



Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting # 2
December 13th, 2023





Role of Stakeholders Committee

- Provide a collaborative forum for discussion and input into the Transportation Master Plan.
- Inform other stakeholders and community members about the additional opportunities for input.
- The Committee is advisory to the city's staff and does not make decisions for the project.
- The Committee will run by consensus with the assistance of a facilitator.
- Committee members shall not speak on behalf of the Committee or the City
- Email exchange between stakeholders is not official
- The City Council is the ultimate policy maker relating to any policies or prioritization of the projects for the City.



AGENDA

- 1. Welcome, Review of Agenda, and Introductions**
- 2. Re-cap of Public Outreach Activities and City Council and Committee input**
 - Feedback Themes
- 3. Presentation of Survey Results**
- 4. Individual Stakeholder Feedback on Survey Results**
 - What is Your Biggest Take-away from survey information presented?
 - What is your biggest surprise in the survey results?
 - What do you believe are the implications from these results on any solutions and policies for the TMP Team?
 - Facilitator and Group to Identify Themes
- 5. Presentation of Cut-Through Traffic Study Results**
- 6. Small Group Discussion and Report Out of Cut-Through Traffic Study Results**
 - Cut-through information—Observations?
 - What about origins and destinations information from the outreach meetings? Anything to add or enhance?
 - Group Report Out
 - Facilitator and Group Identification of Themes
- 7. Next Meeting Dates-6:00 p.m. to 8:00 p.m.**
 - Wednesday, February 28th
 - Wednesday July 31st
- 8. Next Steps, Action Items and Adjourn**



Community Meetings Wrap



English Held
Nov. 8th
25 Attendees



Spanish Held
Nov. 16th
4 Attendees



Project Intro.,
Schedule &
Purpose



Workshop



Transportation Concerns

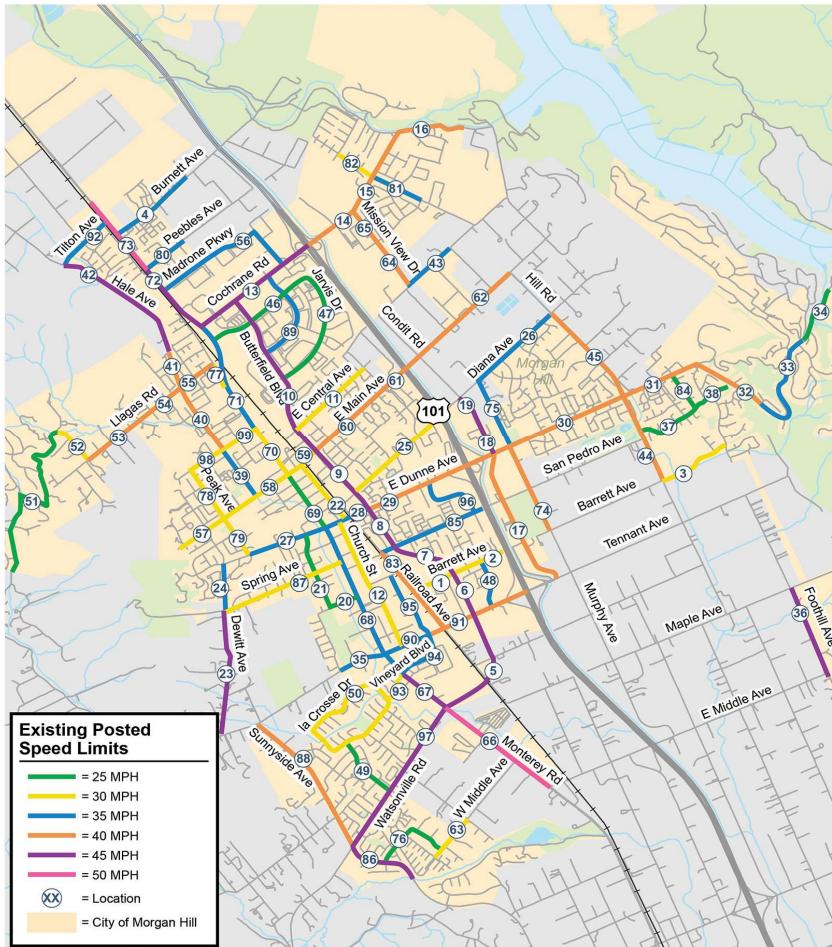
- Speeding
- School Area Safety
- Traffic Congestion
- Viability of Caltrain
- Transit Accessibility
- Ped Safety Across US 101
- Recreational Trail Access Safety
- Biking/Walking Safety



Vehicle Speeding/Safety Hot Spots



Study Locations and Existing Posted Speed Limits



Input Request:

Identify street segments on which speeds regularly exceed posted speed limits or have physical attributes that warrant reduction in posted speeds.

Input Themes:

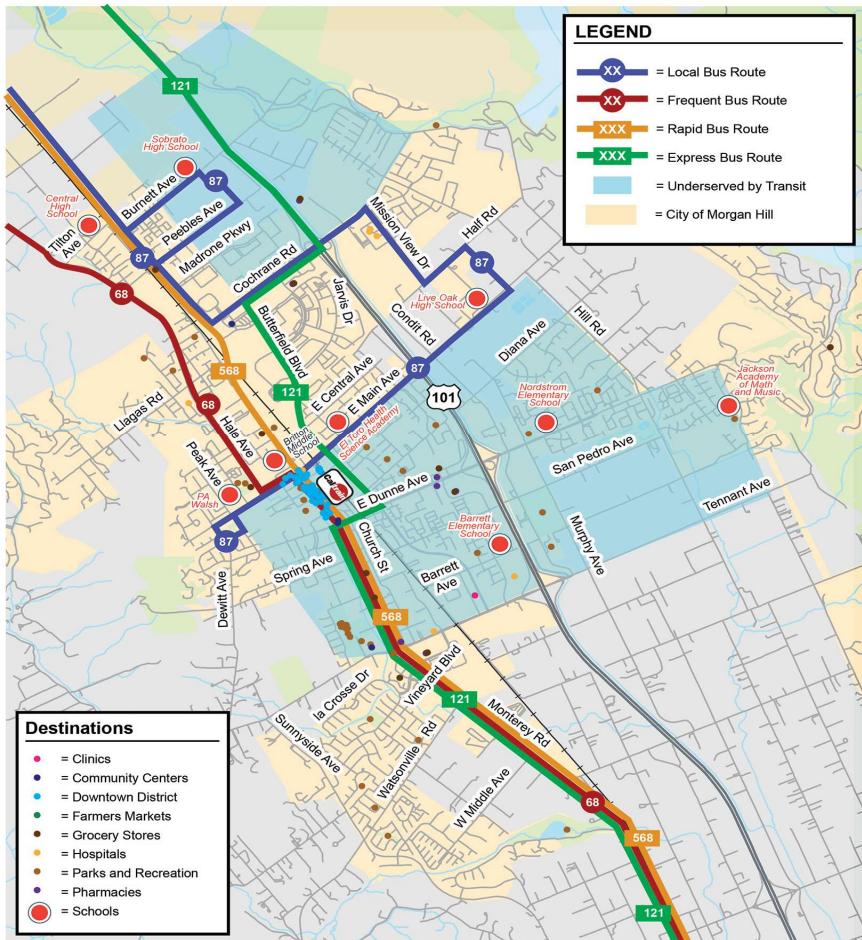
- Lots of specific locations flagged
- Monterey Highway and Cochrane Road are hot spots
- There were traffic calming ideas suggested
- Schools are locations that need attention
- Disregard of stop-signs by drivers



Transit Service Destinations-Origins



Existing Transit Service and Primary Destinations



Input Request:

Identify locations you travel to in MH destinations (schools, shopping, work, etc.) that could be potential transit destinations and underserved areas of the City.

