4.6 CITY OF UKIAH PRIORITY PROJECTS

U-1 Despina Drive Crossing Improvements

- **Despina Drive and Capps Lane Intersection**
  
  As part of the *Ukiah Safe Routes to Schools Plan* (2014), Despina Drive was identified as a key part of the Ukiah High School pedestrian improvement project. The intersection of Despina Drive with Capps Lane is a main crossing for students walking to school from the neighborhoods east of Ukiah High School. Despina Drive traffic does not have a stop at this three-way intersection.

  To improve safety, a high visibility crosswalk would be installed on the north side of the intersection across Despina Drive, accompanied with pedestrian crossing warning signs. To further improve crossing, bumped out curbs with ADA curb ramps would reduce turning radius and shorten the length of the crossing for pedestrians.

- **Despina Drive and Low Gap Road Intersection**

  The intersection of Despina Drive and Low Gap Road is a key crossing from students arriving at Ukiah High School. To improve safety, the existing three crosswalks would be replaced with high visibility crosswalks and curb bumps outs on the two northern corners of the intersection.

<table>
<thead>
<tr>
<th>Despina Drive Crossing Improvements Cost Estimate (see Appendix A for detailed estimate)</th>
<th>$</th>
<th>131,952</th>
</tr>
</thead>
</table>

Figure 23: Intersection of Despina Avenue and Low Gap Road (Source: Google Street View)

Figure 22: Intersection of Despina Avenue with Capps Lane (Source: Google Street View)
Figure 24: Ukiah High School Safe Routes to School Plan (Source: Ukiah Safe Routes to School Plan, 2009)
U-2 Pedestrian Improvements Near Frank Zeek Elementary School

- **Crosswalk Enhancement at North Bush Street and Arlington Drive Intersection**
  
  As per the Frank Zeek Middle School element of the *Ukiah Safe Routes to School Plan* (2009), the intersection of Arlington Drive and North Bush Street should have high visibility crosswalks across North Bush Street. North Bush Street is a main north-south thoroughfare and can have high speed traffic. Improved cross walks, along with curb extensions on all corners would improve pedestrian safety. A potential long-term improvement is the rebuilding of the school driveway on the west side of this intersection and the relocating of the nearby bus stop to decrease traffic.

- **Sidewalk Gap Closure North Pine Street near Low Gap Road**
  
  Several additional streets in the surrounding neighborhood to the west of Frank Zeek Middle School have been identified as having need for sidewalk infill and improvement. The west side of North Pine Street has missing sidewalk running from the intersection with Low Gap Road north to the intersection with Magnolia Street.

- **Elm Street Sidewalk Gap Closure**
  
  North of Low Gap Road, a sidewalk gap exists on the east side of Elm Street. A crosswalk would be added to the north side of the intersection with Low Gap Road with curb ramps. By improving the quality of the sidewalk on Elm Street, ADA access to Frank Zeek Middle School and the shopping areas to the southeast of the school will be greatly improved for residents near Vinewood Park.

<table>
<thead>
<tr>
<th>Pedestrian Improvements Near Frank Zeek Elementary School Cost Estimate</th>
<th>$ 282,385</th>
</tr>
</thead>
</table>

(see Appendix A for detailed estimate)
Map 15: Frank Zeek School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)
• **Magnolia Street Sidewalk Improvements**

The south side of Magnolia Street near North State Street has an identified need for sidewalk infill. Currently the sidewalk on the south side of Magnolia Street ends several hundred feet before the intersection of Magnolia Street and State Street.

• **Magnolia Street Crossing Improvements**

An improved crosswalk at the intersection of Magnolia Street and North State Street would also improve pedestrian access to Frank Zeek school. The City of Ukiah has installed a yellow ladder style crosswalk. A high visibility crosswalk across the north side of the intersection, curb ramps on the eastern corners of the intersection, and a "crossing ahead" sign would further improve safety and accessibility.
Map 16: Magnolia Street sidewalk and crossing improvements
U-3 Cypress Avenue Pedestrian Facility Improvements

- **Sidewalk Improvements**
  Improvements to Cypress Avenue are included in the Pomolita Middle School element of the *Ukiah Safe Routes to School Plan* (2009). Cypress Avenue runs parallel to Pomolita Middle School and is a main route for students who travel to Pomolita Middle School from the east. To improve pedestrian facilities along Cypress Avenue between Bush Street and Spring Street, gaps in the sidewalk on the south side of the street would be filled in. The plan also calls for crossing improvements on both sides of this corridor.

