



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: December 7, 2023

To: Mr. Chris Ghione, City of Morgan Hill

From: Shikha Jain
Robert Del Rio

Subject: Morgan Hill Transportation Master Plan – On-line Survey Summary

The City of Morgan Hill is developing a Transportation Master Plan (TMP) to prioritize transportation system improvements for all. The development of the TMP includes extensive outreach and engagement to gather meaningful feedback from the public, identify goals, set a vision for transportation, and develop an equitable approach to address transportation concerns.

One of the City's mechanisms for gathering community input to identify current transportation issues in the city was an online survey. A summary of the components of the survey and the feedback received is provided below. All survey responses and an in-depth survey analysis are attached as an appendix.

Overview of Survey

The City hosted an online community survey in English and Spanish languages on their website from November 3rd, 2023 to November 30th, 2023 to gather community input on citywide transportation issues. The survey was notified to the public using flyers posted in community facilities, social media posts, the project webpage hosted on the City's website, through a press article, through a stakeholder meeting, and through two community outreach meetings (including one in Spanish) being available simultaneously to the survey being open on-line.

The survey questions focused on the following themes:

- Respondents' demographic information such as age, location of residence, and employment status,
- Travel habits such as commute distance, primary mode of travel for work/school and for non-work/school related activities, and frequency of bicycling, walking, and transit use,
- Primary transportation concerns including causes for congestion and speeding in Morgan Hill
- Transportation priorities for citywide improvements
- Gaps in biking, walking, and transit infrastructure

Survey Feedback Summary

The English language survey received 520 responses from the community and the Spanish language survey received one response. Key takeaways from the survey responses are provided below:

- Approximately half the respondents (49 percent) are aged 55 and above followed by approximately 42 percent of the respondents between ages 36 and 55 and the remaining

respondents between ages 22 and 35. The survey received only two responses from individuals of ages 21 and under.

- The respondents are geographically spread throughout the City with a few located in the County and San Martin, based on the nearest cross-street/street address information provided (see Figure 1).
- A majority of the respondents are employed (66 percent) or retired (28 percent). The survey also received seven responses from university and school students.
- 39 percent of the respondents travel outside Morgan Hill to work/school and 57 percent of the respondents travel outside Morgan Hill more than 10 miles to work/school at least once a week.
- The primary mode of travel of the respondents is the automobile, with 87 percent driving alone and 8 percent carpooling. Walking, biking, and transit use each have less than 2 percent mode share. Approximately one-third of the respondents who drive alone would consider using transit if cost and time were equivalent to driving.
- Likewise, the primary mode of travel of the respondents for non-work/school related trips is the automobile, with 83 percent driving alone and 12 percent carpooling. Walking, biking, and rideshare use each have approximately 2 percent mode share while transit has approximately 0.5 percent mode share.
- When choosing mode of travel, travel time (72 percent) and convenience (70 percent) are considered most important by the respondents. Other major considerations include schedule flexibility (51 percent) and safety (36 percent). 5 percent of the respondents consider accessibility for disability as an important concern when choosing mode of travel.
- The respondents' primary concern about transportation in Morgan Hill is traffic congestion (78 percent). Other major transportation concerns in Morgan Hill are US 101 cut-through traffic (56 percent), speeding (45 percent), walking/biking safety (30 percent), and transit use (20 percent).
- Majority of respondents believe that the reason for congestion is due to development growth within the City (53 percent) and US 101 congestion and detoured traffic (32 percent). Approximately half the respondents believe that traffic congestion can be reduced by limiting development within the City. Other options include increasing roadway capacity (22 percent) and improving non-auto facilities (13 percent). Respondents' comments also suggest widening US 101 through the City, signal timing changes along major arterials, and increasing frequency of Caltrain as potential ways to address congestion issues in the City.
- Respondents believe that speeding in the City can be addressed using a combination of traffic calming measures (27 percent) and law enforcement (33 percent). Respondents' comments also suggest more speed signage/display and speed cameras as ways to reduce speeding.
- 55 percent of respondents believe that the primary focus of the transportation improvements in the City should be to reduce congestion and 13 percent of the respondents believe that the primary focus of the transportation improvements in the City should be to improve and expand walking and biking opportunities. Other primary focus areas of transportation improvements should be reduction in vehicle speeds (9 percent), police enforcement (8 percent), and improved transit opportunities (8 percent).
- 53 percent of the respondents do not currently bike in Morgan Hill. Their reasons are generally equally split between feeling unsafe biking, not owning or not feeling comfortable riding a bike, and their destinations being too far from their homes. They would feel more comfortable biking in Morgan Hill if there were safer bike routes that are protected from cars (50 percent) and if there are more bike lanes and trails (40 percent). Several respondents noted in their comments that they are unable to bicycle due to health reasons/disabilities.

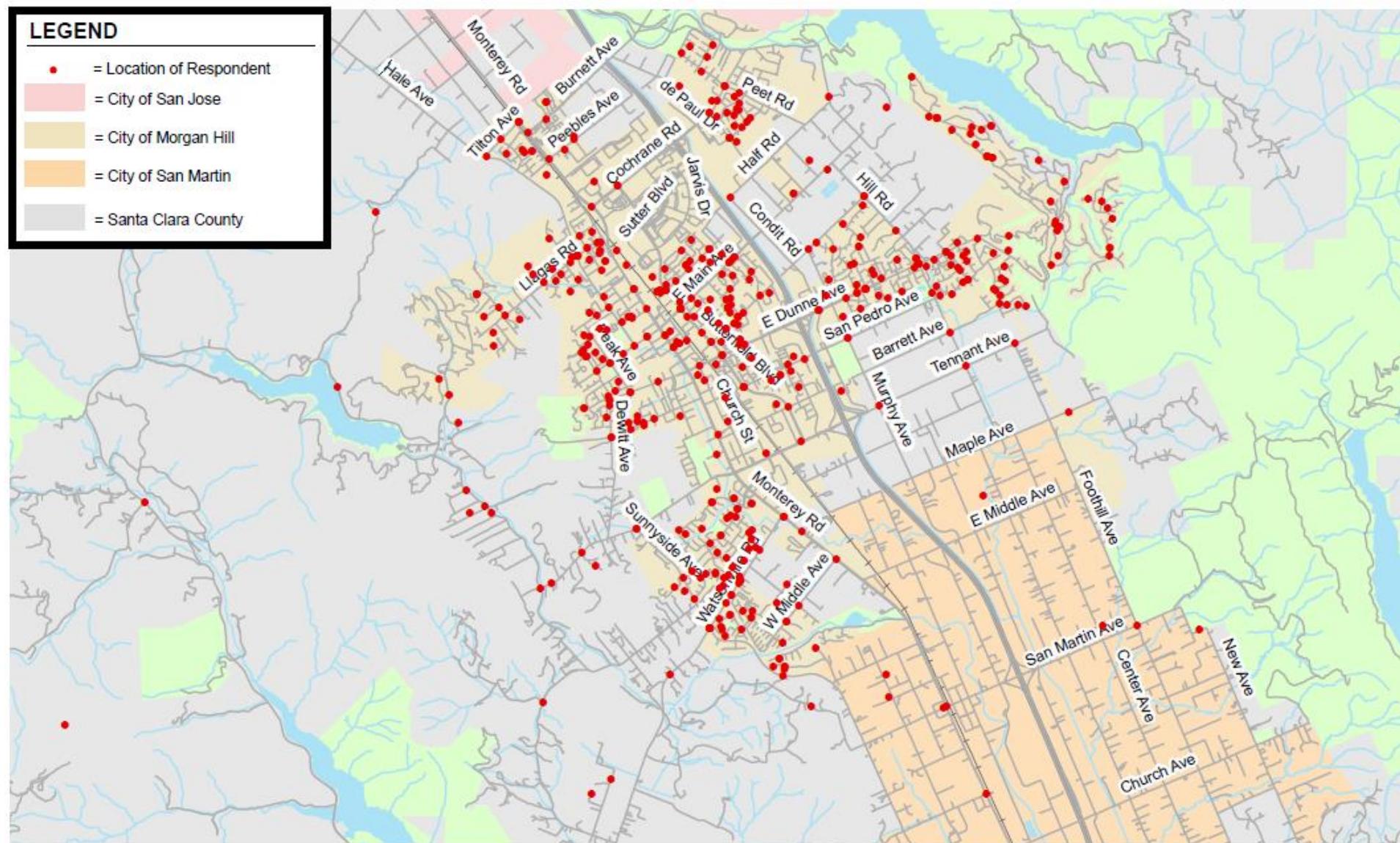
- 53 percent of the respondents do not currently walk in Morgan Hill. 76 percent of the respondent's primary reason for not walking is that it is too far from where they live to their work/school or errand destinations. Several respondents noted in their comments that they are unable to walk due to health reasons/disabilities and some noted safety issues due to poor lighting and feeling unsafe walking alone.
- 91 percent of the respondents do not currently take transit in Morgan Hill. The respondents that do, use transit primarily for social activities/outings (36 percent), to commute to work (29 percent), and to run errands (21 percent). The reasons for not using transit include it taking too long to access transit for their intended destination (58 percent), transit schedules not working with their schedules (45 percent), transit stop locations not being convenient (40 percent), and frequency of transit being low (34 percent).
- Approximately 9 percent of the respondents use the MOGO transit service. Approximately 1 percent of respondents use VTA paratransit, and less than 1 percent use the senior center volunteer ride program or Sourcewise. Less than 10 percent of the respondents use the service at least once a week.

Survey Response Take Away

Based on the input from the 521 survey respondents, the following general themes were highlighted:

- Approximately half the respondents are aged 55 and above. Respondents are geographically spread throughout the City with a majority of the respondents being employed or retired.
- Approximately 40 percent of the respondents travel outside Morgan Hill to work/school and the majority of those that commute outside Morgan Hill travel more than 10 miles to work/school at least once a week. The majority of respondents drive alone. One-third of the respondents who drive alone would consider using transit if cost and time were equivalent to driving.
- Primary transportation concerns include traffic congestion, US 101 cut-through traffic, speeding, and walking/biking safety.
- Less than 50 percent of respondents regularly walk or ride a bike. Reasons for not walking or riding a bike include safety and destinations being too far. Respondents noted they would feel more comfortable biking in Morgan Hill if there were safer bike routes that are protected from cars and if there are more bike lanes and trails.
- Less than 10 percent of the respondents currently use transit in Morgan Hill. The reasons for not using transit include it taking too long to access transit for their intended destination transit schedules not working with their schedules, transit stop locations not being convenient, and frequency of transit being low.
- Per the respondents, the primary focus of the transportation improvements in the City should be to reduce congestion and expand walking and biking opportunities. Other focus areas should be reduction in vehicle speeds, police enforcement, and improved transit opportunities.

