



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

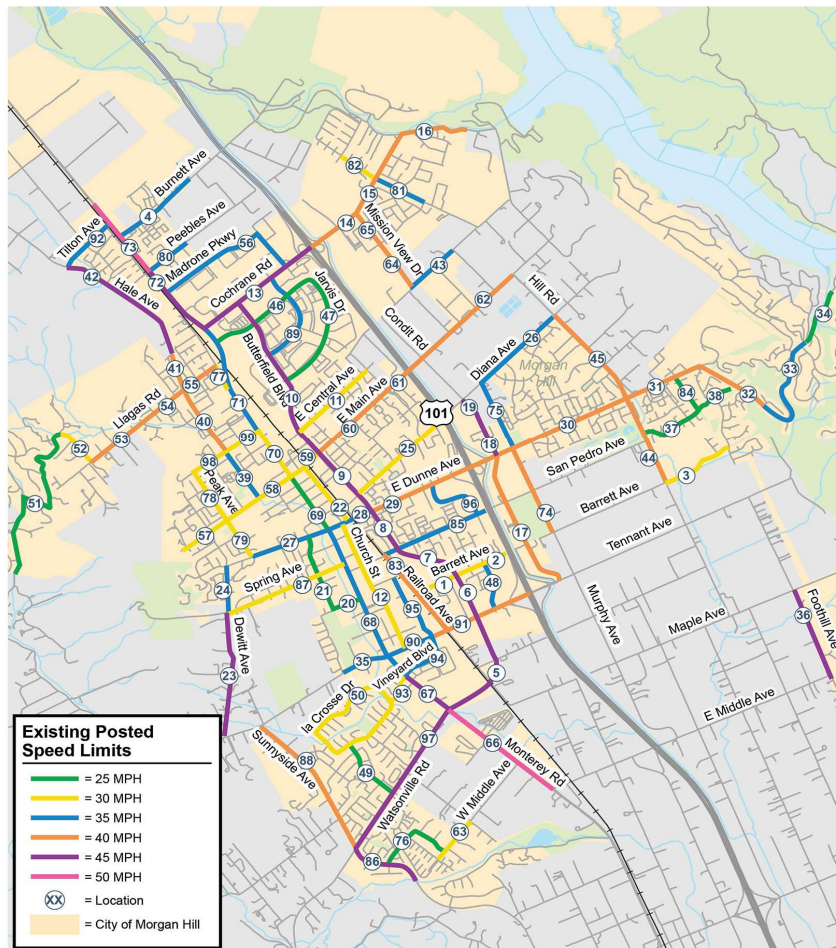




Vehicle Speeding/Safety Hot Spots



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

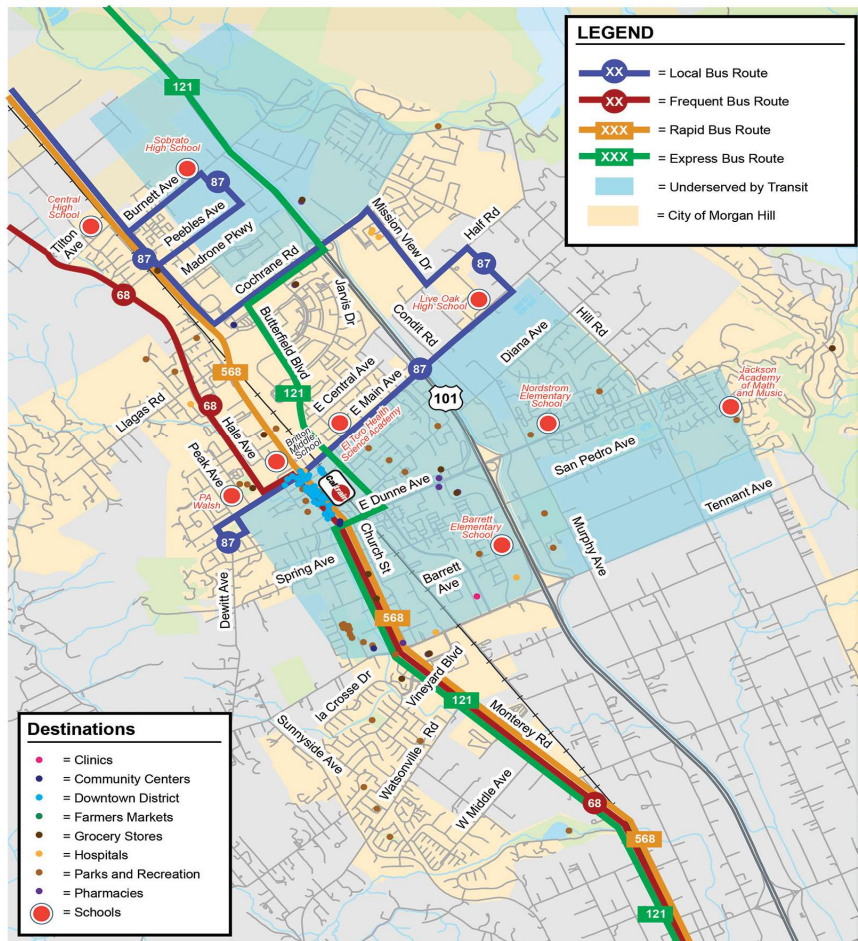


Transit Service Destinations-Origins

Morgan Hill Transportation Plan



Existing Transit Service and Primary Destinations



Input Request:

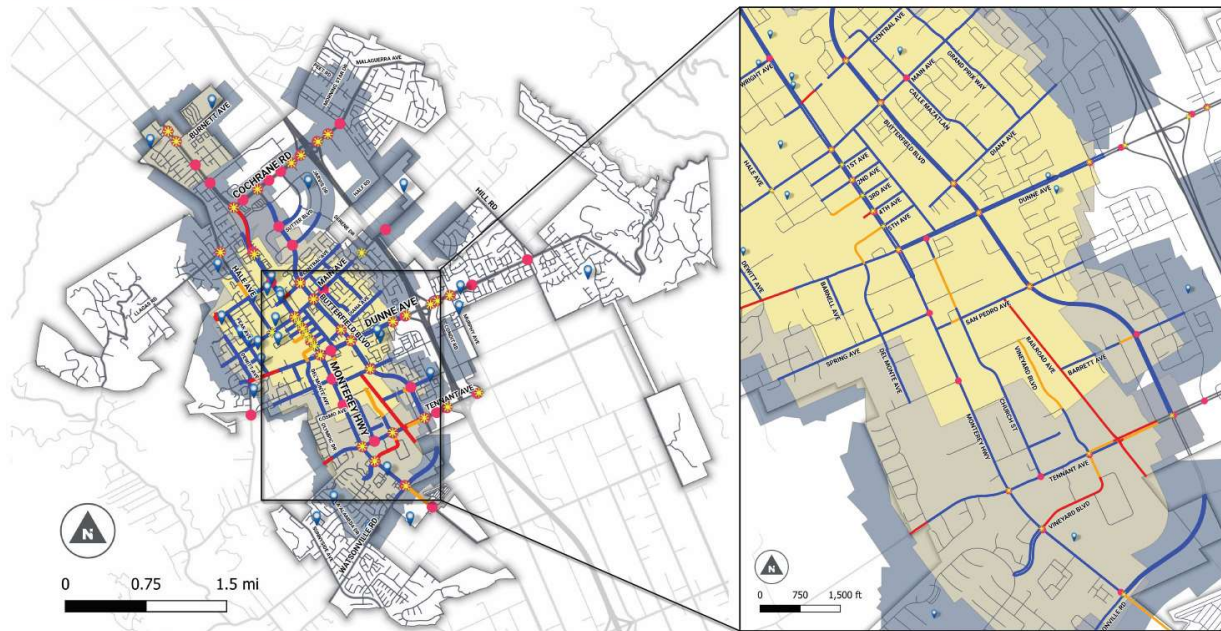
Identify locations you travel to in MH destinations (schools, shopping, work, etc.) that could be potential transit destinations and underserved areas of the City.

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



Pedestrian Priority Areas

- Schools
- Previously Proposed Intersection Improvements
- Existing Traffic Signals