Input Themes:

- Destinations highlighted include downtown, Caltrain Station and Cochrane Road retail
- The viability of Caltrain service was discussed—"last mile" in Morgan Hill as well as final destination north is a challenge
- Specialized medical trips was a need for transit, rideshare opportunity potential
- Lack of inter-city transit options for workers
- Bus frequency was discussed

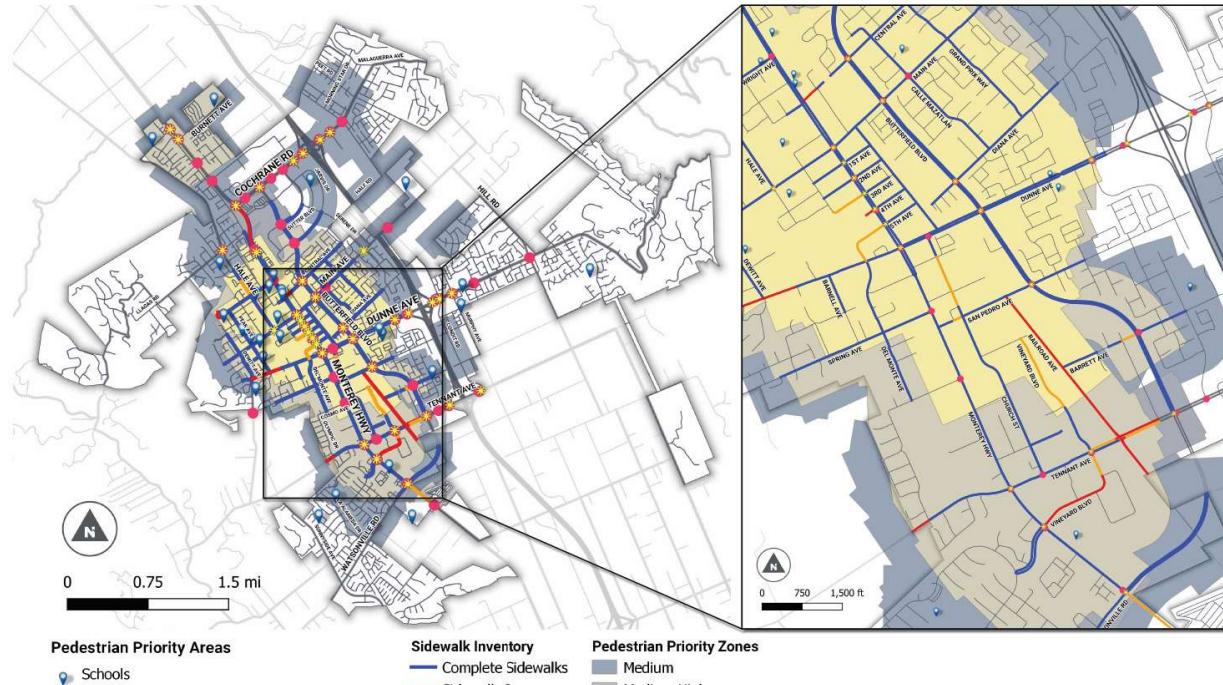


Pedestrian Conditions

Morgan Hill Transportation Plan



Pedestrian Conditions



Input Request:

Identify gaps in sidewalk network and crossings/intersections that make it difficult to access primary destinations in the City.

Input Themes:

- Schools need improved crossings and access
- Coyote Creek Park off Cochrane needs better access
- Walking on both the north/south ends of Monterey Highway near Cochrane Road is challenging due to adjacent speeding traffic & no crosswalks
- All of the overcrossings of Route 101 need attention

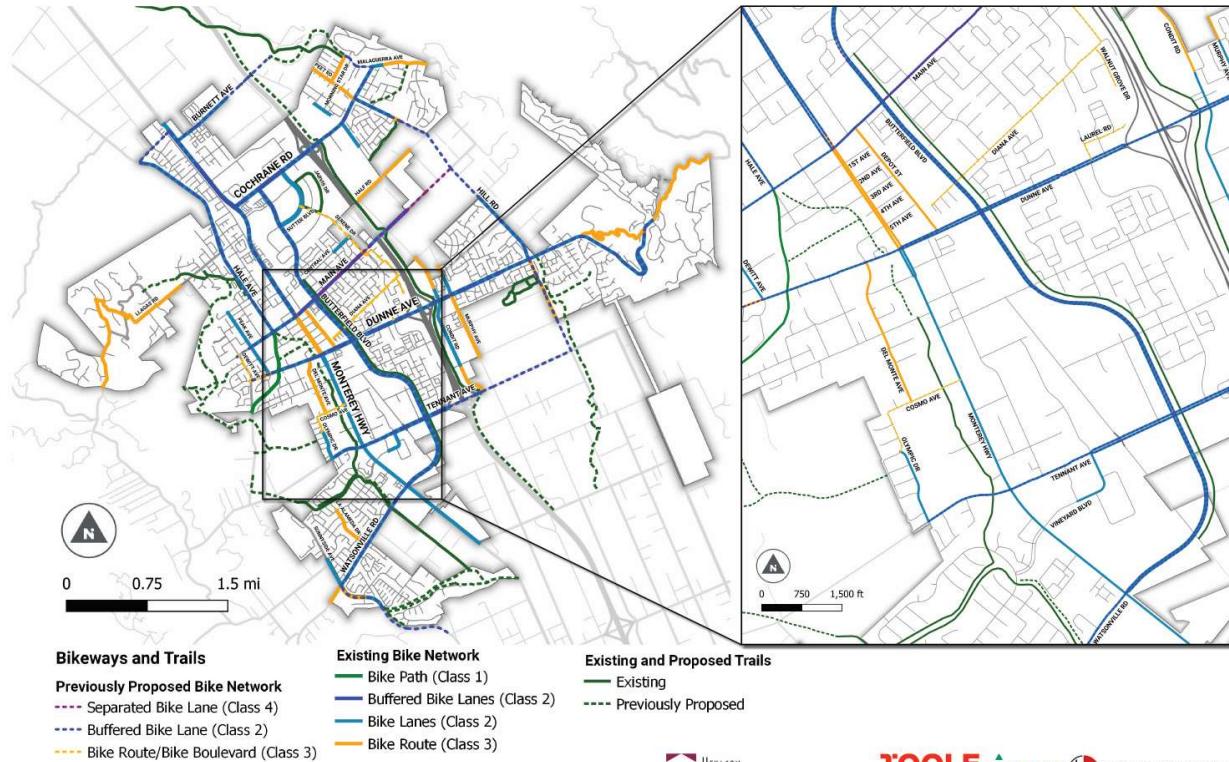


Existing Bikeways & Trail Networks

Morgan Hill Transportation Plan



Bikeways and Trails Network



Input Request:

Identify gaps in the bikeways and trails network to primary origins/destinations (schools, shopping, work, etc.) and underserved areas of the City.

Input Themes:

- Similar location hot spots on Monterey Highway and Cochrane Road are issues for bicyclists as well as pedestrians and also on Dunne Avenue and Main Street
- Biking access to schools needs to be looked at with a desire for more protection for students trying to bike to school
- While trails are great, access to them is not safe



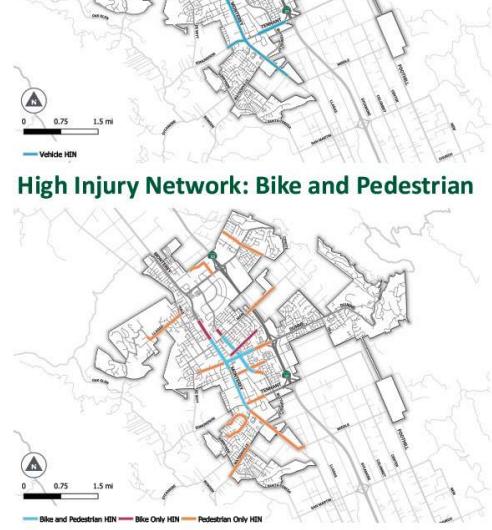
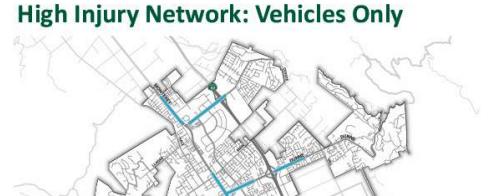
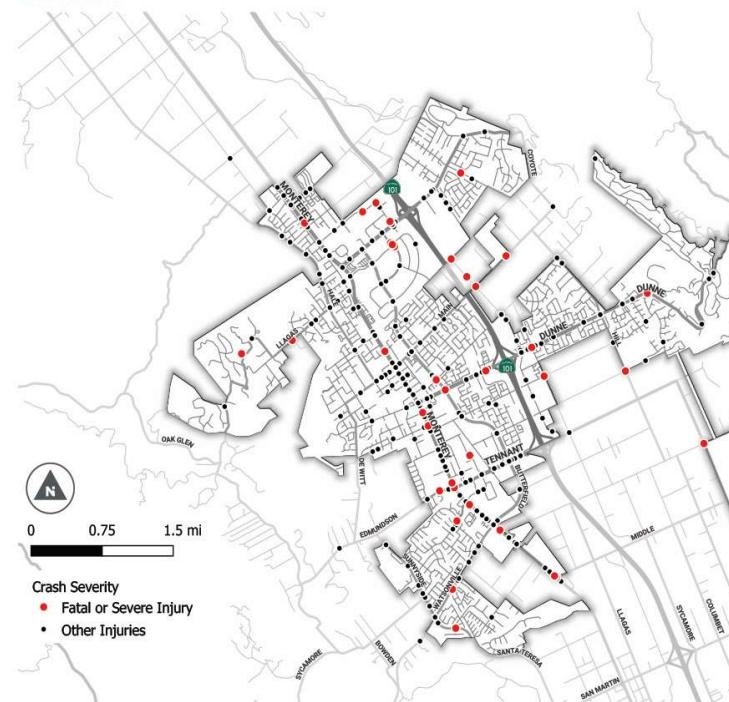
High Occurrence Crash Locations

Morgan Hill Transportation Plan



Safety Conditions

Collisions



Input Request

Identify locations within the City that you perceive to be dangerous when driving and walking/biking.

