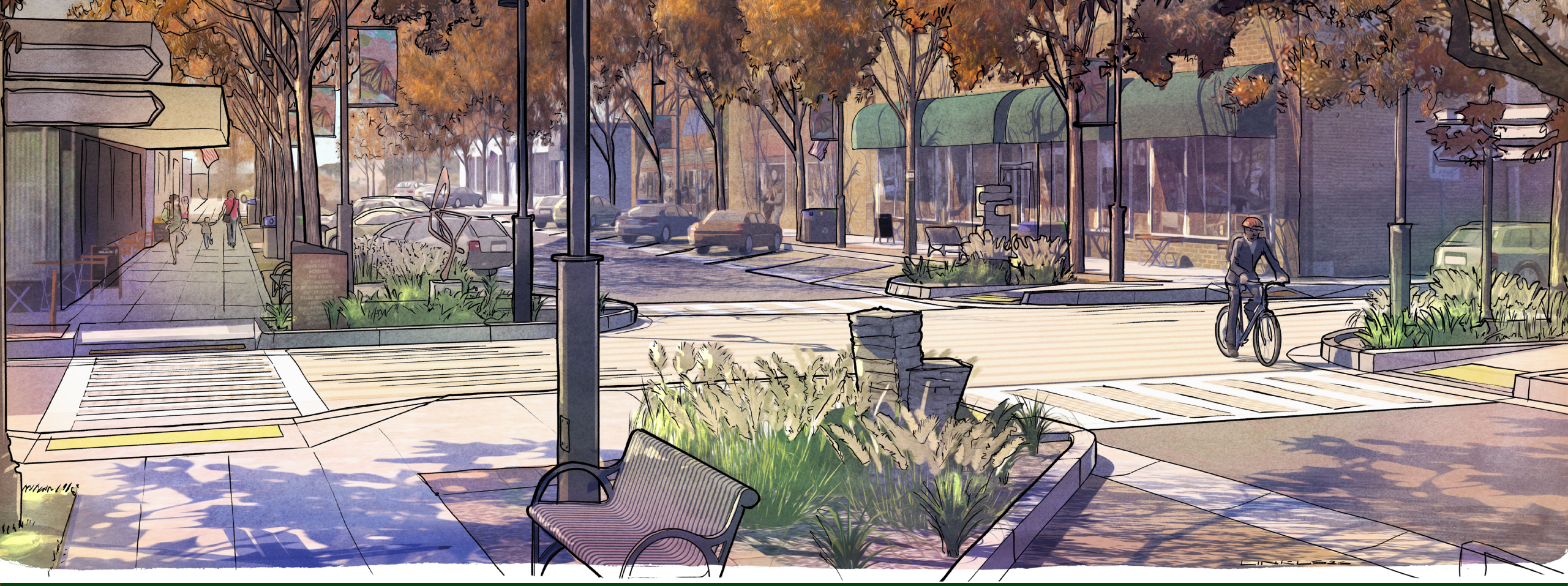


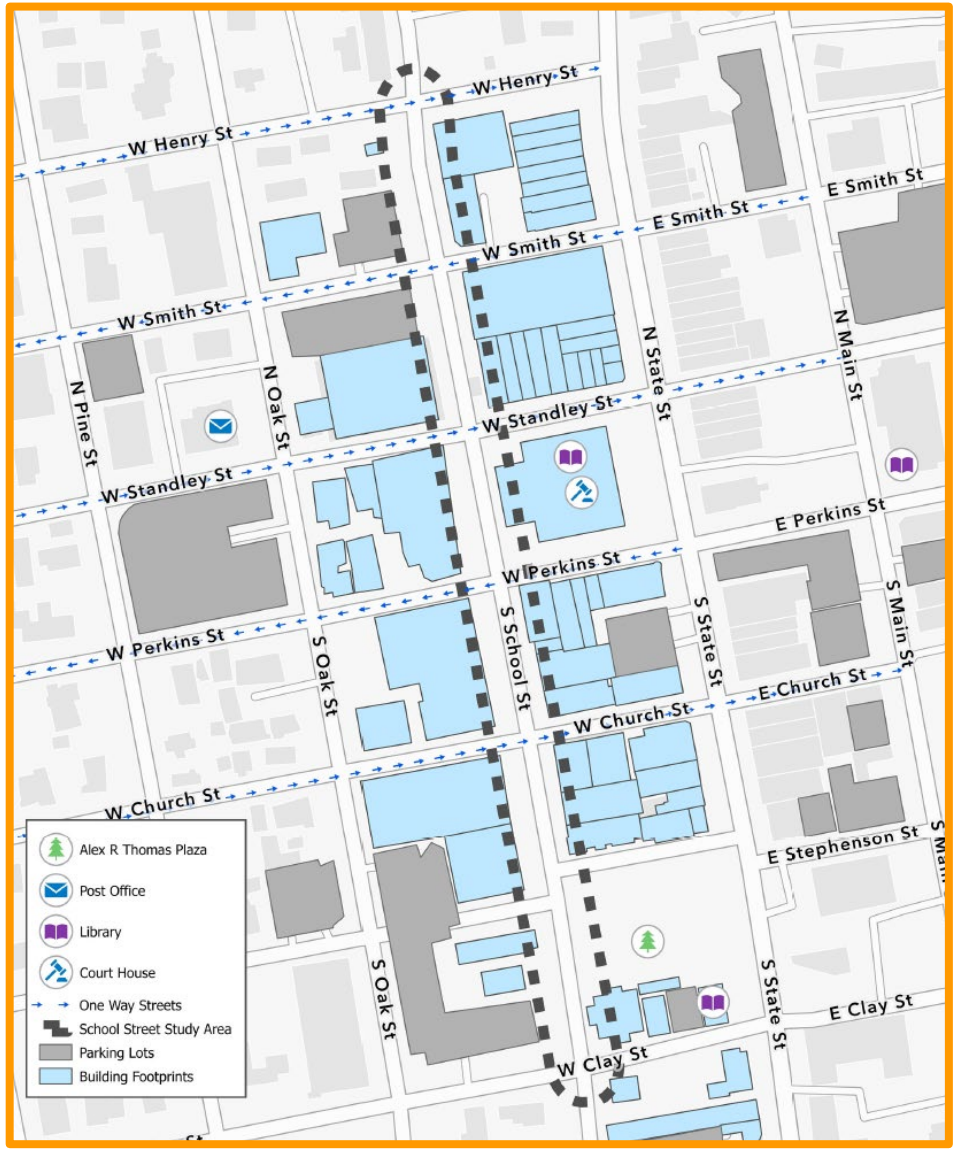
School Street

Multimodal Transportation Corridor Study

City Council Presentation

April 15, 2026

Scope and Goals



1. Multimodal Mobility
2. Economic Resilience
3. Connectivity
4. Support Community Events
5. Create a Strong Sense of Place (Placemaking)
6. Accessibility, especially for those with disabilities

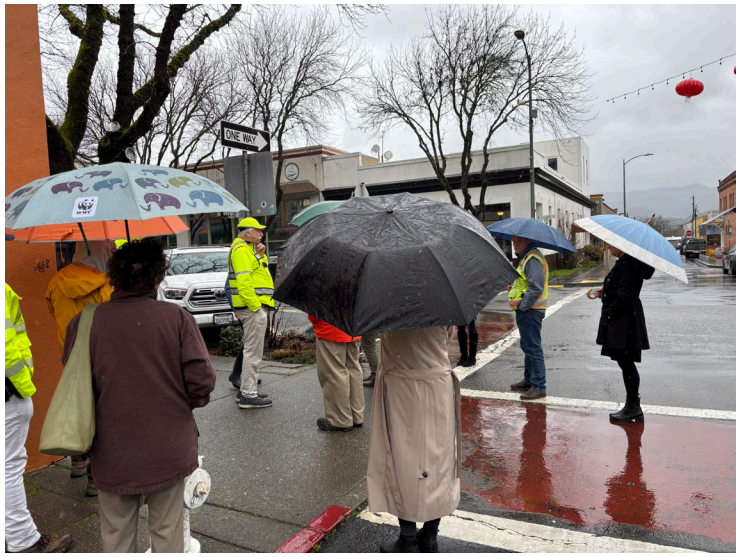
Plan Development

How did we get here?

Community Engagement

Phase 1: Winter 2025 – Spring 2025

- Technical Walk Audit: February 13
- First Public Workshop: February 13
  - 38 participants
- Interactive Map: January – March 2025
  - 110 comments



Phase 2: Summer 2025

- Second Public Workshop: June 24
  - 15 Participants
- Online Survey: July 24 – August 29
  - 415 responses

Community Engagement

Phase 3: Fall 2025

- Public Walk Audit and Third Public Workshop: December 11
  - 35 participants

Priorities

- Retain trees
- Wider sidewalks
- Pull-in diagonal parking
- Improved walkability
- Maintaining Ukiah's charm
- Supporting local economy

Findings

Existing Pedestrian Amenities

School Street already has many features that improve walkability, like curb extensions, benches, trees, etc.

Potential Improvements

Faded crosswalks, non-compliant ADA ramps, limited lighting were all identified as potential improvements.

Maintenance Issues

Tree roots have caused cracked sidewalks, drainage issues, utility conflicts, and are impacting building foundations.