Sidewalk Inventory

- Complete Sidewalks
- Sidewalk Gaps
- Missing Sidewalks

Pedestrian Priority Zones

- Medium
- Medium High
- High
- Very High

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

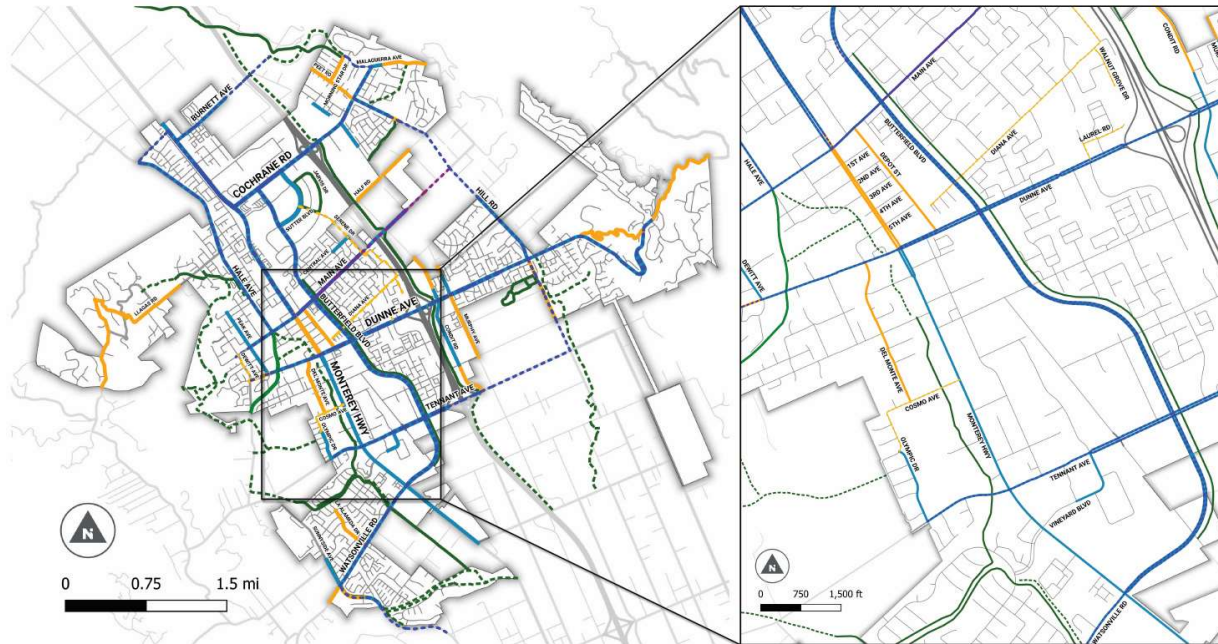


Existing Bikeways & Trail Networks

Morgan Hill Transportation Plan



Bikeways and Trails Network



Bikeways and Trails

Previously Proposed Bike Network

- Separated Bike Lane (Class 4)
- Buffered Bike Lane (Class 2)
- Bike Route/Bike Boulevard (Class 3)

Existing Bike Network

- Bike Path (Class 1)
- Buffered Bike Lanes (Class 2)
- Bike Lanes (Class 2)
- Bike Route (Class 3)

Existing and Proposed Trails

- Existing
- Previously Proposed

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



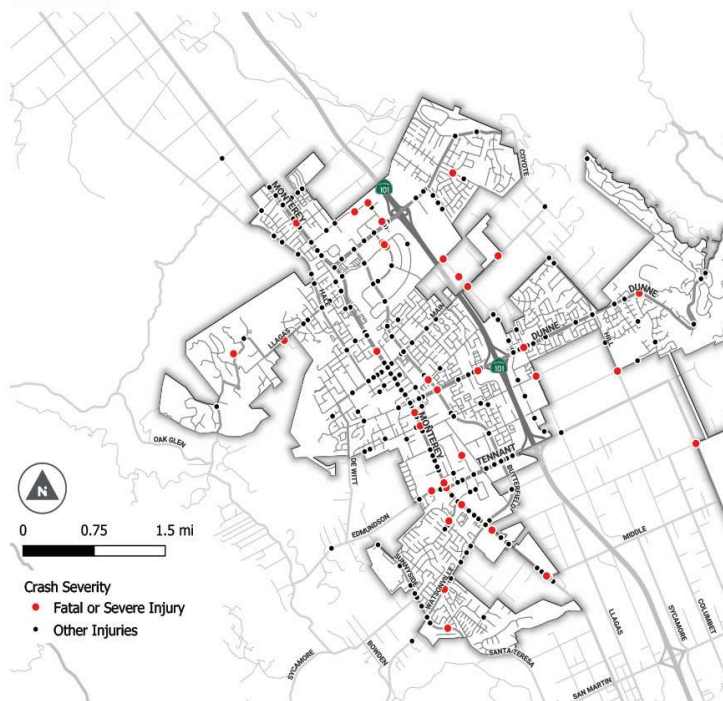
High Occurrence Crash Locations

Morgan Hill Transportation Plan

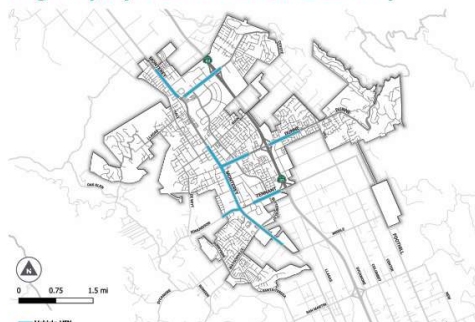


Safety Conditions

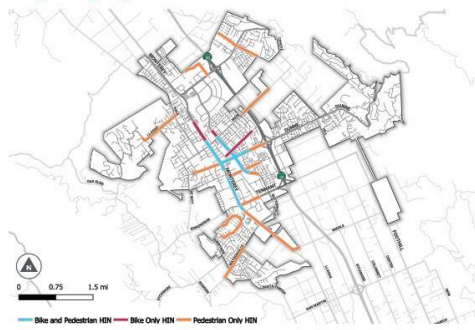
Collisions



High Injury Network: Vehicles Only



High Injury Network: Bike and Pedestrian



Input Request

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

Input Themes:

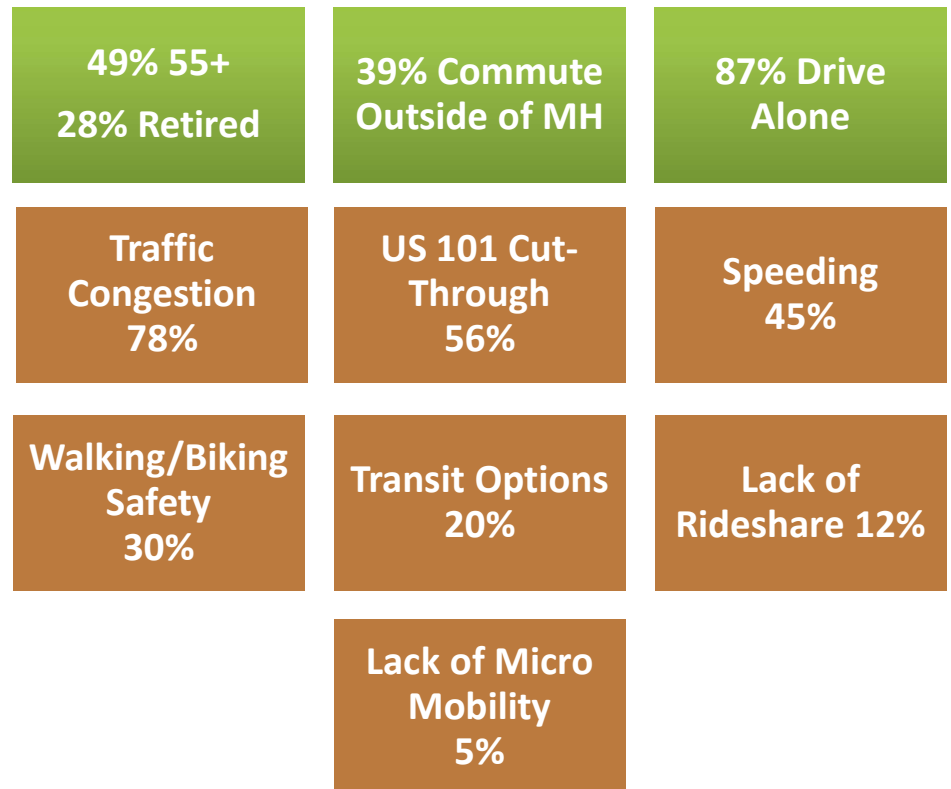
- Monterey Highway intersections are hot spots
- Dunne Avenue east of Monterey is a hot spot as well as “up hill” on Dunne Avenue
- Main Street
- Cochrane Road & roads on east side of US 101
- Lack of sidewalks serving Live Oak HS