Input Themes:

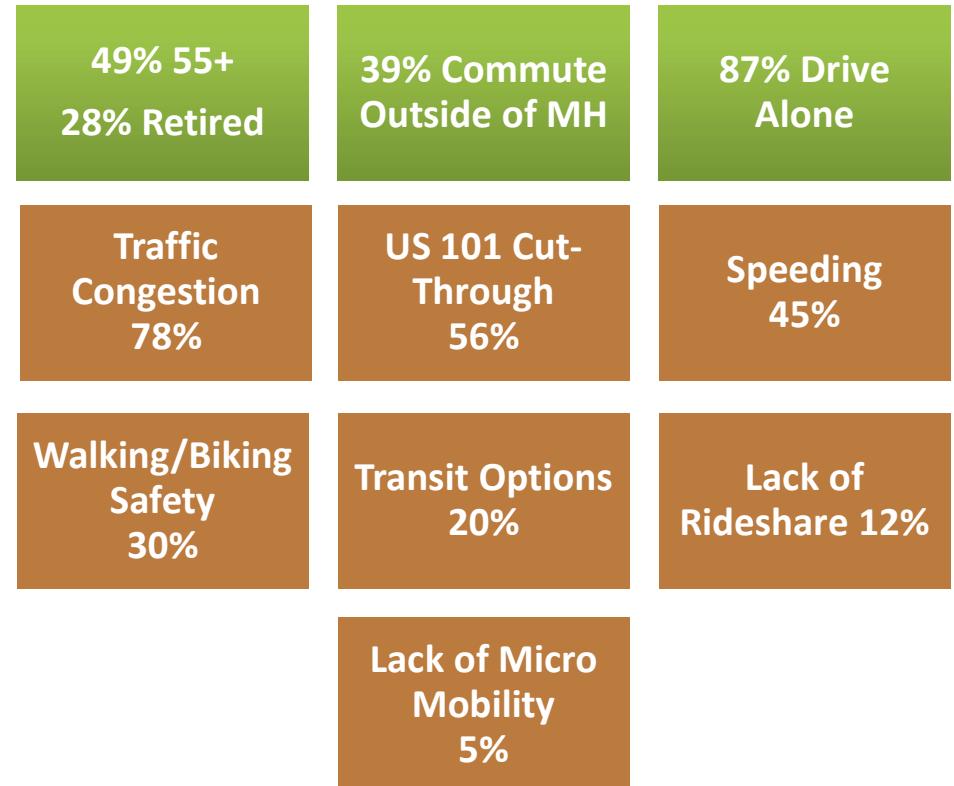
- Monterey Highway intersections are hot spots
- Dunne Avenue east of Monterey is a hot spot as well as “up hill” on Dunne Avenue
- Main Street
- Cochrane Road & roads on east side of US 101
- Lack of sidewalks serving Live Oak HS



On-Line Community Survey Wrap

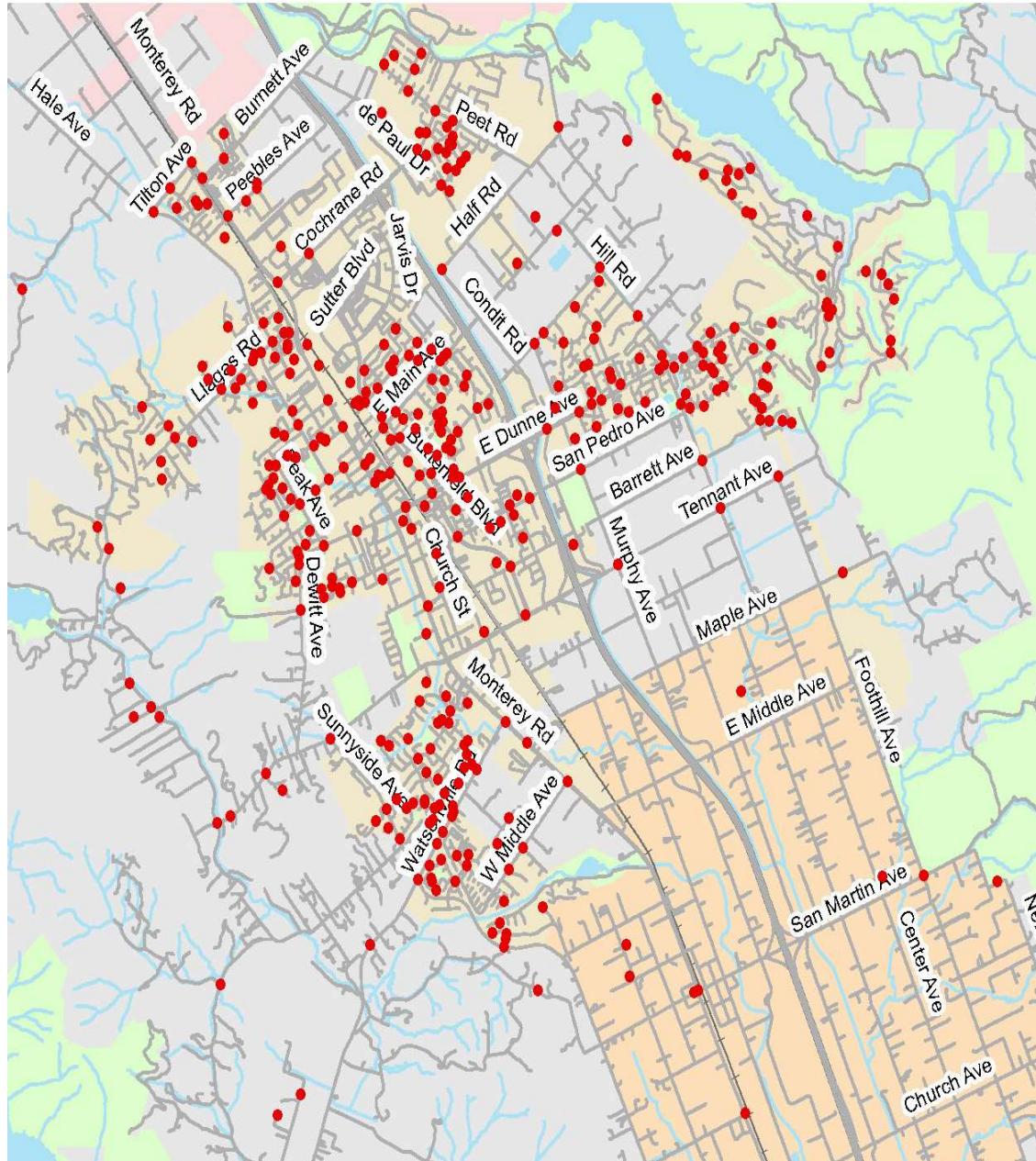
- Live November 3rd
- Closed on Nov. 30th
- 5-10 Minute Completion
- 24 Questions
- ✓ Age
- ✓ Travel Habits
- ✓ Transportation Concerns
- ✓ Transportation Priorities