Trees

- Chinese Pistache were planted 60 years ago
- Planted on top of existing utilities
- Can be long-lived, but undersized planters could reduce lifespan and safety

Tree Species – Chinese Pistache

Current Code Required Species for School Street (§9229.7 REQUIRED STREET TREES)

- *Pistacia chinensis* / Chinese pistache
- Typical size is 35’ wide x 40’ tall
- Requires **minimum 6 - 7’ wide planter** to minimize root and hardscape conflicts
- Current planter sizes are inadequately sized and range from 4’ square to 4’ x 5’ to 3’ x 3’ at the smallest
- Reconfiguration of streetscape provides an opportunity to plant new Pistache trees with larger planting space

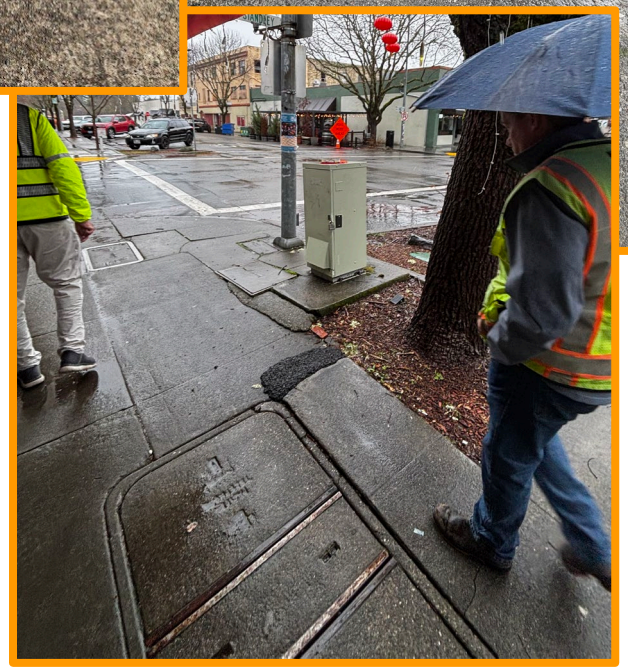
Tree Roots

Root systems extend beyond tree well

Current Tree Issues

Existing tree roots are already impacting:

- Sidewalk quality (hazard) and ADA accessibility
- Root heave
- Water lines clogged
- Sewer backups
- Drainage inlets
- Power lines cut-off underground
- Buildings (entrances, foundations)
- Ugly patchwork on sidewalk from maintenance



Existing trees will continue to severely impact underground utilities (sewer, water, electrical, gas), adjacent buildings, curb, and the sidewalk.

Corridor Principles

Walkability

The purpose of a city is to maximize exchange, including exchange between people and businesses, and intersections with community members. This exchange can be fostered by creating a **more walkable environment.**

How can walkability be improved on School Street?

Sidewalk Parts

By breaking sidewalks into three distinct parts: **Frontage Zone, Furniture Zone and Pedestrian Thru Zone,** it is easier to see and protect each function.

The Pedestrian Thru Zone should NEVER have intruding parts, such as sandwich boards, trash cans or other interrupting features.

Design Principles

Streetscaping toolkit

- Appropriately utilizing the sidewalk zones
- Parking Strategies
- ADA Accessibility
- Traffic Calming and Pedestrian Enhancements
- Streetscape Amenities
- Space requirements for the Chinese pistache

Community Values / Priorities

- Retain tree canopy
- Retain parking
- Larger tree wells
- Wider sidewalks
- Street furniture / amenities

Preferred Concept

Preferred Concept

Preferred Concept: One-Way Street with Diagonal Parking

- Reconfigures travel routes
- Allows for diagonal parking
- Allows for up to 15’ sidewalks, including tree well space (leaves 5’ – 8' walking space)
- One-way split at Perkins

