMONSTRATED NEED FOR A TRANSIT CENTER

As detailed in Chapter 2, MTA does not currently have one coordinated transit stop that serves and connects all MTA routes within Mendocino County. 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.

The objective of this project is to provide one single location for transfers between MTA local routes and accommodate a connecting point between local routes and regional/intercity services (including new HTA service). Other key benefits of a transit center include:

- Providing a facility for transit operational needs, informational services, and a driver break room.
- Allocating parking for park-and-ride as well as electric vehicle charging.
- Improving public perception of MTA as it is visible “on the street” and part of the community 24/7.
- Creating a hub for other alternative transportation modes, such as cycling, walking, and micromobility.

UKIAH TRANSIT CENTER SITE LOCATION

Based on the information presented in previous chapters, as well as the public outreach, site layout designs, and scoring analysis, Site 8 has the highest overall potential for the development of a transit center, followed closely by Site 9. Given the many factors considered, Site 8 is recommended as the preferred site for a Transit Center in Ukiah. In particular, Site 8 provides adequate land to fully accommodate the required site needs and potential future growth, is close to commercial destinations, and has convenient access for intercity services.

Site 8 is located on the flat, undeveloped parcel just north of Kohls on North Orchard Avenue. It is a large site (approximately 1.6 acres) and is adjacent to three vacant lots to its north, Kohls to the south, US 101 to the east, and residential apartments to the west across Orchard Avenue. Its closest cross streets include Clara Avenue to the south and Brush Street to the north. Other land uses in the area include large commercial businesses such as Home Depot and JC Penney.

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 currently owned by Mike Johnson and is available for purchase.

Other key benefits of this site are as follows:

- It is close to key commercial uses, improving local and regional access to shopping opportunities within a convenient walking distance.
- It has good convenient access from US 101 for regional transit services along the North Coast and to/from Lake County and other areas of Mendocino County. The route from US 101 along East Perkins Street and North Orchard Avenue south of the site minimizes the impacts of larger buses on residents.
- It has good pedestrian access with sidewalks in all directions, as well as good bicycle access via Clara Avenue to the rail trail.
- The undeveloped lots to the north provide the opportunity for future transit-oriented development.
- The site's visibility from US 101 will increase public awareness of transit opportunities.
- The size of the site provides future flexibility to accommodate future changes like possible charging infrastructure.

It should be noted that if Site 8 were to become unavailable for purchase, Site 9 also has many similar attributes to Site 8, making it an appropriate second choice location for a transit center in Ukiah.

Transit Access

The predominant access route for transit vehicles to/from the site (including all intercity buses) will be along North Orchard Avenue between Site 8 and East Perkins Street. As a commercial arterial street with 44 feet of pavement width, this roadway can well accommodate the transit vehicle movements. As is occurring today, one route will likely use Clara Avenue to the west of the site connecting the transit center with an existing stop at the hospital. In the future, development along Brush Street may warrant one route accessing the site via Brush Street and North Orchard Avenue to the north of the site.

Non-Motorized Accessibility

The section of North Orchard near Site 8 is identified in the *City of Ukiah Safe Routes to School Plan*. Both the 2017 *Mendocino Active Transportation Plan* and the 2016 *Ukiah Bicycle and Pedestrian Master Plan* identified the existing Class II bike lane along Orchard Avenue between Clara Avenue and Perkins Street. The 2016 *Ukiah Bicycle and Pedestrian Master Plan* went on to propose the continuation of a Class II bike path north along Orchard Avenue towards Brush Street. These plans also both recognize the lack of connecting sidewalks and crosswalks within this segment of Orchard Avenue. Ultimately the development

of these parcels could further support strengthened connectivity between the Pear Tree Center and the growth of residential and commercial development to occur along Brush Street in the future.

UKIAH TRANSIT CENTER PROGRAM

As discussed in previous chapters, 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)
- Electric Vehicle charging stations for buses.
- 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.

More information regarding the transit center program and characteristics is provided in Chapter 5.

UKIAH TRANSIT CENTER DESIGN

A recommended site layout is shown in Figures 21 and 22. As shown, all vehicles would enter via a two-way driveway in the center of the site. Auto drivers would then turn left to access the parking lot (with charging stations). Buses would process straight and circulate clockwise around a central transit plaza, before existing at a one-way westbound driveway at the south end of the street frontage. Sidewalks and bike lanes would be provided along North Orchard Avenues.

Figure 21
Parcel Site Design Layout



Figure 22
Program Site Design Layout



As shown in Figure 22, the site design includes key site characteristics including 5 bus bays, one van bay, 48 parking spaces (5 of which are designated for electric vehicle charging), bicycle racks and lockers, an outdoor covered passenger waiting area, an indoor breakroom and restrooms for drivers/staff, and several landscaped areas with passenger seating.

