

Appendix B: Workshop Results Summaries

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Ukiah Downtown Streetscape Improvement Plan Public Workshop #1: Issue Identification, Priority Setting, and Design Charrette July 15, 2008 Workshop Results Summary

I. Introduction

On Thursday, July 11, 2008, the first public workshop for the City of Ukiah Downtown Streetscape Improvement Plan was held in the Cabernet Room at the Ukiah Valley Conference Center. The purpose of this initial workshop was to obtain input on the issues and ideas that will need to be addressed in developing a streetscape improvement plan for the Downtown, to have workshop participants prioritize those ideas that were most and least important, and to then conduct a design brainstorming session to inform the future physical planning of the Downtown sections of Main Street and State Street.

Attendance at the workshop was unfortunately very low at only 10 people, the majority of which were City of Ukiah employees. RRM is interested in cooperating with the City to explore other publicity “campaign” options that would ensure better attendance at the next public workshop. As such the results of this workshop are not as meaningful as the input of a better representation from the community.

During the Issue Identification period, participant comments on the issues and ideas associated with each of the eight topic areas were recorded on the appropriate banners. Once completed, RRM facilitated a Priority Setting tape dot exercise to gauge participant preferences, after which the results were briefly recapped. Participants were then asked to work together at two tables to utilize what came out of the priority setting exercise and do some design brainstorming for improvements along Main Street and State Street.

This report summarizes the outcome of the Issue Identification and Priority Setting exercise, as well as the outcome of the design brainstorming session noting areas of commonalities and differences. The report also recommends alternative improvement programs that would be explored in two Alternative Concept Plans to be presented at the next public workshop tentatively scheduled for July 31, 2008.

II. Issue Identification and Priority Setting Exercise

A total of eight (8) topic banners were placed on the walls within the room. The topics were chosen based on the stakeholder interviews to solicit input from workshop attendees regarding any issues, concerns, or ideas associated with that particular topic. The eight topic areas were as follows:

- Walkability (Crossings & Walkways)
- Landscaping & Stormwater Features

- Street Furniture & Lighting
- Gateways
- Parking
- State Street
- Main Street
- Other

RRM Design Group facilitators went through the banners one at a time and participant comments were written on the appropriate banners. Upon completion of all of the banners, participants were then given tape dots to prioritize the issues by indicating their support or lack of support for the ideas. Those tape dots were distributed as follows:

- Two (2) large green tape dots indicating the *strongest support* on a topic area or statement under one of those topics.
- Twelve (12) small green dots indicating *support* for any of the statements.
- One (1) large red dot indicating *strongest opposition* to an idea or concept listed under the topic banners.
- Six (6) small red dots also indicating *lack of support* for a statement made under the banners.

The topic banners garnering the most voter activity were “**Walkability**” and “**State Street**” both with 27 votes, followed by “**Landscaping & Stormwater Features**” with 14 votes. These results indicate many of the attendees who participated in the exercise felt strongly about making the Downtown streetscape more pedestrian friendly and incorporating more natural features, especially on State Street.

The following is a summary of statements, descending from most active to least active, with votes expressed as percentages of the total votes on that topic banner. The first column states Support for the statement. The second column states Opposition toward the statement. The actual tallies of the tape dot exercise are attached at the back of this report.

Walkability (27 total dots) 7 votes- Most important topic

Greatest Support (GS), Support	Great Opposition (GO) Opposed
Bulb-outs to shorten crossings (18.5%)	
Reduce crossing distance on State (18.5%)	
More shade (14.8%)	
"History Walk" (7.4%)	3.7%
Introduce sidewalks where none (7.4%)	
Slow traffic on State (7.4%)	
Enhance ADA on both streets (3.7%)	
Lighting barrier at crossings (3.7%)	
Reduce straight-in parking	3.7% GO
Separation between traffic & sidewalk (3.7%)	