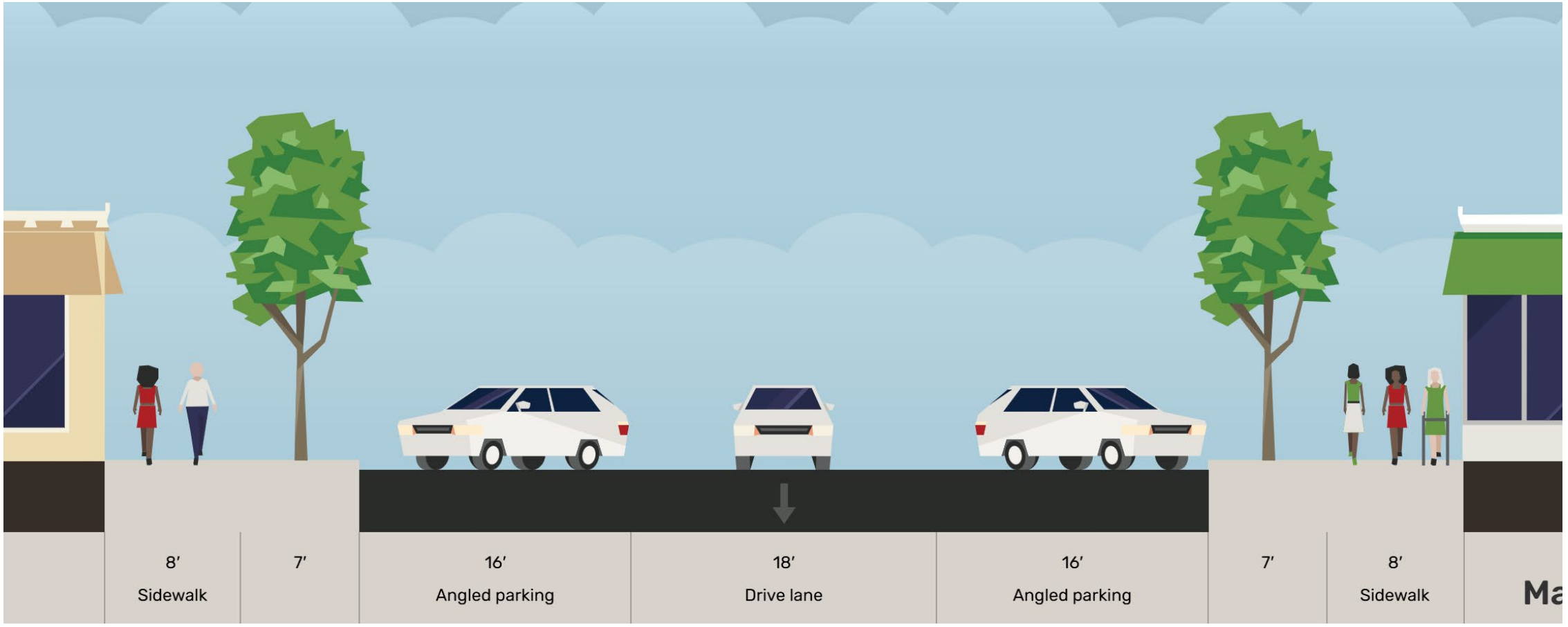
Alt. #2: Keep Two-Way Traffic and Diagonal Parking

- Retains current travel patterns
- Retains current parking configuration
- 12’-13’ sidewalk widths (1’ more than current), less tree well space (leaves 3’ – 5’ walking space)