Figures 23 through 25 give a more detailed perspective of what it may look like to physically be in the space featuring viewpoints looking northeast at the site (Figure 22), looking northeast at the transit center building (Figure 24), and looking southeast at the site towards Kohls (Figure 25). Additional renderings are included under Appendix G.

UKIAH TRANSIT CENTER BUDGET

Table 13 illustrates a high-level summary of development costs by category, including the land acquisition as well as site design and development costs. The costs of purchasing the proposed Site 8, when considering a purchase price of \$20 per square foot, is approximately \$1.4 million. As shown, paving and other roadway costs are by far the greatest site development cost at \$2,379,400, followed by planting and landscaping (\$454,500). Including a contingency factor of 15 percent as well as development costs, the total cost estimate is \$6,250,600 in current dollars. Factoring for 4 percent annual inflation, costs for a 2027 acquisition and construction year is \$7,110,000.

Potential Funding Sources

The MTA is encouraged to seek opportunities for funding the purchase of land and the costs of site development as described above. The following describes each of these potential funding opportunities to be explored.

FTA Section 5311 Public Transportation for Rural Areas

Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311 Nonurbanized Area Formula Program. In California, an 11.47 percent local match is required for capital projects and a 44.67 percent match for operating expenditures. These funds, administered by Caltrans, are segmented into “apportioned” and “discretionary” programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. This could include transfer hub facilities.