521 Responses





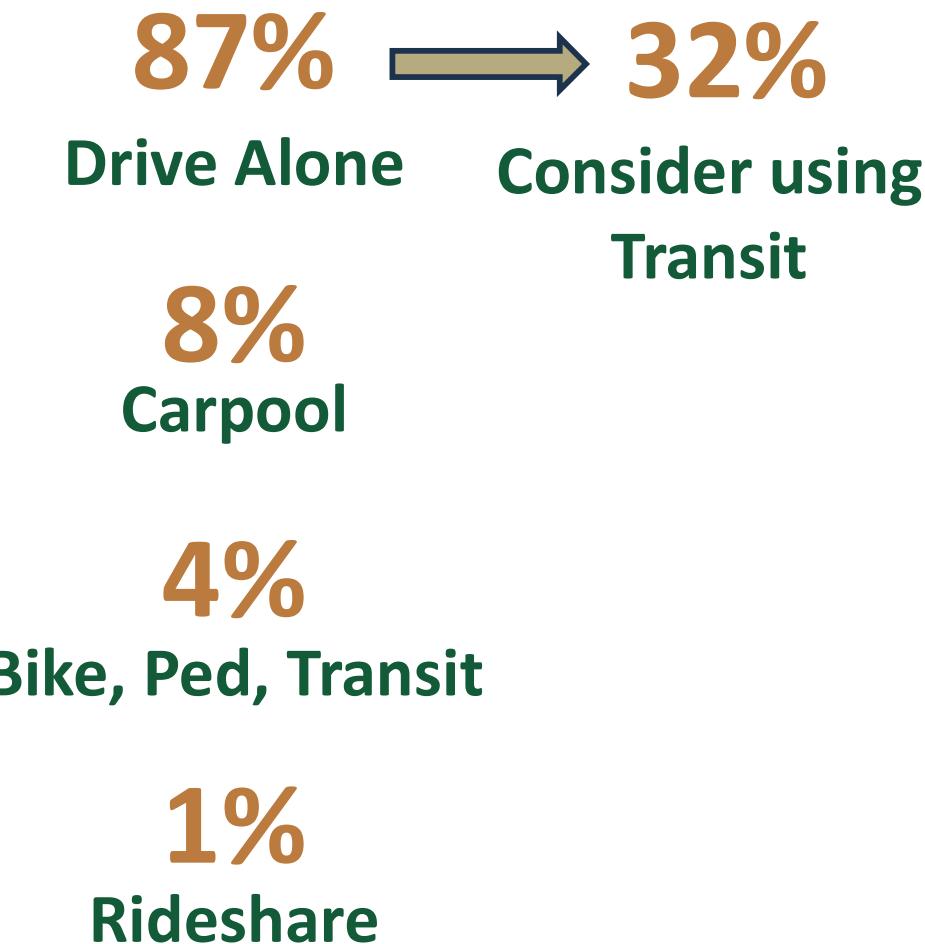
CITY OF MORGAN HILL



Demographics & Commuting

- Minimal response on Spanish survey
- Respondents represent coverage of all areas of the City
- 49% 55 and older
- 66% employed and 28% retired
- 7 responses from university/school students
- 39% go to work/school outside MH

Mode Share



Mode Choice Considerations

- Travel Time (72%)
- Convenience (70%)
- Schedule Flexibility (51%)
- Safety (36%)
- Cost (29%)
- Accessibility for disability (5%)



Primary Transportation Concerns

Traffic Congestion (78%)

US 101 Cut-through Traffic (56%)

Speeding (45%)

Walking/Biking (30%)

Transit (20%)

Primary focus of improvements:

- Reduce congestion (55%)
- Improve walking & biking facilities (17%)
- Reduce vehicle speeds (9%)
- Police enforcement (8%)
- Improve transit (7%)



Traffic Congestion

Respondent's reasons for congestion

- Development growth within City (53%)
- US 101 congestion and detoured traffic (32%)

Respondent's solutions to congestion

- Limiting development within the City (49%)
- Increase roadway capacity (22%)
- Improve non-auto facilities (13%)
- Other – widening US 101, signal timing changes, increasing frequency of Caltrain

Speeding

Respondent's solutions to speeding

- Law enforcement (33%)
- Traffic calming measures (27%)
- Limit development growth within City (20%)
- Other – more speed/signage displays, speed cameras



Ex: Speed Hump
Source: NACTO



Non-Auto Modes



Biking

- 14% bike once a week.
- Safety is primary concern for not biking.
- Improved safety and bike lanes would encourage biking



Walking

- 22 % of residents walk to a non-recreational destination at least once a week
- Lack of sidewalks and safe crossings are primary concern



Transit

- 9% of residents use transit
- Frequency and lack of service are primary reasons for not using transit



Survey Take-Away

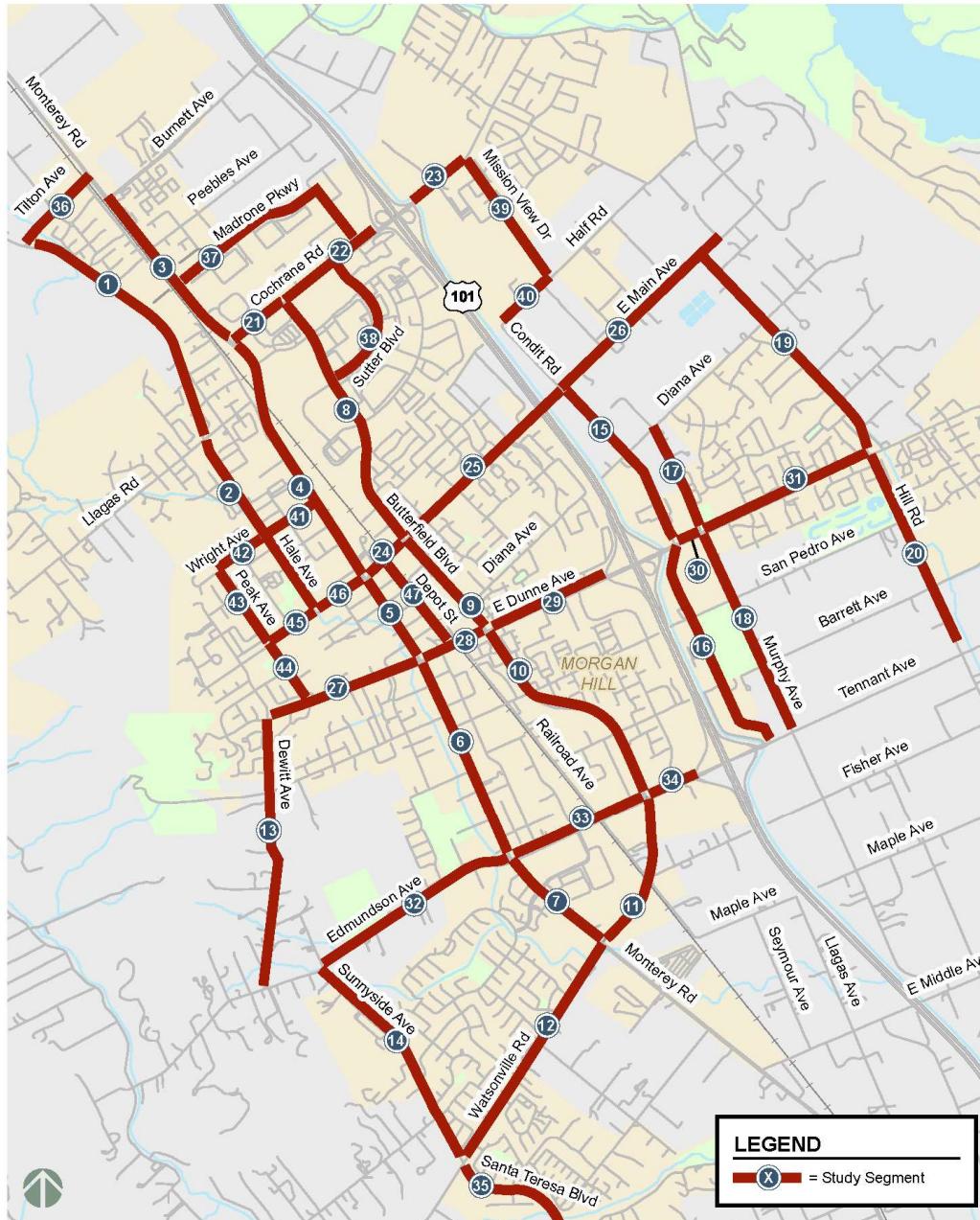
- Approximately half the respondents are aged 55 and above.
- 40 percent of the respondents commute outside Morgan Hill for work/school.
- 87% respondents drive alone. One-third would consider using transit if cost and time were equivalent to driving.
- Primary transportation concerns include traffic congestion, US 101 cut-through traffic, speeding, and walking/biking safety.
- Less than 50 percent of respondents regularly walk or ride a bike.
 - Improved safety and connectivity would encourage biking and walking.
- Less than 10 percent of the respondents currently use transit in Morgan Hill.
 - Frequency and lack of service are primary reasons for not using transit.
- Primary focus of the transportation improvements should be to reduce congestion, expand walking and biking opportunities, reduce vehicle speeds, police enforcement, and improved transit opportunities.