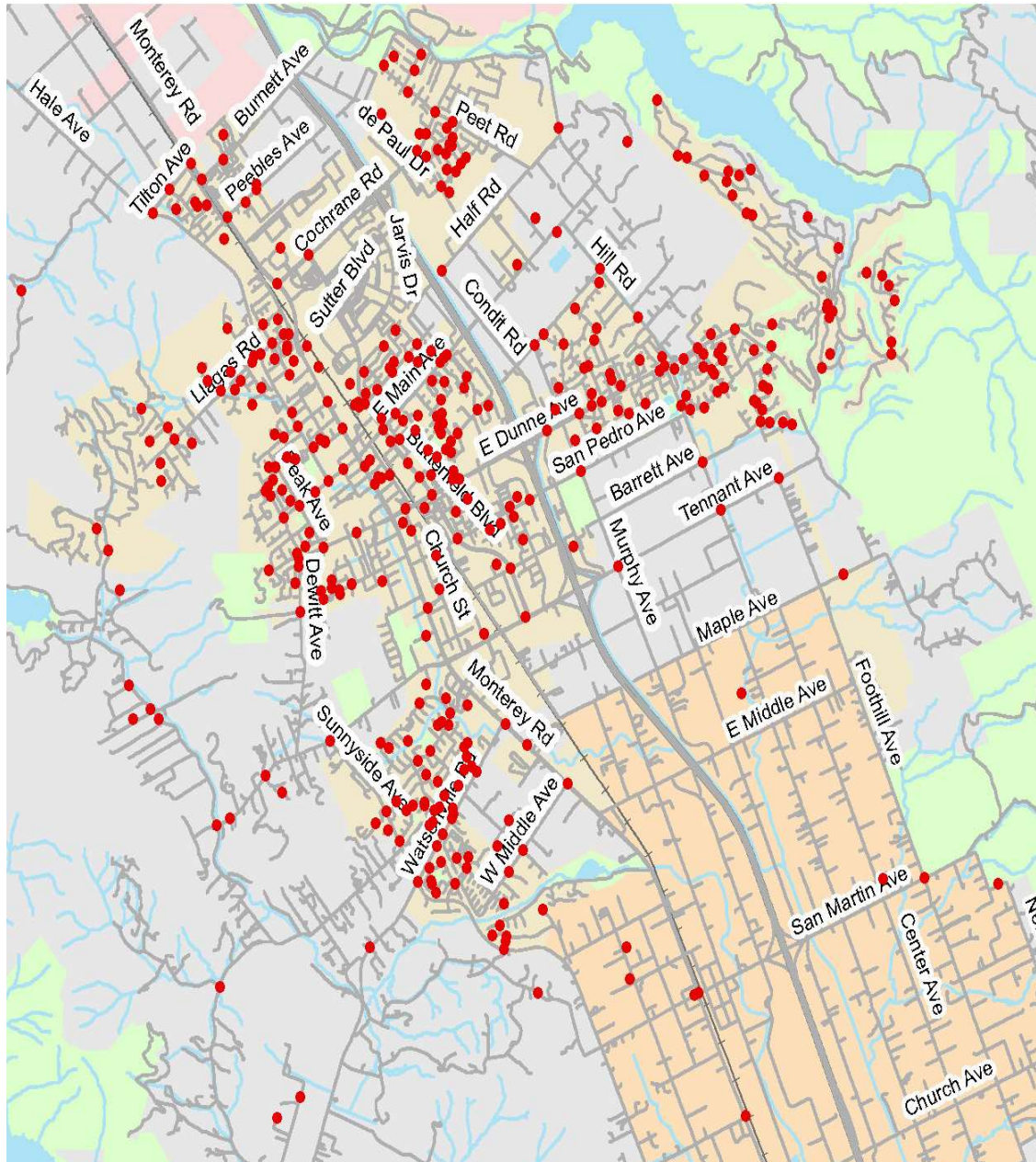


On-Line Community Survey Wrap

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

521 Responses





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

87% → **32%**

Drive Alone

Consider using
Transit

8%
Carpool

4%
Bike, Ped, Transit

1%
Rideshare

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



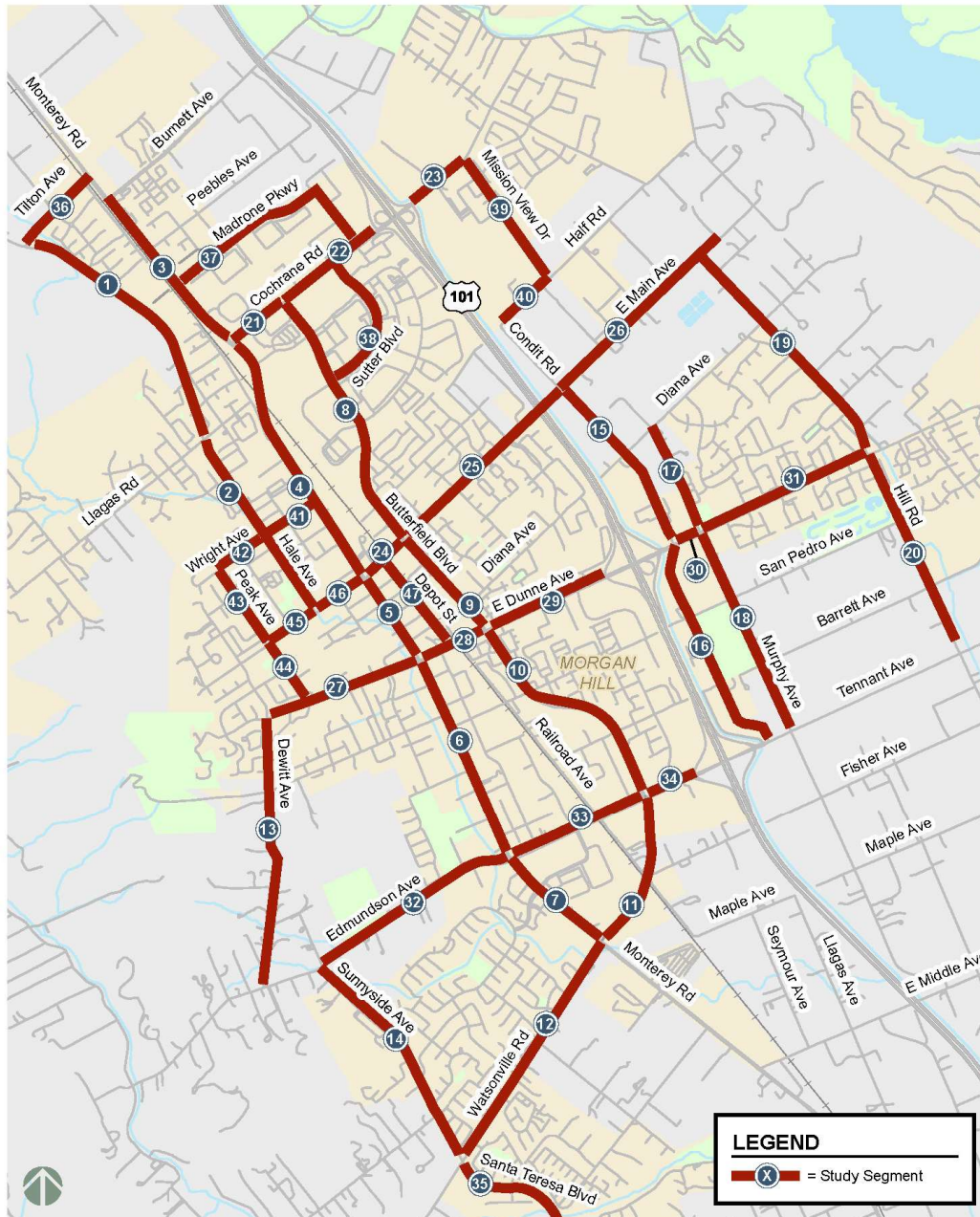
Survey Take-Away

- 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?



