Downtown Streetscape Project
DOWNTOWN STREETSCAPE
Project Overview
Project Overview

• State Street, the former Highway 101, was never designed to be a downtown street. Ukiah grew up around the Highway, which was eventually bypassed in 1968. The new design is safer and more efficient.
Project Overview

• Phase One of the Streetscape Project proposes improvements in downtown Ukiah on State Street, Perkins Street, and Standley Street, including sidewalk widening, curb ramps and bulb outs, street lights, street furniture and tree planting.

• The project would include a road diet between Henry Street and Mill Street that will transform the existing four-lane cross section into a three-lane cross section with one travel lane in each direction and a two way left-turn lane in the center with on-street parking maintained.
History

• 2009- Downtown Streetscape Improvement Plan and Traffic Study (funded by MCOG) approved by City Council
• 2011- Transportation Enhancement Funding was received through MCOG
• 2012- Highway Safety Improvement Program funding was awarded for State Street Road Diet
Funding

State Transportation Improvement Program (STIP)
- Phase 1 State Street from Henry to Mill, construction funding FY 2017-2018
  - Phase 1 initial funding: $815,000; additional funding: $489,000 (redistributed by MCOG from another project). Part of the Project will also be paid for by the utilities that will be replaced beneath the street. When final cost estimates are available, the City Council will help determine what, if any, additional funds might be used for the project.

This project will provide streetscape improvements in downtown Ukiah on State Street, Perkins Street, and Standley Street, including sidewalk widening, curb ramps and bulb outs, street lights, street furniture and tree planting.
Funding

Highway Safety Improvement Program (HSIP)

$900,000 in Federal Funds
$100,000 in local funds

The proposed HSIP project includes a road diet between Henry Street and Mill Street that will transform the existing four-lane road into a three-lane road with one travel lane in each direction and a two way left-turn lane in the center, while still maintaining on-street parking. In addition to the road diet, signal modifications will be made at each of the three signalized intersections (Standley Street, Perkins Street, and Mill Street) to provide vehicle detection, improve coordination, and re-orient the signal equipment to support the road diet alignment. This work will also include a pavement overlay, striping, and pavement markings.
Grant Funding Total

$2.3 Million
Phase One

DOWNTOWN STREETSCAPE
Road Diet
Why a “Road Diet” is the right solution

“The Road Diet’s objective is to improve safety for all roadway users while increasing livability by creating a pedestrian and bicycle friendly environment”

EXISTING ROADWAY CONDITIONS
• Substandard lane widths
• No turn lanes
• High collision/accident rates
• Long crossing distances for pedestrians
• “Dangerous”, “Not Appealing”, “Not Walkable”

PROPOSED ROADWAY CONDITIONS
• Widened travel lanes with parking buffer
• Turn lanes through corridor
• Bulb-outs to reduce pedestrian crossing distances
• Proven reductions in collisions and severity of accidents
• Other benefits including landscaping, lighting, street furniture, outdoor dining, etc
Road Diet Myths

MYTH: If you remove a travel lane, traffic will back up
REALITY: Typically, removing the left turns from the travel lanes improves traffic operations

**Before**
A four-lane road behaving like a three-lane road.

**After**
A Road Diet providing a two-way left-turn lane.
MYTH: Road Diets delay emergency vehicle response times
REALITY: Road Diets often improve emergency response times
From two lanes to one (northbound at Mill)
Landscape Architecture
ILLUSTRATIVE PLAN
Downtown Ukiah Improvements
TYPICAL INTERSECTION
Downtown Ukiah Improvements
EXISTING TREES

Building on Existing Assets

Existing Courthouse Magnolia Trees

Existing State Street Chinese Pistache Trees
SOFTSCAPE ELEMENTS
Trees + Planting

Downtown Core Trees

- Historic Downtown Street Tree
  Platamnus × acerifolia, London Plane
- Special Corner Street Tree
  Quercus wislizeni, Interior Live Oak
- Perkins Street Tree
  Acer rubrum, Red Maple
- Standley Street Tree
  Ulmus parvifolia, Chinese Elm

Shrubs + Groundcover

- Achillea millefolium ‘Paprika’
- Lomandra longifolia ‘Breeze’
- Eriophyllum confertiflorum, Yarrow

Trees South of Clay

- Small Street Tree
  Aesculus × carnea, Red Horse Chestnut
- Small Street Tree
  Koelreuteria paniculata, Golden Rain Tree
- Small Street Tree
  × Chitalpa tashkentensis ‘Pink Dawn’
- Small Street Tree
  Robinia x ambigua, Purple Robe Locust
- Calamagrostis × acutiflora ‘Overdam’
- Ceanothus ‘Dark Star’
- Iris douglasiana
- Erigeron karvinskianus ‘Prolusion’
- Gladiolus communis subsp. byzantinus
- Santolina chamaecyparissus
LIGHTING STRATEGY

Lighting Types
- **Existing Cobrahead Lights**
- **Pedestrian Light in the Core**
- **Pedestrian Light + Straight Signal Pole**
- **Pedestrian Light Outside the Core**

- [Image: Existing Cobrahead]
- [Image: Historic Core Pedestrian Light]
- [Image: Pedestrian Light Outside the Core]
PROPOSED STREETSCAPE ELEMENTS
Hardscape, Lighting, and Furnishings

Hardscape

Furnishings

Lighting
Proposed: Move outdoor dining onto sidewalk, with pedestrian access closest to the street.
Parking

From the Frequently Asked Questions:

- Will there be diagonal parking on State Street?
  No. The 2009 plan had diagonal parking, but the current plan maintains the existing parallel parking on State Street.

- Will there be a loss of parking?
  There will be a loss of a few spaces for the pedestrian bulbouts on State Street and a loss of spaces on Standley and Perkins where the sidewalks are widened. Additional parking spaces are being added on School Street, and the Parking District is implementing an improved parking plan, which will use the existing downtown parking spaces more efficiently.

- Are any of the one-way streets being converted to two-way?
  No. This was proposed in the 2009 plan, but has since been revised.
Landscaping Questions

From the Frequently Asked Questions:

- Are there going to be planted medians in the middle of the street?
  No. The medians have been removed from the project to assist emergency vehicles during response - and to facilitate the repair and maintenance of the underground utilities.

- How will the new plantings be maintained?
  The City has developed a plan which includes additional resources to maintain the landscaping.
Schedule

- Spring 2019 through Summer 2019 – complete plans, specifications & estimate
- Fall 2019 – advertise for bids
- January-February 2020 – begin construction

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