Figure 1:
Location of respondents

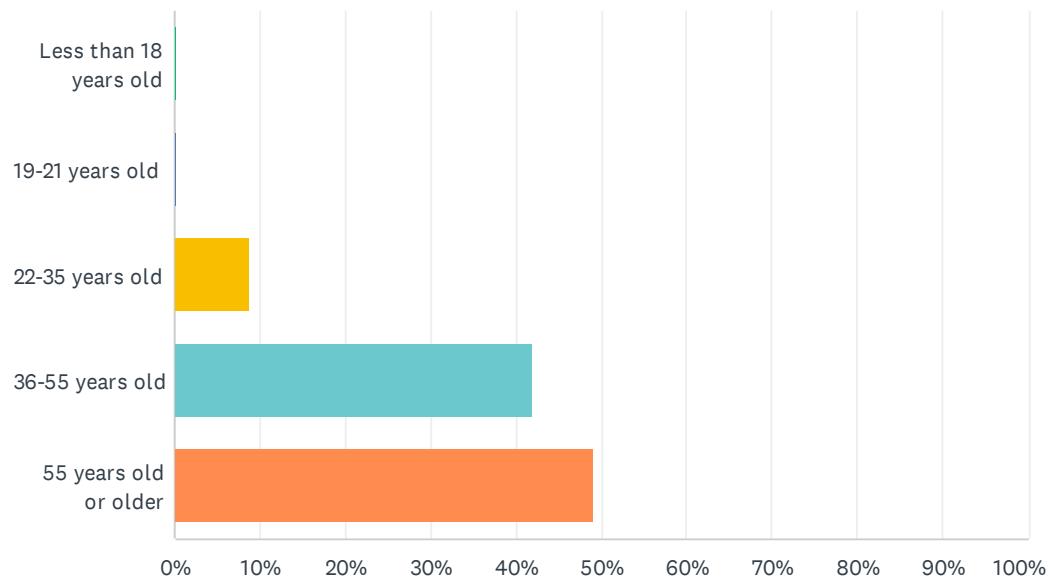


APPENDIX

Survey Responses

Q1 What is your age?

Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 18 years old	0.19%	1
19-21 years old	0.19%	1
22-35 years old	8.64%	45
36-55 years old	42.03%	219
55 years old or older	48.94%	255
TOTAL		521

Q2 What is your street address? (Or the nearest cross streets)

Answered: 521 Skipped: 0

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On-Line Community Survey

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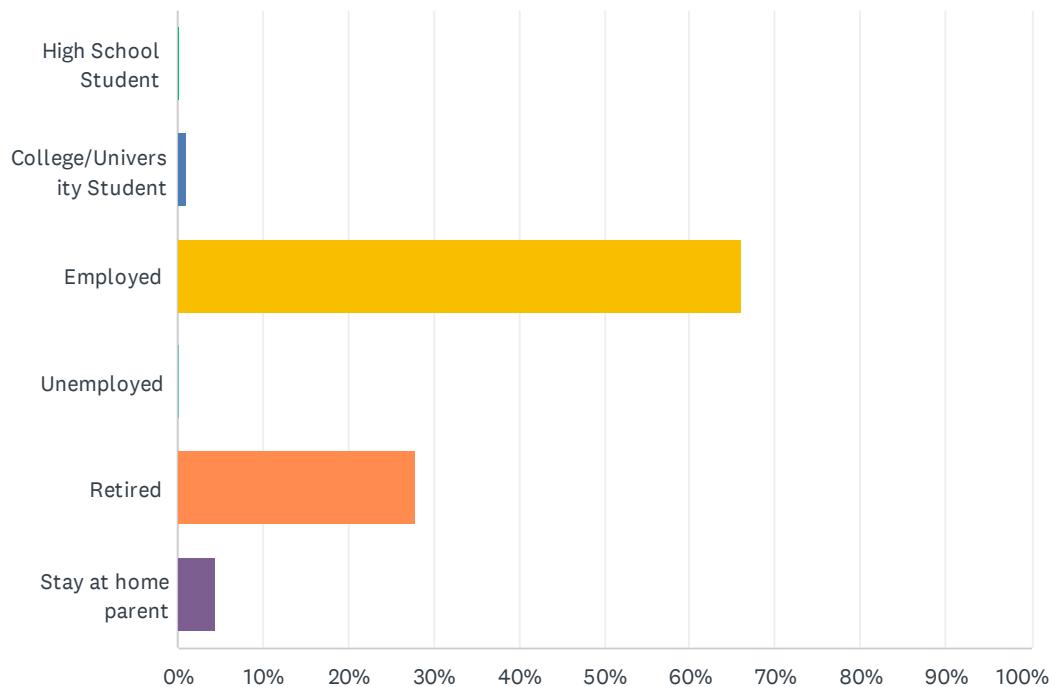
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Q3 Which of the following best describes you?

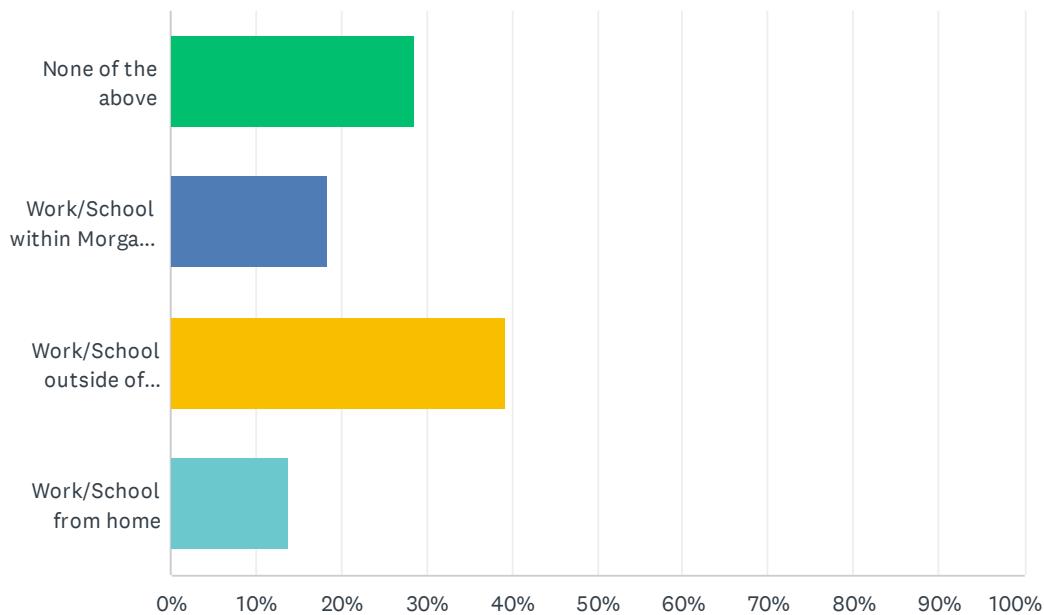
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ANSWER CHOICES	RESPONSES	
High School Student	0.19%	1
College/University Student	1.15%	6
Employed	66.03%	344
Unemployed	0.19%	1
Retired	28.02%	146
Stay at home parent	4.41%	23
TOTAL		521

Q4 Where do you work or attend school?

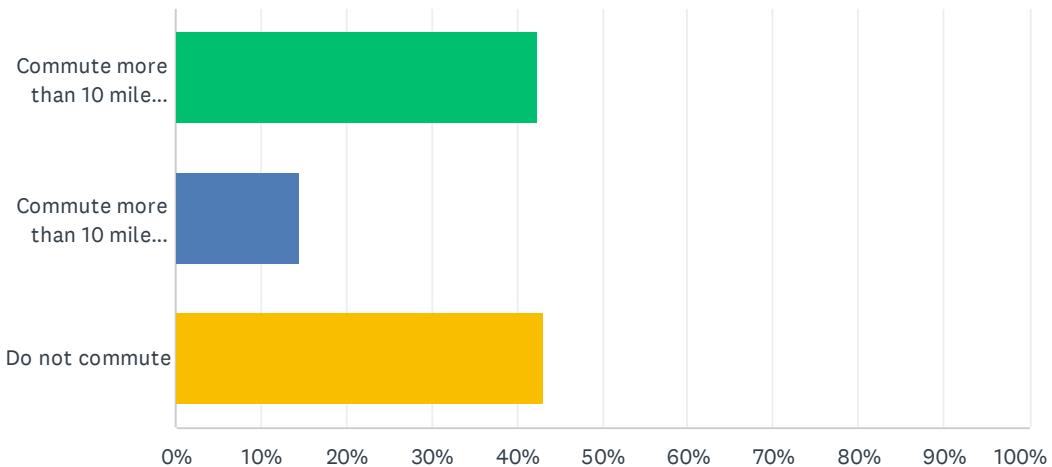
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ANSWER CHOICES	RESPONSES
None of the above	28.60% 149
Work/School within Morgan Hill	18.43% 96
Work/School outside of Morgan Hill	39.16% 204
Work/School from home	13.82% 72
TOTAL	521

Q5 Which best describes your weekly travel?

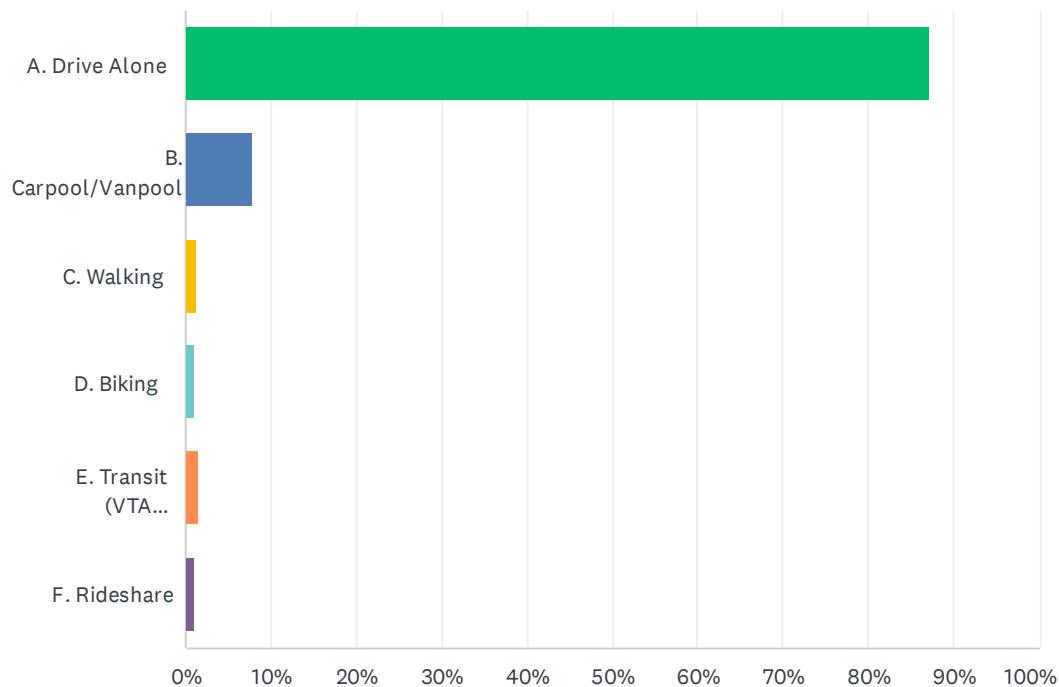
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ANSWER CHOICES	RESPONSES	
Commute more than 10 miles to work or school three or more days a week	42.42%	221
Commute more than 10 miles to work or school two days or less a week	14.59%	76
Do not commute	42.99%	224
TOTAL	521	

Q6 Which best describes your most frequent travel mode?