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

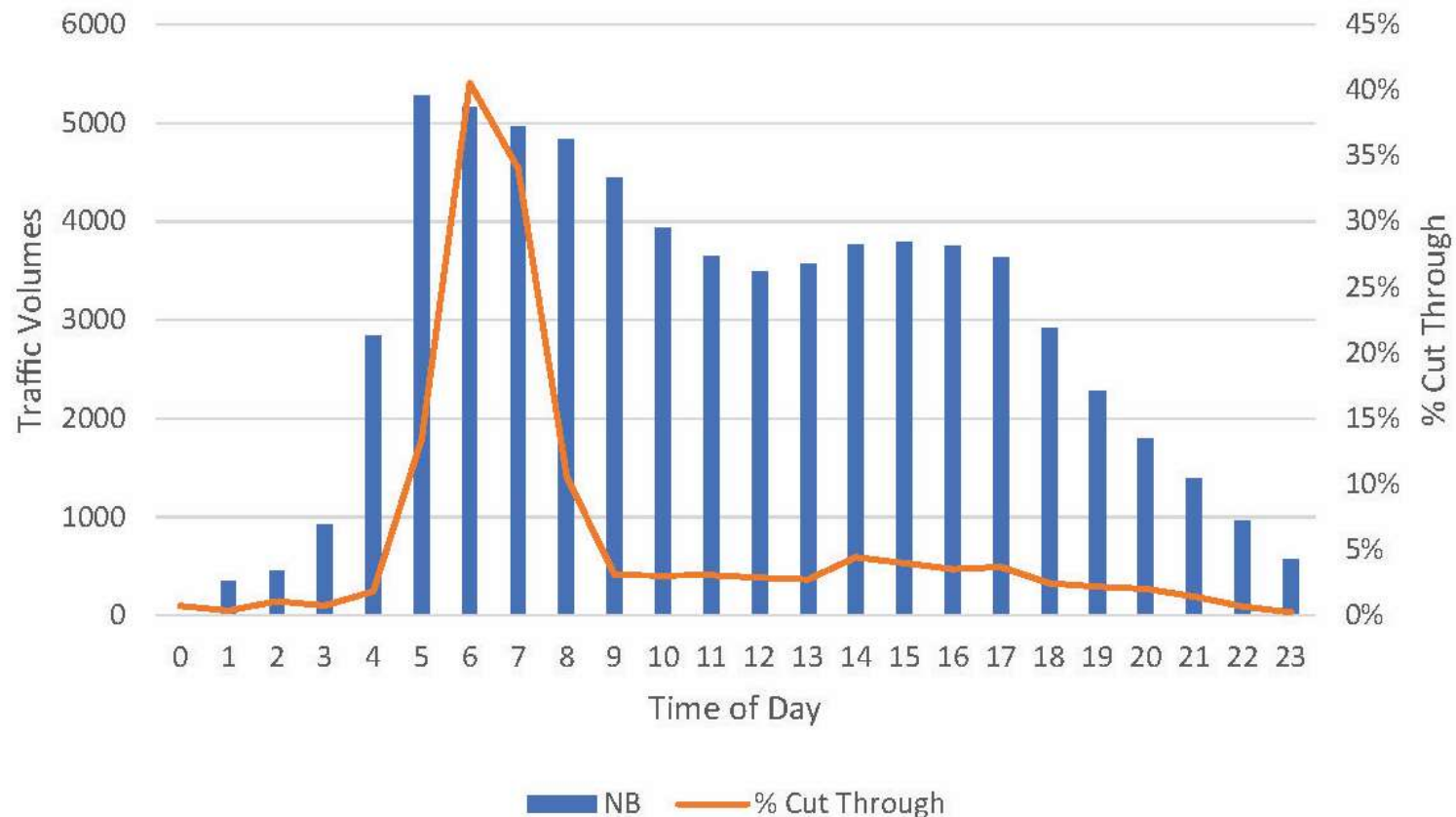


Regional Cut-Through Analysis Methodology