Stakeholder Feedback on Survey

- What is your biggest take-away from survey information presented?
- What is your biggest surprise in the survey results?
- What do you believe are the implications from these results on any solutions and policies for the TMP Team?

Morgan Hill Transportation Plan



Regional Cut-Through Analysis

- Intent of Analysis
 - i. Quantify cut-through traffic
 - ii. Identify primary cut-through routes
- Update of Similar 2019 Study
- Evaluated 47 roadway segments



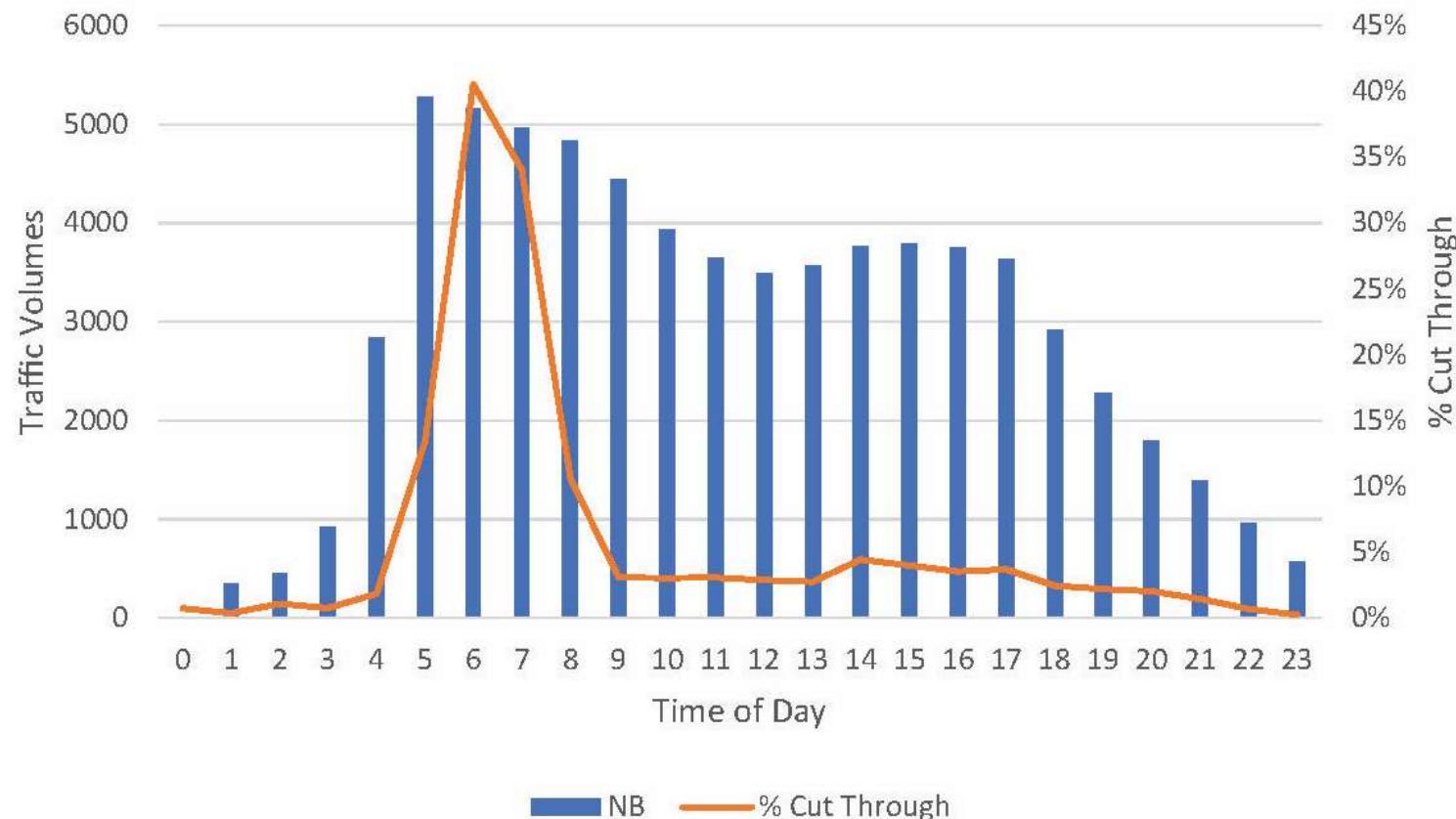
Regional Cut-Through Analysis

Methodology

- Relies on StreetLight Data - Compilation of data sources:
 - Connected vehicle data
 - GPS
 - Cell phone tracking
 - Vehicle/Ped/Bike sensors
 - Land use and parcel data
- Data filtered to identify those trips without an origin/destination in MH
- Data range – Feb. 2022 to April 2022

