

**School Street Multimodal  
Transportation Corridor Study**

**Welcome**

**Workshop #1**

**Thursday, February 13, 2025**



# Project Partners



**BLUE ZONES**<sup>®</sup>

This Plan is funded by a Caltrans  
Sustainable Communities Grant



# Our Team



Dan Burden, Planner  
BZ



Sarah Bowman, Admin  
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+



Matt Wargula  
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Rosanna Southern  
GHD

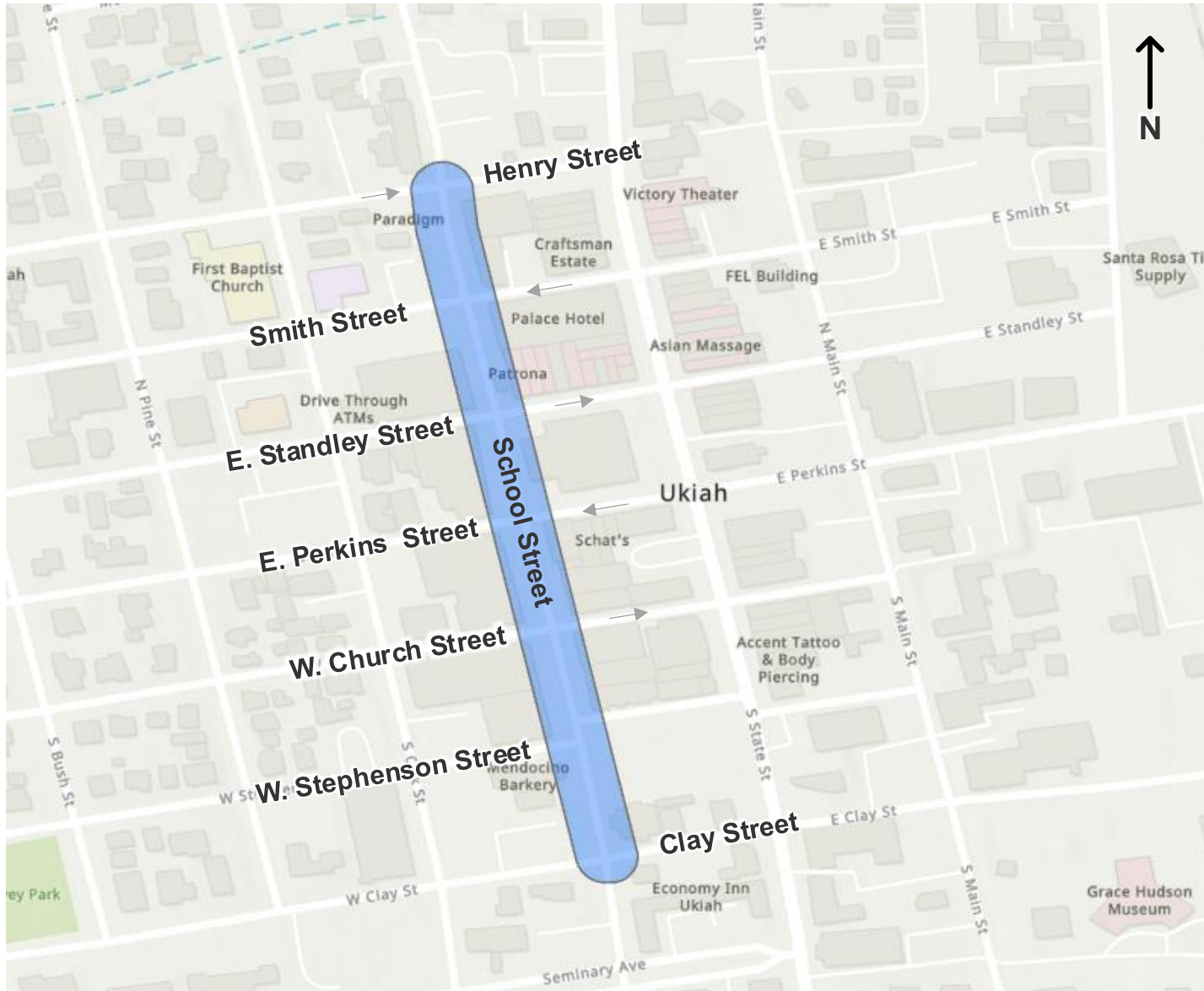
# Housekeeping

- Exits
- Restrooms
- Refreshments
- Please silence your cell phones
- Spanish speakers

# Agenda

1. Project Scope, Purpose, and Goals
2. Project Timeline
3. Project Website
4. Walkability
5. Feedback Breakout Session
6. Next Steps

# Project Scope



School Street

Between Henry Street  
and Clay Street

# Project Goals



Improve economic resiliency and environmental sustainability



Create a safer street for people of all ages and abilities



Enhance multimodal mobility



Support a variety of community events and uses



Create a stronger sense of place

## Updated Crossings



## Streetscape Improvements



## Parking & Loading Zones



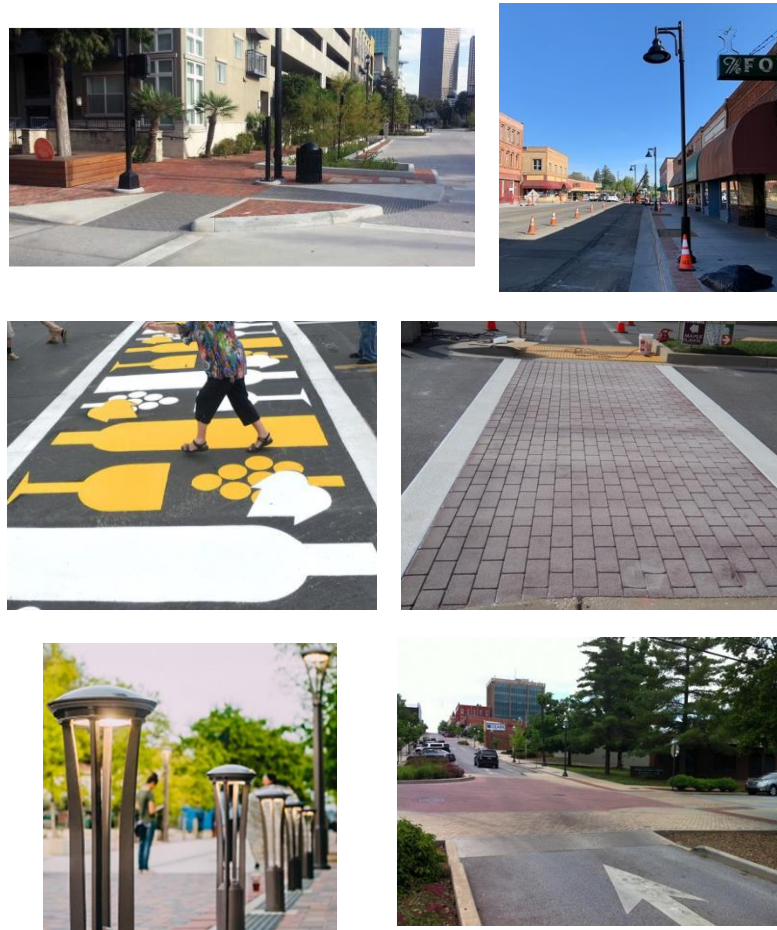
# What is a "Complete Street"?

➤ A street designed for **safe & comfortable** travel for people of all ages and abilities to walk, bike, drive, or ride.

## Bicycle Considerations



## Pedestrian Safety



## Streetscape & Supportive Features



# Existing Conditions

School Street...

Challenges include:

- *Retaining/Managing Parking*
- *Limited right-of-way and street width*
- *Access for deliveries and loading zones*
- *Enhanced Walkability*
- *Placemaking*
- *Retaining the Green*

Some areas have seen recent improvements



Various events occur throughout the year



Commercial corridor with limited space



Ample on-street parking



# Trees



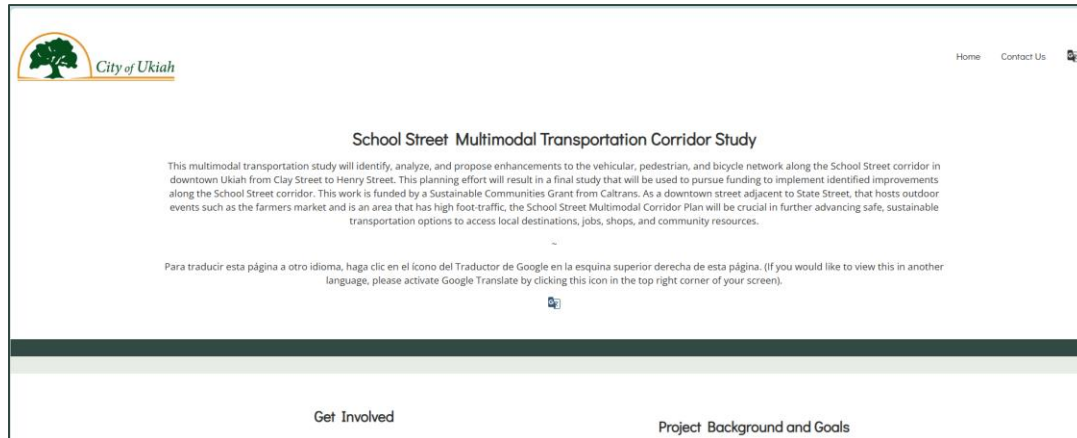
# Project Timeline



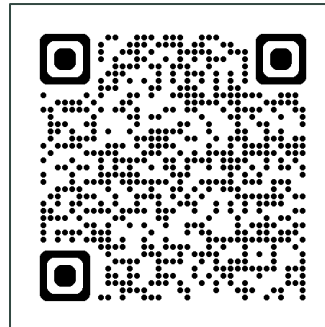
# We want to hear from you!

## Project Website

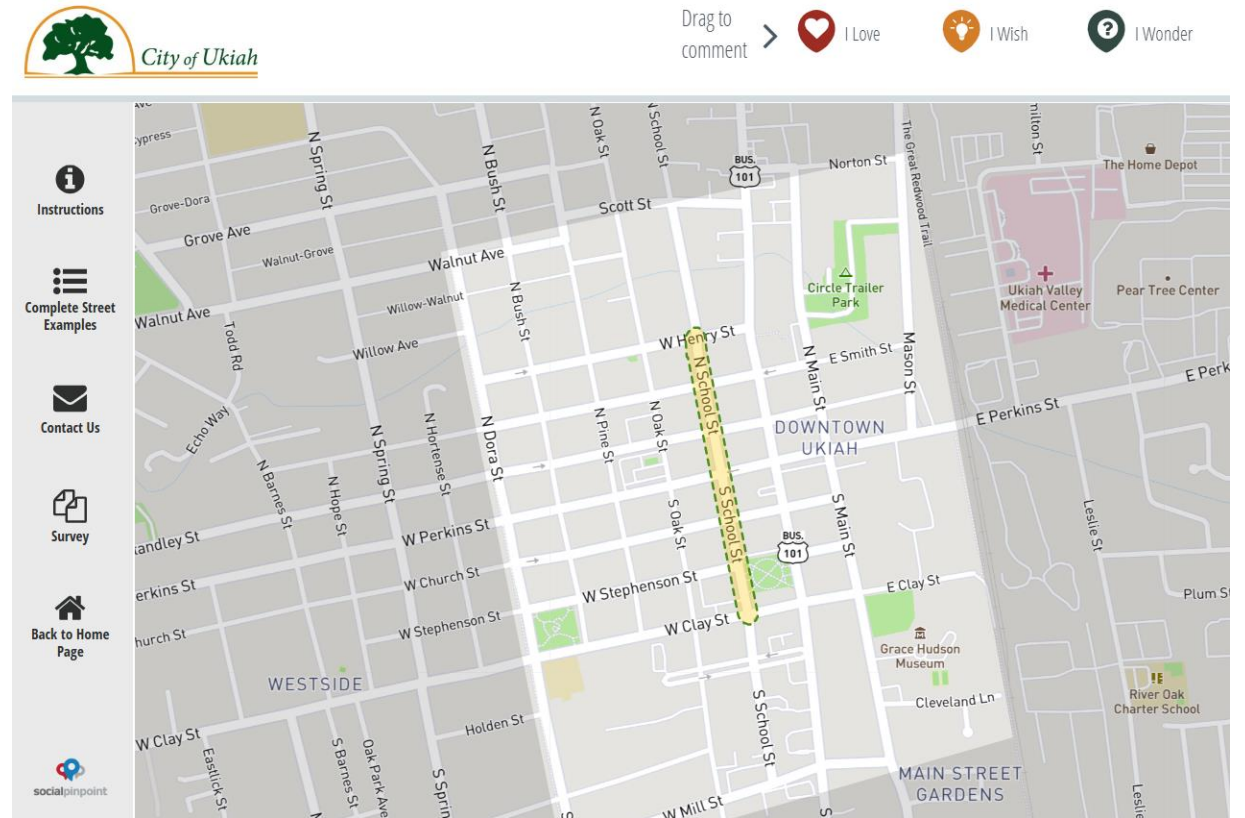
Visit the project website to learn more about the Plan and provide your feedback!