Traffic control at Smith & State	3.7%
Widen sidewalks on Main (3.7%)	
Improve crossing at Smith & State	

State Street (27 total dots) 2 votes- Second most important topic

Greatest Support (GS), Support	Great Opposition (GO) Opposed
Space for outdoor café (seating on sidewalk) (18.5%)	
Bulb-outs (14.8%)	
Improve pedestrian crossings (14.8%)	
Beautification (11.1%)	
More street trees (7.4%)	
Reduce to 2 lanes	7.4%
Soften edges of buildings at walkway (7.4%)	
Traffic calming (7.4%)	
Diagonal parking	3.7% GO
New pavement surface (3.7%)	
Ways to dampen noise (3.7%)	
Not a pleasant place to walk	

Landscaping & Stormwater Features (14 total dots) 2 votes- Third most important topic

Greatest Support (GS), Support	Great Opposition (GO) Opposed
More trees (21.4%)	
Wider sidewalks with street trees (7.1% GS, 14.3%)	
Bioswale strips as way to reduce pavement (7.1%)	7.1%
Replenish creeks (14.3%)	
Street-level landscaping (14.3%)	
Avoid allergenic trees (7.1%)	
Stormwater cells	7.1%
Diversity of trees to avoid disease	
Pear trees= hearty	
Safety considerations (fire rescue access)	

Street Furniture & Lighting (13 total dots) 1 vote- Fourth most important topic

Greatest Support (GS), Support	Great Opposition (GO) Opposed
Vintage lights reflecting late 1800s (23.1%)	
Cohesive signage (15.4%)	
Good lighting at crosswalks (15.4%)	
Incorporate seating into green areas & with trees	

(15.4%)	
Outdoor seating at cafes (15.4%)	
More public places to sit (7.7%)	
Natural-looking trash containers (as at School St) (7.7%)	
Consistent trash & recycling containers	
Limit light pollution	
More & safe bike racks	

Main Street (13 total dots) Fifth most important topic

Greatest Support (GS), Support	Great Opposition (GO) Opposed
One-way couplet on State & Main (7.7% GS, 7.7%)	15.4%
Traffic calming (15.4%)	7.7%
Upgrade parking lot lands & paving (23.1%)	
Underground utilities (7.7% GS, 7.7%)	
"Street printing" or special treatment at Main & Perkins (7.7%)	
Too plain by Norton	

Gateways (11 total dots)

Greatest Support (GS), Support	Great Opposition (GO) Opposed
Bridge at Gibson Creek (18.2%)	
Public art (18.2 %)	
Roundabout at Perkins & Orchard (9.1%)	9.1%
Coordinate with varying streets (9.1%)	
Green gateways (9.1%)	
Intersection at Perkins & State (9.1%)	
Roundabout or gateway at Gobbi & State (9.1% GS)	
Ukiah Theater sign (9.1%)	
Overhead banners	
Roundabout at Gobbi & Main	

Parking (2 total dots)

Greatest Support (GS), Support	Great Opposition (GO) Opposed
Better landscape & development of private parking on Main (100%)	
Better spacing of loading zones	
Consolidate driveways & parking on Main (reduce curb cuts)	
Retain diagonal parking	

Other (2 total dots)

Greatest Support (GS), Support	Great Opposition (GO) Opposed
h Gateway at 101 and Perkins (50%)	50% GO

The following summarizes the banner statements with the most activity in terms of statement support or opposition.