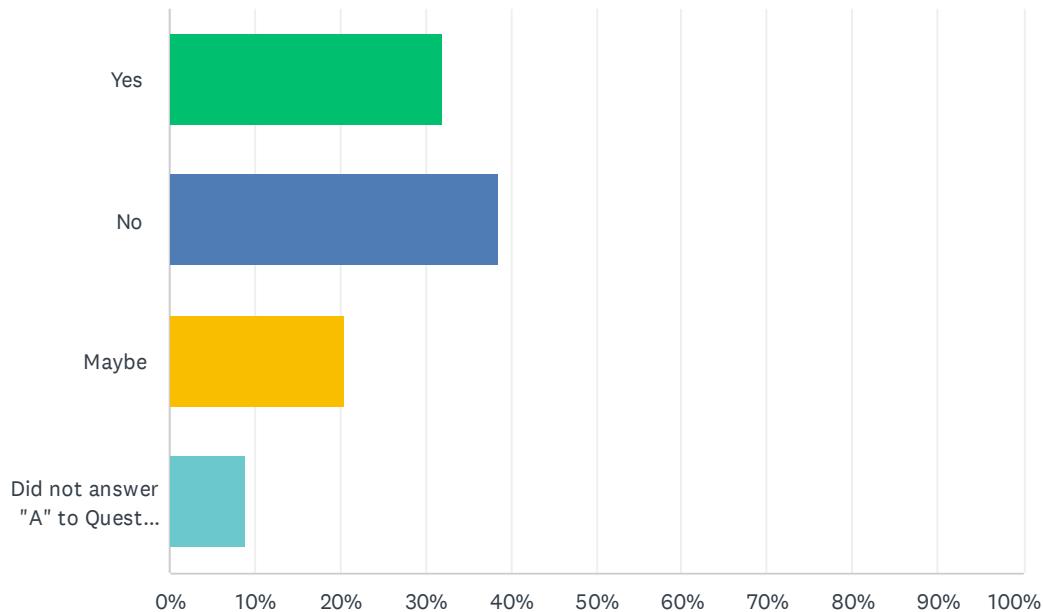
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ANSWER CHOICES	RESPONSES
A. Drive Alone	87.14% 454
B. Carpool/Vanpool	7.87% 41
C. Walking	1.34% 7
D. Biking	1.15% 6
E. Transit (VTA Bus/Caltrain)	1.54% 8
F. Rideshare	0.96% 5
TOTAL	521

Q7 If your answer to Question 6 was "A", would you consider utilizing public transit if cost and time of travel were equivalent?

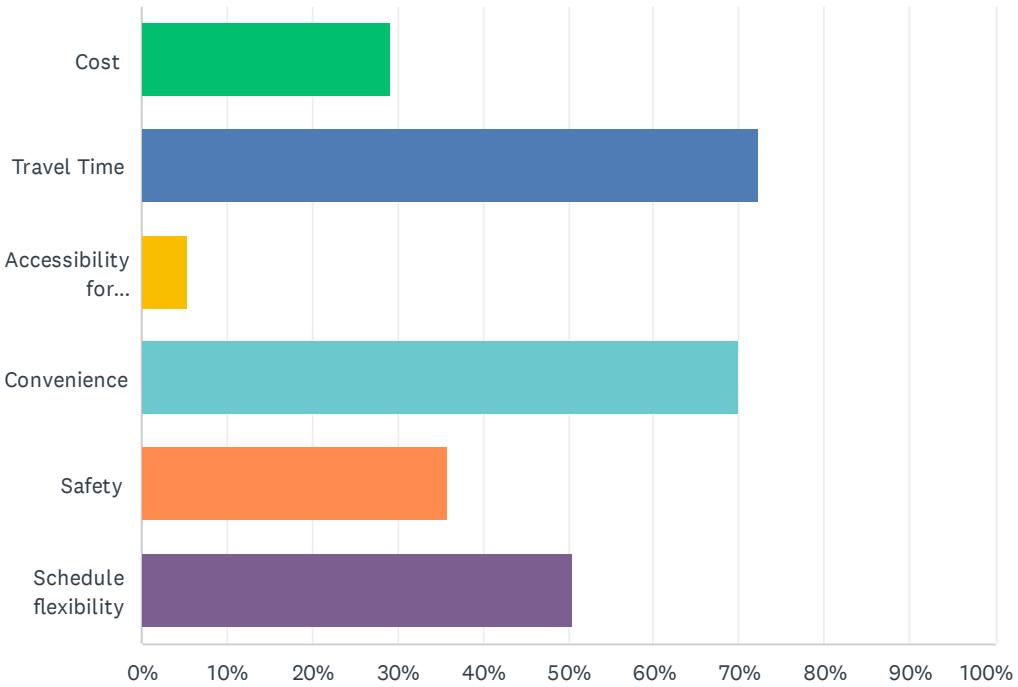
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ANSWER CHOICES	RESPONSES
Yes	31.97%
No	38.60%
Maybe	20.47%
Did not answer "A" to Question 6	8.97%
TOTAL	513

Q8 What is most important when considering mode of travel? (choose all that apply)

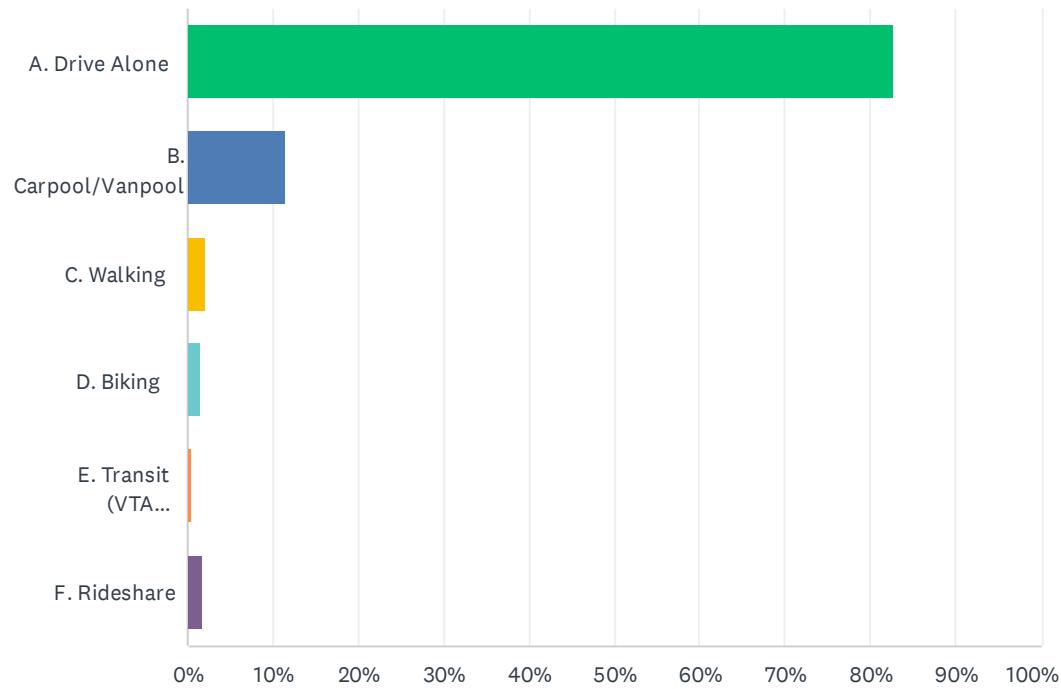
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ANSWER CHOICES	RESPONSES	
Cost	29.17%	152
Travel Time	72.36%	377
Accessibility for disabilities	5.37%	28
Convenience	69.87%	364
Safety	35.89%	187
Schedule flexibility	50.48%	263
Total Respondents: 521		

Q9 What is your primary mode of travel for non-work/school related trips (shopping, entertainment, recreation)?

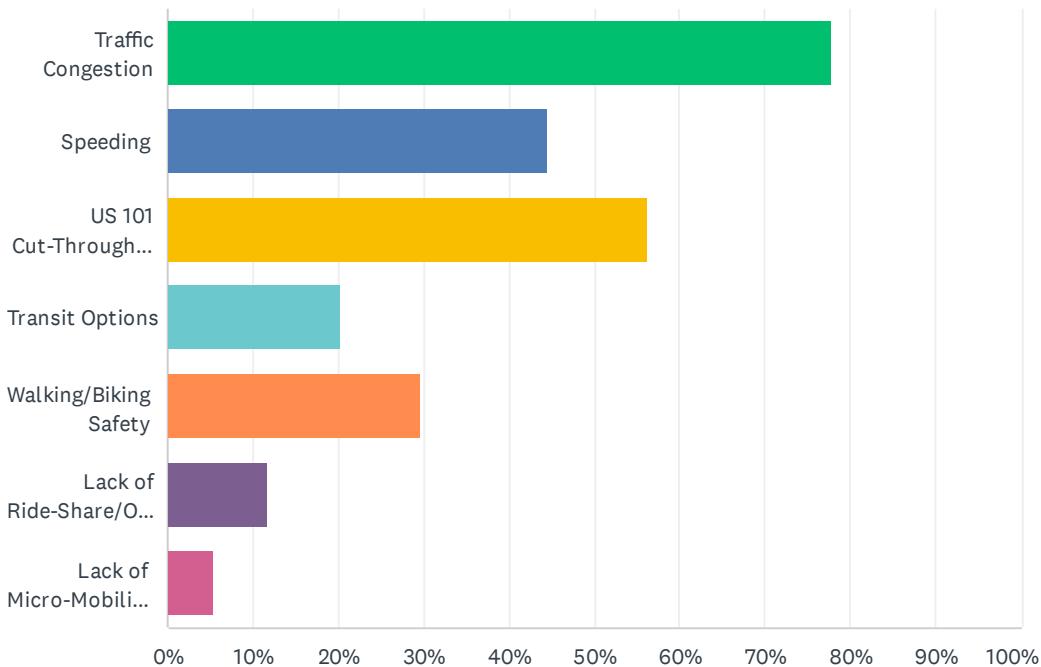
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ANSWER CHOICES	RESPONSES	
A. Drive Alone	82.73%	431
B. Carpool/Vanpool	11.52%	60
C. Walking	2.11%	11
D. Biking	1.54%	8
E. Transit (VTA Bus/Caltrain)	0.38%	2
F. Rideshare	1.73%	9
TOTAL		521

Q10 What are your primary concerns about transportation in Morgan Hill? (choose all that apply)

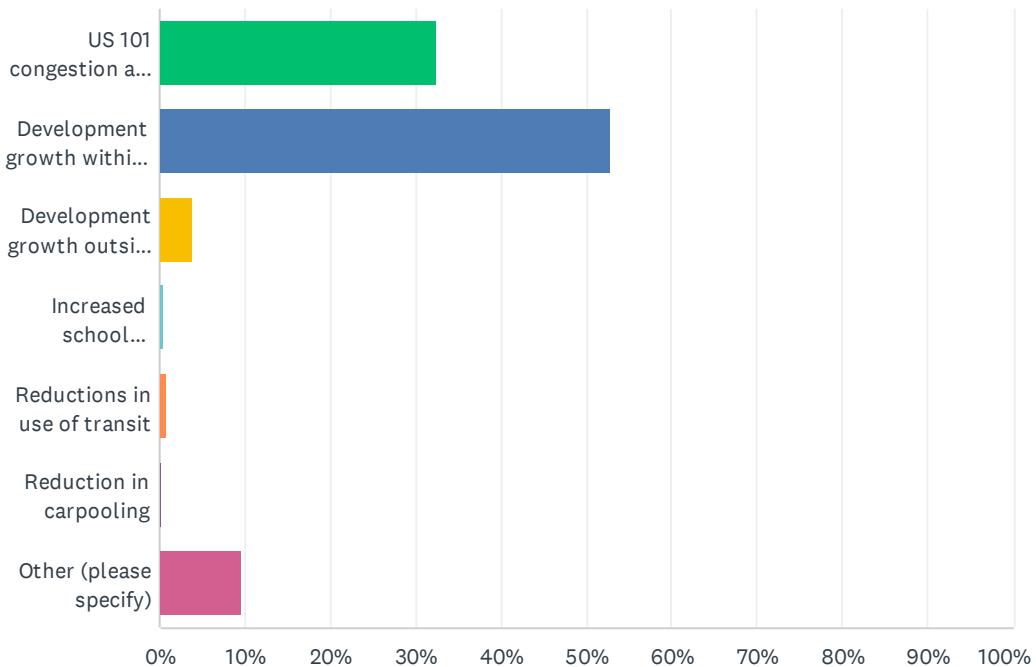
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ANSWER CHOICES	RESPONSES
Traffic Congestion	77.74% 405
Speeding	44.53% 232
US 101 Cut-Through Traffic	56.24% 293
Transit Options	20.15% 105
Walking/Biking Safety	29.56% 154
Lack of Ride-Share/On-Demand Service Options	11.71% 61
Lack of Micro-Mobility (Bike-Share/Scooters) Options	5.37% 28
Total Respondents: 521	

Q11 What do you believe is the primary cause of traffic congestion on City roadways?