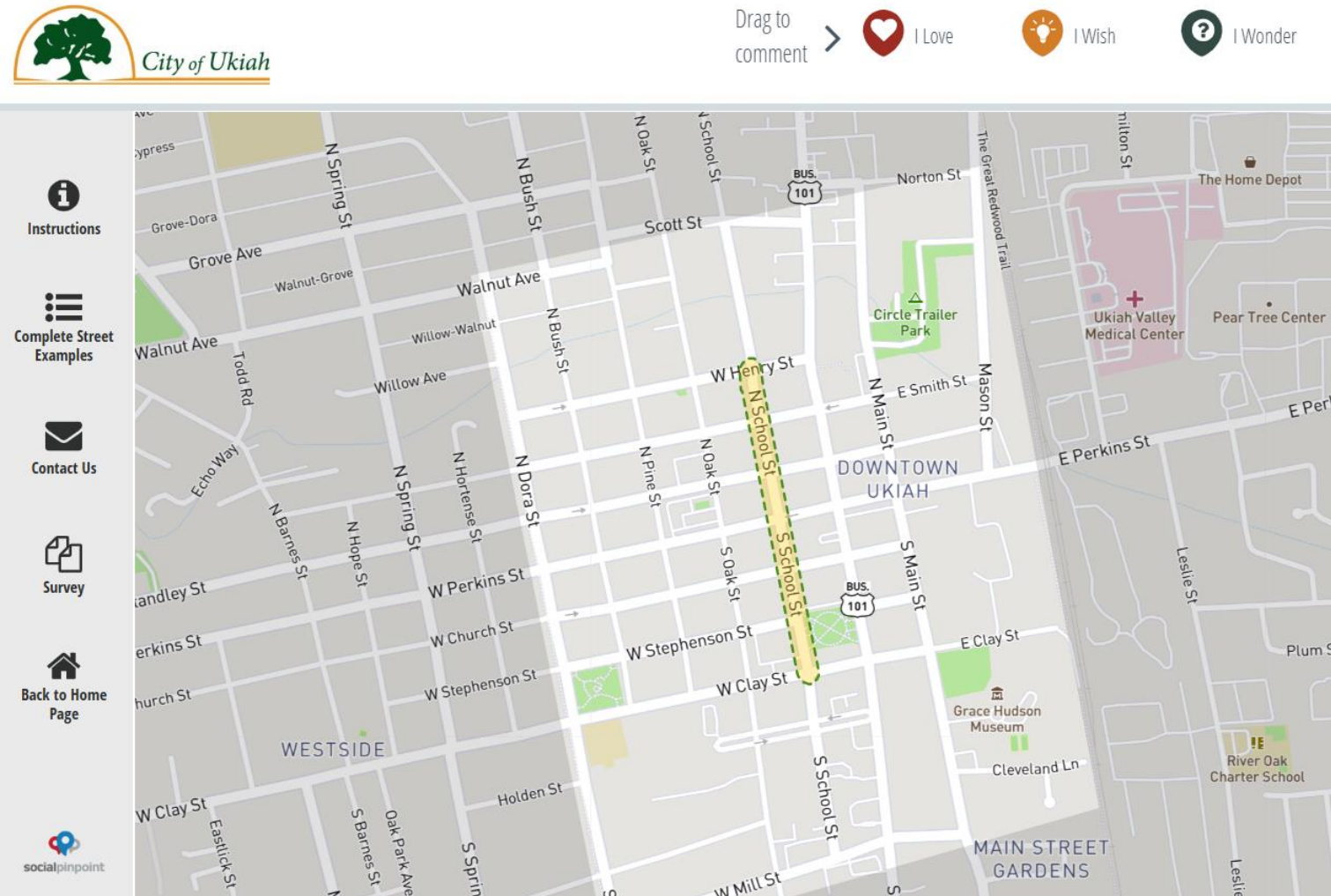
<https://ghd.mysocialpinpoint.com/school-street-corridor-study/home/>



## Interactive Map



# Interactive Map Demonstration



Visit

<https://ghd.mysocialpinpoint.com/school-street-corridor-study/home/>

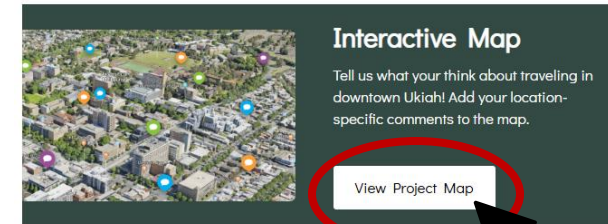
and scroll to “Interactive Map”

## Get Involved

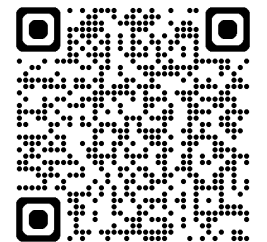
Thank you for your interest in the City of Ukiah's School Street study. Your input is very important!

Use the interactive map to tell us about walking and bicycling in downtown Ukiah — what do you love, what do you wish to see, and what solutions are you interested in?

Additionally, see below for more information on how to stay involved and upcoming public events.



Or scan the QR code to directly visit the interactive Map



# FEEDBACK BREAKOUT SESSION

What do you **Love**, **Wish**, and **Wonder** about traveling on School Street?

## I Love



How do you like getting around town?

What public spaces do you enjoy spending time in?

What are your favorite aspects of the street, and why?

## I Wish



What do you wish you could change about School Street?

What are some changes you wish to see on School Street?

## I Wonder



How do you imagine School Street evolving?

What kind of transportation solutions do you wonder about?

# What We Build



# What We Value



## Focus on Values

Ask leaders taking part in your work what they value the most about life here.

After completing his final epic travel and writing about the America he saw in 1962 (*Travels With Charlie*), John Steinbeck declared, “*America is out of synch with its values.*”



at

**Cities are an invention to maximize exchange (goods, culture, friendship, knowledge) and to minimize travel.**

**The role of transport is to maximize exchange.**

**....David Engwicht**





**People are  
Happiest when  
there are many  
others around.**

*Victoria, British Columbia*

# Our Events



Cheryl Green

Mari Rodin  
Mayor

Armond Brint



Each person we meet has a special story to tell which helps us shape and program a successful street.



Dan Burden

Armond Brint

Mari Rodin  
Mayor

Katrina Kessen  
Greater Ukiah  
Business/Tourism

# Ukiah Chamber of Commerce Social



# TECHNICAL WALK AUDIT TEAM



# Ukiah Chamber of Commerce Social



# Ukiah Chamber of Commerce Social





**Openly  
Hostile**

**Intolerant**

**Tolerant**

**Supportive**

**Place**

**Ensuring  
Safe,  
Accessible,  
Comfortable,  
Welcoming,  
Enjoyable  
Experiences**



Images: Winter Garden and Winter Park, Florida

# Placemaking

People seek places of the heart. While this may be a beach or other cherished natural or cultural place, the built environment can be enlivened by design decisions.

Place-based planning assesses all land use and transportation investments to ensure they align with the community's vision.

The siting of parks and schools offers tremendous opportunities with significant impacts to health and well-being.



A great street has 10 magical places, and ten things to do in each Magical place

# Sidewalk Parts

By breaking sidewalks into three distinct parts (Shy Zone, Furniture Zone and Walk/Talk Zone) it is easier to see and protect each function. The Walk/Talk Zone should NEVER have intruding parts, such as sandwich boards, trash cans or other interrupting features.

Today, Livingston has a number of features in the downtown sidewalk system that could use repair and better alignment with the above principles.



Furniture Zone

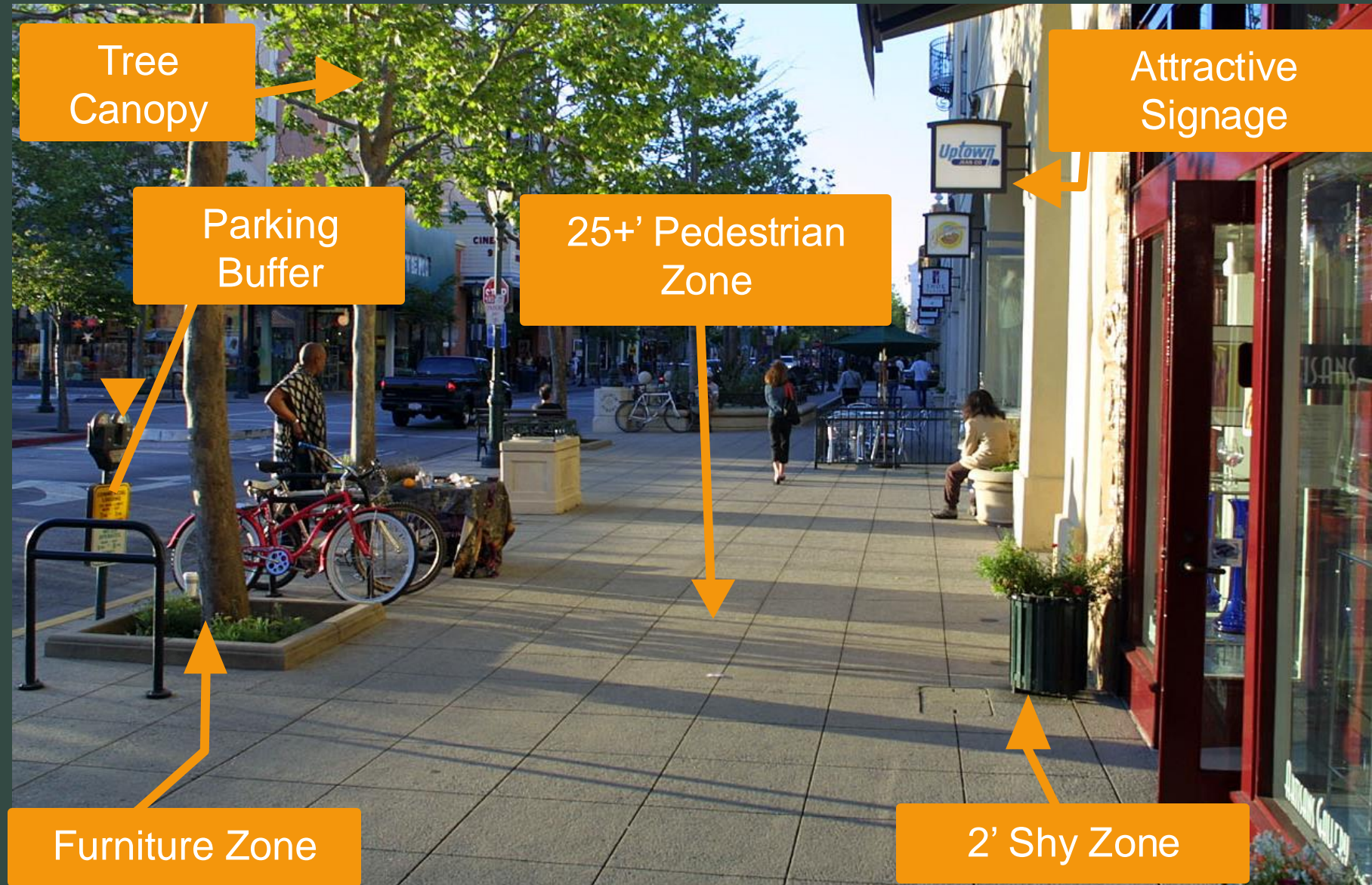
Walk/Talk Zone

Shy Zone

Holland, Michigan

# THE PARTS OF A SIDEWALK

Once the parts of the sidewalk are understood, context sensitive design solution flex the rules to create authentic, fun and memorable places. Pacific Avenue in Santa Cruz was once a four-lane drag strip. Following the Loma Prieta earthquake, the street became one-way, terminating for all traffic at the center. The recovered space became one of the best places in the state for people to relax and spend time and money.