1) Strong Support

- Bulb-outs to shorten crossings
- Provide more shade, more trees throughout
- Improve pedestrian crossings on State, Reduce crossing distance, include Bulb-outs
- Beautification on State Street
- Wider sidewalks with street trees, Space for outdoor café (seating on sidewalk) on State
- Vintage lights reflecting late 1800
- Upgrade parking lot lands & paving
- Enhance Bridge at Gibson Creek on State Street

2) Support

- Slow traffic on State, provide Traffic calming
- Introduce sidewalks where none
- More street trees on State
- Soften edges of buildings at walkway on State
- Street-level landscaping
- Replenish creeks
- Incorporate seating into green areas & with trees
- Good lighting at crosswalks
- Cohesive signage
- Underground utilities on Main
- Public Art
- Better landscape & development of private parking on Main

3) Nearly Equal Support and Opposition

- "History Walk"
- Bioswale strips as way to reduce pavement
- One-way couplet on State & Main
- Traffic calming on Main
- Roundabout at Perkins & Orchard
- Gateway at 101 and Perkins

4) Opposition

- Reduce straight-in parking
- Traffic control at Smith & State
- Diagonal parking on State
- Reduce State to 2 lanes
- Stormwater cells

5) **Controversial Issues**- these items will require further discussion since there was not agreement on them:

- Bioswale strips as way to reduce pavement
- One-way couplet on State & Main
- Traffic calming on Main
- Roundabout at Perkins & Orchard
- Gateway at 101 and Perkins

III. Design Charrette Exercise

Of the two (2) tables participating in the design brainstorming exercise, one table looked at all of Downtown Ukiah, identifying current hazard areas and adding landscaping, sidewalks, bulb-outs, one-way streets, and a gateway. The other table focused more on a "core area" of the Downtown, defined as the sections of State Street and Main Street between Clay Street and Henry Street. This table added benches/seating, street lighting, sidewalks, bulb-outs, trees, a decorative crosswalk, a roundabout, a bridge element, and an opened creek.

Of the features drawn on the plan these were the results.

A. Gateway Elements

Both tables drew gateway elements at the point where the creek crosses State Street, one of which showing a bridge feature. One table added a roundabout at Main Street and Gobbi Street that could be part of a gateway treatment.

B. Street Furniture

One table added benches/seating on every block, and more street lamps at crosswalks.

D. Pedestrian Elements

Both tables depicted changes that would make Main Street and State Street more pedestrian-friendly. One showed sidewalk additions all along Perkins Street east of Main Street and also highlighted a decorative crosswalk element at State and Perkins, as well as bulb-outs in the "core area" at the intersections of State and Perkins, State and Standley, State and Smith, Main and Perkins, Main and Standley, and Main and Smith.

The other table had sidewalk additions at the north end of Main Street in front of the trailer park, at the intersection of Main Street and Clay Street, and in front of the Grace Hudson Museum and Sun House. This table showed limited bulb-outs at the intersection of State Street and Gobbi Street on the northern side of State Street, as well as on the west side of State Street at the end of Norton Ave.

G. Streetscape Elements

Another common theme among both tables was a “greening” of Main Street and State Street. One table added street trees in the “core area” between Church Street and Henry Street. The other table drew landscaping in front of the theater on State Street as well as along both sides of State Street between Mill Street and Smith Street. This table also had landscaping along both sides of Main Street near Clay Street and Stephenson Street.

H. Hazards

One table noted intersection hazards at Main and Mill, Main and Clay, State and Seminary, State and Clay, State and Stephenson, State and Church, State and Smith, State and Henry, and Mason and Perkins.

I. Creek Daylighting

One table proposed opening up the creek all through the Downtown.

J. Traffic Changes

One table had a one-way couplet on State Street and Main Street between Gobbi Street and Norton Ave, with State going South and Main going North. The other table retained the existing two travel lanes in both directions and no parking changes on State Street, and two travel lanes and parallel parking on Main Street.

In terms of what can be learned from these drawings, it is apparent that the safety and comfort of pedestrians was an important issue. The beautification of State Street and Main Street mainly by means of additional trees, landscaping, and gateway elements was also a common theme. In general, the focus was on creating a distinct, pedestrian friendly Downtown.

IV. What Does It All Mean?

From the results of the tape dot exercise and the design charette, it is evident there was a dominating presence of City of Ukiah employees. Of the 10 people who participated in the exercise, 8 of them or nearly 80% of the attendees were key City players and stakeholders.