Alt. #3: Two-Way Traffic with Parallel Parking

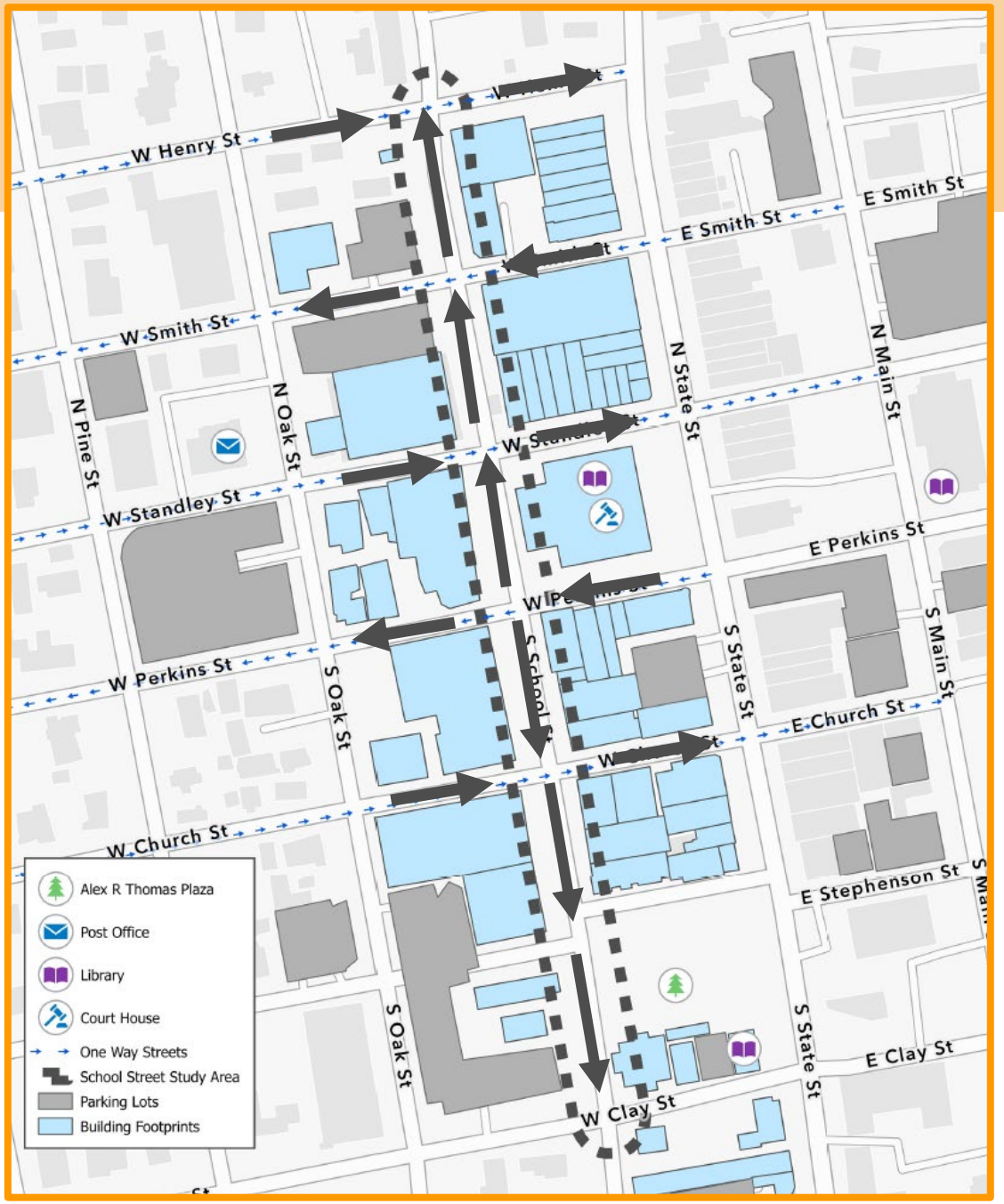
- Retains current travel patterns
- Reduces number of on-street parking spaces
- Allows for widest sidewalks (up to 20’, leaving 10’ – 13' for walking space)