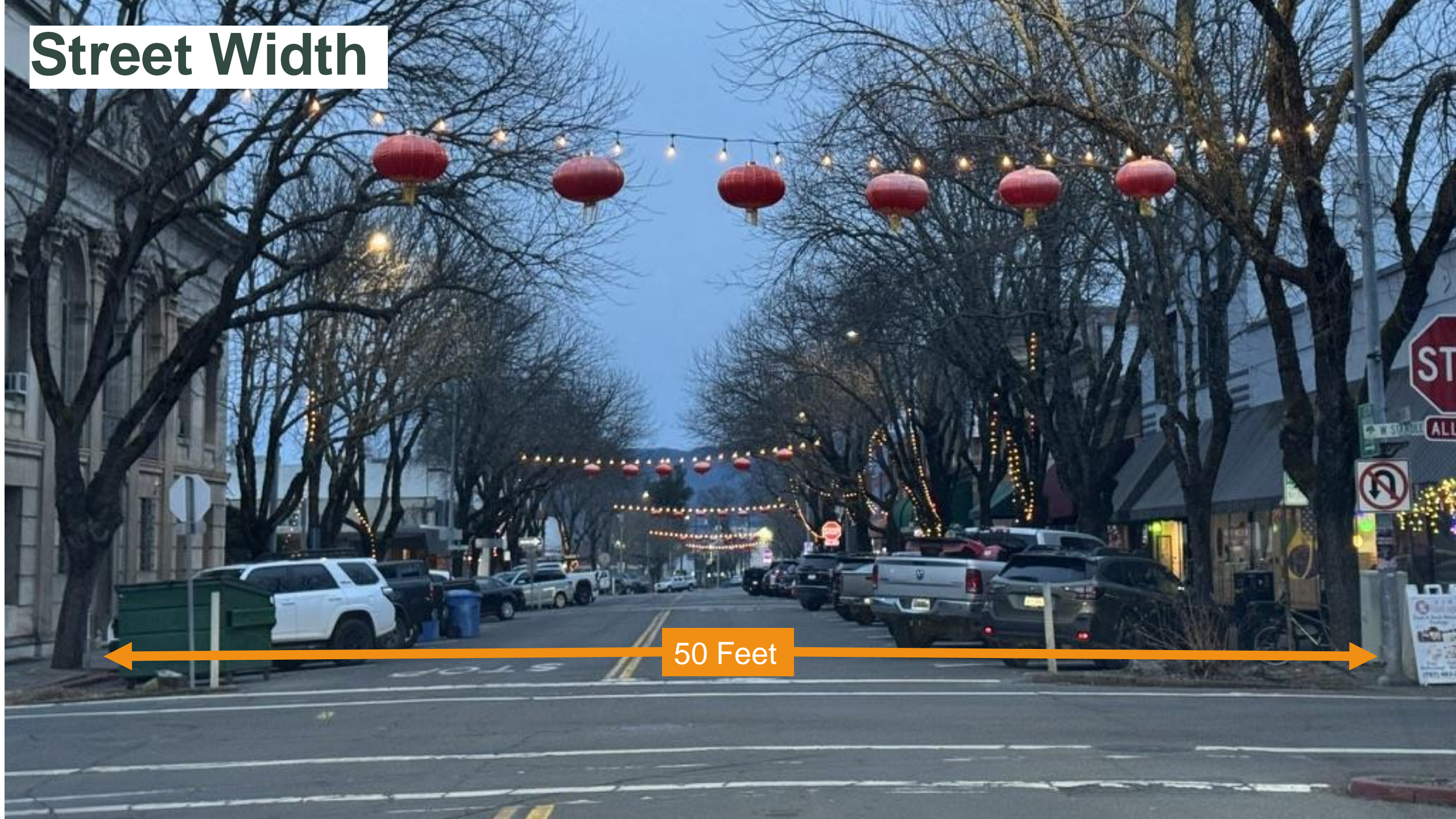


# Street Width



46 Feet

# Street Width



50 Feet

**Walkability**

Safety

Security

Convenience

Access

Welcome



Enclosure  
Transparency  
Imageability  
Complexity  
Human Scale

Shy Zone

Walk/Talk Zone

Furniture Zone



**Enclosure**

# enclosure

Enclosure refers to the degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other elements. Spaces where the height of vertical elements is proportionally related to the width of the space between them have a room-like quality.

## What do the experts say?

"Different building heights and levels don't provide the same enclosure as continuous edges"

"old trees with large canopies can make otherwise low enclosed places more enclosed"

"is the space well defined?"

A continuous street wall on both sides of the street gives this scene high enclosure.

The buildings and uniform street trees create a room-like effect by limiting long sight lines and views of open sky.

HIGH ENCLOSURE



This scene has low enclosure because the arrangement of buildings does not provide a well-defined street wall.

The scene feels open, with the ability to see far into the distance with large amounts of open sky.

LOW ENCLOSURE



# Enclosure



**Transparency**



To fully activate a street ground floor window glazing should fall within the range of 70-90%



**Security**

# Activity and Programming



# Ownership & Stewardship

Private property and public space that is well maintained and allows individual expression, contributes to a positive image, a feeling of safety and a sense of community





**Human Scale**



- **Sense of protection is strong**
- **Quality, uniform street furniture**
- **Presence of people**
- **Stores invite you in**

**Walnut Creek, California**



**Human Scale**

# HEALTH



20%

GENETICS

20%

ENVIRONMENT

50%

HEALTHY BEHAVIORS

10%

ACCESS TO  
CARE



The built environment matters. The long-term health and longevity of Huntersville's people rests on being able to stay active, socialize and adopt livable lifestyles. Policies and actions to make walking and bicycling natural activities again will help

# WHY WALKABILITY MATTERS

Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that cannot be found at a chemist. It is the tranquilizer without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny.



# AGING IN PLACE: DESIGN FOR 8 – 80

By designing our streets for our children and our elders, we are designing for all.

Due largely to advances in medicine, the average man will outlive his ability to drive by 7 years, and the average woman will outlive her ability to drive by 12 years (AARP).

Preserving mobility as we age is important to retaining the health of all. To achieve this calls for many things, but leading the list is the ability to live near many services, walking and cycling there.



Ageing-in-Place means remaining in one's home safely, independently, and comfortably, regardless of age, income, or ability level. It means the pleasure of living in a familiar environment throughout one's maturing years, and the ability to enjoy the familiar daily rituals and the special events that enrich all our lives. – National Association of Home Builders



**"If we want a booming economy of mom and pop stores, we'd better build the environment where they succeed"**



**New Port Village, Port Moody**



**New Port Village, Port Moody**

# SOCIAL HEALTH



Our streets make up 30-80% of our public open spaces. If these streets are poorly designed to only move vehicular traffic, they fail our greater societal exchange needs.



# SOUTH BEACH, MIAMI, FLORIDA



Espanola Way, circa 1995



Espanola Way today

# THE OUTCOMES: DISCUSSION POINTS



How do we form partnerships with the business, residents and health community?  
What is their role in advancing local programs and complete streets?



Mountain View, Ca



Mountain View, Ca



Coquitlam, BC

# Fun Places to Sit







Well cared for buildings

Public Art

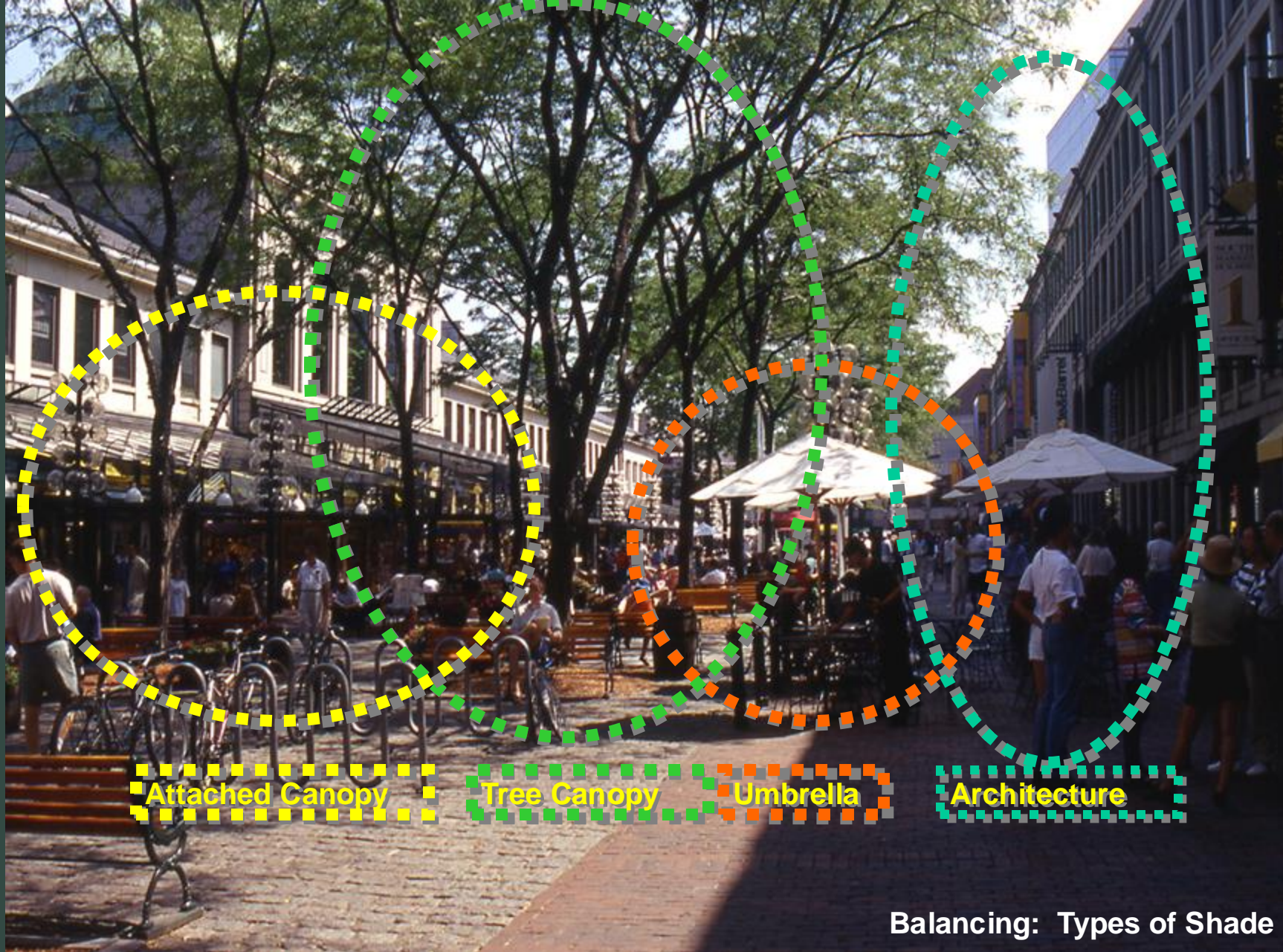
Green

ADA corners

Compact Intersections

**Shade**





Attached Canopy

Tree Canopy

Umbrella

Architecture

Balancing: Types of Shade

Shade comes in many forms including architectural shade (determined by annual sun angles, attached canopies, freestanding umbrellas and landscape. Balance of sun and shade are determinant in active and passive activities. In warm climates, shade is a critical asset to the 12-month use of a space.

