

CITY OF MORGAN HILL: SANTA TERESA BOULEVARD PROJECT COMMUNITY ENGAGEMENT MEETING

Summary of Community Meeting November 4, 2010

A Community Engagement Meeting was held to present the proposed Santa Teresa Boulevard Project in the City of Morgan Hill. The Community Meeting/ Workshop was held on November 4, 2010, at the Community and Cultural Center, 17000 Monterey Road in Morgan Hill. The meeting started at 7:00 p.m. and concluded at 8:45 p.m.

Notice of the meeting was provided by various means; including letters and a postcard mailed by the City, a story in the Morgan Hill Times on-line edition, it was mentioned in the City's Calendar of Events, and word of mouth.

The following is a summary of the meeting. The summary was prepared by Eileen Goodwin, Apex Strategies, who moderated the community meeting.

Meeting Summary:

The meeting started at 7:00 p.m. Eileen Goodwin, Apex Strategies, moderated the meeting. In addition to the Acting Public Works Director Karl Bjarke, traffic consultant Daniel Rubins and civil engineer Patrick Dobbins who presented information and answered questions. Approximately forty-five (45) members of the public attended.

Karl Bjarke provided an overview and history of the proposed improvement project. He stressed that the Council was looking for community feedback regarding whether the project could be designed in a way to meet the needs of the neighbors and for feedback on the timing of the potential improvements. He also mentioned that this meeting was the first of two to gather input and ideas prior to Council consideration early next year. Daniel Rubins provided an overview of the traffic counts related to current conditions with and without the project as well as future traffic patterns (2030) with and without the project. Mr. Rubins also gave an overview of the General Plan traffic assumptions. Patrick Dobbins review potential project elements such as street widths, bike lanes, medians, sidewalks and trail options and the potential for soundwalls.

Ms. Goodwin then solicited feedback and questions from the meeting attendees, with various City staff persons and/or consultants providing responses to the questions raised.

Karl reviewed the next steps of the process including the announcement of a second community meeting on December 9th at 7:00 p.m. at the Community and Cultural Center. The meeting concluded at approximately 8:45 p.m.

Community Comments and Responses:

The following comments and questions were made at the Community Meeting:

General Questions		
	Comment/Question	Response/Answer
1	What will be the traffic load on Butterfield Boulevard without the Santa Teresa extension?	24,000 vehicles per day on Butterfield between Main and Diana, which is within a 4-lane arterial capacity.
2	Where are people going from Hale Avenue to DeWitt Avenue? Where are they going?	There are both local and regional destinations that are potentially served by the proposed project.
3	How many vehicles today on Butterfield Blvd?	13,000 vehicles per day on Butterfield between Main and Diana.
4	Is this project tied to the West Dunne Avenue project?	No, West Dunne is a separate project. Construction will begin in April for Dunne.
5	How will the intersection be controlled at West Dunne and Santa Teresa?	A traffic signal would probably be installed.
6	What is the design speed limit for the project?	35 miles per hour.
7	Are street lights planned?	Yes
8	Some of these traffic volume estimates don't seem to take into account Gilroy and Coyote Valley growth. Coyote Valley will have manufacturing.	The 2030 roadway forecasts include existing employment entitlements in Coyote Valley (consistent with the 2040 General Plan update) and the Gilroy General Plan Growth.
9	Were people notified of the action to fund this proposed project in the FY 2006/07 Capital Improvement Program (CIP)?	The neighbors were not notified about this specific project as the Capital Improvement Program is reviewed and considered as part of the annual fiscal year budget approval process which is held as a public hearing