- **Crossing Improvements**
  At the intersection of Cypress Avenue and Bush Street, a high visibility crosswalk, with curb bump-outs would be installed at the southern crossing of Bush Street, with “crossing ahead” signs. At Cypress Avenue and Spring Street, a high visibility crosswalk with curb ramps would be installed on the southern crossing of Spring Street, with a curb bump-out on the west side of the street. A map of these improvements can be seen in Figure 34.

| Cypress Avenue Pedestrian Facility Improvements Cost Estimate (see Appendix A for detailed estimate) | $ 94,119 |

*Figure 30: Sidewalk gap on Cypress Avenue near Pomolita Middle School (Source: Google Street View)*
U-4 Pomita Middle School Access Improvements

- **Hazel Avenue Pedestrian Improvements**
  Hazel Avenue runs north-south alongside the west side Pomolita Middle School, and continues south into the surrounding neighborhood, before ending in a three-way intersection at Walnut Avenue. From Walnut Avenue to Maple Avenue, sidewalk gaps and a lack of ADA compliant crossings exist. To address these issues, sidewalks would be installed along the identified segments of Hazel Avenue and five pairs of ADA compliant curb ramps would also be installed.

- **Dora Avenue and Grove Avenue Intersection Crossing Improvements**
  Access to Pomolita Middle School and pedestrian safety at the intersection of Grove and Dora Avenues would be improved with the installation of a high visibility crosswalk with curb ramps across Dora Avenue.

- **Spring Street Pedestrian Improvements**
  The Pomolita Middle School pedestrian improvement recommendations notes several types of pedestrian improvements along Spring Street, including filling sidewalk gap along the west side, adding four pairs of curb ramps at identified locations, and high visibility crosswalks with pedestrian warning signs across the east and west sides of the intersections of Spring Street at Grove Avenue, and Spring Street at Walnut Avenue.

---

**Pomolita Middle School Access Improvements Cost Estimate (see Appendix A for detailed estimate)**

<table>
<thead>
<tr>
<th></th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>576,501</td>
</tr>
</tbody>
</table>
Figure 34: Pomolita Middle School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan,
U-5 Clara Avenue Neighborhood Enhancement Improvements

- **Clara Avenue from North State to North Orchard Avenue**

  Clara Avenue is an east-west connection between North State Street and North Orchard Avenue. Sidewalks on Clara Avenue exist in scattered segments, interspersed with gravel or dirt gaps that often serve as parking space, blocking pedestrian access. Plans to improve Clara Avenue have been developed and implemented in several locations. Approximately two blocks of Clara Avenue have had sidewalks added with ADA compliant curb ramps.

  The current project proposes to complete this work and extend sidewalks with curb and gutter the entire length of this ½ mile segment of Clara Avenue. The most notable sidewalk gaps are between North State Street and the North Western Railway line, and Hamilton Street and Sidnie Street. A series of nine curb bump-outs would be added throughout the project site as well as one set of ADA curb ramps.

| Clara Avenue Neighborhood Pedestrian Improvements Cost Estimate (see Appendix A for detailed estimate) | $446,065 |
Figure 36: Clara Avenue Plans for Pedestrian Enhancement (Source: City of Ukiah)
Map 17: Proposed Improvements to Clara Avenue
U-6 East Clay Street Sidewalk Gap Closure

- **South Side of East Clay Street from South Main Street to NWP Rail line**

  Enhancement of pedestrian facilities along Clay Street from South Main Street to the North Western Railway line will improve access to downtown Ukiah, as well as schools, employers, and retail along North Orchard Avenue. It will also provide connectivity to the planned North Western Railway Rail with Trail project. Clay Street improvements are included in the River Oak Charter School element of the Ukiah Safe Routes to School Plan (2014). The project proposes adding sidewalks to the south side of Clay Street, with the long-term goal of adding bike lanes along the entire segment of Clay Street, from South Main Street to Orchard Ave.