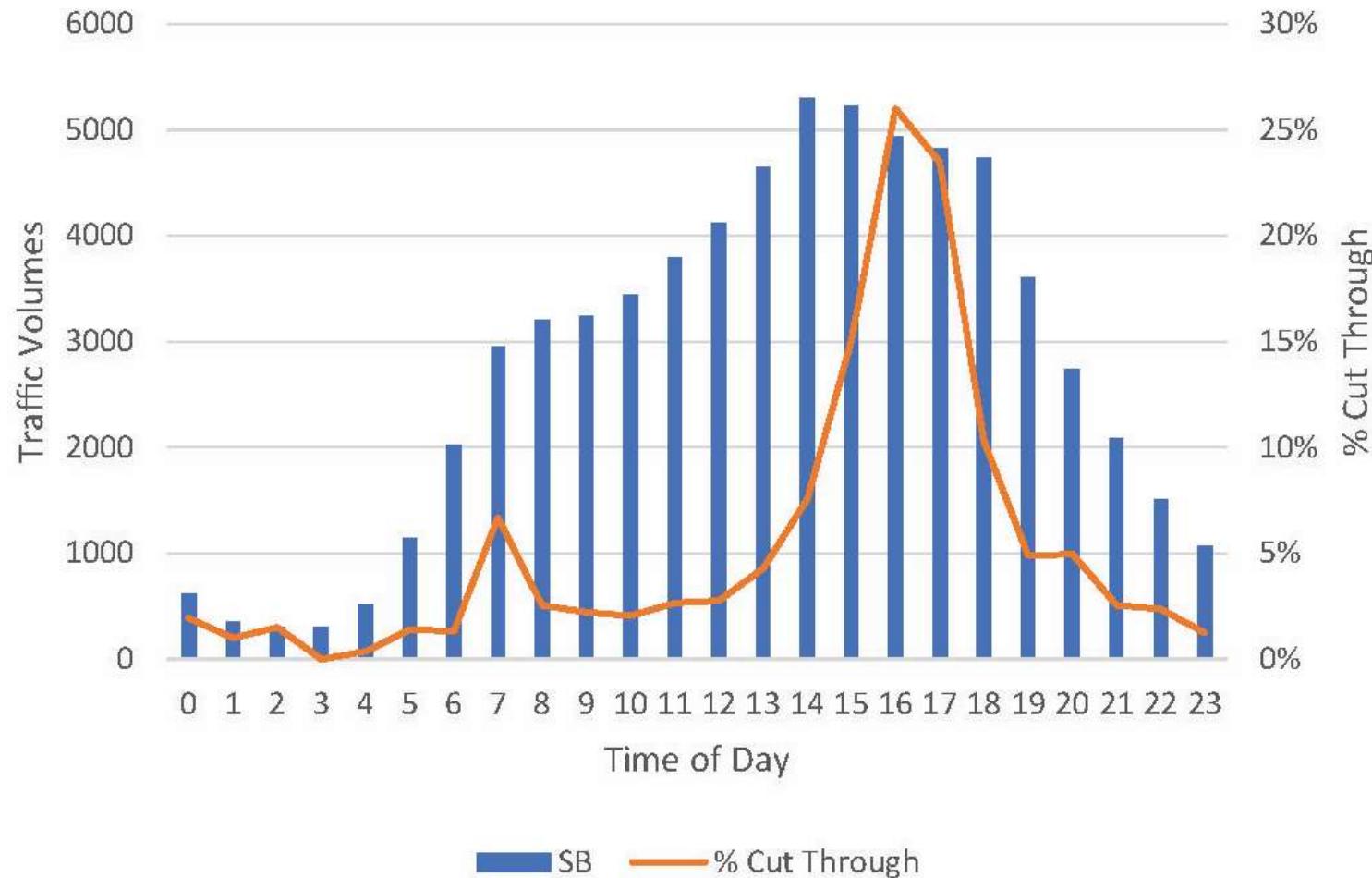


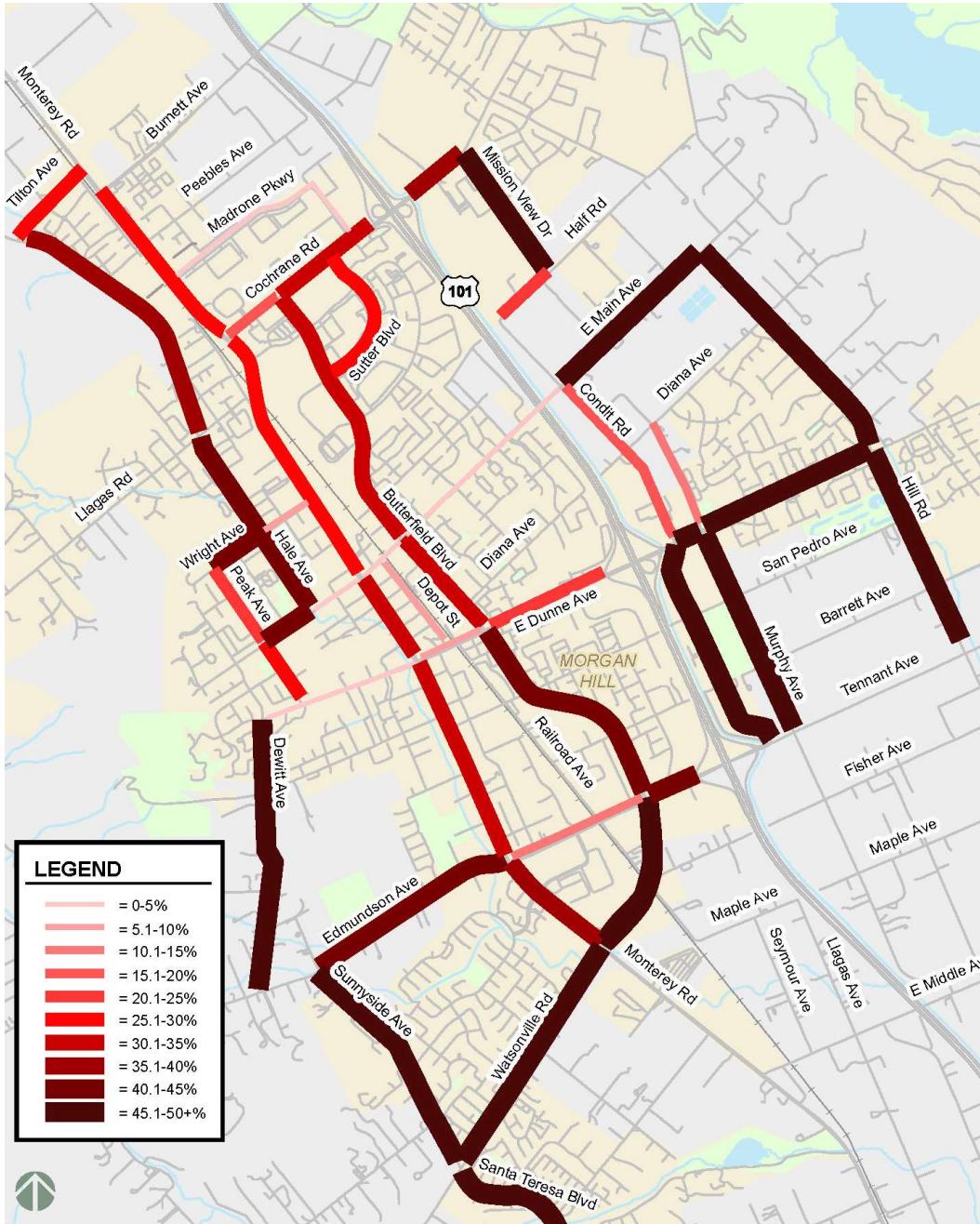
NB US 101 Traffic vs. NB Cut-Thru





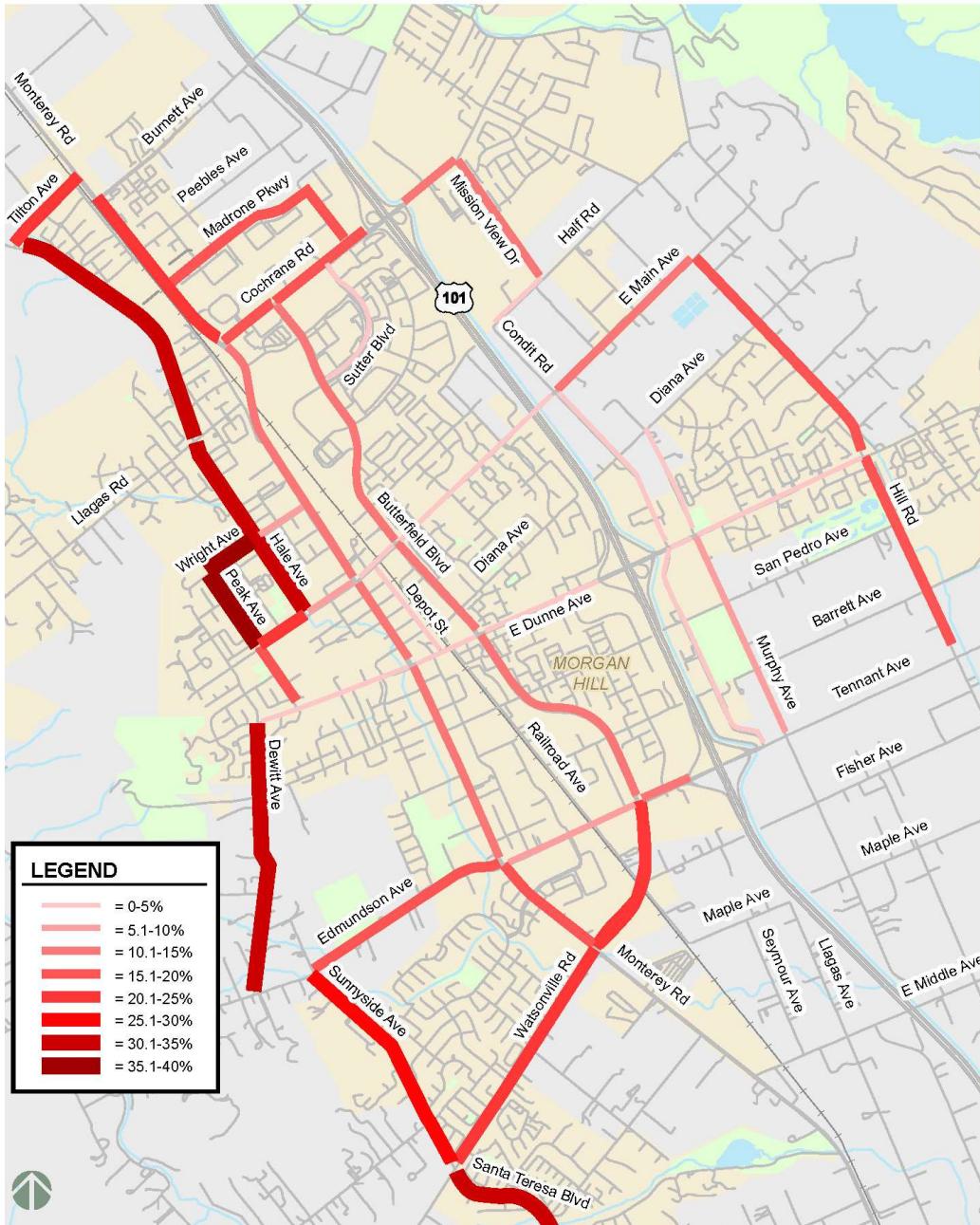
SB US 101 Traffic vs. SB Cut-Thru





AM Peak Period Cut-Through

- Cut-thru on many streets is greater than 25%
- Streets with 40-50% cut-through are of greatest concern
 - ✓ Condit Road
 - ✓ Hale Road/DeWitt Avenue
 - ✓ Hill Road
 - ✓ Watsonville Road
 - ✓ Murphy Avenue
 - ✓ Edmundson Avenue