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES
US 101 congestion and detoured traffic		32.44% 169
Development growth within the City		52.78% 275
Development growth outside of the City		3.84% 20
Increased school drop-off/pick-up		0.38% 2
Reductions in use of transit		0.77% 4
Reduction in carpooling		0.19% 1
Other (please specify)		9.60% 50
TOTAL		521

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't believe there is a bad congestion issue, just a speeding issue	
2	Just retired it's taken me 2 1/2 hrs just to drive 30 miles hm to Morgan Hill	
3	There is no primary cause. Development in and outside + 101 detoured traffic are the top 3. School traffic is a smaller timeframe.	
4	Poorly designed roadways and inattentive drivers	
5	All the above..too much building	

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6	Freeway lanes reducing to a 2 lane highway on 101 so everyone drives our backroads.	
7	People don't live near where they work	
8	High density housing	
9	City's stupid ideas about reducing lanes on Monterey road.	
10	Hill road is a race course for commuters	
11	Too many houses built with no upgrade to infrastructure.	
12	Dependence on motor vehicles and reluctance to change	
13	MH is allowing over development of land.	
14	Stop lights timed poorly so that every light is red, it takes 25 minutes to get from one side of m.h. To the other	
15	Increased commercial development	
16	Poorly timed traffic lights	
17	There is not single cause. At a minimum the traffic is comming from US101 and city growth.	
18	The bridge is too narrow north of the new little uvas rd bridge.	
19	Too many people, not enough roads	
20	Way to much building going on the town leaders are money hungry, it's not the nice town it used to be	
21	Too much building and not enough increase in infrastructure to handle all the new traffic due to the vuilding	
22	You are building too many homes in Morgan hill with out considering or fixing the traffic problems. Also bring in all these people and no jobs here in town, all these people will be traveling outside of morgan hill to work which will cause even more traffic problems. Its terrible and needs to be fixed asap or maybe stop building so many home in morgan hill with out an actual plan to help this community.	
23	growth, sprawl contributes to congestion more than infill development	
24	Lack of City planning and executing infrastructure for future capacity in time. Example: Hale Extension is AWESOME, but one lane each way, with stop signs at each end is not feasible for the future.	
25	Insufficient mixed use zoning	
26	Rampant uncontrolled growth	
27	Over development with no increase in resources	
28	City Counselors	
29	Lack of public input.	
30	Irresponsible promotion and approval of development that was never considered in the 2035 General Plan while simultaneously ignoring the Transportation infrastructure that was identified as being necessary to support the 'planned' growth that was "ASSUMED COMPLETE" and the just forgotten	
31	Reduction in use of transit/not enough options for transit/biking/walking. It simply isn't feasible to use non-car options most of the time. It can be with different design	
32	Too many residential buildings, but not enough roads being built fast enough to accommodate the population coming to these homes.	
33	Uncontrolled housing...stack and pack	
34	Continued development in Morgan Hill without improving roadways. STOP BUILDING	
35	Irresponsible promotion and approval of development that was never considered in the 2035	

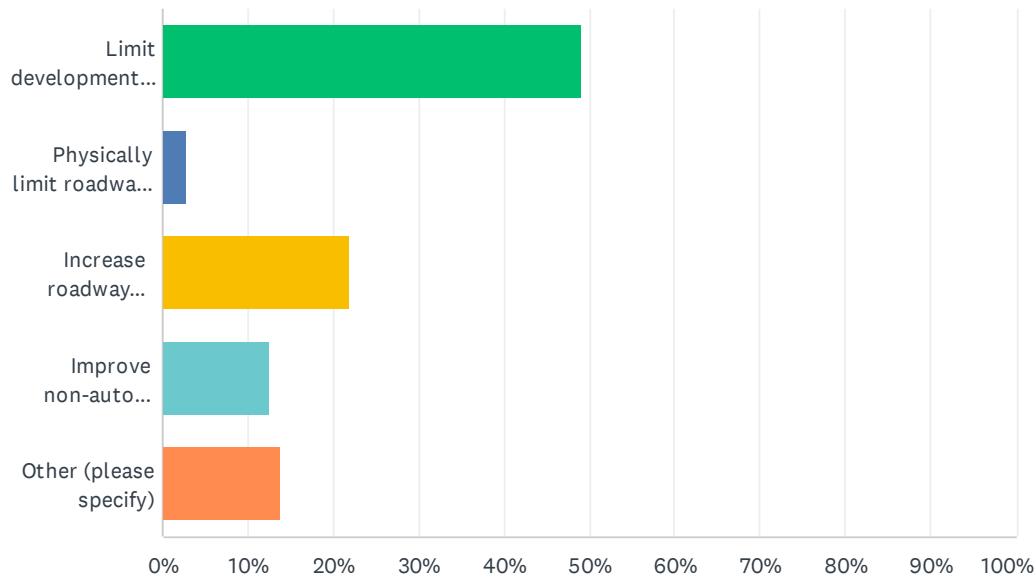
On-Line Community Survey

General Plan while simultaneously ignoring the Transportation Infrastructure that was identified as being necessary to support the 'planned' growth that was "ASSUMED COMPLETE" and then just forgotten.

36	Depends on the day, but people trying to avoid 101 make our more congested city streets thanks to recent development, even worse. It sucks to be a Morgan hill resident avoiding all of the drive thru commuters and new residents with their horrible attitudes behind the wheel and driving skills
37	Uncontrolled/excessive development within MH while at the same time failing to address transportation issues that were previously identified.
38	Congestion on 101 and lack of carpool lane going south after cochrane
39	The continuous residential building in a town that DOES NOT have the infrastructure to support it
40	Lack of prioritizing infrastructure years ago and City Governments refusal to listen and take value of communities comments and concerns.
41	Development growth in the City in excess of 2035 General Plan without corresponding traffic improvements
42	Limit development growth within the City AND MH County
43	Ignoring infrastructure that was identified in 2035 GP
44	Not enough caltrain in the schedule
45	US 101 Congestion, Development growth within and outside of city
46	101 congestion and cut thorough traffic
47	resident preference for cars over other mobility modes
48	development and growth within and outside of the city.
49	resident preference for cars over other mobility modes
50	It all comes back to car dependence. Thats 101, development growth (in or out), and school drop off. If there were non-car options, all of these issues would not lead to more (or as much) congestion.

Q12 What do you believe should be the primary method to reduce traffic congestion?

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES	
Limit development growth within the City		49.14%	256
Physically limit roadway capacity		2.69%	14
Increase roadway capacity		21.88%	114
Improve non-auto facilities (bike/ped facilities, transit service, ride-share, etc.)		12.48%	65
Other (please specify)		13.82%	72
TOTAL			521

#	OTHER (PLEASE SPECIFY)	DATE
1	combination of targeted limiting and increasing of roadway capacity	
2	Unsure	
3	Do NOT synchronize lights downtown. Make it a miserable task to commute through downtown.	
4	Time the traffic lights. It seems that when driving in Morgan Hill requires you to stop at every traffic light. Invest in traffic signals that can be timed to improve traffic flow within Morgan Hill.	
5	I don't believe there is a bad congestion issue, just a speeding issue	
6	Widen US 101 through Morgan Hill	
7	I'm not sure but I know studies have shown expanding roadway capacity simply invites more traffic. It does not solve the problem	
8	We have traffic from Salinas, aromas. Monterey, San Juan, Hollister, Gilroy. & cyotoe	

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9	Limit business and residential growth to entire south valley
10	Find a way to deter non-residents to use MH as a detour to south-bound 101 bottle-necking
11	101 southbound needs 4 lanes all the way through Gilroy. Reducing the lanes where Morgan Hill starts creates a bandwidth bottleneck.
12	Leverage train, public transportation with WiFi
13	Increase roadway capacity on NB 101 starting in Gilroy to diffuse traffic across 4 lanes. Will improve commute times into the bay area
14	Allow left turns on green light, after yielding to oncoming traffic. This would save fuel and reduce traffic backup.
15	Limit development growth, all your planners live outside Morgan Hill - come to their jobs always opposite direction of traffic !
16	MH should not limit MoGo boundaries... Should have more vehicles...
17	Make it harder to use as cut thru, lights, tickets, low speed limits,
18	More stop signs and speed monitoring on uvas road, hill road , Watsonville road and foothill roads
19	No idea - It's actually not that bad now that I'm no longer commuting
20	Time stop lights better so travel is smoother, less traffic. Limit growth in our city
21	Absolutely not sure
22	make side roads less convenient for commuters with speed bumps and stop signs and roundabouts
23	There is no single fix. We need an addition to passthrough traffic (US 101) and a plan to address the exponential growth MH has seen over the last several years.
24	Increase US 101 capacity
25	Technology to sync traffic lights on major roadways
26	improve current roads with roundabouts, better signal timing, diversion of pass through traffic to Butterfield, increased public transit options.
27	increase the frequency and connection of public transit north from within city limits and from the semi-rural corridors.
28	Increase highway (101) capacity
29	Widen 101
30	More Public transportation and Caltrain on weekends
31	more lanes on 101
32	More traffic lights, speed bumps, whatever to discourage 101 bypass
33	No brainer...stop building
34	Improved train operations
35	channel traffic off of residential streets
36	Roundabouts.
37	Add trains
38	Widen 101
39	Better public transit to points north. Bring back school busses - too many parents driving kids to/from school.
40	Time lights on butterfield, increase congestion through downtown