  ![Figure 37: Clay Street Pedestrian Improvement Project Site (Source: Google Street View)](image)

<table>
<thead>
<tr>
<th>East Clay Street Sidewalk Gap Closure Cost Estimate (see Appendix A for detailed estimate)</th>
<th>$ 180,390</th>
</tr>
</thead>
</table>

![Figure 38: Clay Street Pedestrian Improvements (Source: Ukiah Bicycle and Pedestrian Master Plan, 2015)](image)
U-7 Leslie Street Pedestrian Facility Improvements

Leslie Street is the central site of improvement in the River Oak Charter School pedestrian improvement project identified in the Ukiah Safe Routes to School Plan (2014). Currently, sidewalks along Leslie Street are narrow or nonexistent between Perkins Street and the Ukiah Senior Center. To close this gap, sidewalks would be added to the west side of Leslie Street and crosswalks added at the south side of the intersection of Leslie Street and Peach Street and at the Ukiah Senior Center. At each crosswalk warning signs and user-activated warning lights would be installed as well.

Leslie Street Pedestrian Facility Improvements Cost Estimate (see Appendix A for detailed estimate) | $152,294

Figure 39: Leslie Street, looking north, near River Oak School (Source: Google Street View)
Figure 40: River Oak Charter School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)
U-8 South Main Street Pedestrian Enhancement

- **Sidewalk Improvements**

  This section of South Main Street has been identified in the *Ukiah Bicycle and Pedestrian Master Plan (2015)* and the *Ukiah Downtown Streetscape Improvement Plan (2009)* as a corridor with sidewalk gap closure and crosswalk improvement needs. The project calls for adding sidewalks to fill in several gaps on South Main Street between East Gobbi Street and Stephenson Street. Key sidewalk improvement locations are on the east side of South Main Street south of Clay Street the northwest side of the intersection of South Main Street and Mill Street. A detailed map of the projects envisioned along this corridor in the 2009 Streetscape Improvement Plan can be seen in Section 3.8 Ukiah Funded or Programmed Projects of this report.

- **Crossing Improvements**

  Crossing improvements would be made to the intersections of South Main Street with East Gobbi Street, Mill Street, and Clay Street. A total of 17 high visibility crosswalks and seven curb ramps would be installed as detailed in Map 18. Of the six intersections addressed in this project, five currently feature standard crosswalks which are faded from use in some cases and need replacement. The intersection of South Main Street and Cleveland Street currently has no crosswalks and would see high visibility crosswalks and curb ramps installed on the north and eastern sides of the intersection.

| South Main Street Pedestrian Enhancement Cost Estimate (see Appendix A for detailed estimate) | $237,488 |


4. Projects – Incorporated Cities and Adjacent Areas

Figure 41: Main Street, between Clay and Cleveland Street with sidewalk missing (Source: Google Street View)

Figure 42: Intersection of Main Street and Cleveland Street, looking south on Main Street (Source: Google Street View)

Figure 43: Intersection of East Mill Street and Main Street, looking east (Source: Google Street View)

Figure 44: Intersection of East Gobbi Street and Main Street, looking east (Source: Google Street View)
Map 18: Sidewalk and Crossing Improvements to Main Street, from Gobbi Street to Stephenson Street
U-9 South Ukiah School Access Improvements

- **West Gobbi Street Crosswalk Improvements**

  As detailed in the *Ukiah Safe Routes to Schools Plan* (2014) Yokayo School element, the intersection of West Gobbi Street and Dora Street would have enhanced crosswalks and curb bump-outs added to the north and south crosswalks to improve pedestrian safety.

  One block east of Yokayo School, at the intersection West Gobbi Street and Oak Street, curb bump-outs would be added to the northwest, southwest and southeast corners, along with a white transverse crosswalk across the east side of the West Gobbi and Oak Street intersection. A high visibility crosswalk would also be installed across West Gobbi Street as well as a “crosswalk ahead” sign.