# Trees



# Use linear, not square, tree wells for greater walkability

Most experts recommend a minimum tree well size of 4 feet in diameter, but linear creates better walkability





Missing trees

Small tree wells



**Castro Street, Mountain View, California**



NO BIKE RIDING ON BUSINESS DISTRICT SIDEWALKS



**Trees help create enclosure. People want to feel fully separated from traffic. A tree canopied street adds 12% additional revenue to shops.**





**Enclosure -- "Visually Defined"**

**One-Way Street**



Pacific Avenue, Santa Cruz, California





Victoria, British Columbia

**Parking**



15 Feet

20 Feet

2 Feet

54 Feet

Carmel-By-The-Sea, California



KEEPERS  
ROUTINE

Lyon Drug



Cottonwood, CA  
Main Street



# TRY BACK-IN ANGLED PARKING

On-street parking only takes up one-third of the space needed for off street parking, since the access lane and turn radii are always included in the street. In this low speed parking access street, only 23 feet (curb to curb) was needed to achieve this parking.

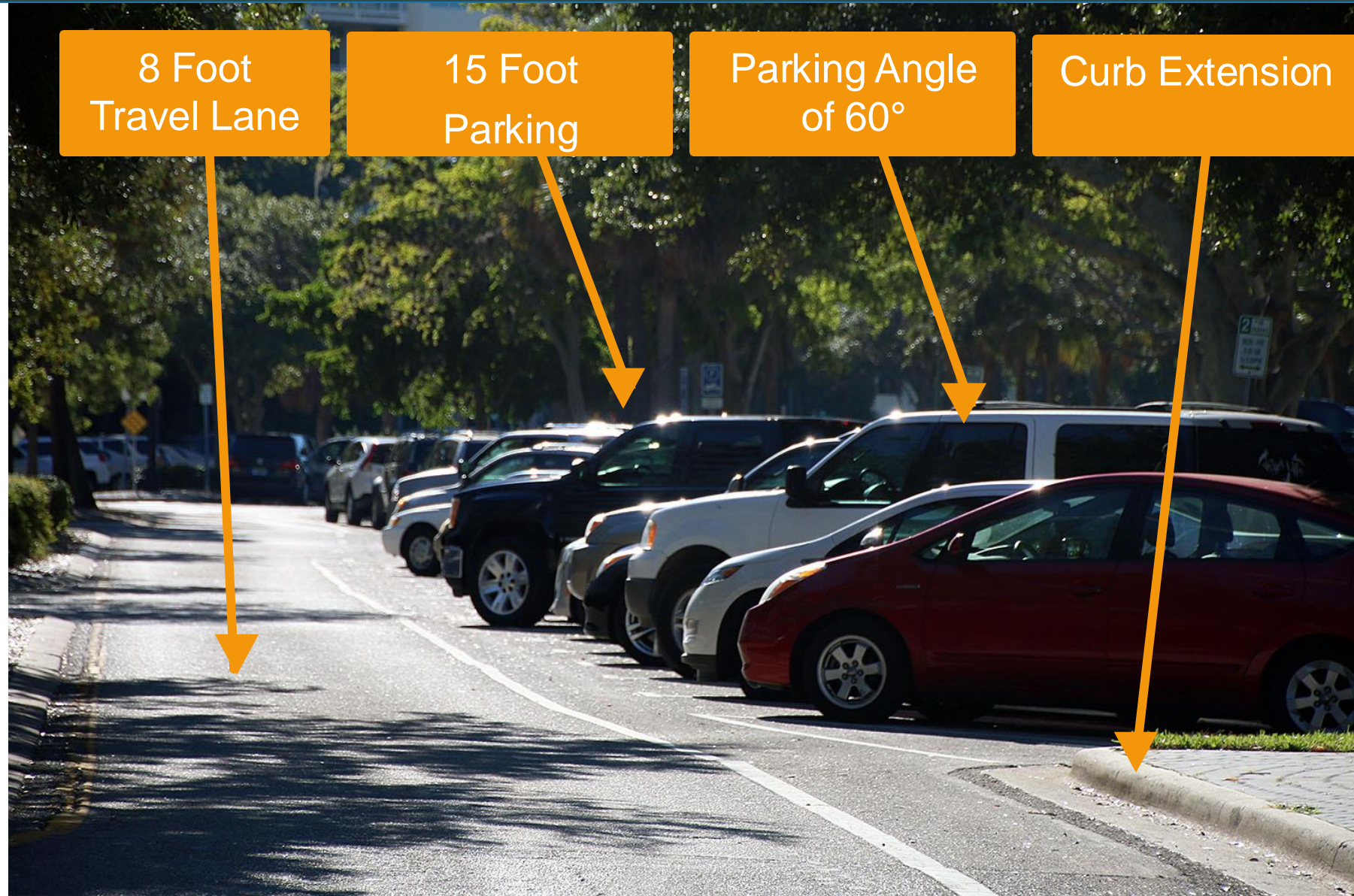


IMAGE LOCATION: SARASOTA, FLORIDA

# Would Front-Out parking benefit School Street?



# TRY BACK-IN ANGLED PARKING



# TRY BACK-IN ANGLED PARKING



Allow 3 Feet for Overhang





821-FGX

INTRIGUE

Citroën

# USE INSET PARKING



IMAGE LOCATION: REDMOND,  
WASHINGTON



IMAGE LOCATION: DAVIDSON, NC

# USE INSET PARKING

Inset parking makes use of curb extensions and occasional tree wells to tame and green the street.

Parking bay widths can be kept to 7 feet, or even 6 feet if valley gutters are used. In the illustration shown here, the overall concept is to bring 12<sup>th</sup> and 13<sup>th</sup> Streets down to 20mph, and with such a design, most bicyclists feel comfortable using the travel lane that they occupy.



**Chicanas**

# Chicanes As Gateways



Median

Curb extension

Curb extension

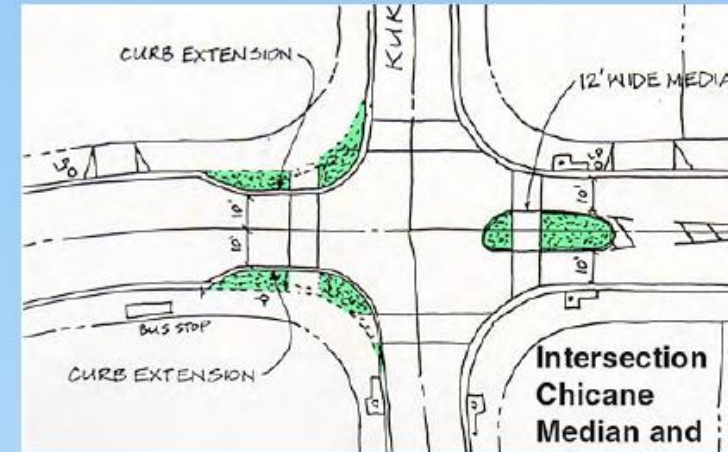
Image: Saugatuck, MI

# Switch Parking Each Block to Create a Chicane

Another option for parking calls for creating new



Intersection Chicanes involve two curb extensions on one side of the intersection, and a median on the opposite side. This combination of treatments brings the motorist toward the center, then brings them back toward the side. This resulting deflection path brings speeds down to the desired level of 15-20 mph. All raised areas become gardens for the neighborhood. Both sides of the intersection are narrowed, minimizing crossing distance and time. As a general rule the side with curb extensions is narrowed to 20-26 feet. Chicanes can be used on streets with volumes as high as 12,000 ADT. Use of intersection chicanes eliminates the cost of going to more expensive traffic signals, or noisy and problematic 4-way stop controls. These treatments are preferred by emergency responders and transit providers to more intrusive four way stops and raised crossings.



**Cost:** Affordable to Moderate. Typical range from \$15,000 to \$45,000 each. Costs vary widely, based on if curb extensions are attached to the curb (interrupting drainage) or detached (creating a higher maintenance cost).

**Benefits:** Assists by simplifying street crossings, sometimes narrowing crossing exposure from 36-44 feet, down to 12 to 16 feet. Helps focus student crossing to those locations with the best sight lines. Helps alert motorists to crossing locations. Most commonly used on 2-lane roadways with daily traffic volumes below 12,000. ADT.

**Details:** Intersection chicanes, like most traffic calming features, perform best with both tall trees and low ground cover. When curves or hill crests complicate crossing locations, median islands are often extended over a crest or around a curve to where motorists have a clear (6 second or longer) sight line of the downstream change in conditions. Lighting of median islands is essential.





# ONE-LANE ONE-WAY EXAMPLE, BATESVILLE, ARKANSAS



**BEFORE**



**AFTER**

Batesville, Arkansas, had a failing downtown with a 2-lane one-way couplet (similar to Hood River). Speeds were high and there was no sense of place. After pondering going back to a two-way street, knowing they wanted low speeds and significant added parking, they kept the one-way operation, then converted one of the lanes to angled parking. The added effect of alternating the parking each block, creating a chicane at each intersection, brought the needed magic to the street. Stores are now doing well, and new investors are flowing into the remade street.

**Intersections**



Newer sections of School Street have 2 ramps per corner and curb extensions. Many 4-way stops help keep speeds low.



Use Landscaping to permit curbing and avoid flares



Ideally pedestrians would not need to cross more than 20 feet. With a median this becomes 14 feet.