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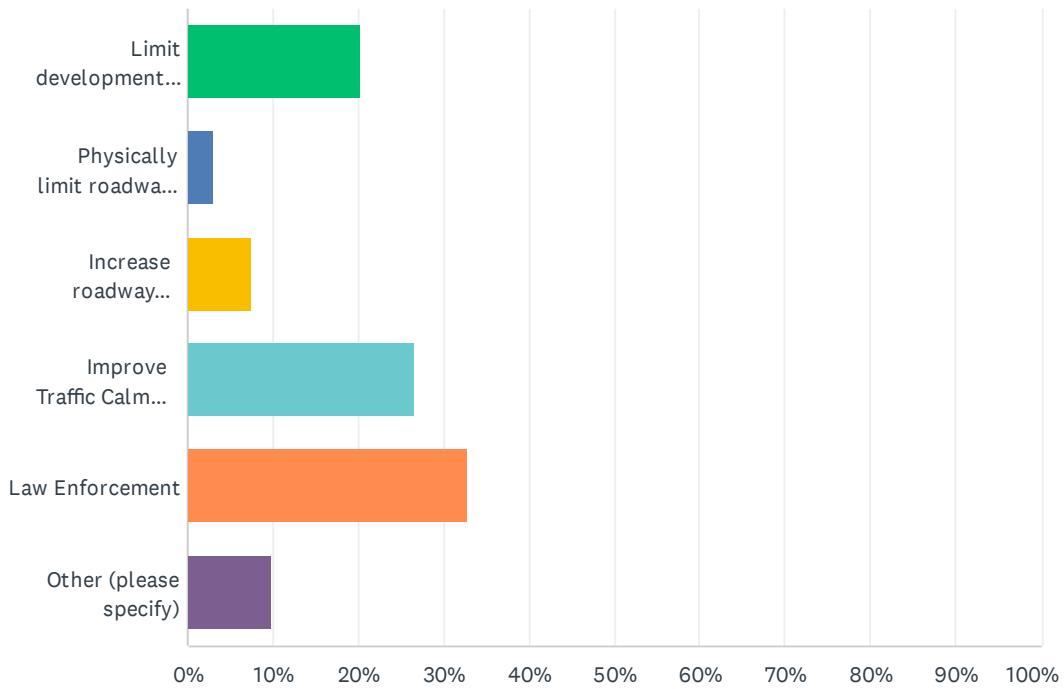
41	Stop building homes when there are no jobs in morgan hill for all these people. You are causing even more traffic	
42	Push for widening 101	
43	Open butterfield up at north end	
44	Add lanes to 101 from Cochran to hwy 25	
45	21`Work from home options or outside of 9-5 schedule	
46	Increase the number of lanes on US 101	
47	The city needs to work with Santa Clara County and address the traffic on the smaller "rural" roads from San Martin to Gilroy. It can be almost impossible to get out of MH neighborhoods in the morning due to cut through traffic. Also the speed of drivers on these roads at all times is a problem. I have not seen any collaborative approach between the city and county to address this.	
48	Expand US101 lanes from 6 to 8 lanes	
49	Widen 101	
50	Increase roadway capacity but also limit development growth in the city as out infrastructure could not support it.	
51	Increase 101 capacity, the reduction of a lane at Cochrane forces traffic off the 101 and into MH	
52	Make 101 3 lanes to 152	
53	Cal train improved times	
54	More use of public transit	
55	Work with other cities (Gilroy, Hollister, Salinas) to pressure State to address bottleneck of 101 from Cochrane to Hwy 129	
56	STOP BUILDING HIGH DENSITY HOUSING	
57	Expand 101 and input lanes before building. Example Watsonville and monterey. Horrible	
58	Lame reduction on Monterey Rd in downtown to force cars onto Butterfield and Hale.	
59	We need to limit growth, stop it, AND increase roadway capacity/infrastructure for the recently built homes that didn't require anything prior to being built.	
60	Limit development City growth AND add lane to 101 to eliminate bottleneck AND improve transit services.	
61	Add street lights where they would be useful. i.e. hale/tilton and increase police patrol during rush hours to deter reckless driving	
62	Stop building residential properties that add thousands of vehicles to small 2 and 4 lane roads	
63	WIDEN 101 ALL THE WAY DOWN THROUGH HOLLISTER	
64	Widen 101	
65	Limit development growth within the City AND MH County	
66	One 'primary' way is meaningless bc it won't work	
67	Increase 101 capacity	
68	Widening 101 to 4 lanes each direction, more trains, better connections from downtown SJ	
69	Remove the temporary extra lane on 101 through Morgan Hill causing bottleneck back up resulting in commuters getting off the freeway to avoid traffic.	
70	Widen 101	
71	Improve major arteries and regularly block downtown traffic. Improve bike lanes and bike parking	

72

I like physically limit roadway capacity (adding more lanes is demonstrated not to help long-term). But improving non-auto facilities is likely the strongest option. Making non-car options viable is the only sustainable way to reduce traffic congestion. Plus, a lot of Morgan Hill lives close to downtown; if we could get around town without a car, we would see less congestion, more freedom, and a better experience for all. A thriving downtown filled with walking and biking people is more enjoyable than one filled with cars revving down Monterey 6 inches away from pedestrians or restaurant parklets.

Q13 What do you believe should be the primary method to reduce speeding?

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES	
Limit development growth within the City		20.15%	105
Physically limit roadway capacity		3.07%	16
Increase roadway capacity		7.49%	39
Improve Traffic Calming Measures		26.68%	139
Law Enforcement		32.82%	171
Other (please specify)		9.79%	51
TOTAL			521

#	OTHER (PLEASE SPECIFY)	DATE
1	combination of physical limits on roadway capacity and traffic calming measures	
2	I've not noticed an increased speeding issue	
3	Make lights un-synchronized.	
4	Install speeding cameras. Not enough police officers to do the job and police officers are hugely expensive. People speed because they know there are not any consequences for their actions. Cameras would do the trick.	
5	Traffic Cameras to cite speeders in key areas	

On-Line Community Survey

6	Add more crosswalks with flashing lights
7	lower speed limits that are enforced with automatic cameras
8	Prevent 101 traffic bypass by increasing capacity
9	I'm not worried about speeding
10	Not sure what traffic calming means. Roads which slowly wind and curve instead of being a straight line and speed bumps both seem promising.
11	cameras
12	Speed Bumps
13	Law enforcement and limit development
14	police enforcement; cameras
15	No idea - I actually don't think it's that bad
16	Improve timing of traffic lights
17	speed bumps, stop signs and roundabouts
18	Better traffic light timing
19	Speed humps
20	more roundabouts to keep traffic moving. Also, more passing lanes.
21	Install cameras at intersections.
22	Install license plate reader cameras everywhere!
23	not sure there is to much speeding with all the traffic.
24	more speed limit signs, speed sensors and displays
25	Put the speed bumps back in on Monterey down town!
26	Install more speed measuring signs to tell people they are speeding. Combine this with law enforcement for those who ignore the warning.
27	Put speed bumps back downtown, people drive too fast through downtown.
28	combination of traffic calming and law forcement - campaign to educate and change attitude and behaviors which is the root of the speeding
29	Bring in more jobs into morgan hill or stop building more homes for people to just commute and cause more traffic which causes more people to feel the need to drive irrational
30	arterial stop signs
31	Enforce traffic, bike, and pedestrian laws and increase education. Use cameras. Cite people.
32	The roads that connect city and unincorporated areas need additional stop signs and even round abouts. Gilroy on the westside has done a much better job of addressing traffic speed and congestion than MH. It should be a priority
33	Red light jumping is biggest issue
34	Not necessarily to limit roadway capacity, you can keep the same number of lanes on a road, but not make the roads so wide. Narrow roads reduce car speeds
35	Let them
36	Not a concern
37	Expanding 101 in both directions
38	N/A
39	Lower speed limits.

40 Limit city development growth AND increase law enforcement AND improve traffic calming measures.

41 Widen 101

42 More License plate cameras

43 Traffic cameras at all major intersections and long passages between signals

44 SPEED BUMPS / HUMPS

45 There are only a few roads where speeding is an issue. Others are too congested for speeding to be an issue. Traffic calming measure would be appropriate on the select few roads where speeding is an issue.

46 Address the traffic concerns first and then there wouldn't be a need to speed

47 Enforcement and traffic calming

48 building more roundabouts

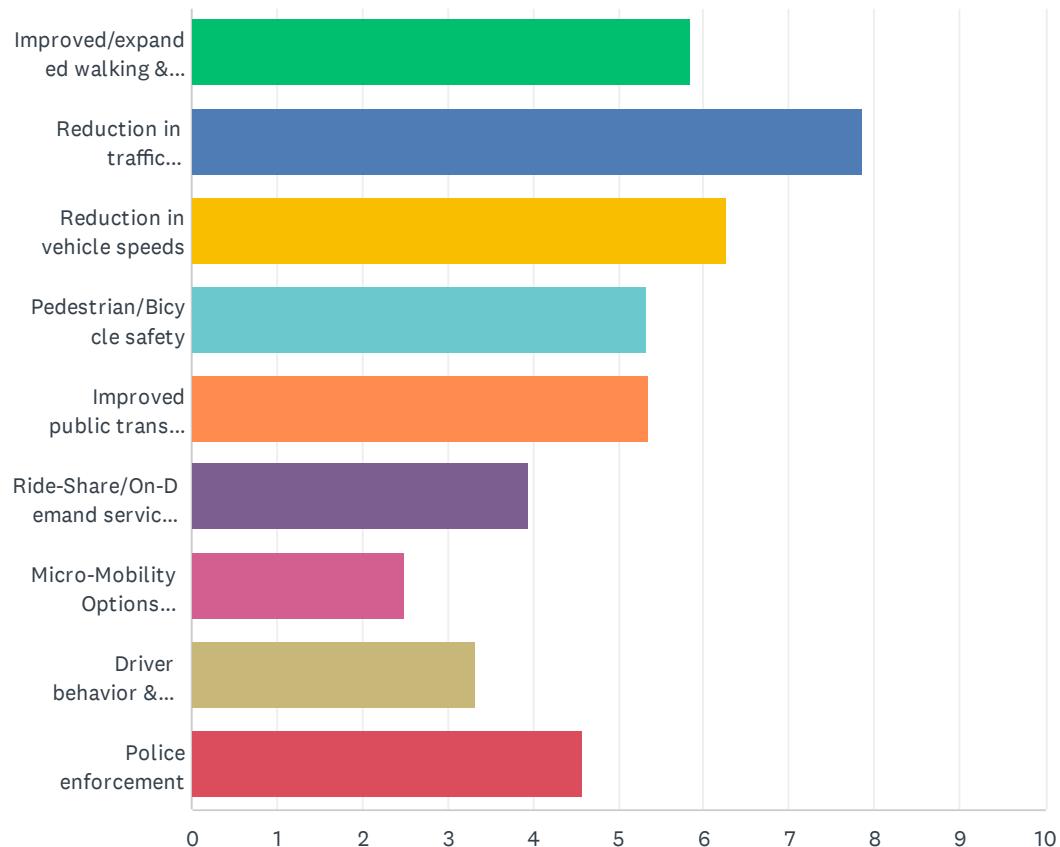
49 See answer to 12

50 Use photo radar technology

51 Improve traffic calming measures is the right idea (feel free to mark me down for that). The only real way to reduce speeds is to either have a ton of police presence or physical changes to roads that make speeding impossible/impractical. If drivers get wide streets with free space, they'll speed. If they have to slow down for their own visibility and safety, they won't.

