



**MENDOCINO
COUNCIL OF GOVERNMENTS**

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**2010
APPLICATION FOR MCOG FUNDING
PEDESTRIAN and/or BICYCLE FACILITIES PROJECT**

Please complete each portion of the application in as much detail as possible/appropriate.

1. Project Name: NWP Rail Trail Phase II, III, & IV Design	9. Line item cost estimate:
2. Applicant (City, County, MTA) City of Ukiah	a. Environmental Documentation \$0 (CEQA Exemption)
3. Estimated Total Cost: \$100,000	b. Design \$100,000
4. Funding Requested: \$100,000	c. Right-of-Way \$80,000
5. Other Funding: (identify amounts & sources) None	d. Construction \$1,500,000
6. This Form Prepared By: Tim Eriksen, Director of Public Works	
7. Phone Number: 707-463-6280	
8. Date: November 8, 2010	
10. Description of project: Specify type of facility (pedestrian walkway, standard sidewalk, bikeway (Class I, II, or III) multi-use facility, ADA compliance, etc. How does this project implement the 2008 California Complete Streets legislation? The Ukiah Northwestern Pacific Rail Trail Phase II, III, IV is a proposed Class I Bikeway 1.07 miles in length, extending from Commerce Drive north to Talmage Road (Phase III). Talmage Road north to Gobbi Street (Phase II), and from Clara Avenue north to Brush Street (Phase IV). The Rail Trail will consist of an eight foot wide paved path within the existing railroad right-of-way. The bikeway will include minimum 2 foot wide graded shoulders on each side, in accordance with Caltrans Standards for a Class I Bikeway. Project to include security lighting, and a barrier fence between the bikeway and the railroad tracks, meeting the requirements of the North Coast Railroad Authority. The Rail Trail will provide a safe non-motorized travel route for bikes and pedestrians through Central Ukiah.	

11. How would this facility improve safety? (Upgrade existing facility, provide new facility, remove gaps in existing system?)

For a person of average bicycling skill, State Street is a hostile bicycle environment due to parking lanes, high traffic volumes and speeds, narrow shoulders, cross-traffic, and other challenges. In contrast, the proposed Rail Trail would provide a safe, convenient and enjoyable trail, readily accessible throughout the City, and attractive to bicyclists of all skill levels. Security lighting will be provided to improve safety along the trail during dark hours.

12. How much use (in users per day, or per week) would this facility get? What is the basis for this estimate? (What is the traffic volume on adjacent street/road, if applicable?)

The City of Ukiah has the potential to be a great bicycle commuting town due to its compact size, and moderate climate. However, the lack of safe bicycling facilities limits the widespread use of bicycle commuting within the City. The Rail Trail project will greatly expand the use of bicycle commuting since it will utilize a Class I bikeway, physically separated from vehicular traffic through the heart of Ukiah. At this time there are limited means to calculate the number of users that would use the proposed trail. However, since the trail will be centrally located in Ukiah, we expect a high volume of bicycle traffic once the trail is constructed.

13. To what extent would this facility be used by commuters? Commuters are people (including children) who use the facility for utilitarian purposes (including work, school, shopping, etc.). Identify below and on project map, non-motorized traffic generators and attractors (residential neighborhoods, schools, shopping, recreational areas, etc.) along or at termini of proposed project.

Opportunities for bicycle commutes will be drastically increased with this project, providing a much needed safe and efficient north-south travel corridor adjacent to the busy downtown area. In addition to providing direct access to major employment centers, services, shopping, and residences, the Rail Trail will provide a crucial interconnect linking other key bicycle routes within the City of Ukiah. The northerly terminus of the project at Clara Avenue will facilitate access to the Ukiah Valley Medical Center, and retail centers to the east. Bicyclists continuing north will use the Phase IV extension from Clara Avenue to Brush Street to complete their trips to Ukiah High School, Low Gap Skate Board Park, Redwood Academy Charter School, Fairgrounds, and Crossroads Shopping Center, to name a few key destinations. Some origins and destinations in proximity of the Phase 1 project include the River Oaks Charter School, Ukiah Senior Center, Ukiah Valley Medical Center, Grace Hudson Museum and Sun House, Ukiah Railroad Depot, and numerous businesses. The southerly terminus of the Phase 1 project will connect to Gobbi Street, the City's primary east-west bikeway. Phases II, III, IV of the Rail Trail will extend beyond the City limits, which will link the City of Ukiah with Mendocino College, Lake Mendocino, and numerous employment centers and residential areas along a densely populated corridor of the Ukiah Valley, creating a truly regional facility for bicycle commuters.

14. What is the readiness of this project? Include milestones for each activity below:

<u>Activity</u>	<u>Date (mo/yr)</u>
Environmental	Completed
Design	6/2011 – 12/2011
Right-of-Way	2/2012 - 12/2012
Construction	4/2014 - 12/2014

15. Will this project completely or partially implement a specific plan that has been developed and adopted for the area? Examples are: Downtown Design Plan, Community Action Plan, Downtown Streetscape Plan, ADA Implementation Plan, Transit Service Implementation Plan.

Yes, it will partially implement the City of Ukiah's Bicycle & Pedestrian Master Plan and the Mendocino County Regional Bikeway Plan.

16. Is the proposed project identified in or consistent with existing plans for the area (Bikeway Plan, City/County General Plans, Coastal Commission, Regional Transportation Plan, and others)? Identify where project is listed in plan or state how consistency with plan is achieved.

Yes, it is consistent with the City of Ukiah's Bicycle & Pedestrian Master Plan and the Mendocino County Regional Bikeway Plan.

17. What alternate sources of funding have been sought for this project?

<u>Source</u>	<u>Application Date</u>	<u>Status</u>	<u>Date Available if Approved</u>
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None

18. Is this non-motorized project a component of a larger project? If so, provide details of the larger project

Yes, it is a component of the City of Ukiah's Bicycle & Pedestrian Master Plan and the Mendocino County Regional Bikeway Plan. Future phases of the Rail Trail will extend to the Ukiah City limits and beyond.

19. What other funds have already been committed to this project?

<u>Fund Type</u>	<u>Amount</u>	<u>Documentation</u> (Funding Agreement, Resolution/Minute Order)
BTA Grant	\$595,935	Approved Ukiah City Council Resolution on November 18, 2009

20. Does your agency currently have any open LTF 2% Bike & Pedestrian projects? If so, what is the status?

Yes, ADA Curb Ramp Phase VI. Due to right-of-way constraints, several of the ramp locations would require easements in order to construct a typical ADA curb ramp. Staff is evaluating other compliant ADA Ramp alternatives which may be constructed within the existing right-of-way. Staff anticipates this project to be fully constructed by the end of the current fiscal year.

Alternative ramp locations may be constructed to provide ADA access to the rail trail project.

21. Other Comments:

Community meetings were held to gather input from the public on potential projects to improve walking and bicycling within the City of Ukiah. The concept of the Rail Trail was enthusiastically embraced by the public and ranked as the City's highest priority project. See attached letters of support (6) from various organizations and community groups.

This project is also identified on the City's approved Capital Improvement Project list.