There are a number of findings and conclusions that can be derived from this first workshop. Among them are the following:

1. There was overwhelming support for improving the walkability, landscaping, and general aesthetics of the Downtown streetscape to reflect Ukiah's historical character. However, participants were split on whether changes to the existing traffic system were necessary to achieve these goals.
2. With respect to parking, attendees at the workshop did not give much attention to the issue, in contrast to the key stakeholder interviews in which parking was a main concern. Participants were split on the issue of parking, generally supporting existing parallel parking over diagonal parking.
3. There was generally support for some type of vegetated landscape treatment along the streets, though exactly what these might look like was undecided.
4. There appeared to be consensus for restoring the creek or adding some type of creek element, with emphasis on a bridge element.
5. There was strong support for increasing the vitality of the Downtown streetscapes by encouraging more uses on the sidewalks such as outdoor restaurant seating.

V. Recommended Alternative Improvement Programs

Based on the feedback received at the key stakeholder interviews and the findings from the two exercises conducted at the first public workshop, two Alternative Streetscape Plans will be prepared for Main Street and State Street. The two different approaches and their elements suggested below retain the two-way street circulation on both streets, should the City wish to explore the one-way couplet as proposed by the workshop participants this will require further discussion. To achieve the desired traffic calming we suggest converting to three lanes, two travel lanes and one center turn lane, with parallel on-street parking. This allows for wider sidewalks for more usability and more landscaping to increase shade.

1. Focused Downtown Core Option

This option would focus major improvements to the Downtown streetscape within a core area centered around the historic portion of Downtown near the County Courthouse. Improvements outside of the core area but still within the Downtown could also occur but at a lesser degree. This option would concentrate on creating a distinct Center that would emphasize Ukiah's "Old Town." Improvements would include distinctive landscaping, special paving at crosswalks and at bulb-outs, and street furniture in this core area. Gateways would be on the form of a special feature at the north side of the plaza and at the creek crossing on State Street.

2. Expanded Downtown Option

This option would treat the larger Downtown of the project area with the same theme. Improvements would be throughout the Downtown rather than in the core area, and would include landscaping, special paving at crosswalks only, limited bulb-outs on State Street, and street furniture. Gateway features would be at the corner of State and Gobbi Streets and at Norton Avenue.

3. Common Elements to both Alternatives

The following improvements would be common features in both alternatives:

1. Gateway elements that would clearly signal one's entry into the Downtown area.
2. Bridge elements to highlight the creek.
3. A consistent and continuous network of sidewalks.
4. "Green streets" with expanded vegetated landscaping, a continuous canopy of substantial street trees, and other sustainable methods such as swales and permeable paving.
5. Street furniture consistent with a historical aesthetic.
6. Traffic calming measures.
7. Bulb-outs to reduce crosswalk lengths and to slow traffic.
8. An enhanced east-west connection between City Hall and the Grace Hudson Museum and Sun House.
9. Expanded sidewalk spaces for outdoor restaurant seating.
10. Street beautification methods such as decorative paving, public art, etc.
11. Enhancements to the Alex R. Thomas Plaza to increase shade, seating, and community interaction.