Q14 What should be the focus of Citywide transportation improvements? (Rank 1-8)

Answered: 521 Skipped: 0

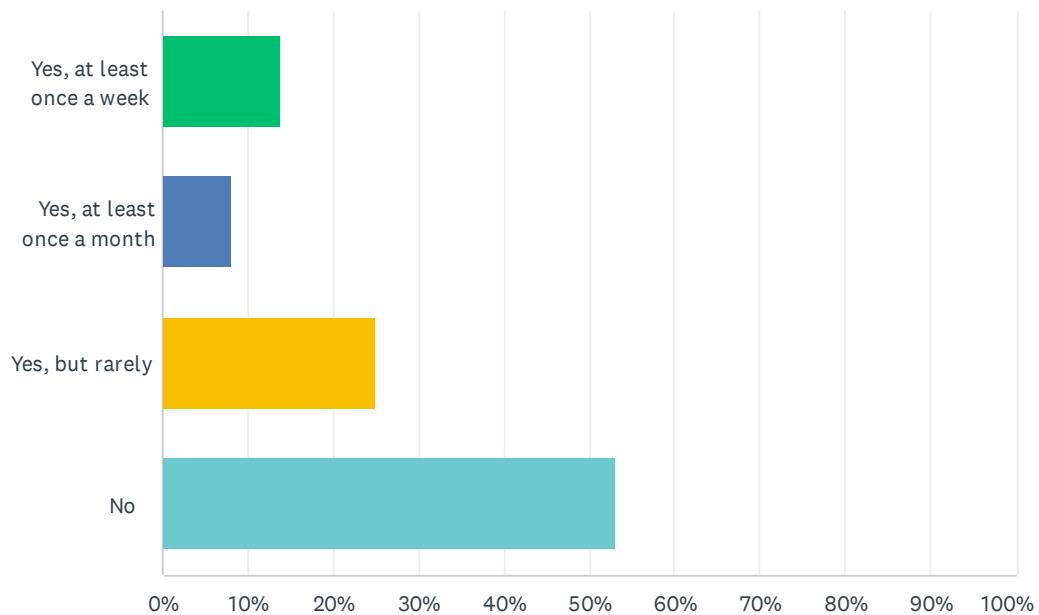


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	1	2	3	4	5	6	7	8	9	TOTAL	SCC
Improved/expanded walking & biking facilities	13.24% 69	17.08% 89	14.20% 74	12.67% 66	14.01% 73	11.90% 62	5.95% 31	7.29% 38	3.65% 19	521	5
Reduction in traffic congestion	55.09% 287	18.43% 96	9.60% 50	6.53% 34	2.88% 15	2.69% 14	2.69% 14	1.15% 6	0.96% 5	521	1
Reduction in vehicle speeds	9.40% 49	23.03% 120	21.88% 114	16.12% 84	9.98% 52	8.25% 43	4.22% 22	4.22% 22	2.88% 15	521	6
Pedestrian/Bicycle safety	3.84% 20	7.87% 41	14.40% 75	23.03% 120	17.85% 93	14.59% 76	12.09% 63	5.37% 28	0.96% 5	521	5
Improved public transit opportunities	7.68% 40	10.94% 57	10.75% 56	14.01% 73	21.88% 114	15.55% 81	12.09% 63	4.41% 23	2.69% 14	521	5
Ride-Share/On-Demand service options	0.77% 4	4.80% 25	4.99% 26	7.87% 41	12.09% 63	24.38% 127	23.99% 125	16.89% 88	4.22% 22	521	5
Micro-Mobility Options (Bike-Share/Scooters)	0.38% 2	0.77% 4	2.11% 11	3.07% 16	4.99% 26	6.91% 36	22.65% 118	27.45% 143	31.67% 165	521	5
Driver behavior & education	1.54% 8	4.80% 25	6.72% 35	8.06% 42	8.25% 43	8.45% 44	9.40% 49	28.02% 146	24.76% 129	521	5
Police enforcement	8.06% 42	12.28% 64	15.36% 80	8.64% 45	8.06% 42	7.29% 38	6.91% 36	5.18% 27	28.21% 147	521	4

Q15 Do you currently bike in Morgan Hill?

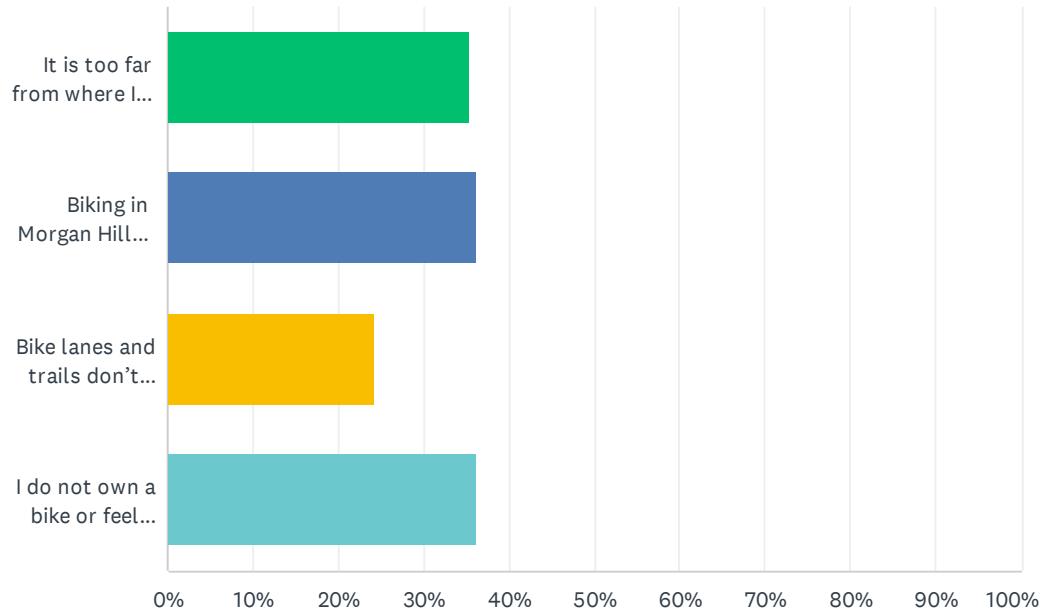
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, at least once a week	13.82%	72
Yes, at least once a month	8.06%	42
Yes, but rarely	24.95%	130
No	53.17%	277
TOTAL		521

Q16 If you answered no to Question 15, why don't you like to bike? (select all that apply)

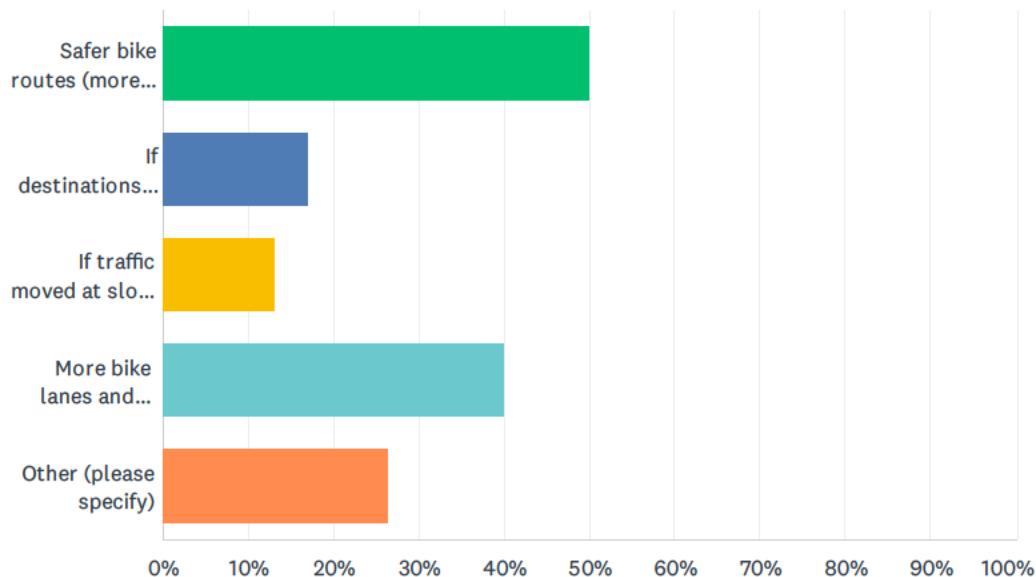
Answered: 351 Skipped: 170



ANSWER CHOICES	RESPONSES
It is too far from where I live to commute by bike to work/school/errands	35.33% 124
Biking in Morgan Hill feels unsafe	36.18% 127
Bike lanes and trails don't go where I want to go	24.22% 85
I do not own a bike or feel comfortable riding a bike	36.18% 127
Total Respondents: 351	

Q17 What would make you bike more in Morgan Hill? Select up to two.

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES	
Safer bike routes (more protection from cars)		50.10%	261
If destinations were closer		17.08%	89
If traffic moved at slower speeds		13.24%	69
More bike lanes and trails		40.12%	209
Other (please specify)		26.49%	138
Total Respondents: 521			

#	OTHER (PLEASE SPECIFY)	DATE
1	It's not feasible from Jackson Oaks	
2	gotta get my bike going again	
3	N/A	
4	Some way to secure my bike at the destination	
5	I'm too old to bike	
6	Nothing would make me bike.	
7	Bike paths not on roads for cars	
8	I am a senior and never rode a bike	
9	We are seniors and don't want to bike in traffic.	
10	Separated bike lane for HS school routes	
11	Stop building in MH this is a drag race area & still country rd	

12	Not physically able.
13	Nothing... Way too much emphasis on Vikings and all catering to bicycle. They need to help accountable for falling the rules of the road instead of breaking them all the time! I am so sick of bicyclist. They do not follow any bicycle laws and rude
14	More bike racks. I prefer to walk/hike to biking
15	expand current Llagas Creek path to downtown
16	n/a
17	Nothing -disabled
18	Some people grew up riding bikes...but due to health reasons they cannot do it longer . It isn't safe for them. If you have kids you can't take them to multiple activities on a bike
19	Bike lanes in the Unincorporated areas.
20	if we stopped adding ridiculous amounts of housing
21	nothing
22	I can't bike due to physical limitations.
23	there are already many bikes in the streets.
24	Law enforcement
25	trails, homeless, safety issues
26	easier to drive
27	I prefer to walk
28	Micromobility (on-demand bike rentals)
29	N/A
30	Nothing, I don't bike or care too.
31	Remove homeless population from areas near bike trails
32	My physical health does not allow it
33	Bikes are a nuisance
34	Stop permitting the new construction in this city. Between the allowed condensed housing to be built at exactly every traffic choke point in the city and the hideous cement block warehouses that were allowed the "planning" of this city has copied the worst aspects of San Jose. This expansion has permanently ruined all opportunity for development of meaningful biking transportation so in reality this survey is another waste of time and city money.
35	None
36	I don't know how to ride a bike
37	Safer Bike routes (more protection from homeless)
38	No more pretend bike lanes that dump into busy street
39	I would never ride a bike, except for fun around my neighborhood
40	Nothing would make me bike more. Stop trying to make MH bike friendly. We drive here. Make it so cars can drive and make sure police regulate speeders.
41	i dont bike.
42	Bicycles need to stay off the roads
43	How about I just don't like to bike
44	Look at your older population they don't ride bikes. Biking lanes make driving unsafe for drivers
45	Safer places to store bikes while shopping.