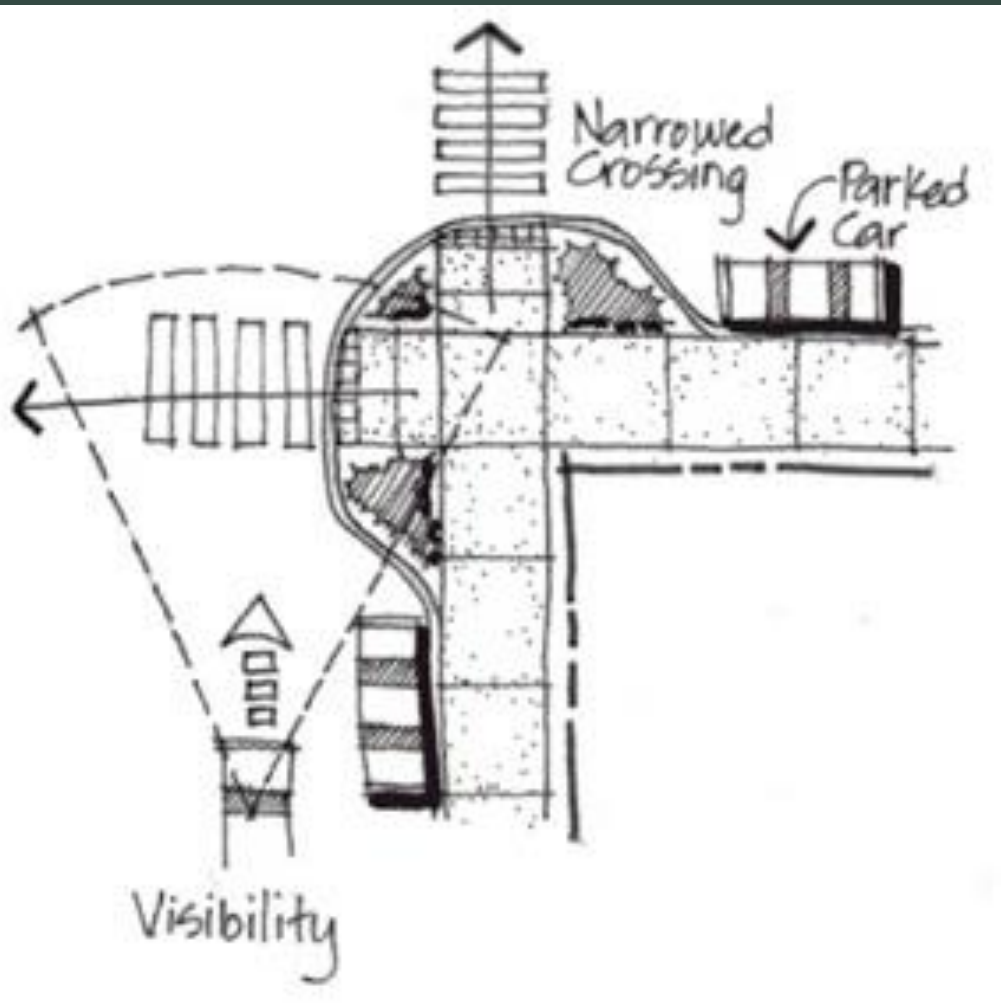


**Domed Circle, Providence, RI**

Chicanes, curb extensions, domed mini-circles, and other intersection treatments can help keep speeds low.

# Curb Extensions

# Curb Extension Advantages



Motorists no longer block sight lines

Ground cover is kept trimmed to 24 inches

Trees are undercut to seven feet

Motorists can pull forward to see past parked cars

Motorists are able to see pedestrians standing in a prominent location

Keeps speeds under control, especially on turns

Creates new public space

Helps slow traffic in important areas



Make use of curb extensions to reduce the turning speed of motorists, and to limit the exposure in time and distance of people on foot. A one-way street opening can be reduced to as little as 14 feet.

Curb extensions) can also be built detached. This approach to construction reduce the cost of each curb extension by a significant percentage.



# GET CREATIVE WITH DESIGN FEATURES

Curb extensions can also be built detached from the curb. This approach to construction reduces the cost of each curb extension by a significant percentage.

IMAGE LOCATION:

SAUGATUK, MICHIGAN



**Wayfinding**

# Wayfinding Tools



Above: These Kailua signs give various degrees of wayfinding and navigation information. go hand in hand with creating community identity and character. Below: The below former railroad town (Winter Park, Florida) turned bicycling town celebrates their trail along the former rail bed.



## Help with distances and times to walk or bike

Once complete street principles are applied, street trees, on-street parking, narrower lanes, bike lanes, lamps and new intersections are introduced to slow traffic, but keeping it moving, some people will come. The street is now quieter, more wholesome, respectful and appealing. Walking and bicycling have their own separate, well-defined places.



## Wayfinding tools should be identifiable and welcoming

Wayfinding signs, markings and other materials should provide a consistent recognizable color, brand and other visual image to help you find and be assured of your route of travel.



# Wayfinding and Navigation



## Wayfinding Goals

As a person on foot or on bike you have a greater need for wayfinding and navigation support than motorists. Your route of travel needs to be easy to follow. You do not want to backtrack, so you seek constant route verification. Three rules guide your wayfinding: (1) To be attractive, (2) direct you to places you want to go (each turn should be identified), and (3) be part of an overall community identity.

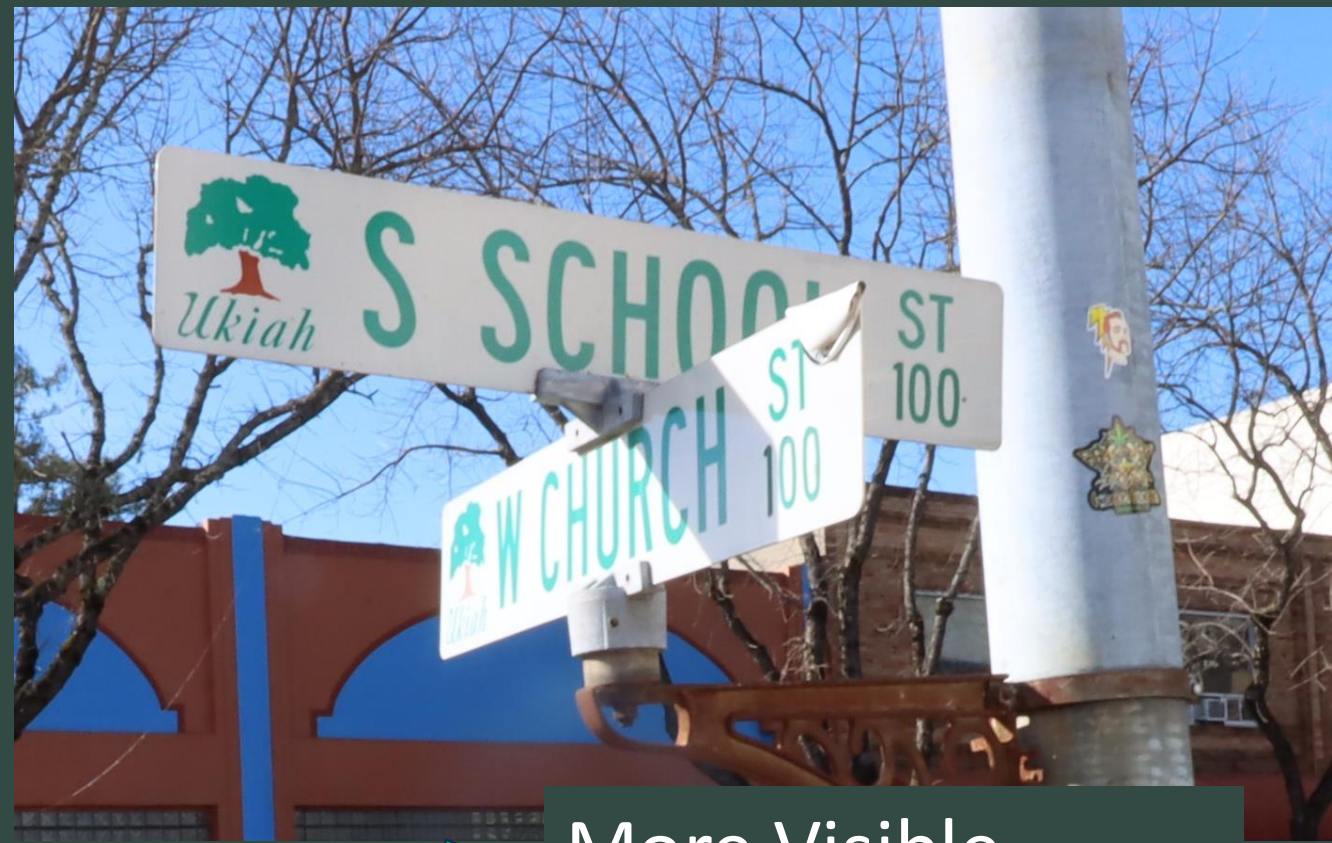
## You want to know where you are

Note that the above map provides a "you are here" locational confirmation. A natural place to place this map is at each destination, and at key intersections. Wayfinding is having tall iconic buildings or natural features help you orient.