![Figure 45: Intersection of Gobbi Street and Dora Avenue (Source: Google Street View)](image1)

![Figure 46: Intersection of Gobbi Street and Oak Street (Source: Google Street View)](image2)
- **Mendocino Drive and South Dora Street Crossing Improvements**

  To improve crossing safety at the three-way intersection of Mendocino Drive and Dora Street, a high visibility crosswalk would be installed. To further enhance safety, curb bump-outs would be installed to narrow the crossing and “crosswalk ahead” signs installed to alert drivers to the crossing.

- **Mendocino Drive and Alice Avenue Crossing Improvements**

  The intersection of Mendocino and Alice Avenue is a key intersection for students who enter Yokayo Elementary School through the Mendocino Avenue entrance. To improve pedestrian access, the Safe Routes to School plan calls for the addition a high visibility crosswalk across Mendocino Avenue and a curb ramp to be installed on the southeast corner of the intersection.
Figure 49: Yokayo Elementary School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)
• **Oak Manor Drive Pedestrian Improvements**

Oak Manor Drive, from El Rio Street to Oak Manor Elementary School, has been identified as a location for pedestrian crossing improvement in the *Ukiah Safe Routes to School Plan* (2014). To improve crossing, both driveways into and out of the school parking lot would be restriped to be high visibility crosswalks, while the existing crosswalk on the south side of the parking lot would have a high visibility crosswalk installed across Oak Manor Drive along with “crosswalk ahead” signage.

![Figure 50: Oak Manor Drive School entrance and crosswalk (Source: Google Street View)](image1)

![Figure 51: Looking north on Oak Manor Drive, towards Oak Manor School crossing (Source: Google Street View)](image2)
Figure 52: Oak Manor Elementary School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)
- **Helen Avenue Sidewalk Gap Closure**
  Helen Avenue, from Observatory Avenue to Washington Avenue, has significant gaps in the sidewalk. On both sides of the street, between San Jacinto at Washington Avenue, sidewalk with curb and gutter would be installed. Further improvements would be made between Washington and Wabash Avenue by extending sidewalks along the west side of Helen Street, where there is currently only a wide shoulder.

- **Washington Avenue Sidewalk Gap Closure**
  Along the north side of Nokomis Elementary School, Washington Avenue has sidewalk gaps that, when filled, will improve access to the school. High visibility crosswalks would be added to the north and eastern sides of the intersection of Washington Avenue and Helen Avenue. Each crossing would have a “crosswalk ahead” warning sign as well.

- **Wabash Avenue Pedestrian Crossing Improvements**
  At Wabash Avenue and South Dora Street curb bump-outs and high visibility crosswalks and “crosswalk ahead” signage would be installed to improve pedestrian access to the back-gate entrance to Nokomis School.

  At the intersection of Wabash Avenue and Yokayo Court as well as Wabash Avenue and Laurel Avenue, the installation of new curb ramps would further improve access to Nokomis School.

| South Ukiah School Access Improvements Cost Estimate (see Appendix A for detailed estimate) | $545,569 |

*Figure 53: Intersection of Washington Avenue and Helen Avenue, looking southeast (Source: Google Street View)*

*Figure 54: Helen Avenue, looking south from intersection with San Jacinto Drive (Source: Google Street View)*
Figure 55: Intersection of Yokayo and Wabash Avenue, looking north (Source: Google Street View)

Figure 56: Intersection of Dora Street and Wabash Avenue, looking north (Source: Google Street View)

Figure 57: Intersection of Laurel Avenue and Wabash Avenue, looking north (Source: Google Street View)
Figure 58: Nokomis Elementary School Pedestrian Improvement Recommendations (Ukiah Safe Routes to School Plan, 2009)
U-10 South State Street Pedestrian Crossing Enhancement

- **South State Street and Luce Avenue Crossing Improvements**
  The crossing of South State Street on the south side of Luce Avenue recently had curb bump-outs added. *The Ukiah Bicycle and Pedestrian Plan* (2015) identified a need to further increase visibility of this crossing of State Street with the addition of curb bump-outs on both sides, a high visibility crosswalk and user-activated warning lights to improve safety.