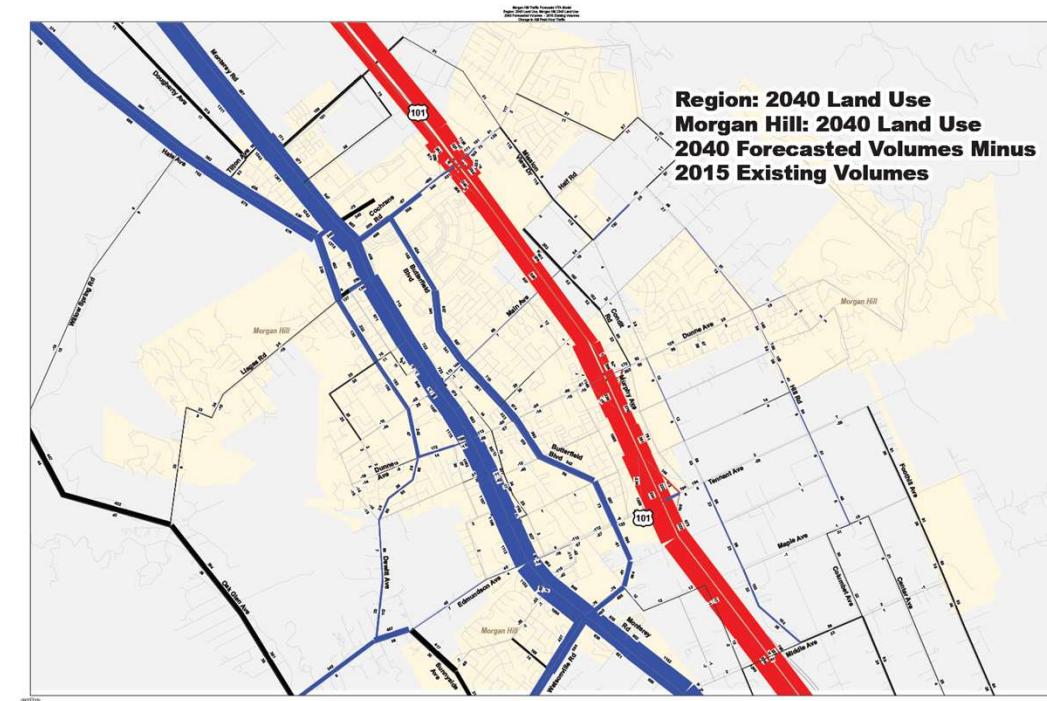
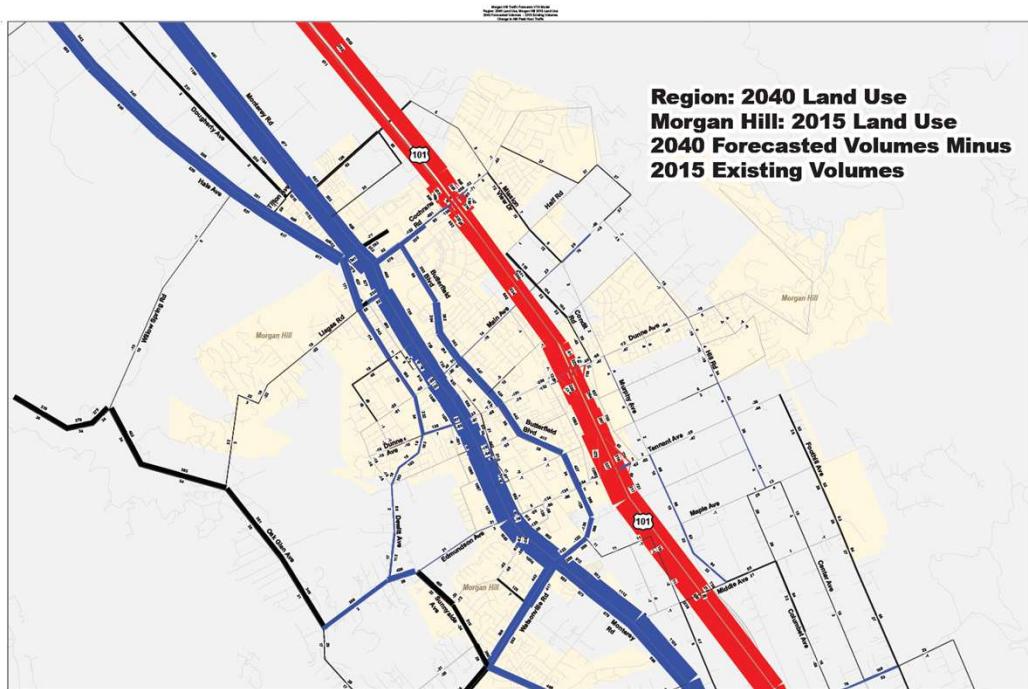


PM Peak Period Cut-Through

- Cut-through is not as prevalent during the PM peak hour
- Cut-thru on most streets is less than 25%
- Streets with greater than 25% cut-through:
 - ✓ Hale Road/DeWitt Avenue
 - ✓ Sunnyside Avenue
 - ✓ Santa Teresa