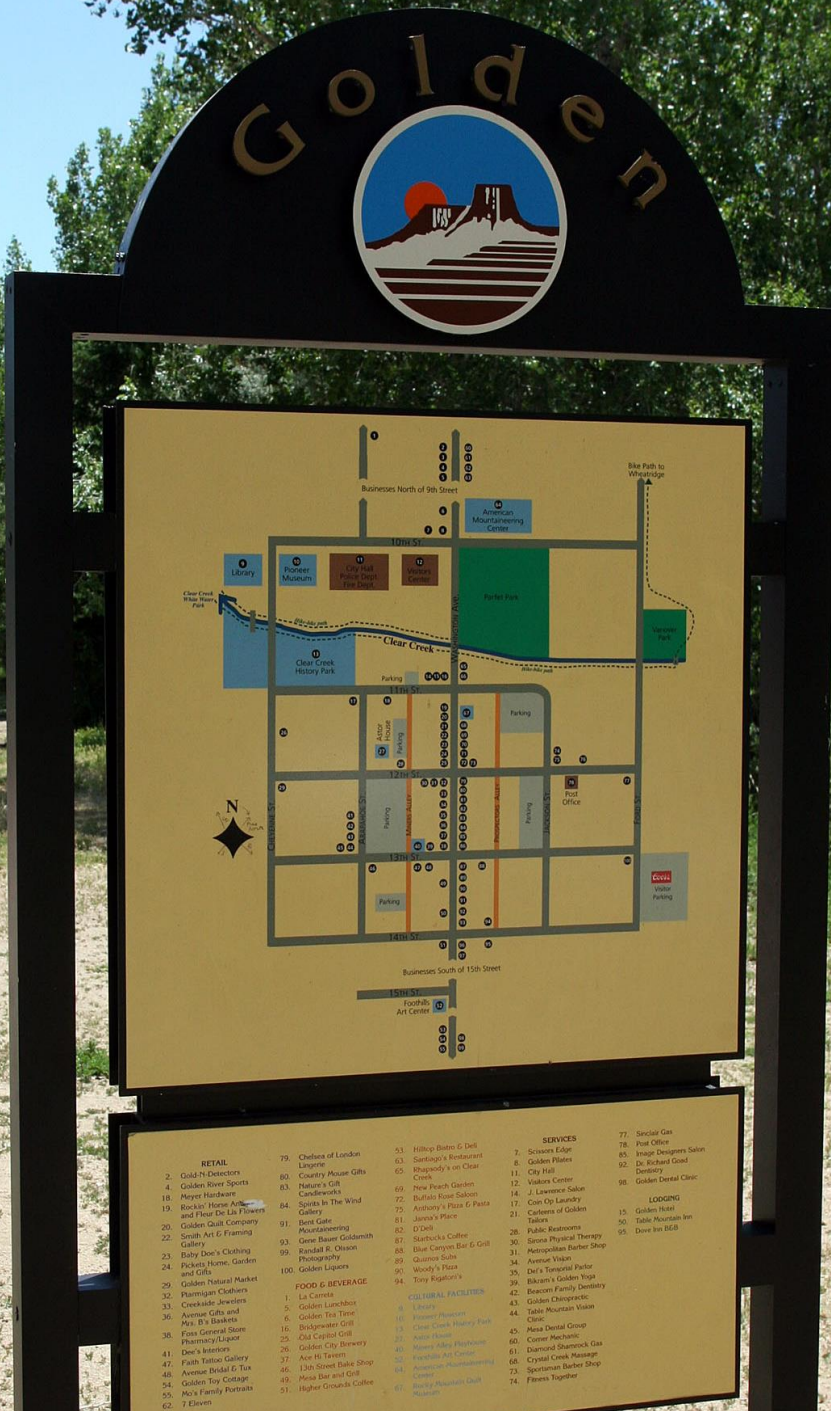
# Wayfinding Tools

If permitted. Consider adding confirmation wayfinding to existing street signs



More Visible





# Wayfinding Tools

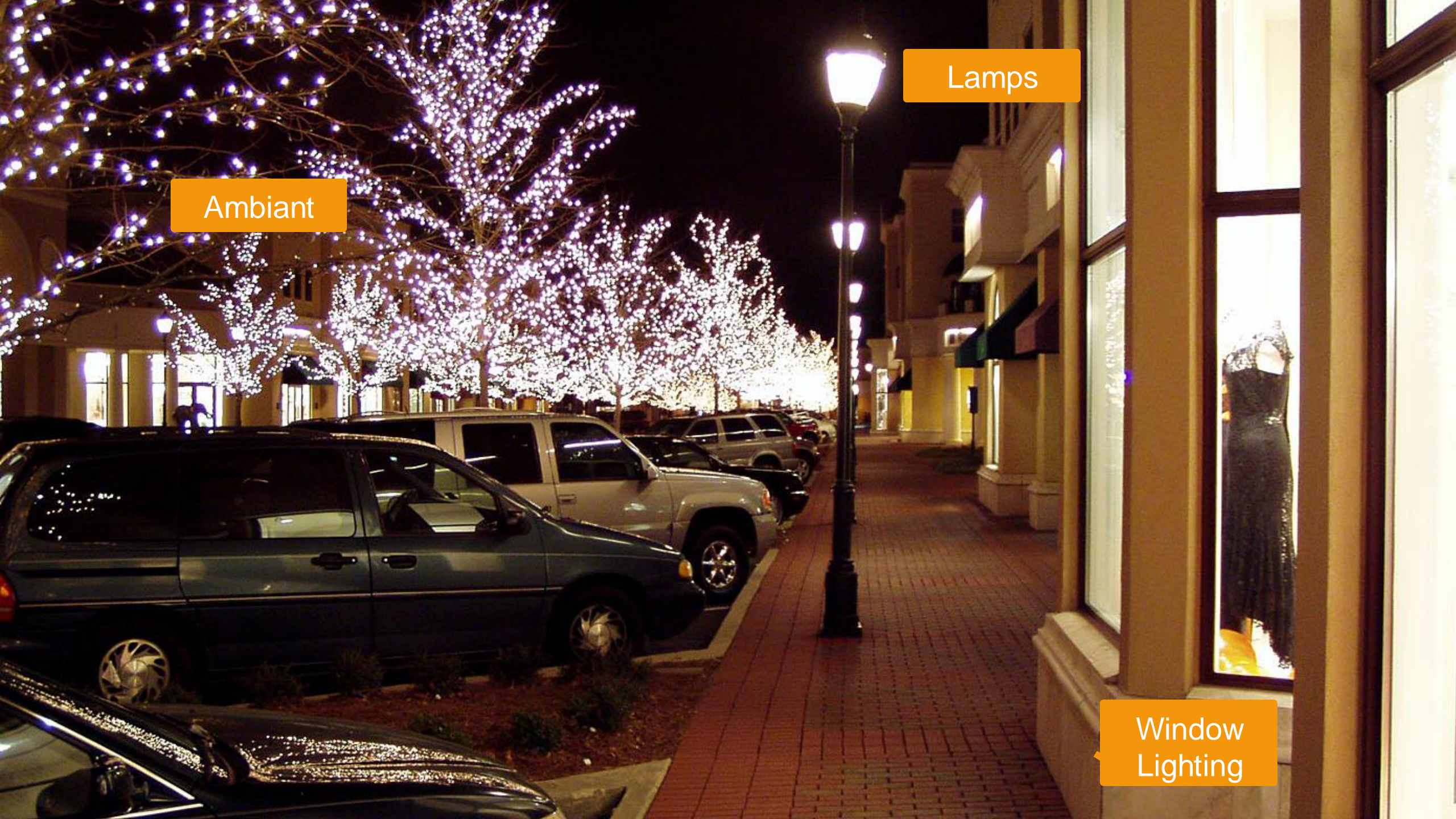
Kiosk

Street Signs

Utility boxes

**Lighting**





Ambiant

Lamps

Window  
Lighting



MOUNTAIN VIEW  
CENTER FOR THE  
PERFORMING  
ARTS

www.pytnt.org

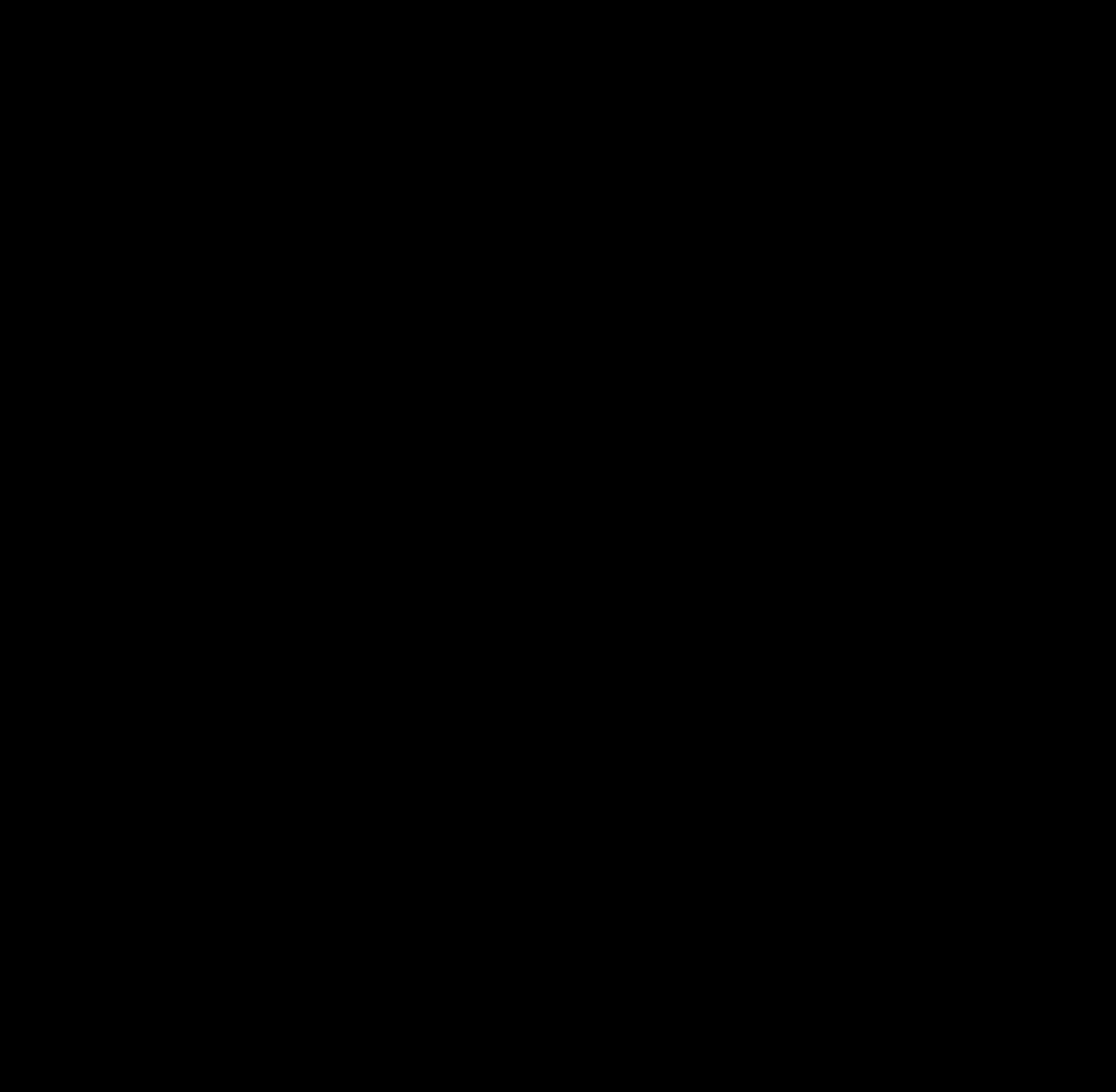
AMARIN  
Thai Cuisine











SPEED  
LIMIT  
**15**

2 HOUR  
PARKING  
8:00 AM  
TO  
5:00 PM

# CONSIDER PARKLETS AND FLEXIBLE STREETS

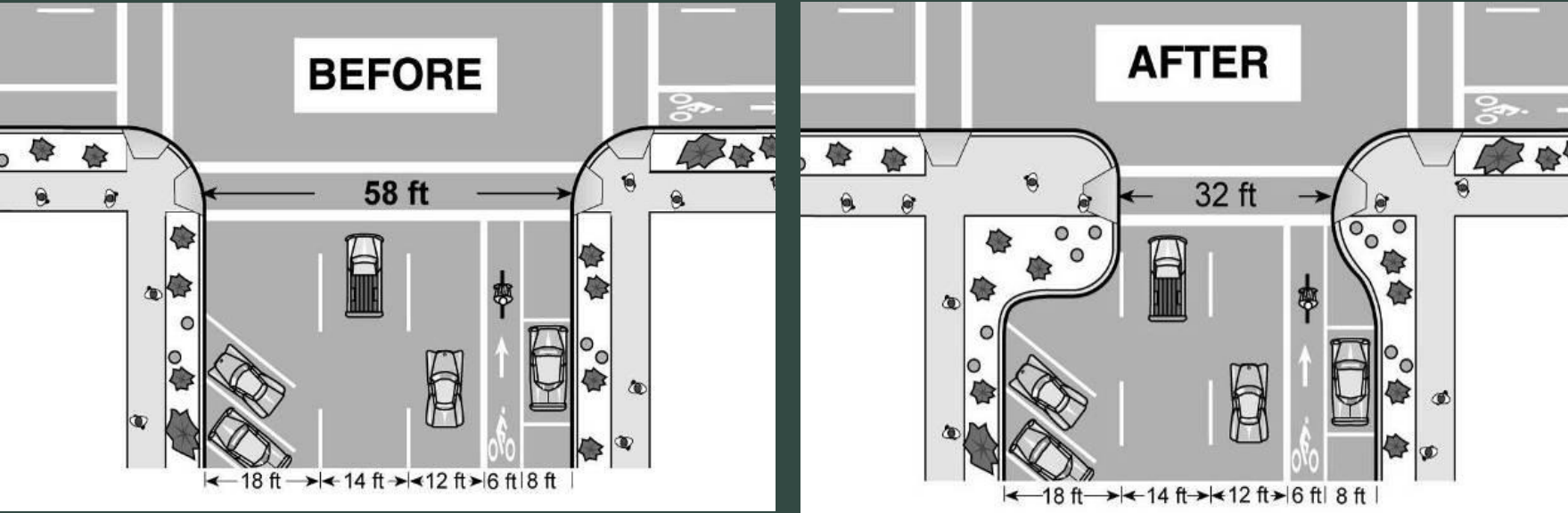


The design of streets should create nodes where people naturally gather, share, gain information and knowledge.

When motorists see people making active use of the street, they slow down, and many then shop for a parking space

IMAGE LOCATION:  
LOUISVILLE, COLORADO

# CURB EXTENSIONS (BUMP OUTS)



Curb extensions reduce the crossing distance for pedestrians by 44 feet at this intersection in Venice, Florida

Curb extensions, or bump-outs, place pedestrians out from behind parked cars, improving sightlines and reducing crossing distances. Curb extensions create compact intersections that promote walking and make the intersection operate more efficiently. They reduce vehicle turning speeds by physically and visually narrowing the roadway. They also provide increased pedestrian waiting space.