FTA 5339 Bus and Bus Facilities Grants

Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Figure 23
Entry Rendering

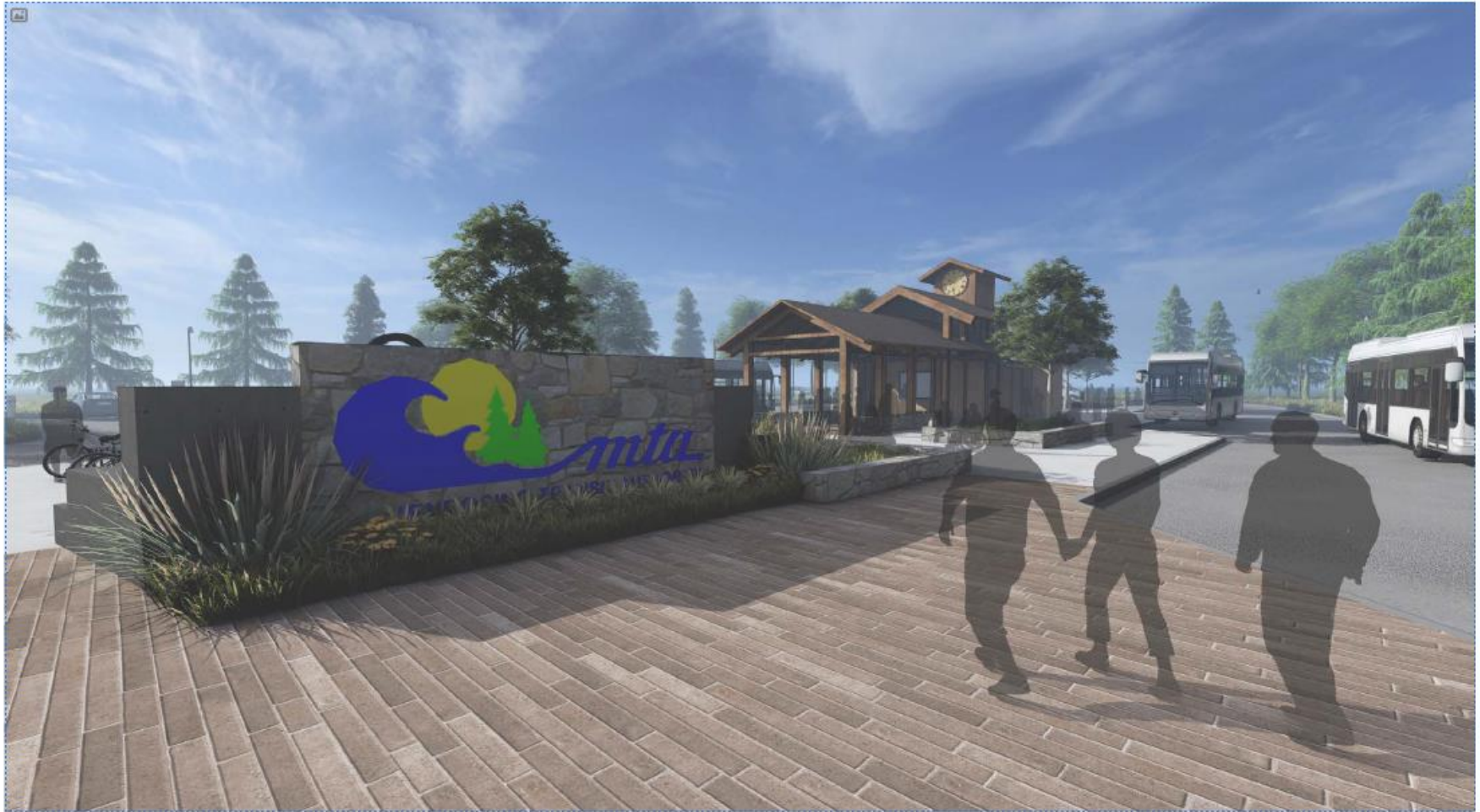


Figure 24
Transit Center Rendering Looking Northeast



Figure 25
Transit Center Rendering Looking East



Table 13: Transit Center Cost Estimate

Item	Quantity	Units	Unit Price	Subtotal	Total Estimate
Site Preparation					\$91,600
Mobilization and Demobilization	1	EA	\$50,000	\$50,000	
Erosion and Sediment Control	1	EA	\$5,000	\$5,000	
Construction Staking / Survey	1	EA	\$10,000	\$10,000	
Temporary Fence	1100	LF	\$6.00	\$6,600	
QA/Materials Testing	1	EA	\$20,000	\$20,000	
Pavement, Ramps, Curbs					\$2,379,400
Concrete	2633	SF	\$10.00	\$26,330	
Asphalt	328595	SF	\$6.00	\$1,971,570	
Unit Pavers (Plaza Area)	12233	SF	\$20.00	\$244,660	
Curb & Gutter	1974	LF	\$45.00	\$88,830	
Concrete ADA Ramp	10	EA	\$4,800	\$48,000	
Steps, Site Walls, Embankments					\$30,000
Seat Wall	238	LF	\$80.00	\$19,040	
Monument Signage Wall	88	LF	\$125	\$11,000	
Site Furniture					\$67,300
EV Charging Station	5	EA	\$10,000	\$50,000	
Security Camera	2	EA	\$2,200	\$4,400	
Bike Rack	2	EA	\$400	\$800	
Bench (With Back)	4	EA	\$2,240	\$8,960	
Bench (No Back)	2	EA	\$1,545	\$3,090	
Site Lighting					\$164,600
Light Pole	17	EA	\$7,500	\$127,500	
Bollard Path Light	10	EA	\$1,550	\$15,500	
Tree Downlight	12	EA	\$1,500	\$18,000	
Seatwall Lighting (Strip LED)	238	LF	\$15.00	\$3,570	
Planting and Landscape					\$454,500
Trees (2" to 2.5" Caliper)	21	EA	\$600	\$12,600	
Grass & Shrub Area	28082	SF	\$10.00	\$280,820	
Irrigation	28082	SF	\$2.00	\$56,164	
Planting Soils	211	CY	\$80.00	\$16,880	
Fine Grading	28082	SF	\$1.00	\$28,082	
Boulder	10	EA	\$6,000	\$60,000	
Transit Center Building	750	SF	\$660	\$495,000	
Signing & Striping					\$26,000
Monument Sign	2	LS	\$4,000	\$8,000	
Misc Signs	10	LS	\$650	\$6,500	
Crosswalk Markings	1000	SF	\$5.50	\$5,500	
Pavement Markings	1000	LF	\$6.00	\$6,000	
Transit Center Site Utilities					\$200,000
Total Construction Cost					\$3,413,400
Contingency (15%)					\$512,000
Subtotal					\$3,925,400
Design & Engineering (15%)					\$512,000
Construction Management/Oversight (10%)					\$392,500
Project Administration (5%)					\$19,600
TOTAL DEVELOPMENT COSTS					\$4,849,500
Land Acquisition					
Land Value	1.63	Acre	\$871,200		\$1,420,100
Closing Costs (5%)					\$71,000
Appraisal	1	EA			\$10,000
TOTAL ESTIMATE - 2024					\$6,350,600
2024 to 2027 Escalation Factor - 3 years at 4% per year					1.12
TOTAL ORDER OF MAGNITUDE ESTIMATE - 2027					\$7,110,000

State Transportation Improvement Program (STIP)

The STIP is a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes. The STIP must be developed in cooperation with the metropolitan planning organizations (MPOs), public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state and must be compatible with the TIPs for the state's metropolitan areas. Although primarily used for roadway projects, STIP funds derived from sales tax revenues on diesel fuel can be used to construct transit facilities.

SB 125 TIRCP Funding

California Senate Bill (SB) 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in statewide General Fund through the Transit and Intercity Rail Capital Program on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.

IMPLEMENTATION PLAN

Upon accepting this Transit Center Study, it is recommended that MTA pursue funding through each of the state and federal funding cycles described above. With this timeline in mind, the following implementation schedule is recommended.

- 2024: Acceptance of Ukiah Transit Center Feasibility Study and grant writing and submissions.
- 2025: Grant Allocation
- 2026: Permitting and Design
- 2026: Complete site purchase
- 2027: Construct Transit Center
- 2028-2029: Begin operations and transit service to Ukiah Transit Site