- 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

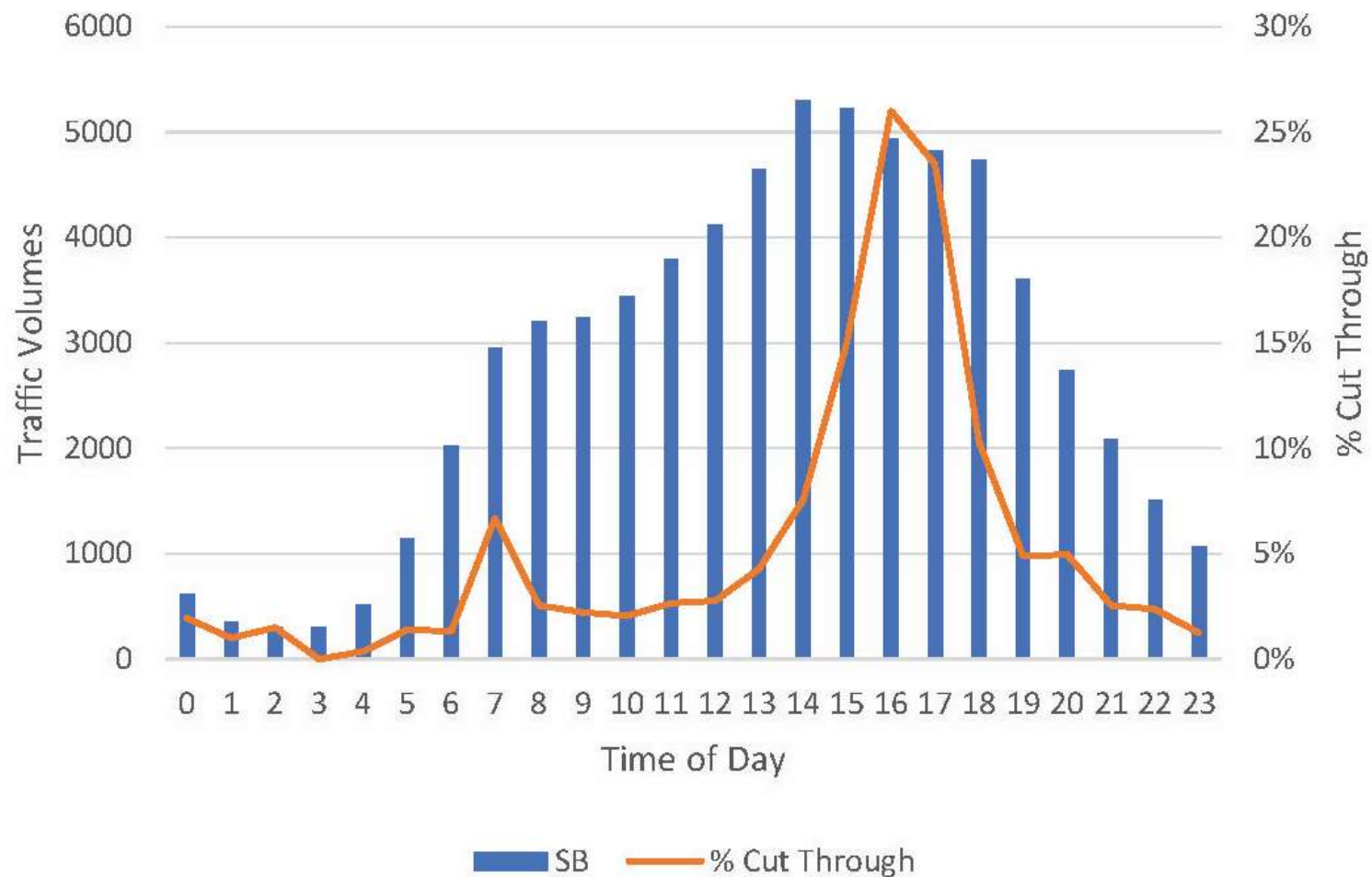


NB US 101 Traffic vs. NB Cut-Through





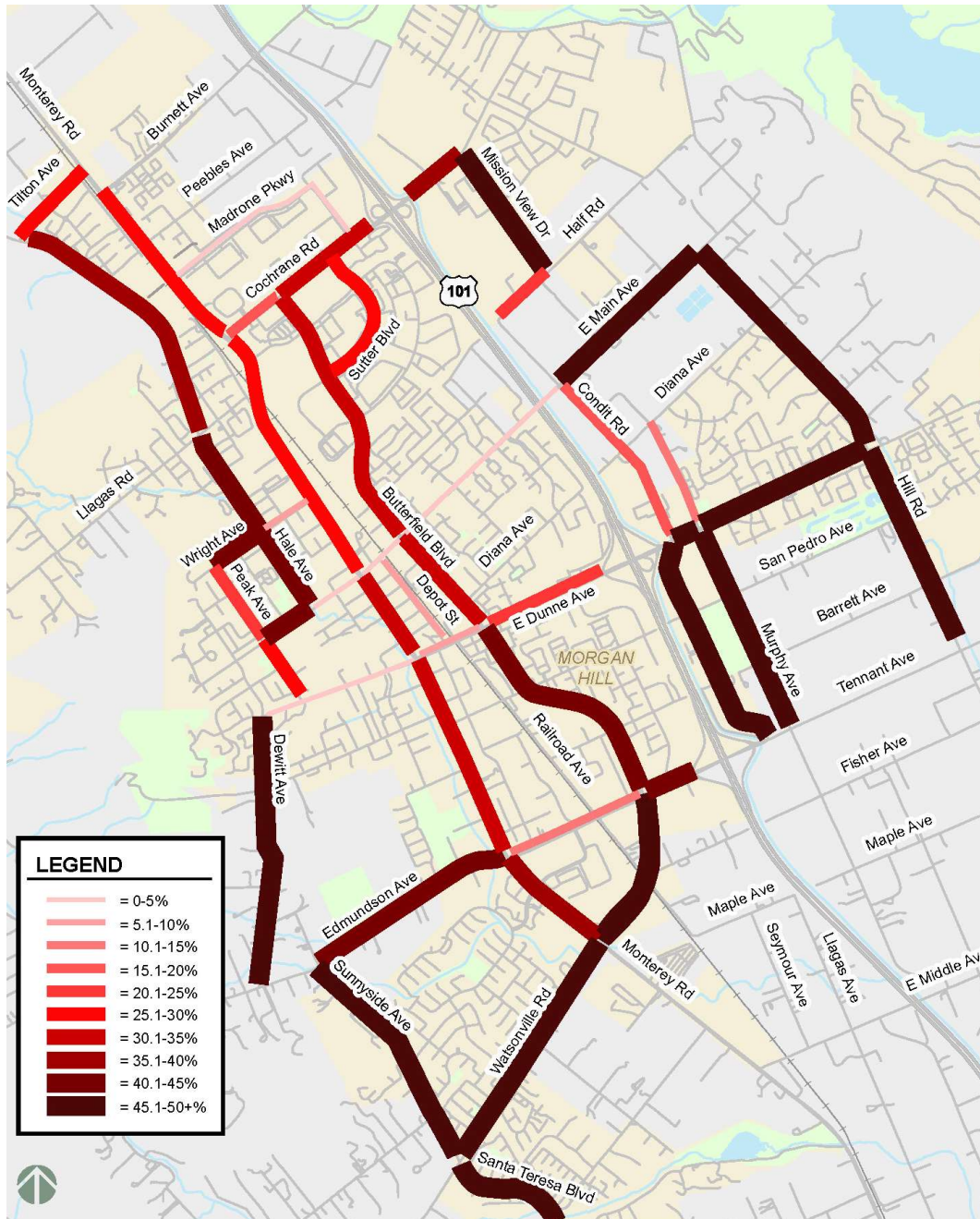