10	Resident says they might be able to support a similar but smaller project. How much noise will be generated? What is the effect of soundwalls? How much noise during construction?	These issues would be covered and answered through an environmental document, should the project move forward..
11	Is Butterfield extension between Tennant and Monterey/Watsonville included in analysis?	Yes.
12	On hand out – report, referred to NCHRP 255. What is basis of that report?	The daily roadway forecasts were developed based on the state of practice techniques published in NCHRP 255 (National Cooperative Highway Research Program). NCHRP 255 is published by National Academy Press and is a state of practice travel demand document based on national research and analysis of historical volume forecast techniques.
13	Going from San José to Gilroy – is there a bigger plan? Will the “whole road” be built or this just pieces?	There has been cooperative work done with a variety of jurisdictions (Gilroy, Santa Clara County, VTA and San Jose to coordinate a broad vision for southern Santa Clara County roadway infrastructure. A 2-lane arterial roadway will accommodate forecasted volumes and this 90 foot right-of-way can accommodate a 4-lane arterial beyond 2030.
14	Are we creating a sieve? Is this attracting Highway 101 traffic?	No, based on year 2030 forecasts it is not attracting traffic from the freeway. This roadway is sized appropriately for projected 2030 demand. This extension is intended to serve the local community, and improves connectivity in Morgan Hill.
15	Is this going to be called Santa Teresa Boulevard along its entire length, changing the Hale Avenue name?	Yes.
16	Downtown businesses want traffic downtown. Small businesses may want traffic.	Comment noted. Outreach has been conducted with downtown merchants and the feedback has been mixed.

17	With all budget challenges and maintenance perhaps this project should not be done at this time.	Comment noted.
18	San José – change Coyote Valley assumptions – that would be a long ways off. Were you aware of that?	The 2030 roadway forecasts include existing employment entitlements in Coyote Valley (consistent with the 2040 General Plan update) and the Gilroy General Plan Growth.
What do attendees think about the Project Purpose?		
19	Does construction of this project make sense under this budget, at this time? Ongoing maintenance will be a concern.	Comment noted.
20	Is this being done because there is an anticipated increase in growth on other streets? Will other streets go over capacity?	Yes, this project reduces the volume on some residential streets on the west side of Morgan Hill that were not designed to carry as much traffic. This project also provides a direct alternative route to Monterey Road where traffic would approach capacity in 2030.
21	This project won't do any good for the neighborhood. This only good for San Jose to Gilroy traffic.	Comment noted. See response to #21.
22	Is there any plan for 101 South widening?	Yes, carpool lanes would be added between Morgan Hill and Gilroy as a part of the Valley Transportation Plan (VTP) 2035 plan.
23	Take issue with the presumption that this is a good idea. Not a good idea to build it in residential areas. Shouldn't spend our money on this project. Speeding will be a problem, need to be heavily policed. How much will it cost?	The project will cost \$17.6 million.

24	On West Dunne between Peak and DeWitt, our cars hit all the time. Not by San José people but by people driving by. This project is to take care of existing traffic problems. It is a good idea. Need to keep streets safe. I have been harassed for getting into and out of my own driveway.	Comment noted.
What do attendees think about the topic of “traffic” related to this project?		
25	Streets will continue to have capacity according to hand-out.	Comment noted. Local residential streets were not designed to carry existing volumes or operate like arterial roadways. The project has safety benefits, as well as, providing improved connectivity and capacity.
26	With addition of project there will be more traffic on Main and Dunne, not less. Making things worse.	Comment noted. With the proposed project, traffic is reduced on local residential streets, Monterey Road and Main Street east of Hale Avenue.
27	Trying to get the idea of this project? What about bike and walk?	There are trails, sidewalks, and bike lanes planned as part of project.
28	Monterey Road loses traffic. Everywhere else is flat. Not a neighborhood benefit.	Comment noted. With the proposed project existing and future traffic volumes will shift from parallel roadways such as Monterey Road and local streets west of the proposed project.
29	Burnett Avenue used to be un-developed. Need to look at freeway extensions. Traffic will increase no matter what we do. Need this for safety for schools, church, etc. Just from DeWitt to Hale, it will benefit us.	Comment noted.
30	Dunne to Spring – might be benefit to get people off DeWitt. Make road smaller.	Comment noted.