Preferred Concept

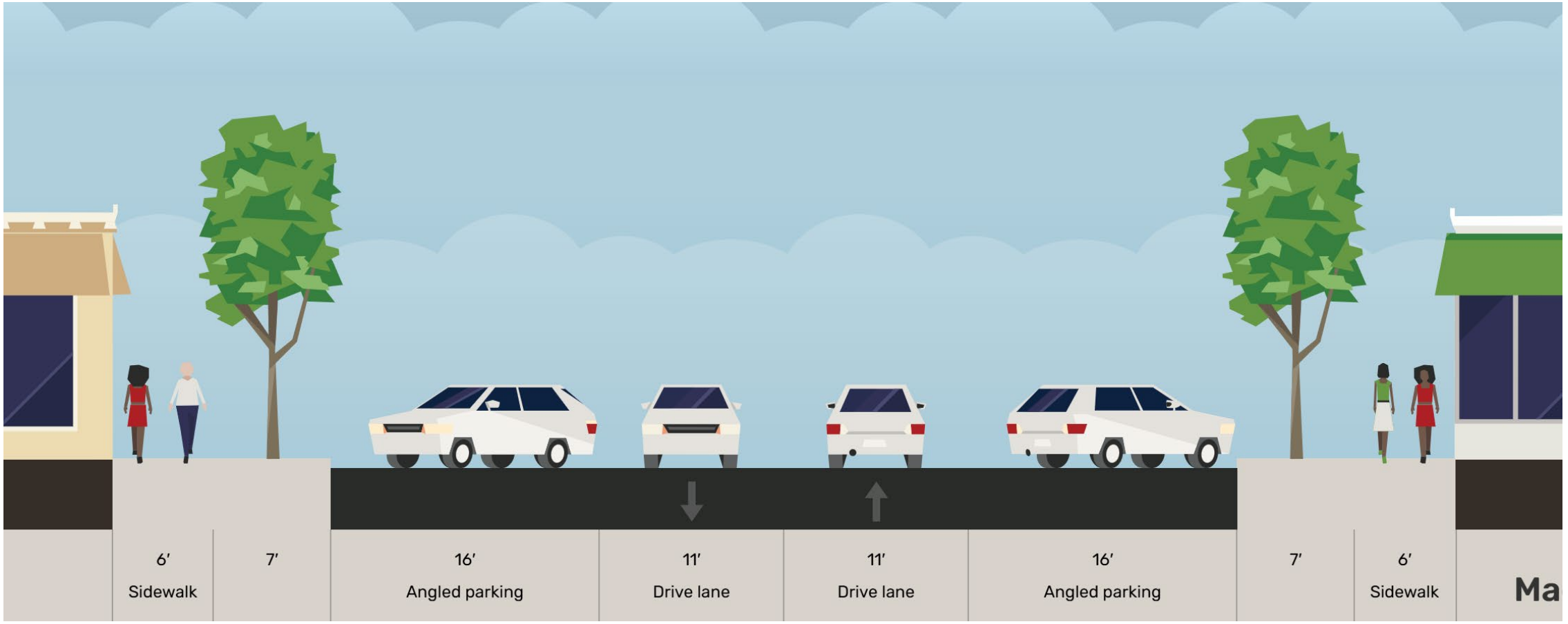


Preferred Concept: “Split” One-way at Perkins Street

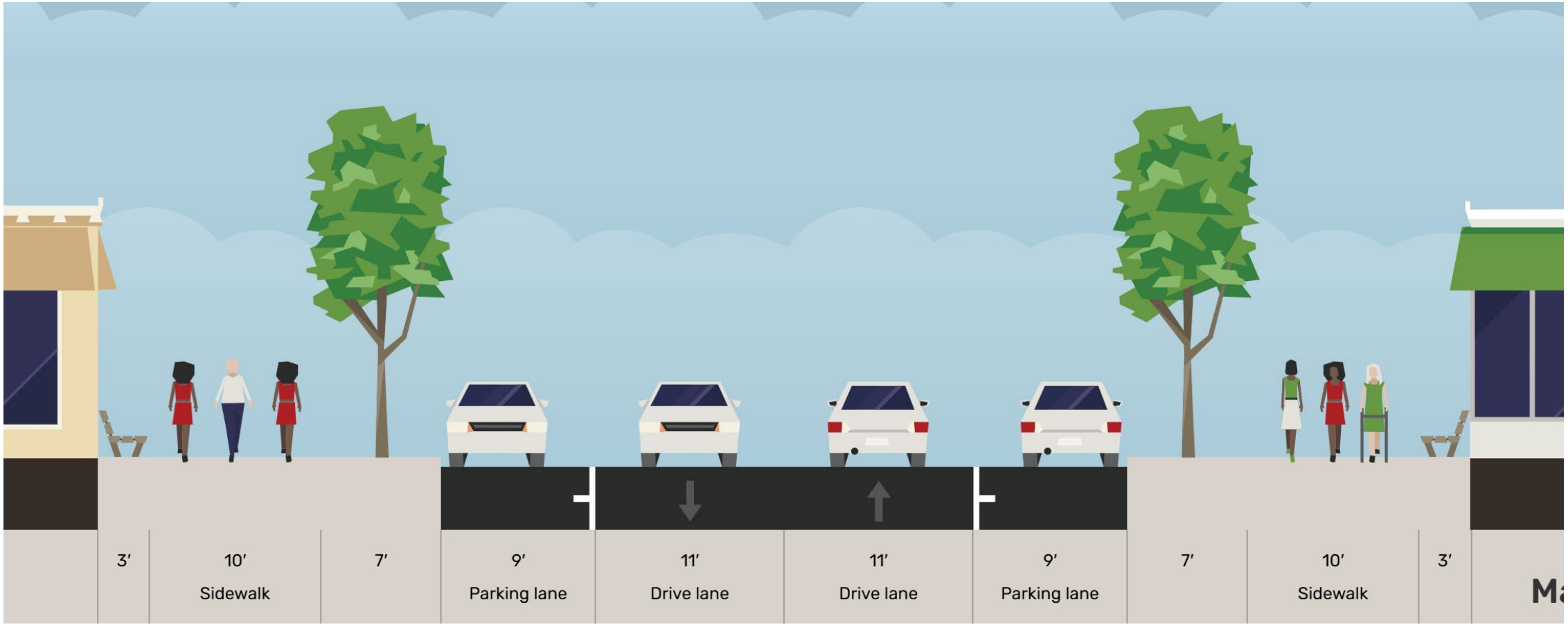
- One-way travel
- Northbound north of Perkins Street
- Southbound south of Perkins Street
- Retains angled parking
- Allows for up to 15’ sidewalks including trees



Alternative 2: Two-Way Traffic and Diagonal Parking



Alternative 3: Two-Way Traffic with Parallel Parking



Accommodating the Chinese Pistache

Accommodating the Chinese Pistache shaped feasible alternatives.

The preferred concept would need to have planters big enough for the Chinese Pistache to mitigate future root issues.

Option 1: Retain trees w/ improve wells and root barriers

- Risk to tree health, unknown conditions underground
- Doesn't resolve utility conflicts
- Reduces streetscape opportunities