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46	Nothing
47	Nothing . No need to bike around town
48	I am not interesting in biking
49	Nothing, i live on a hill
50	Physical limitations
51	Not interested Age
52	I am too old to ride a bike
53	Don't enjoy biking for pleasure
54	Nothing. Biking is not practical.
55	Bikes create traffic problems & contribute to congestion by taking away road space for vehicles
56	will not bike
57	40 years younger
58	Nothing - I'm too old to be riding a bike on a roadway.
59	Do not bike
60	None
61	Nothing. Too dangerous. Too inconvenient.
62	pedal carts available to move seniors
63	Seems to me we have ample bike lanes and trails, but many cyclists choose unsafe areas for both themselves and motorists
64	Bikes are inconsiderate I do not obey traffic laws the fact that somebody got it approved that bikes can use the whole lane, makes it even less safe and more risky for the bicyclist themselves.
65	at my age it is not safe
66	Invent a time machine and go back 20 years in age. I'm 76, and biking is dangerous for me.
67	N/A
68	Buying a bike
69	More secure places to lock up my bike; do not reduce down to one lane like Willow Glen or other areas did - disasterous!!!
70	N/A
71	Seems like you are pushing Bikes
72	I have physical limitations that make riding a bike physically difficult.
73	Nothing
74	Nothing
75	If I want to bike I'll go to a park with bike trails I have no desire to bike on roads with cars
76	Fix 101
77	Nothing
78	Better connectivity
79	I don't choose to bike anywhere in MH because my car is more efficient for my travel needs
80	I'm not interested in biking

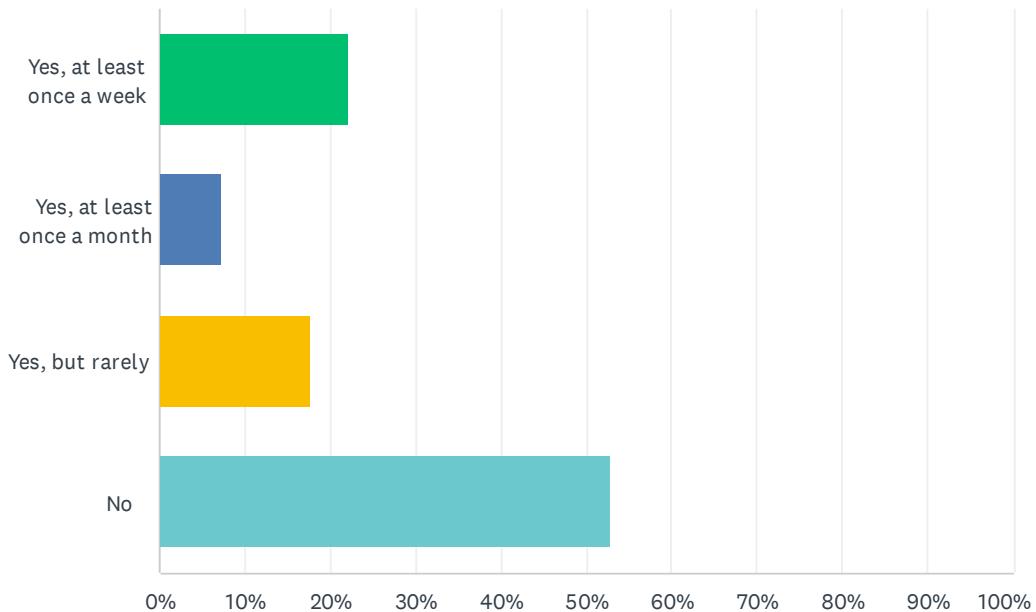
On-Line Community Survey

81	Connecting paths from my isolated neighborhood
82	Never will be safe to bike from HLE
83	increase sweeping of bike lanes, currently atrocious
84	Nothing would make me bike. I enjoy walking and using the vta.
85	Na
86	Smoothen roads
87	Nothing rapid development has created congestion that would be worse by losing lanes
88	I can't, I'm disabled.
89	Bikers should not be allowed on two lane roads.
90	Too many potholes on the roadway
91	More west-east bike paths, most seem to be north -south
92	None
93	Trails that are not shared with vehicles
94	Nothing. This town is too rural to provide adequate safety and access.
95	nothing
96	I would not bike, Getting up and down east Dunne is not something I would ever want to do.
97	I don't think anything would make me ride a bike on public roads.
98	I am to old to ride a bike and only used one in my younger years for recreation. road a bike for recreation
99	None of the above apply. I cannot bike somewhere without the fear of someone stealing my bicycle. California law has enabled criminals and theft is far too prevalent for me to risk my hard earned money.
100	safe places to park and lock my bike
101	Can't, disabled
102	I'm poor we don't have bikes.
103	If I lived down the hill.
104	New knees
105	Unable to because of disability.
106	You're forgetting that some folks are disabled and can't ride bikes.
107	If I was gay
108	Easily accessible bikes to rent because we don't own a bike
109	n/a
110	Nothing... people on bikes ignore laws
111	I think it is safe but I don't bike
112	I do not like biking.
113	Areas that are easy to ride with my kids; controlling homeless population on Paradise Trail near CRC
114	Nothing
115	More law enforcement on speeders.
116	If I bought a bike.

117	N/A
118	None, I like the amount that I bike
119	Your bike lane options have been decisions. Now the crosswalk on Watsonville Rd to Silveira lake was another bad planning idea
120	Physical ability
121	Living up in HLE, biking is not really feasible for commuting.
122	If crimes were lowered. i.e. theft. I wouldn't want to rely on my bike not getting stolen
123	Bike parking
124	Nothing
125	Too far away
126	I'm a disabled senior citizen so this question is non-applicable
127	1
128	Trails that allow bikes
129	Greater security for parked bikes and theft prevention
130	Bike routes are already available. Not interested
131	Morgan Hill is not a biking community and likely won't ever be (and that's ok). Changing infrastructure to cater to the very few that do/will ever bike is a disservice to a majority of the community residents. We are families that commute, making roadways easier for vehicles to get home quickly is what we want. Public transit is also not practical for families.
132	I prefer to travel by vehicle
133	Cannot bike due to mobility issue
134	nothing
135	If bikes weren't as expensive
136	I ride recreationally; bike lanes/paths are good.
137	I would not bike in Morgan Hill. I bike in park trails.
138	Bike lanes need physical protection from cars, such as their own cement curbs or fully-structured bollards. Without that, a momentary lapse in attention from a driver can kill a biker. Places that have substantial biking populations achieved that by making dedicated space and protection for biking. Most of the year Morgan Hill has pretty nice weather; we could easily be a walking/biking town since most people live within a couple miles of downtown. We need the infrastructure to support that or people won't do it. Amsterdam is a haven for biking not because they have naturally better people but because they made a policy decision to create safe bike lanes and infra, and they changed their city based on that policy choice. Morgan Hill can do the same, especially on main roads, like Butterfield, Monterey, Dunne, Main, etc.

Q18 Do you currently walk in Morgan Hill for transportation purposes (reasons other than exercise)?

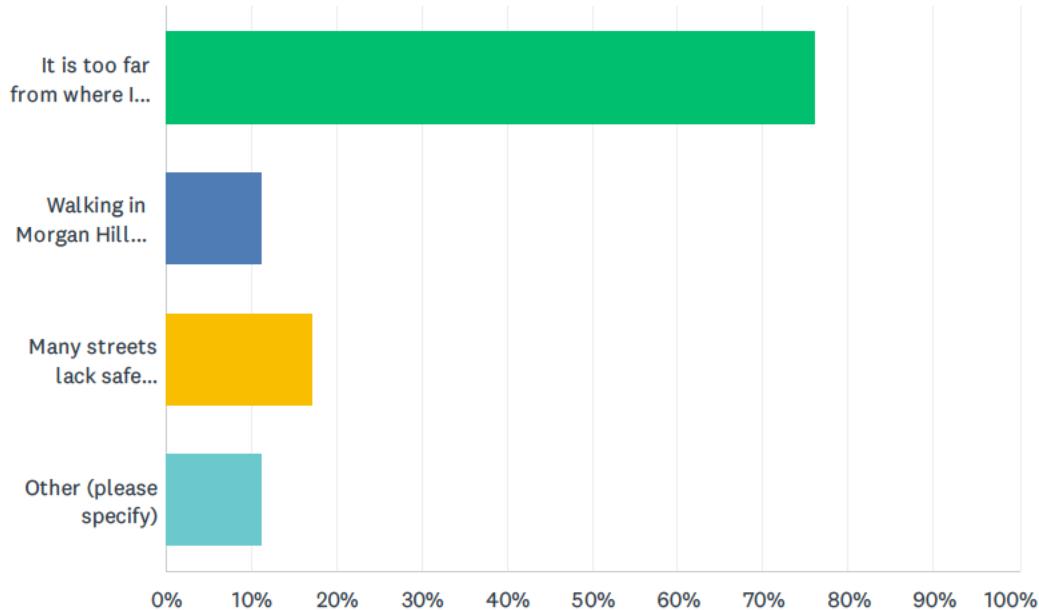
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, at least once a week	22.26%	116
Yes, at least once a month	7.29%	38
Yes, but rarely	17.66%	92
No	52.78%	275
TOTAL		521

Q19 If you answered no to Question 18, why don't you walk? (select all that apply)

Answered: 335 Skipped: 186



ANSWER CHOICES		RESPONSES	
It is too far from where I live to commute by bike to work/school/errands		76.12%	255
Walking in Morgan Hill feels unsafe		11.34%	38
Many streets lack safe crossings or sidewalks		17.31%	58
Other (please specify)		11.34%	38
Total Respondents: 335			

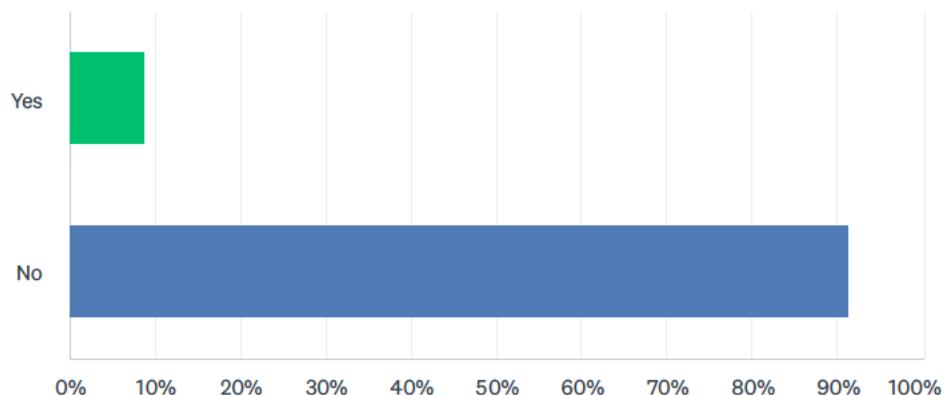
#	OTHER (PLEASE SPECIFY)	DATE
1	The sidewalk down Hale is discontinuous. The worst part is southbound at Wright where the road narrows and the sidewalk dumps into the bike lane. Cars turning right take up the full bike lane and then you are squished against the fence.	
2	Walk for exercise, better health	
3	I'm handicap	
4	too many bikes on street. difficult to compete with them.	
5	I walk for exercise.	
6	I walk to Nob Hill and BoA but I don't feel safe crossing Monterey Highway for other errands.	
7	Everything is too far from my home to walk	
8	Grocery stores and other things I travel to are not within walking distance	
9	I live on a hill, too far from town	