What do attendees think about the topic of “Trail / Sidewalk elements” related to this project?		
31	Placement/alignment of proposed project, push it away from our homes as much as possible. Berm and trees are good. Get it away from Dry Creek Court. Provide a bike lane that would be useful for the kids especially.	Comment noted.
32	Likes the bike trail and connection on Spring and DeWitt. No lanes to tie to at the ends of the project though. No sidewalks on existing streets that this project would tie in to.	Comment noted.
33	Huge proponent of the project. Lots of trails don't go anywhere. As a biker, multi-modal paths don't work, bikers don't like them.	Comment noted.
34	Bikers use the corridor/project area now, so do pedestrians. There is a need for this to accommodate bikes and pedestrians.	Comment noted.
35	Spring Hill, Rocky Garcia's first project. 115 foot right-of-way required of that development. Take that right-of-way, buy the additional right-of-way and continue it all the way through at that width.	Comment noted.
What do attendees think about the topic of “medians” related to this project?		
36	Maybe use a swale, not a raised median.	Comment noted.
37	Concern re the size makes it closer to the Spring Hill drive. Two lane, with bicycle lanes preferred make cross section as narrow as possible and shift it over.	Comment noted.
38	Is percolation pond going?	It will be relocated.

What do attendees think about the topic of “Soundwalls” related to this project?

39	Bought house in 2007. Concern regarding a 45 to 50 mile per hour speed limit. It will be loud. Will lose the ability to sleep with windows open. Concerning the Capital Improvement Program, did not know of it, it was not disclosed. May not have bought home if knew of potential project.	Proposed design is for a 35 mph speed limit. Comment noted.
40	If property adjoins the project, would people have access?	Not currently designed to have adjacent neighbors directly access project. The City would not want backing out onto roadway to occur.
41	Soundwalls will attract graffiti. What can be done about that?	City to research and bring back information for next meeting.
42	Get noise information for next meeting.	City will bring more information regarding mitigation effects of soundwalls to next meeting

Timing:

43	Meeting participants were asked when they thought this project should be completed. (Not all in attendance chose to vote). Their responses:	9 Within the next 5 years 0 Between 5 and 10 years 2 More than 10 years 18 Never
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Final Questions and Comments:

44	Traffic signals – where? Opposed to project on signals alone. Every traffic light takes an additional two minutes of time. Concern about traffic backing up.	City will bring more information on how intersections could be controlled to next meeting. Based on the Morgan Hill General Plan Circulation Element Network and Policy Revisions Transportation Impact Analysis (July 2009), the intersection of Hale and Dunne would operate at level of service (LOS) C with an average delay of 24 seconds per vehicle during the AM and PM peak hours.
45	Would properties be taken to complete the project?	Yes, that is likely.

46	Spring Lane is a cul-de-sac. What would it look like? Would there be a traffic light?	City to provide some more information on what the design might be.
47	Originally this was a \$12.0 million plan, now it is \$17.6 million. Why?	This will be researched so it can be discussed at the next meeting.
48	Regarding the street lights, middle versus side placement, which is more? How to protect homes near-by? Lower?	City will bring more detail to the next meeting.
49	At a meeting in June 2008, the comment was made regarding the funding source: "use it or lose it" Is that why it's being done? Do you want comments to really be considered?	More detail regarding the funding source will be provided at the next meeting. The City staff and Council are very interested in what the community has to say regarding this project and the specific elements of the project.
50	Roadway benefits San José to Gilroy commuters. Sunnyside - Is there a way to align it? Large home at corner or will zig-zag continue?	County has a plan to have a curve and align DeWitt Avenue with Sunnyside Avenue as part of a separate project. Land has been set aside to accommodate curve.
51	Is there collision data available?	That will be researched by City staff.
52	If this is part of a large plan, would construction of a two lane road now prevent the County from doing four lanes later?	Might be a consequence.
53	Need to keep the semi-rural character of the area. Maybe think about the bigger picture.	Comment noted.
54	Morgan Hill is over 40,000 people, need to deal with it.	Comment noted.
55	Outreach to schools?	Yes there have been phone calls and meetings with the schools and churches in the area.
56	This was a most productive meeting, thank you.	Comment appreciated.