Option 2: Move/Relocate Trees

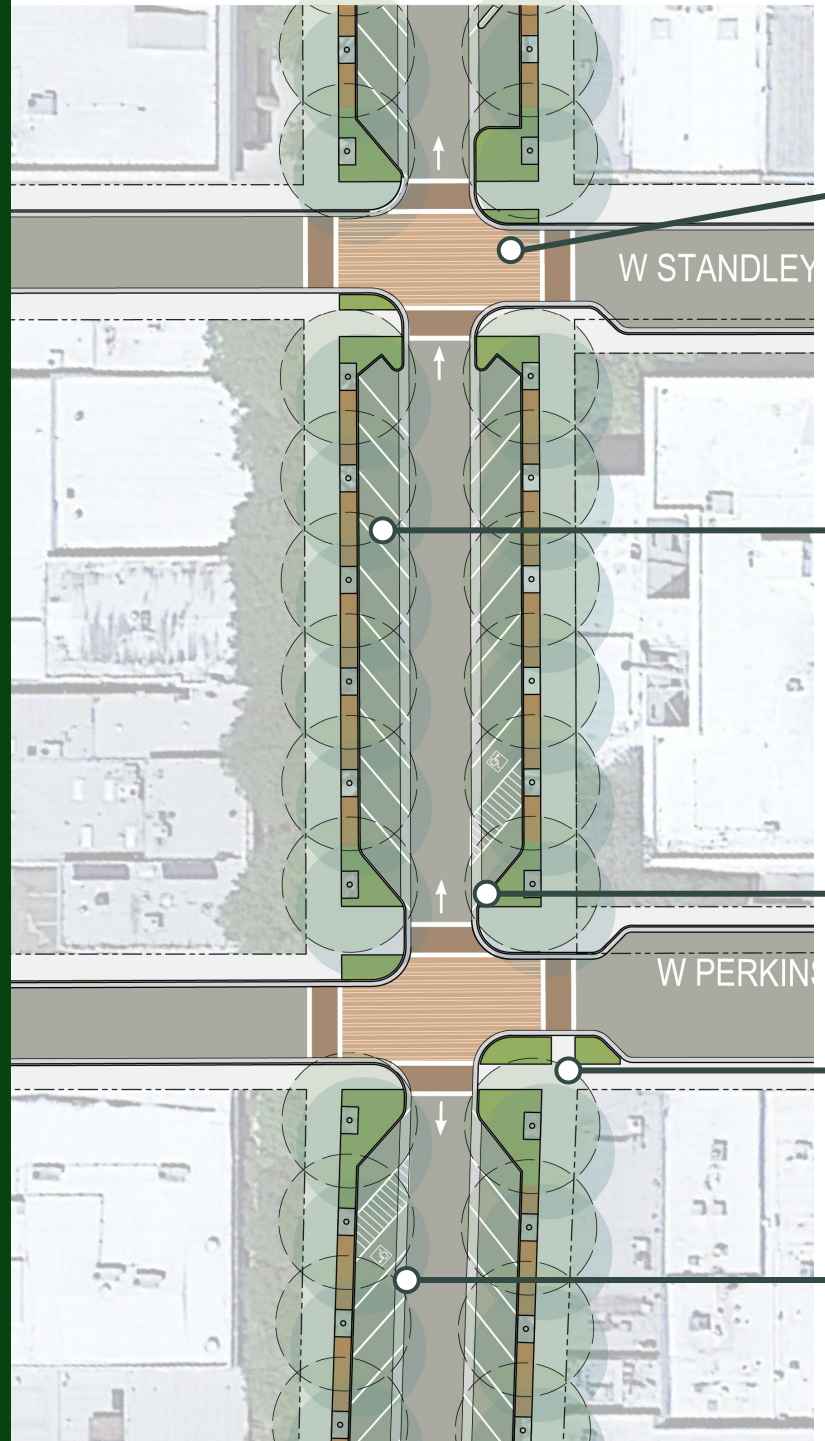
- High risk to tree health

Option 3: Plant a second row of trees and phase out older trees

- Risk to health of new trees
- Doesn't resolve utility conflicts
- Reduces streetscape opportunities

Option 4: Tree Replacement program

- Best outcome for future tree health
- Requires removal of existing trees
- "Full reconstruction" vs "patchwork" caution