On-Line Community Survey

10	Physical limitations
11	Too lazy
12	Prefer to bike
13	It's too far to walk to the stores from where I live.
14	I live in the country and walk for pleasure
15	Personal Time contraints.
16	don't want to walk up a big hill
17	No need
18	It's not convenient
19	Poor roads/sidewalks
20	Disabled
21	Do not know how to bike
22	I live too far from town to walk there.
23	Lack of sidewalks in my neighborhood starting at Llagas Creek Drive and heading West. Lack of trails that head into town center from my neighborhood.
24	I shop at various store throughout the city and using a car is the only type of transportation that makes sense. The miles I must travel and bags of goods requires a car. Also, I take my husband with me. walking shop throughout
25	Again, disabled
26	Limited physical mobility
27	Reside atop the hill.
28	No reason to walk, restaurants/stores are sparse .
29	I'm an American and therefore own a car
30	I get off work after dark.
31	Streets are too dark in the early morning or at night
32	Too much speeding
33	Don't always feel safe walking alone as a woman
34	Not enough time
35	Chronically ill unable to walk
36	Mobility issue
37	Walking distances too far, especially if I have to carry groceries
38	Schools/Stores are too far

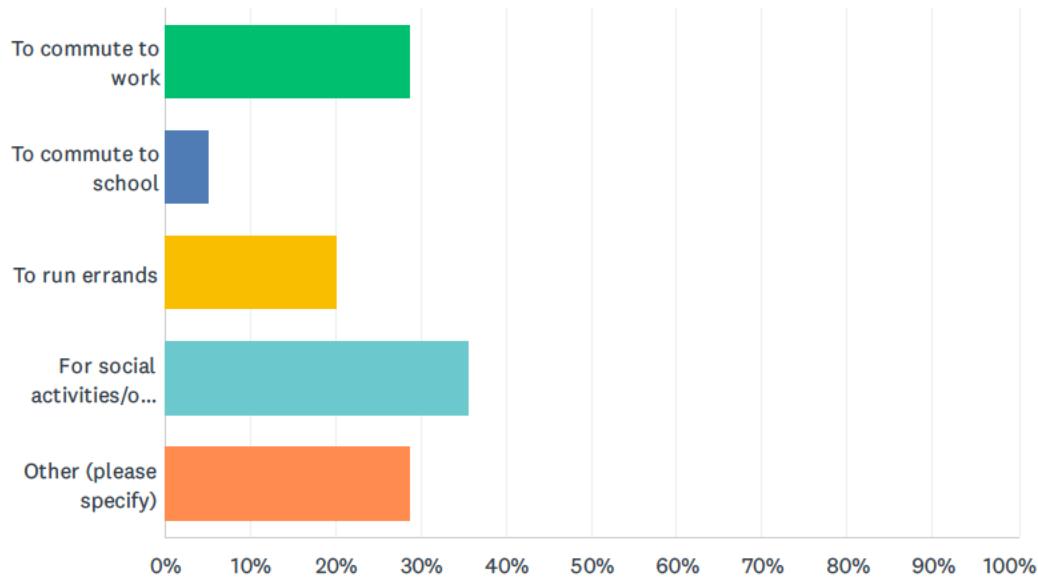
Q20 Do you currently take transit in Morgan Hill?

Answered: 521 Skipped: 0



**Q21 If you answered yes to Question 20, where/why do you take transit?
(Select all that apply)**

Answered: 59 Skipped: 462



ANSWER CHOICES		RESPONSES	
To commute to work		28.81%	17
To commute to school		5.08%	3
To run errands		20.34%	12
For social activities/outings		35.59%	21
Other (please specify)		28.81%	17
Total Respondents: 59			

#	OTHER (PLEASE SPECIFY)	DATE
1	transit does not come up to Jackson Oaks area.	
2	NA	
3	I use MoGo once in a while	
4	To medical appointments in San Jose, Gilroy and peninsula locations.	
5	Travel to San Francisco	
6	N/A	
7	I used to take the train.	
8	Use buses to get to San Martin animal shelter	
9	N/A	
10	This survey is extremely biased and needs the opportunity to make comments. Especially at	

On-Line Community Survey

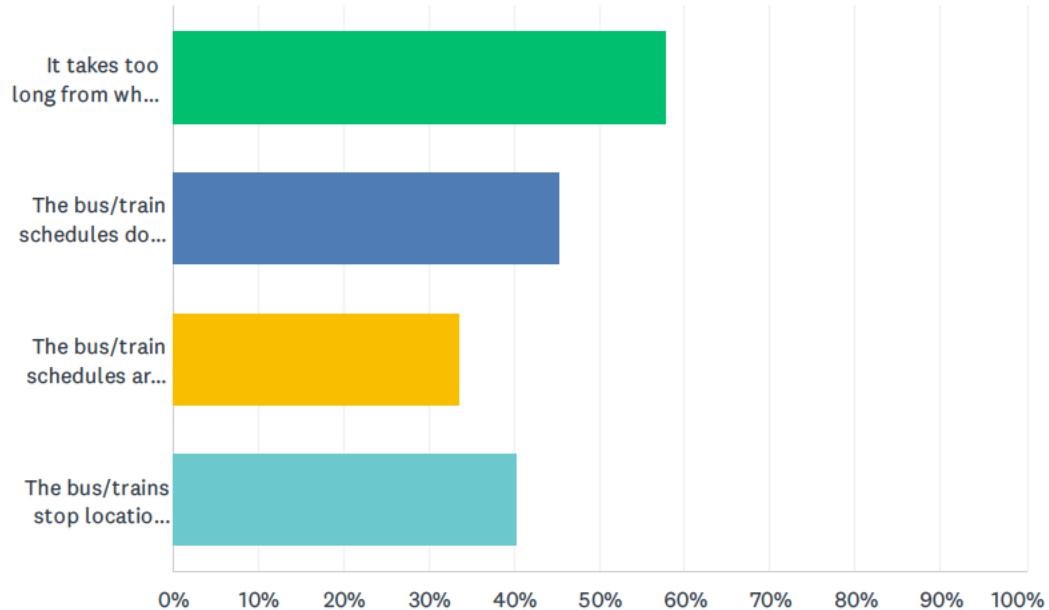
the end of the survey as a separate question.

11	Need transportation to airports!
12	Ge to the Airport
13	It adds too much time to my commute
14	I cannot take transit for work due to the kind of work I do
15	into it, but I've never been fan of public transportation. I prefer the freedom of my own car.
16	to attend public meetings
17	to attend public meetings



Q22 If you answered no to Question 20, why do you not take transit? (Select all that apply)

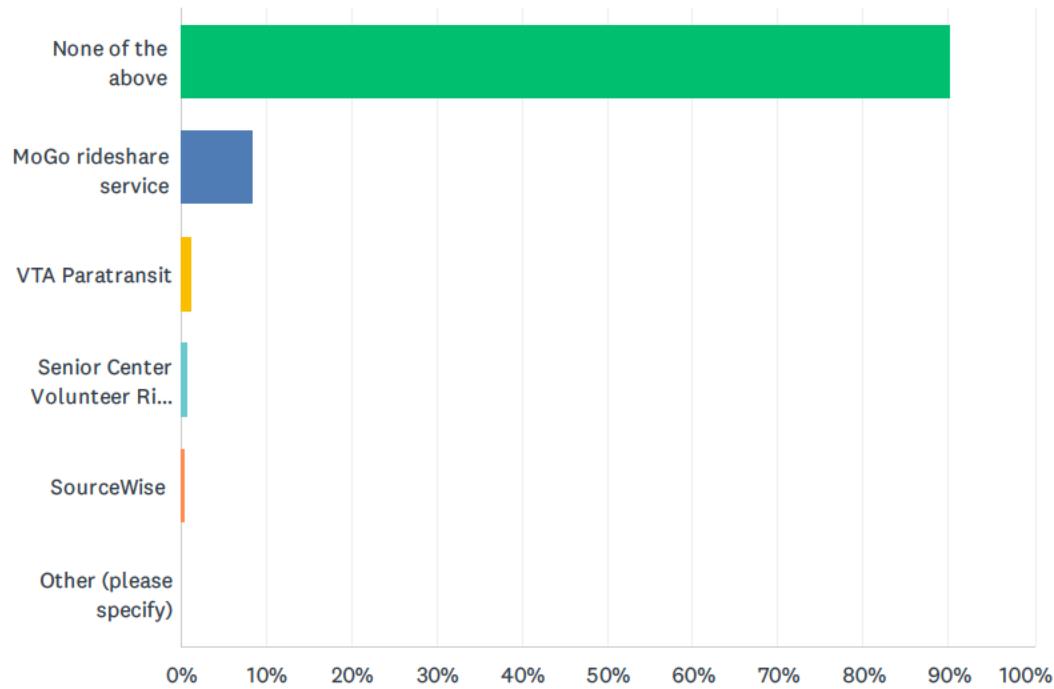
Answered: 452 Skipped: 69



ANSWER CHOICES	RESPONSES	
It takes too long from where I live to take the bus or train to work/school/errands	57.74%	261
The bus/train schedules do not work with my schedule	45.35%	205
The bus/train schedules are too infrequent	33.63%	152
The bus/trains stop locations are not convenient	40.27%	182
Total Respondents: 452		

**Q23 Do you utilize any of the following local transportation services?
(select all that apply)**

Answered: 511 Skipped: 10

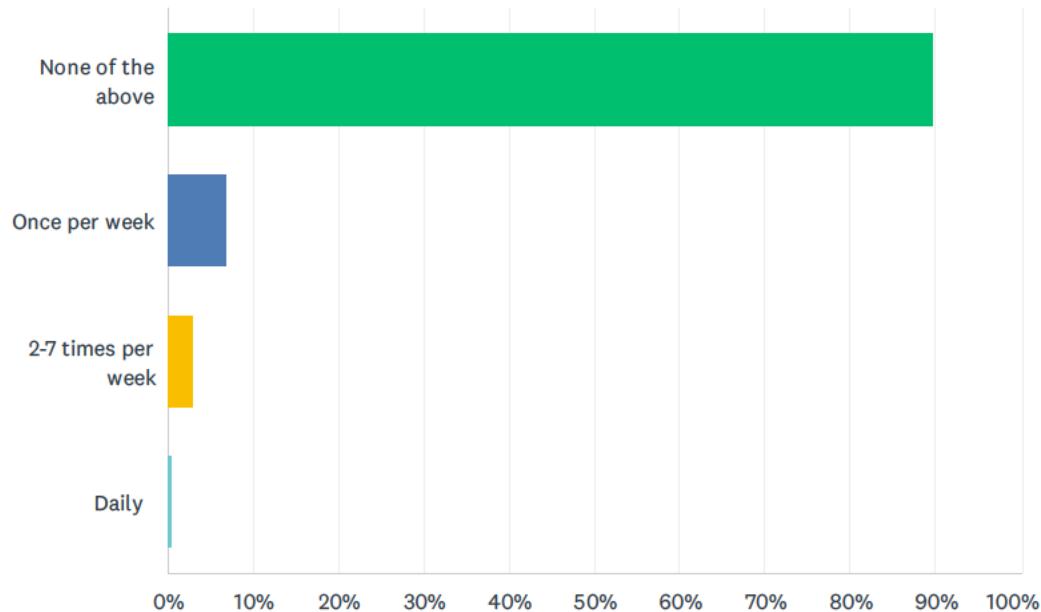


ANSWER CHOICES	RESPONSES
None of the above	90.22%
MoGo rideshare service	8.61%
VTA Paratransit	1.17%
Senior Center Volunteer Ride Program	0.78%
SourceWise	0.39%
Other (please specify)	0.00%
Total Respondents: 511	

#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

Q24 If at least one of the above services is used, how often are they used?

Answered: 304 Skipped: 217



ANSWER CHOICES	RESPONSES
None of the above	89.80%
Once per week	6.91%
2-7 times per week	2.96%
Daily	0.33%
Total Respondents: 304	