Include ramps and curb extensions for accessibility

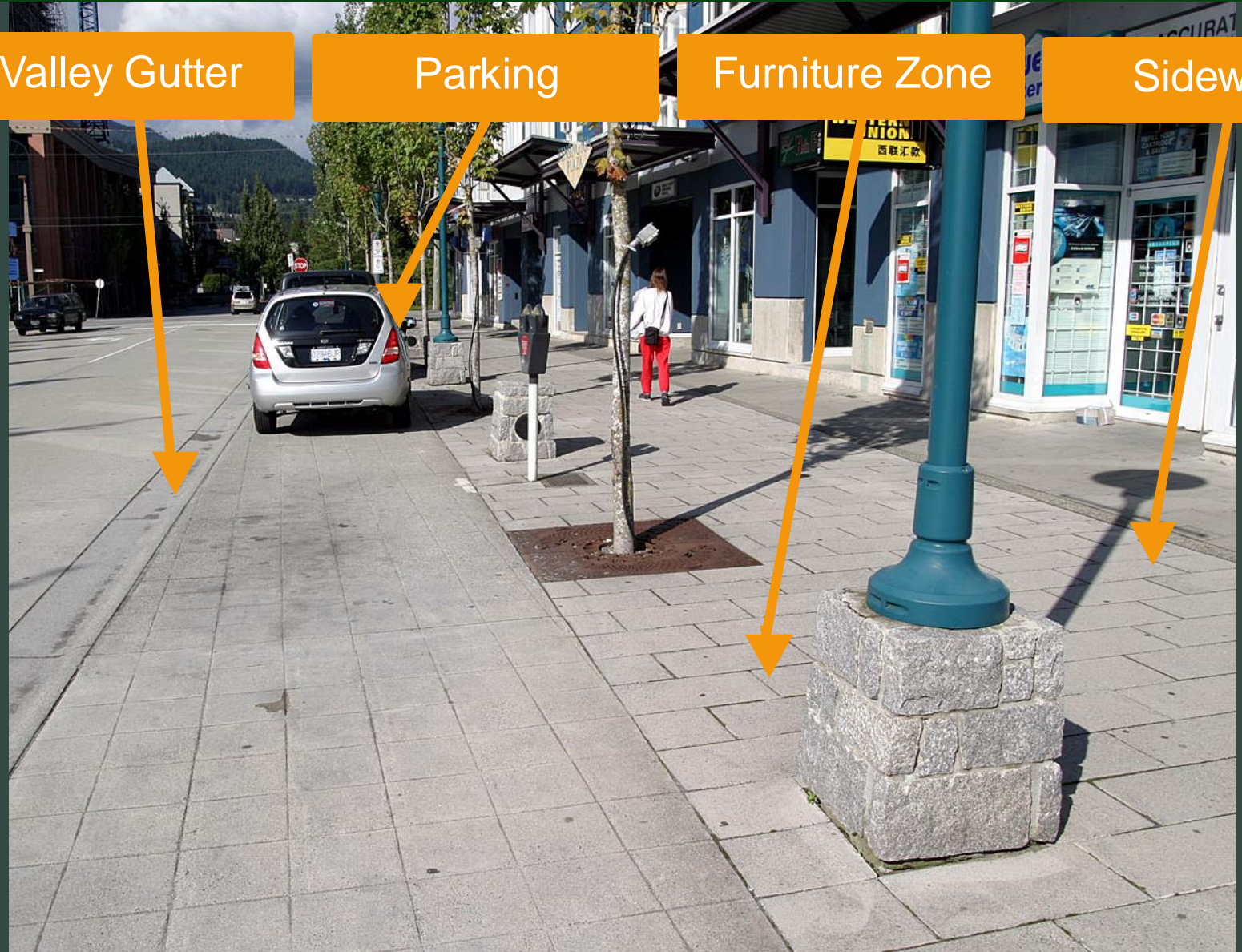
# CURBLESS STREETS (FESTIVAL STREET)

Valley Gutter

Parking

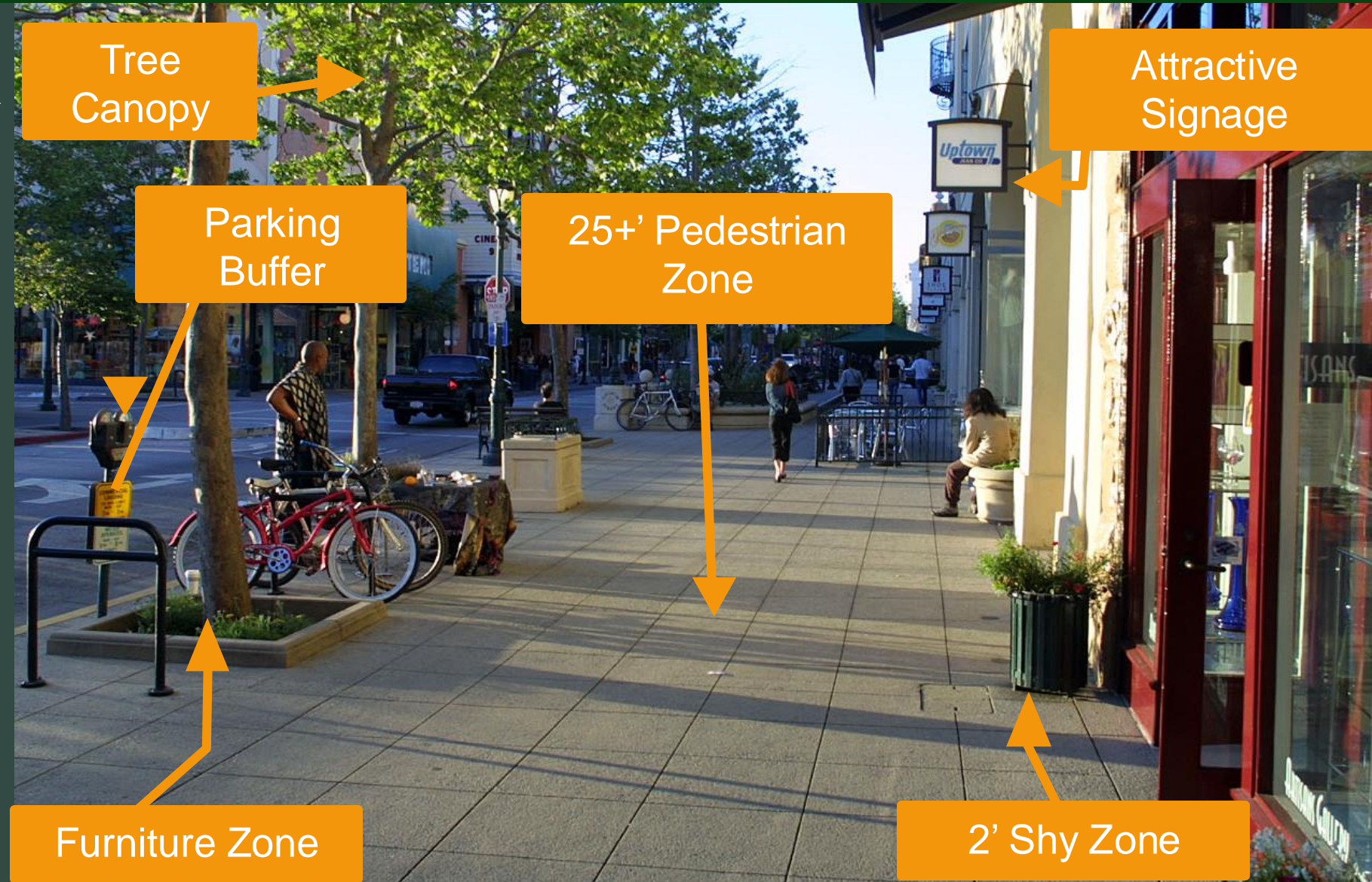
Furniture Zone

Sidewalk

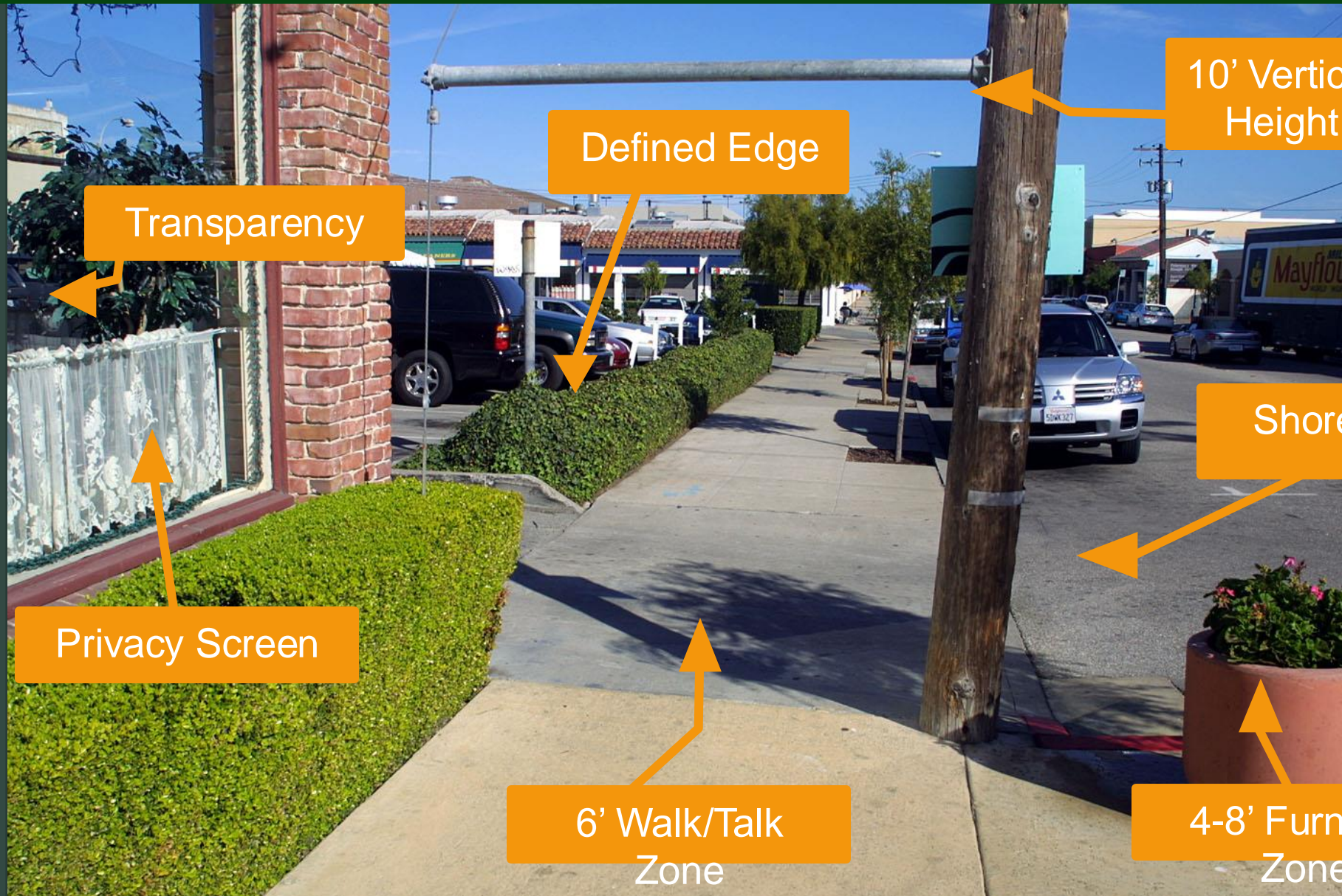


# THE PARTS OF A SIDEWALK

Once the parts of the sidewalk are understood, context sensitive design solution flex the rules to create authentic, fun and memorable places. Pacific Avenue in Santa Cruz was once a four-lane drag strip. Following the Loma Prieta earthquake, the street became one-way, terminating for all traffic at the center. The recovered space became one of the best places in the state for people to relax and spend time and money.