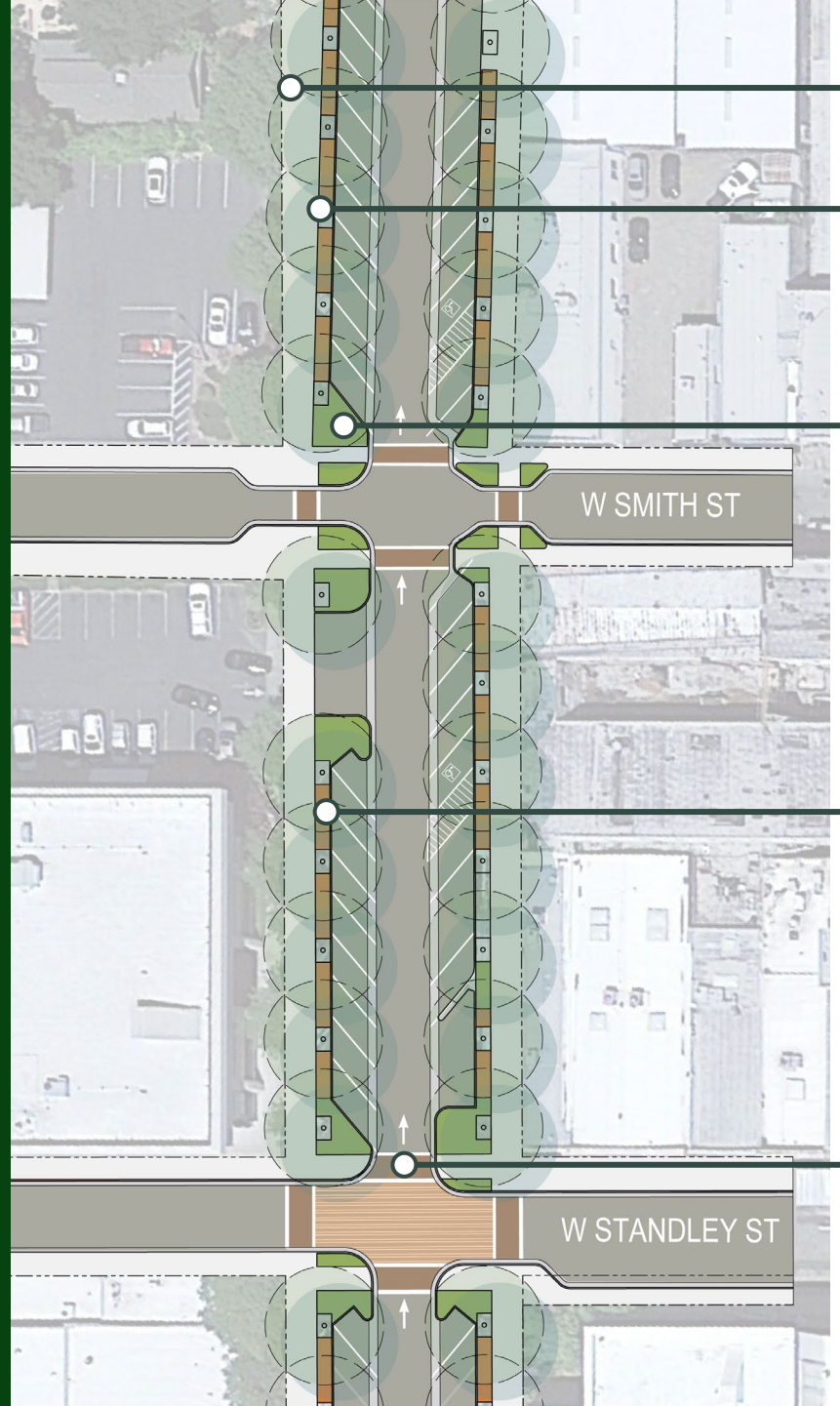
Raised intersection

Diagonal pull-in parking retained

One-way split at Perkins St.

Curb extensions and directional curb ramps

Valley gutter to improve drainage



Sidewalk: 10.5 ft

Tree Planters: 5 ft x 10 ft

Landscaping and drainage within proposed curb extensions.

Street furniture: lighting, benches, and bicycle parking

Specialty paving: crosswalks and furniture zone

Accommodating the Chinese Pistache

By reducing School Street to one-way, the preferred concept plans for tree planters that adequately accommodate the Chinese Pistache.

Properly sized planters will lead to healthier trees with longer life spans for generations to come.

It also ensures that the walkway can be expanded and there is room for street furniture and amenities.

Implementation Plan

Implementation Strategy: construct the entire corridor at once to limit circulation disruption, impacts to utilities and grant availability.

It is recommended that trees along the corridor are **replaced with new Chinese Pistache**, as required by the Downtown Zoning Code.

Total cost: ~$15.8M

Funding Opportunities

Local

- Measure Y

Federal / State / Regional

- Active Transportation Program (ATP)
- Affordable Housing and Sustainable Communities (AHSC) Program
- Regional Transportation Improvement Program (RTIP)
- Cal Fire Urban and Community Forestry Program
- Urban Greening Grant Program
- Infrastructure State Revolving Fund (ISRF) Program

Thank You

PARKING LOT

Tree roots wrap around and break hard to replace water utility lines

Uplifted sidewalk slabs

Improperly planted trees cause multiple problems, from drainage, to uplifting curbs, to cracked building foundations.

Result with existing trees and expanded sidewalk

How fast do trees grow?

2022

2024

2025

Daylighting Law

Assembly Bill 413 – CA State Law

- Went into effect January 1, 2025
- Now requires setback from crosswalk for on-street parking
  - No parking within 20 feet
  - 15 feet back with curb extension
- Net loss of 1-2 spaces per block face