	Features	Focused Downtown Core Option	Expanded Downtown Option
1.	Gateways	Place at the core area entrances (at Plaza and at the creek crossing)	Place at the Downtown entrances (Gobbi Street and Norton Ave)
2.	Travel Lanes	Reduce to three lanes	Reduce to three lanes
3.	Sidewalks	State -Expand sidewalks. Main Street - Add sidewalks where they are lacking	State- Expand some sidewalks as pop-outs at restaurants. Main - Add sidewalks where they are lacking.
4.	Parking	Retain parallel parking.	Retain parallel parking
5.	Bike Lanes	Use Main Street	Use Rail Trail, share the road
6.	State St. Traffic calming	Add Bulb-outs and ornamental crosswalks	Round about at Gobbi Intersection
7.	Bulb-outs	Focus bulb-outs in the core area (both State & Main). Introduce some sidewalk pop-outs for outdoor dining	Provide bulb-outs at heavily used pedestrian intersections
8.	Alex R. Thomas Plaza	Redesign the plaza to be more inviting. Remove on-street parking at frontage with State St. and pop-out the sidewalk and landscape.	Enhance existing plan with more shade, seating, etc. Remove diagonal parking
9.	East-west connections	Create a pedestrian-only section on Church St between School St and State Street.	Strengthen east-west connections on Seminary Ave to Grace Hudson park.
10.	Street beautification & public art*	Focus intense landscaping in the core area, street trees in the remainder.	Distribute trees throughout the entire corridor, some landscaping at major intersections and in roundabout

* Note: The Green Street treatment on Main Street will result in no bike lanes and no on-street parking. Parking will need to be accommodated on-site and in parking lots.

Other ideas: Introduce arcades over the sidewalks for more shade, and may use the façade improvement program for maintenance requirement.

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Ukiah Downtown Streetscape Improvement Plan Public Workshop #2: Considering the Preferred Plan May 12, 2009 Workshop Results Summary

I. Introduction

On Tuesday, May 12, 2009, the second public workshop for the City of Ukiah Downtown Streetscape Improvement Plan was held in the Cabernet 2 Room at the Ukiah Valley Conference Center. The purpose of this workshop was to review the traffic and circulation improvements recommended by W-Trans, present the Preferred Concept Plan, and obtain feedback on the Preferred Concept Plan through a "Report Card" exercise. About 28 people attended the workshop.

This report summarizes the outcome of the Report Card exercise, as well as other comments that were gathered at the workshop.

II. Report Card Exercise

RRM distributed "Report Cards" to the workshop attendees which asked a series of questions to obtain feedback on the Preferred Concept Plan. The Report Cards were meant to gauge whether attendees generally preferred the existing or proposed street section configurations and whether they supported or opposed specific elements of the Plan.

26 Report Cards were collected. Of those who submitted a Report Card, 1 person indicated that they live in the project area, 9 people indicated that they own a business in the project area, and 5 people indicated that they own property in the project area. Participants also included one or more persons that live near Downtown Ukiah, work in the project area, patronize locally-owned businesses, are former business owner in the project area, are Mendocino Council of Government (MCOG) members, are City staff members, are members of Mendocino County ReLeaf, are members of the Main Street Program Board, are members of the Friends of the Palace, are City Council Members, manage local museums/attractions, and are Design Review Board Members.

The following table tallies the results of the first question on the Report Card exercise, which asked if participants preferred the existing or proposed street sections. Shaded cells indicate the majority vote.

	Existing	Proposed	Additional Written Comments
(A) State Street- South of Clay	2 votes (8%)	24 votes (92%)	<ul style="list-style-type: none"> Take out parking on one side to add bike lane & 9-10' sidewalks Like 3 travel lanes

(B) State Street- North of Clay	3 votes (12%)	23 votes (88%)	<ul style="list-style-type: none"> • Use 30 degree parking • Add a median & trees (2) • No diagonal parking (4) • Have 3 travel lanes • Crossing State on Church going west to east—need clear view of traffic traveling south on State • 10' travel lanes adequate, keep 9' sidewalks
(C) State Street- South of Perkins	2 votes (8%)	24 votes (92%)	<ul style="list-style-type: none"> • Add bike lane or sharrows, could eliminate one side of parking
(D) State Street- North of Perkins	2 votes (8%)	24 votes (92%)	<ul style="list-style-type: none"> • Need room for loading zone on east side of State • Add bike lane or sharrows
(E) State Street- North of Smith	2 votes (8%)	24 votes (92%)	<ul style="list-style-type: none"> • Add a signal light timed with Perkins and Standley • Like the planter/turn lane (even without bike lane), sharrows possible?
(F) State Street- North of Henry	1 vote (4%)	25 votes (96%)	<ul style="list-style-type: none"> • Use 30 degree parking • Add a median (2) • No diagonal parking (2) • Prefer 11' travel lanes or sharrows
(G) Main Street- South of Clay (Facing South)	1 vote (4%)	24 votes (96%)	<ul style="list-style-type: none"> • Add bike route signage • Slightly prefer separate bike lanes to sharrows
(H) Main Street- North of Clay (Facing North)	2 votes (8%)	24 votes (92%)	
(I)-(L) Standley, Smith, and Henry Streets—one-way to two-way conversions	8 votes (35%)	15 votes (65%)	<ul style="list-style-type: none"> • Unresolved solution • No left turn onto Smith