# THE PARTS OF A SIDEWALK



Transparency

Defined Edge

10' Vertical Height

Shoreline

Privacy Screen

6' Walk/Talk Zone

4-8' Furniture Zone

# THE PARTS OF A SIDEWALK

Green Building

Transparency

Green Edge

Tree Canopy

Shoreline

12' Sidewalk





Imagine a person stopping here to photograph if the parking lot was out in front

Durango, CO



Carrboro, NC

THIS RETAILER REPLACED HIS PARKING LOT WITH A PLACE FOR PEOPLE TO GATHER



Carrboro, NC

THIS RETAILER REPLACED HIS PARKING LOT WITH A PLACE FOR PEOPLE TO GATHER

# Crossings

International style markings are 10 times more visible than two parallel lines. A minimum width of 10 feet is recommended for side and interior streets, while a 12-foot wide minimum is recommended for main street and trail crossings.



**Public Art and More**



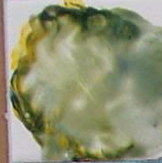
Winnipeg, Canada







Where do these fish live??????











What would you like your city to be for your children, grandchildren and for their generation?



**YOUR TURN !**



**Draw it, see if it works**



**Effective public participation shortens the time to construction**



- Work Table Assignment (6 to 8 per table)
  - Introduce yourselves
  - Select a scribe
  - Who will present?

Don't forget that your role as a planner, engineer or other "architect" of the built environment calls for a unique blend of an observer, problem solver, and a change agent." You are also a networker, a coalition builder, a champion; you are always creative, assertive and innovative in your work.

**Make a Difference!**



# Next Steps

## Gather Feedback at Work Table

Introduce yourselves

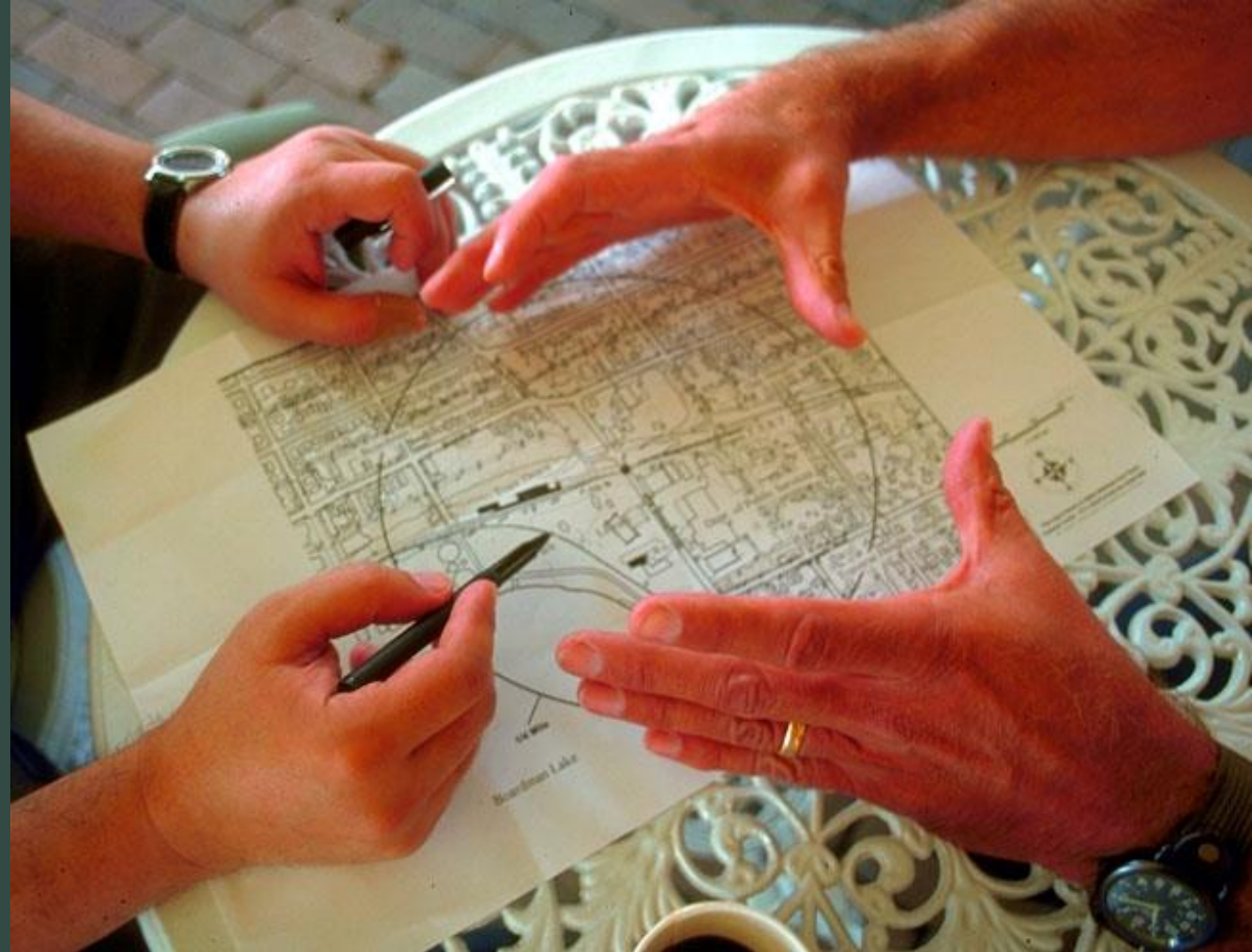
Select a scribe

Who will present?

Write down comments on map today

## Develop improvement concepts

Informed by existing conditions findings  
and community input



# NEXT STEPS: GATHER COMMUNITY FEEDBACK

What do you think?

Which ideas do you like?

Anything to add to the discussion?

Who else should we hear from?

# Potential Solutions

Quality of Walkways

Placemaking

Parking

Narrow lanes (10 feet default)

Trees

Night Lighting (pedestrian lamps line streets)

Gateway entries

Intersection Solutions

Increase mixed use buildings

Greenery

Art Installations / Murals



# APPROACH TO SCHOOL STREET

**Modify School Street to be a model Complete Streets**

**Adapt intersection designs to become pedestrian safety models**

**Conduct a successful public engagement charrette for School Street.**

**Secure added funding to build School Street**

**Complete School Street Gateway by 2027**



A group of people at a community event. In the foreground, a woman with long blonde hair is speaking into a microphone, smiling. Behind her, a woman with glasses and a pink shirt is looking towards the speaker. To the right, a woman with brown hair is looking down at a document. The background shows other people, including a man in a white shirt and a woman in a red shirt. The image has a dark, semi-transparent overlay.

# Contacts

Dan Burden,  
[dan.burden@bluezones.com](mailto:dan.burden@bluezones.com)

Matt Wargula  
GHD

Rosanna Southern  
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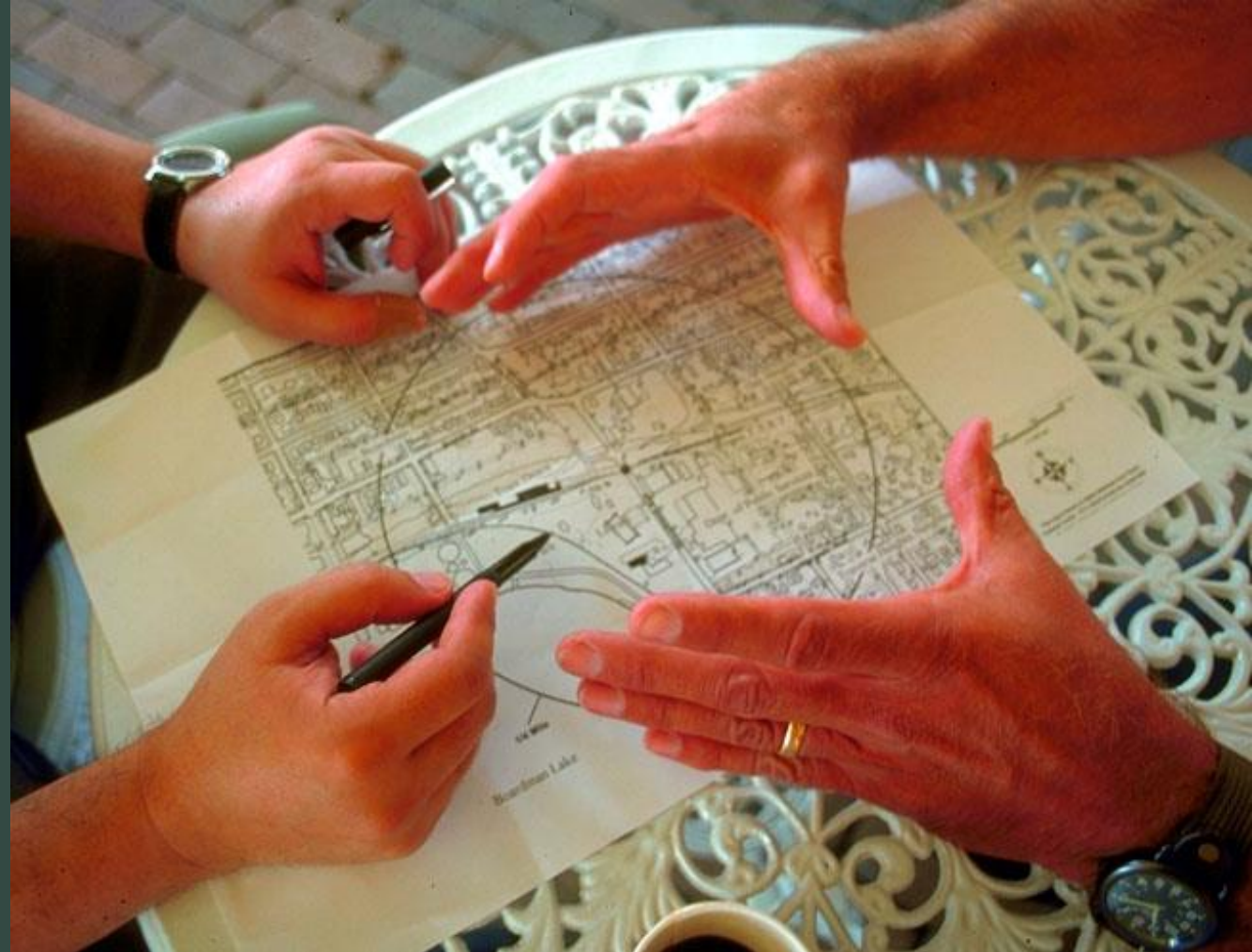
# Next Steps

Next workshops: Fall 2025

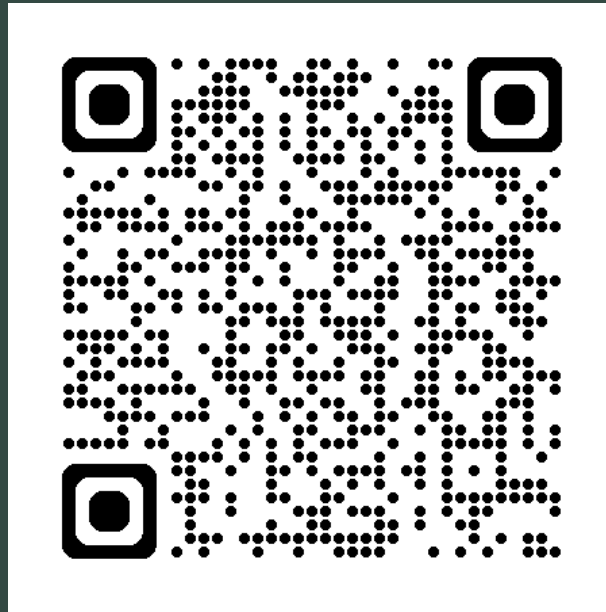
Solicit feedback on improvement concepts

Draft Plan: Winter 2025

Community review of Plan



\* Thank You



Scan to Visit the Interactive Project Map

<https://ghd.mysocialpinpoint.com/school-street-corridor-study/home/>

# Consider short term pop up treatments



**Pop-Up Corners**



Anywhere USA, Starbucks success is a yearning to share



Claremont, California

Belonging to the Right Tribe and weekly sharing is healthy