- **State Street and Observatory Avenue Crossing Improvements**
  The plan also identified crossing improvements on State Street on the south side of Observatory Avenue, including curb bump-outs, a high visibility crosswalk, and user-activated warning lights to improve crossing safety.

| South State Street Pedestrian Crossing Enhancement Cost Estimate (see Appendix A for detailed estimate) | $ 111,615 |

*Figure 59: Intersection of Observatory and North State Street, looking north. (Source: Google Street View)*

*Figure 60: Intersection of Luce Avenue and North State Street, looking south (Source: Google Street View)*
Map 19: South State Street Crossing Improvements
U-11 Betty and Lorraine Street Pedestrian Improvements

- **Betty Street from Marlene Street to Talmage Road**
  Pedestrian improvements to Betty Street were identified by the City of Ukiah and preliminary construction plans have been prepared. To improve pedestrian facilities, sidewalks would be added to the east side of the street from Marlene Street to Talmage Frontage Road. The plans include work to replace sewage pipelines under both Betty and Lorraine Streets during this process.

- **Lorraine Street from Marlene Street to Talmage Road**
  Lorraine Street also has an identified need for sidewalk gap closure on the entire west side of the street from Marlene Street to Talmage Frontage Road. Preliminary construction plans have also been completed for these improvements.

To connect Lorraine Street to Talmage Road and the commercial area beyond it, a high visibility crosswalk is proposed on the east side of the intersection of Airport Road and Talmage Frontage Road.

| Betty and Lorraine Street Improvements Cost Estimate (see Appendix A for detailed estimate) | $ 416,737 |

*Figure 61: Lorraine Street, looking south from Marlene Street (Source: Google Street View)*

*Figure 62: Talmage Frontage Road near Lorraine Street (Source: Google Street View)*

*Figure 63: Betty Street, looking north from Talmage Road (Source: Google Street View)*
Map 20: Betty and Lorraine Street Pedestrian Improvements
U-12 Ukiah Rail with Trail South Segment

As per the Mendocino County Rail with Trail Plan, Section S9 from East Gobbi Street to Norgard Lane is a key piece of the proposed Class I trail along the North West Pacific rail line in Mendocino County. This segment comprises Phase II of the Ukiah Rail Trail project, from East Gobbi Street to Norgard Lane. It will complement the recently completed Section 10 that lies directly adjacent, from East Gobbi Street to Clara Avenue. Further study will be required to identify the precise alignment of this trail. This segment of the network will be an approximately 1.85-mile-long Class I multiuse trail with crossings at East Gobbi Street, Talmage Road and Old County Road. Each of these crossings will require high visibility crosswalks, curb ramps, user-activated lights and “crossing ahead” signs.

| Ukiah Rail with Trail South Segment Cost Estimate (see Appendix A for detailed estimate) | $ 1,260,689 |

Figure 64: North Western Railway line, looking south from East Gobbi Street (Source: Google Street View)

Figure 65: North Western Railway line, looking south from Talmage Road (Source: Google Street View)
Map 21: Ukiah Rail with Trail South Segment (Phase 2) (Source: Mendocino County Rail with Trail Plan, 2012)
U-13 Airport Park Boulevard Pedestrian Enhancement

- **Sidewalk Improvements**
  
  Airport Park Boulevard is the main roadway through the commercial shopping area located just south of Talmage Road in southeast Ukiah. It has several sections of sidewalks through landscaped areas, however one block on the west side is missing sidewalks, and most of the east side is missing sidewalks. These gaps would be filled by adding new sidewalks through the existing landscape areas or in conjunction with future frontage improvements.

- **Crossing Improvements**

  Several locations near Talmage Road need curb ramps to be installed, and four crosswalks are needed at the intersection with Old County Road to connect the shopping areas on the east side of Airport Park Boulevard with parking on the west side.