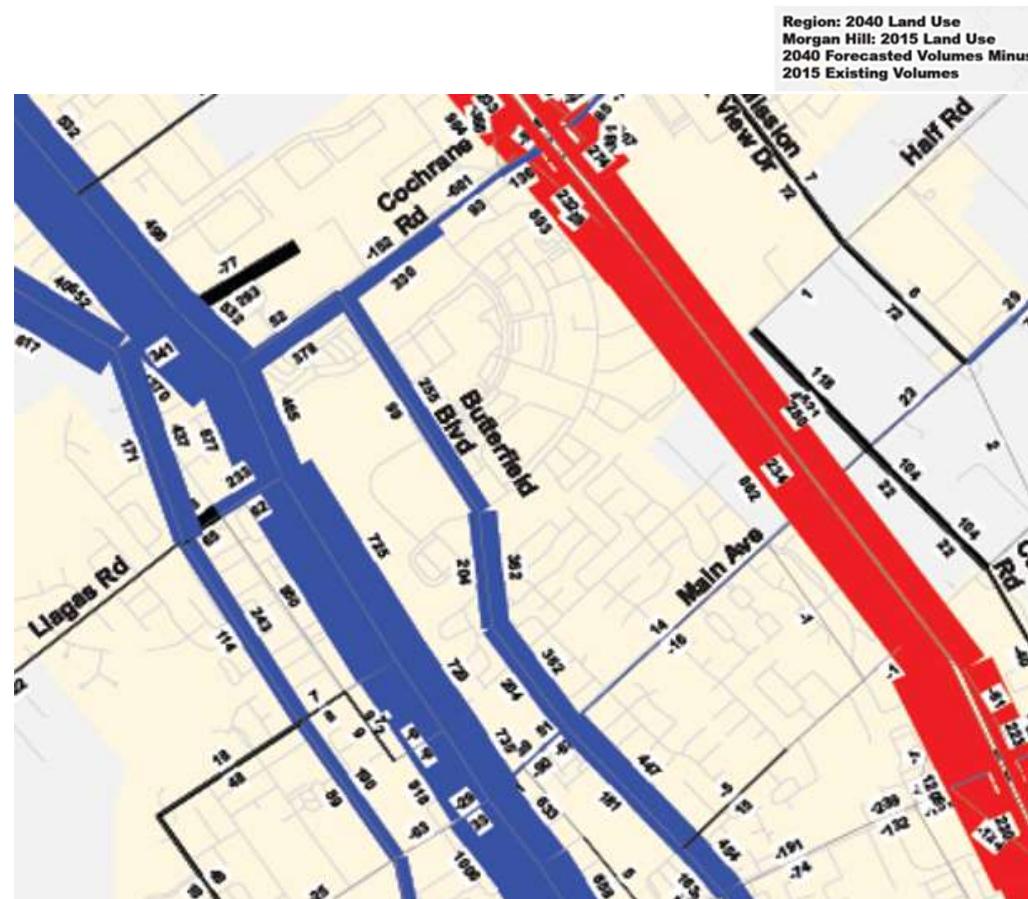


Projected AM Peak-Hour Traffic Growth Comparison



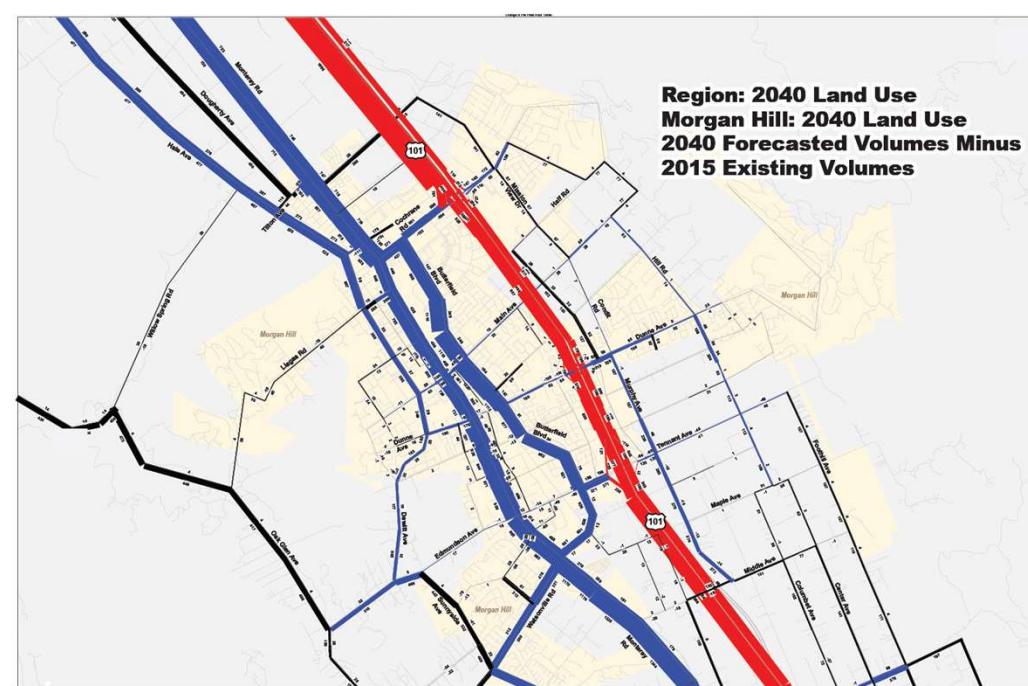
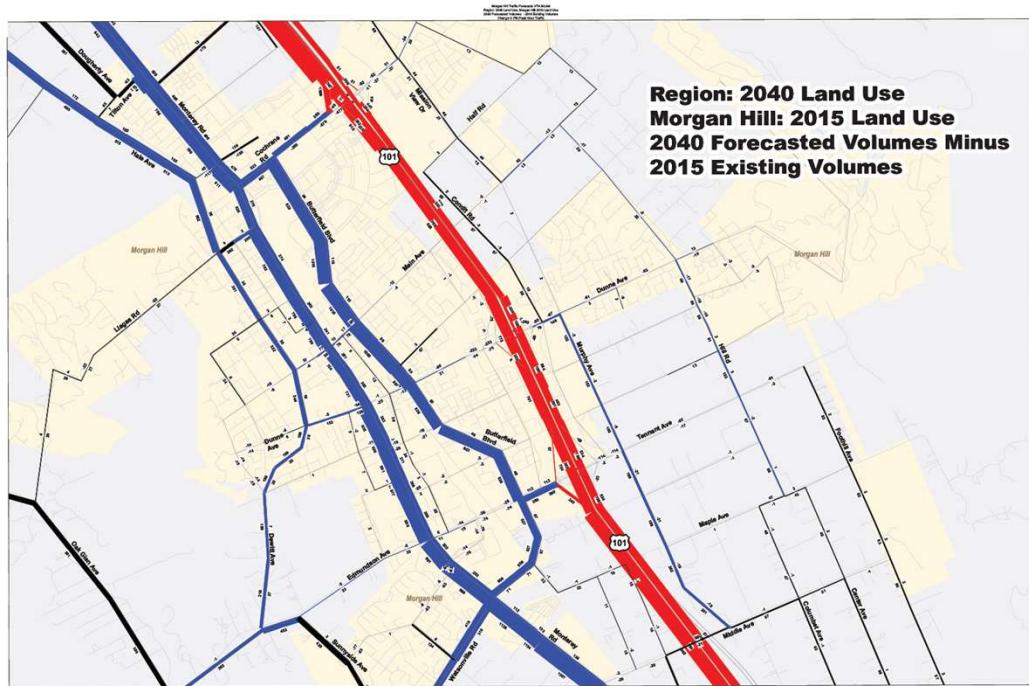


Projected AM Peak-Hour Traffic Growth Comparison





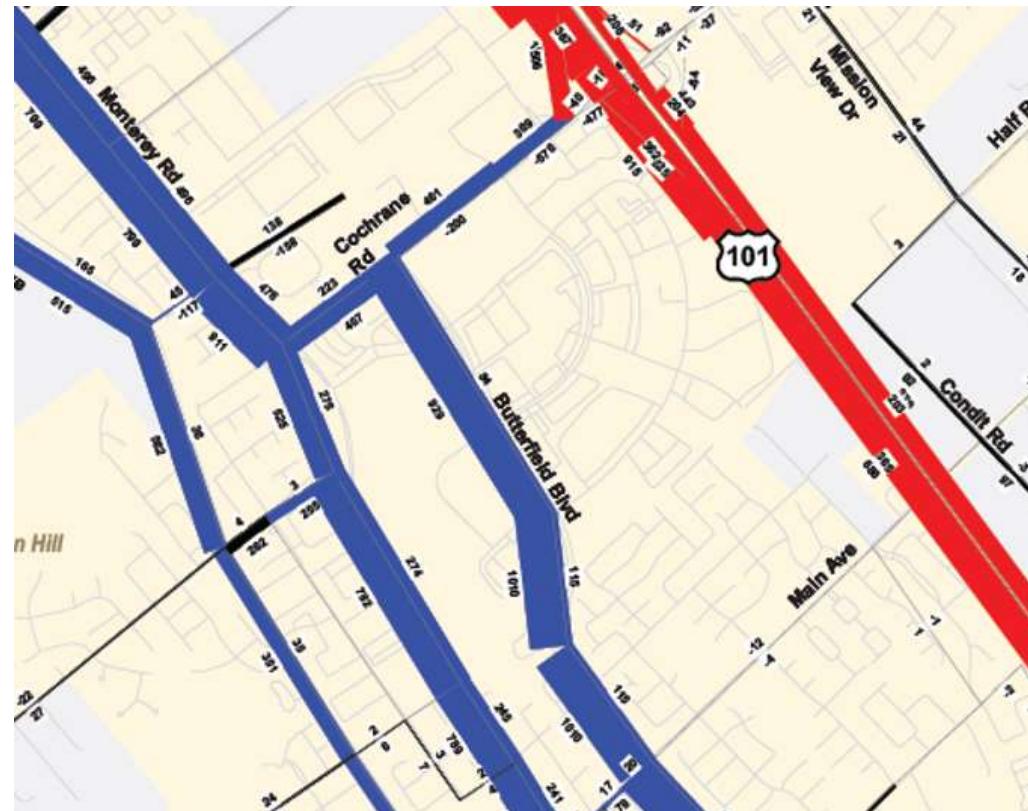
Projected PM Peak-Hour Traffic Growth Comparison





Projected PM Peak-Hour Traffic Growth Comparison

Region: 2040 Land Use
Morgan Hill: 2015 Land Use
2040 Forecasted Volumes Minus
2015 Existing Volumes



Region: 2040 Land Use
Morgan Hill: 2015 Land Use
2040 Forecasted Volumes Minus
2015 Existing Volumes





Summary of Cut-Through Analysis

- Regional cut-through traffic on city roadways peaks when US 101 is the most congested, which happens during the peak commute periods.
- AM peak commute period has a higher percent of cut-through traffic compared to the PM peak commute period.
- Study roadway segments that have a high percentage of regional cut-through traffic are along Dunne Avenue, Butterfield Boulevard, Wright Avenue, Hale Avenue, Tennant Avenue, and Monterey Road.
- The most utilized route for the northbound regional traffic during AM commute period is Butterfield Boulevard.
- The most utilized routes for the southbound regional traffic during PM commute period are Monterey Road and Butterfield Boulevard.



Stakeholder Feedback on Cut-Through Analysis

- Cut-through information—Observations?
- What about origins and destinations information from the outreach meetings? Anything to add or enhance?



Next Stakeholders Committee Meetings

February 28th 6-8pm

&

July 31st 6-8pm