The following table tallies the results of the second question on the Report Card exercise, which asked participants to indicate which features of the Preferred Concept Plan they support.

Preferred Streetscape Concept Plan Features		Support strongly	Support moderately	Oppose
State Street				
1.	Single travel lane in each direction with center turn lane/median	20 votes (83%)	3 votes (13%)	1 votes (4%)
2.	Timed traffic signals at the Standley St	23 votes	3 votes	0 votes

	and Perkins St intersections to increase efficiency	(88%)	(12%)	(0%)
3.	Diagonal parking adjacent to Alex R. Thomas Plaza	13 votes (50%)	5 votes (19%)	8 votes (31%)
4.	Diagonal parking north of Henry St	10 votes (43%)	6 votes (26%)	7 votes (31%)
5.	Sidewalk bulb-outs at most intersections	23 votes (92%)	2 votes (8%)	0 votes (0%)
6.	Sidewalk mid-block extensions along State St at Seminary Ave, Stephenson St, and Henry St	18 votes (86%)	3 votes (14%)	0 votes (0%)
7.	Raised median between Smith St and Henry St with trees and landscaping	18 votes (75%)	4 votes (17%)	2 votes (8%)
8.	"Bridge" gateway element where Gibson Creek crosses under State St	18 votes (75%)	6 votes (25%)	0 votes (0%)
9.	Designation of the Perkins St and Seminary Ave intersections as gateways with special paving/streetscape enhancements	17 votes (74%)	3 votes (13%)	3 votes (13%)
10.	Widened sidewalks to accommodate planters, trees, lighting, and street furniture where possible	21 votes (84%)	4 votes (16%)	0 votes (0%)
11.	Brick/enhanced crosswalk paving	19 votes (79%)	0 votes (0%)	5 votes (21%)
12.	New street furniture (e.g. benches, trash receptacles, lights)	17 votes (71%)	7 votes (29%)	0 votes (0%)
Main Street				
14.	Retained single travel lane in each direction	22 votes (92%)	2 votes (8%)	0 votes (0%)
15.	Retained parallel parking	16 votes (76%)	3 votes (14%)	2 votes (10%)
16.	Reduced lane widths to allow for new dedicated bike lanes	17 votes (71%)	6 votes (25%)	1 votes (4%)
17.	New traffic signal at Gobbi St and Main St	12 votes (50%)	8 votes (33%)	4 votes (17%)
18.	New traffic signal at Perkins St and Main St	11 votes (48%)	10 votes (43%)	2 votes (9%)
19.	New sidewalks to fill in existing gaps	24 votes (96%)	1 votes (4%)	0 votes (0%)
20.	New crosswalks at the northern and eastern sides of the Cleveland Ln and Main St intersection	14 votes (58%)	8 votes (33%)	0 votes (0%)

III. Comments

Other written comments on the Report Cards indicated support for the following:

- Roundabouts at the Gobbi St and State St, and Gobbi St and Main St
- Bike lanes over sharrows
- Drought-tolerant, native plants
- Street furniture that follows existing trends and compliments Ukiah's historic character
- Large street tree wells
- Planted medians/pedestrian refuge islands in place of the proposed diagonal parking on State St, in front of the Palace Hotel, between Gobbi St and Mill St on State St, between Mill St and Seminary Ave on State St, and on State St just south of Church St
- 30 degree diagonal parking where proposed on State St
- Crosswalk paving of a material other than brick (e.g. granite); make crosswalks more distinct/recognizable from the road
- Timed traffic signals at Gobbi St and Main St, and Perkins Street and Main St
- Timed traffic signal at Smith St and State St in addition to the proposed timed signals at the Standley St and Perkins St intersections
- Diagonal parking on Main St
- Reduced traffic speeds on Main St
- Underground utilities on Main St
- Widened sidewalks on Main St
- Consideration of loading zones and garbage pick-ups for businesses
- No gateway features at Seminary St and State St
- Retained granite curbs in front of the Grace Hudson Museum/Sun House
- Park with trees at Gobbi St and State St on the corner of the Safeway parking lot
- Consistency to the Smart Growth goals of the earlier plan and consistency with the City's form-based zoning
- No widening of travel lanes (Main St south of Clay St) since 11' lanes are adequate
- At least 12' sidewalks downtown
- Extended road diets
- A one-block pedestrian mall (e.g. on Perkins St or Church St between School St and State St)
- Diagonal parking confined to side streets, not State St
- Consideration of bus turnouts
- Trees that will shade the sidewalk and will not interfere with power lines and sidewalks
- Diagonal parking cut into sidewalk width
- Gobbi St and Norton St gateway treatments
- Electric car charging spots
- Bicycle racks
- Consideration of street sweeping when designing bulb-outs
- Gateway arches across State St
- Beautified street furniture

- No intersection treatment on Seminary Ave leading to City Hall
- Widened sidewalks surrounding the Courthouse
- Minimum 4' tree wells
- Widened sidewalks on Perkins St between State St and School St with no parking on the north side and diagonal parking on the south side

Additional comments heard at the workshop or written on the plans (but not previously noted) included:

- Diagonal parking also on School St on the west side of the plaza
- 40' mid-block bulbout on Perkins St between State St and School St
- Planted median on State St just south of Smith St
- Timed signals at Norton St and Scott St on State St

IV. General Conclusions

The workshop attendees generally supported most elements of the Preferred Concept Plan. The most controversial new features were the diagonal parking on State Street, the 1-way to 2-way street conversions of Standley Street, Smith Street, and Henry Street, and the traffic signals at Gobbi Street and Main Street and Perkins Street and Main Street. Many comments emphasized the need for more planted medians and pedestrian refuge islands on State Street, especially in front of the Palace Hotel, between Gobbi Street and Seminary Avenue, and at the south side of the Church Street intersection. The general consensus was that medians were preferable to diagonal parking if it came down to one or the other. Many participants were also interested in installing roundabouts at Gobbi Street and State Street and Gobbi Street and State Street, if the City can explore property acquisitions to create ample right-of-way. Additional elements that were frequently mentioned among participants included:

- Street furniture that follows existing trends and compliments Ukiah's historic character
- 30 degree instead of 45 degree diagonal parking on State St to reduce probability of traffic conflicts
- Crosswalk paving of a material other than brick (e.g. granite)
- Underground utilities on Main St
- Consideration of loading zones and garbage pick-ups for businesses
- Consistency with earlier plans, including the City's form-based zoning
- A one-block pedestrian mall (e.g. on Perkins St or Church St between School St and State St)
- Larger trees that will shade the sidewalk not conflict with existing aesthetics, signage, and infrastructure
- Gobbi St and Norton St gateway treatments
- Bicycle amenities, including bicycle lanes, sharrows, and racks
- Widened sidewalks on Perkins St between State St and School St with no parking on the north side and diagonal parking on the south side
- Widened sidewalks surrounding the Courthouse