<table>
<thead>
<tr>
<th>Airport Park Blvd Pedestrian Enhancement Cost Estimate (see Appendix A for detailed estimate)</th>
<th>$509,245</th>
</tr>
</thead>
</table>

![Figure 66: Sidewalk Gap on West Side of Airport Park Boulevard. (Source: Google Street View)](image1)

![Figure 67: Sidewalk Gap on East Side of Airport Park Boulevard. (Source: Google Street View)](image2)
Map 22: Airport Road Pedestrian Improvements
4.7 CITY OF UKIAH FUNDED OR PROGRAMMED PROJECTS

Project U-14 – U16 are projects derived from *Ukiah Bike and Pedestrian Master Plan* (2016) and the *Ukiah Downtown Streetscape Beautification Plan* (2009). Together these projects comprise a ¾ mile long segment of North State Street that will see sidewalk and crossing improvements. Phase I will target the central segment of this community core, from Perkins Avenue to Henry Street. Phase II will address two sections of North State Street to the north and south of Phase I. To date, the City has received $1.3 million from the State Transportation Improvement Program and $1 million from the Highway Safety Improvement Program to fund this project.
Figure 68: Ukiah Downtown Streetscape Improvement Plan (2009)
U-14 Ukiah Downtown Streetscape Improvements Phase II
North Segment

The northern section of Phase II is a one block segment of North State Street, from North to Henry Streets. Improvements to this and the southern section will include streetscape improvements including sidewalk widening, curb ramps and bump-outs, street lights, street furniture and tree planting. This project is scheduled for construction in 2020-2021, once Phase I is completed.

Map 23: Streetscape improvements from Henry Street to Norton Street (Source: Google Earth)
U-15 Ukiah Downtown Streetscape Improvements Phase I

Along North State Street, from Henry Street to Mill Street, this project will include sidewalk widening, curb ramps and bump-outs, street lights, street furniture and tree planting. The project also includes a road diet between Henry Street and Mill Street that will transform the existing four-lane street 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. 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 and conversion of Standley Street to two-way west of North State Street. This work will also include a pavement overlay, striping, and pavement markings.
Figure 69: State Street, looking south from Henry Street (Source: Google Street View)

Figure 70: The intersection of North State Street and Smith Street lacks ADA accessible curb ramps (Source: Google Street View)
U-16 Ukiah Downtown Streetscape Improvements Phase II
South Segment

Along North State Street, from Mill Street to East Gobbi Street, improvements similar to those identified in U-14 will be installed when funding is secured. In addition to the Complete Streets improvements, signal modifications will be made at the North State Street and East Gobbi Street intersection to provide vehicle detection and re-orientation of the signal equipment to support the road diet alignment.

Map 25: Streetscape improvements from East Gobbi Street to Mill Street (Source: Google Earth)
U-17 Ukiah Rail with Trail North Segment

Along the North Western Railway line, from Ford Street to Brush Street, plans have been developed and a California Natural Resources Agency Urban Greening grant has been secured to design, review and construct Phase II of the Rail Trail project in Ukiah. This segment lies directly north of the recently constructed Phase I of the Ukiah Rail Trail project, from East Gobbi Street to Ford Street (Section 10 in the Rail with Trail Plan). The trail is planned to be completed by late Spring/early Summer of 2020. Together, with the completion of U-12, this project will connect all of Ukiah with a contiguous north-south pedestrian pathway.

Figure 71: Looking south from Brush Street at Class I Rail with trail site (Source: Google Street View)
Segment No: S11

**Description:** Moderate population in surrounding area. High use for connection to County and City of Ukiah Phase I projects. From Clara Avenue to Brush Street.

**Terrain:** Flat

**Jurisdiction:** City of Ukiah, County of Mendocino

**Communities:** Ukiah

**Stream Crossings:** 1

**Species of Concern:** None Known

**Design Type:** Paved Pathway Urban

**Key challenges and opportunities:**
- Bridge required
- Neighborhood connectivity
- Connects to Phase 1 project with existing funding

Figure 72: Segment S11 from Mendocino County Rail with Trail Plan (2012)
4.8 CITY OF UKIAH LONG-TERM PROJECTS

U-18 Orr Creek Trail and Greenway West Segment

This project was identified in the *Ukiah Bike and Pedestrian Master Plan (2015)* as a two-mile trail traversing from the west side to the east of Ukiah. This project focuses on the west part of that project, a roughly one-mile Class I trail along Orr Creek from Orr Creek School to Bush Street. Like most creek trail projects, it faces constraints due to riparian vegetation, creek bank proximity and stability, physical space limits and access permission.

![Map 26: Orr Creek Trail – West (Source: Google Earth)](image-url)
U-19 Orr Creek Trail and Greenway East Segment

This project was identified in the *Ukiah Bike and Pedestrian Master Plan (2015)* as a two-mile trail traversing from the west side to the east of Ukiah. This project focuses on the east part of that project, a roughly one-mile section of Orr Creek from Bush Street to the sports complex near Highway 101. It faces constraints similar to the west segment.

![Map 27: Orr Creek Trail – East (Source: Google Earth)](image)

![Map #9 Orr Creek Greenway Low Gap Park Trail Plan; 2016](image)

*Figure 73: Orr Creek Greenway (Source: Ukiah Valley Trail Group, 2016)*
4.9 CITY OF UKIAH VICINITY NORTH – PRIORITY PROJECTS

U-20 Millview Road and Kuki Road Pedestrian Enhancements

- **Millview Road Sidewalk Gap Closure**
  This two-block segment is located north of Ukiah city limits. Millview Road runs parallel to North State Street on its west side and is connected to North State Street by Kuki Lane. While the businesses on Millview Road are industrial, a significant number of homes lie to the northwest of this segment, making it an important connection for residents travelling to and east of North State Street. At present, Millview Road has wide dirt shoulders, with several midblock points where the chain-link fence gives way to large unpaved industrial lots on either side of the street.

- **Millview Road Crossing Enhancements**
  Access would be improved with the addition of a sidewalk, presumably on the east side of the street for easy connection to Kuki Lane. To connect this sidewalk to the existing sidewalks in the northwest Ukiah neighborhood and the sidewalks on North Main Street to the southeast, a crosswalk will be needed at the north intersection of this block.
• **Kuki Road Sidewalk Gap Closure**

Kuki Lane runs east-west for one block between North State Street and Millview Road. It is an important connection for residents living in the neighborhood to the west of North State Street as they travel to commercial uses on the east side. Existing sidewalks on North Main Street has a crossing to access Kuki Lane. However, the sidewalk ends at Kuki Lane, and a wide shoulder extends the length of Kuki Lane on both sides of this industrial street.

Sidewalks should be added to the north side of Kuki Lane to help the communities of northwest Ukiah gain pedestrian access to the Highway 101 shopping areas.

<table>
<thead>
<tr>
<th>Millview Road and Kuki Lane Sidewalk Gap Closure Cost Estimate (see Appendix A for detailed estimate)</th>
<th>$ 215,656</th>
</tr>
</thead>
</table>

Figure 76: Intersection of Kuki Lane & Millview Road
(Source: Google Street View)

Figure 77: Kuki Lane, looking west from Highway 101
(Source: Google Street View)
Map 28: Kuki Road and Millview Road Pedestrian Enhancements
4.10 CITY OF UKIAH VICINITY SOUTH – PRIORITY PROJECTS

U-21 Jefferson Lane Pedestrian Gap Closure

As described in the Mendocino County Safe Routes to Schools Plan (2014) in the Grace Hudson School element, Jefferson Lane has a sidewalk gap on the south side of the street, just west of South State Street. In addition to closing this gap, the proposed plan calls for adding a crosswalk across the school access road adjacent to the school, as well as sidewalk improvements between the southern entrance to the school parking lot and South State Street.

![Jefferson Lane Pedestrian Gap Closure Cost Estimate](image)

Jefferson Lane Pedestrian Gap Closure Cost Estimate (see Appendix A for detailed estimate) $ 92,115

Figure 78: Grace Hudson Elementary School Pedestrian Improvement Recommendations, Mendocino County Safe Routes to School Plan (2014)
Map 29: Jefferson Lane Pedestrian Improvements
U-22 Talmage Road Interchange Sidewalk Improvements

The intersection of Talmage Road near Highway 101 received a high number of comments in the Public Input Report regarding its need to be redesigned to improve safety. This related to the recent death of a bicyclist on Talmadge Road.

Currently, there is a crosswalk with an accessible ramp on the north side for pedestrians to cross over the northbound on ramp of Highway 101. But there are no formal pedestrian facilities along the north shoulder of Talmage Road to connect to the existing sidewalk on the north side of the highway overcrossing extending to Ukiah. To improve safety, a high visibility crosswalk would replace the existing crosswalk at the northeast side of the overpass with user-activated pedestrian signals could be added at the crossing, and a sidewalk would be extended to close the gap.

Further east of the interchange, crosswalks would be added at the intersection of Talmage Road and Babcock Lane/Hastings Road, on the north side across Babcock Lane and the west side across Talmage Road. Each of these crossings would have “crossing ahead” warning signs, and potentially user-activated signals, or a traffic signal.

Talmage Road Interchange Sidewalk Improvements Cost Estimate (see Appendix A for detailed estimate)  $269,168

Figure 79: Talmage Road and US Highway 101 Interchange, Looking West (Source: Google Street View)

Figure 80: Intersection of Talmage Road and Babcock Lane, looking South (Source: Google Street View)
The intersection of Talmage Road and Babcock Lane/Hastings Road is heavily used by cars and trucks. The turn radius for vehicles turning from Hasting Road and Babcock Lane make the crossing distance very long. Curb bump-outs with mountable curbs could be added at this intersection to reduce the crossing distance. Trucks can drive on the mountable curbs when there are no pedestrians. While pedestrians are using this intersection, the curb bump-out defines a safer pedestrian space.

As a longer-term project, a Class I path between the City of Ukiah and the town of Talmage could be built on the north side of Talmage Road (see project U-23 for detail).
Map 30: Talmage Road Pedestrian Crossing Improvements
U-23 Talmage Road Class I Path and Shoulder Improvements

Talmage Road Sidewalk Improvements were added to the Ukiah project list due to a high volume of comments regarding safety in the Public Input Report, partly related to the recent death of a cyclist on Talmadge Road. This project would add a Class-I Multi-use Path on the north side of Talmage Road along the western portion of this segment, three quarters of a mile between Babcock Lane and West Sanford Ranch Road. Along this segment two pedestrian bridges would be required to cross the Russian River and one of its tributaries.

At the intersection of Talmage Road and West Sanford Ranch Road, two high visibility crosswalks would be required, one on the north side of the intersection and one on the east side. At the intersection with West Sanford Ranch Road, the shoulder along the north side of Talmage Road becomes too narrow for a Class I path. Beyond this point some shoulder and crossing improvements similar to those proposed for Old Hopland (see Project HOP-3) would improve pedestrian safety from West Sanford Ranch Road, approximately three quarters of a mile to the east to Old River Road and the City of 10,000 Buddhas facility. This would consist of a 6’ colored/paved shoulder added to both sides of the street (see Figure 84 and Map 32).

From the Public Input Report and conversations with County and City staff, a reoccurring issue on Talmage Road is that pedestrians and bicyclists wear dark or non-reflective clothing when using the road shoulders in dim light or at night. In addition to the physical improvements to this corridor, and given the long time horizon before they could be implemented, an educational campaign may be appropriate to improve pedestrian and bicyclist habits and driver awareness along Talmage Road.

| Talmage Road Class I Path and Shoulder Improvements Cost Estimate (see Appendix A for detailed estimate) | $ 2,494,819 |

Figure 82: Talmage Road near Talmage Market, looking east (Source: Google Street View)  
Figure 83: Intersection of Talmage Road and Old River Road, looking west (Source: Google Street View)
Figure 84: Colored shoulder in Capay, California (photo Sofia Zander)
Map 31: Talmage Road Pedestrian Improvements - Class I Path Improvements
Map 32 Talmage Road Pedestrian Improvements - Colored Shoulder