SB US 101 Traffic vs. SB Cut-Thru

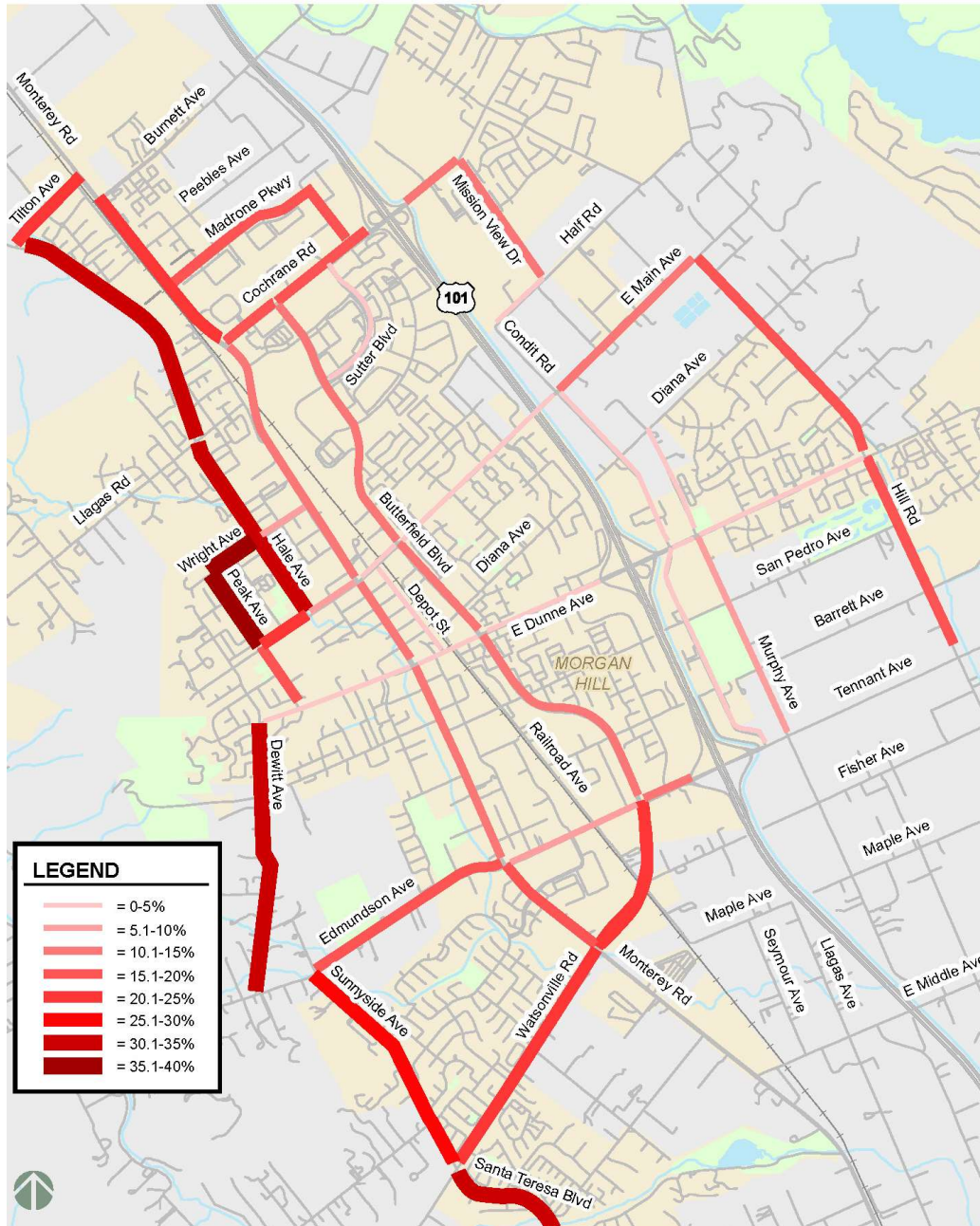




AM Peak Period Cut-Through

- 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



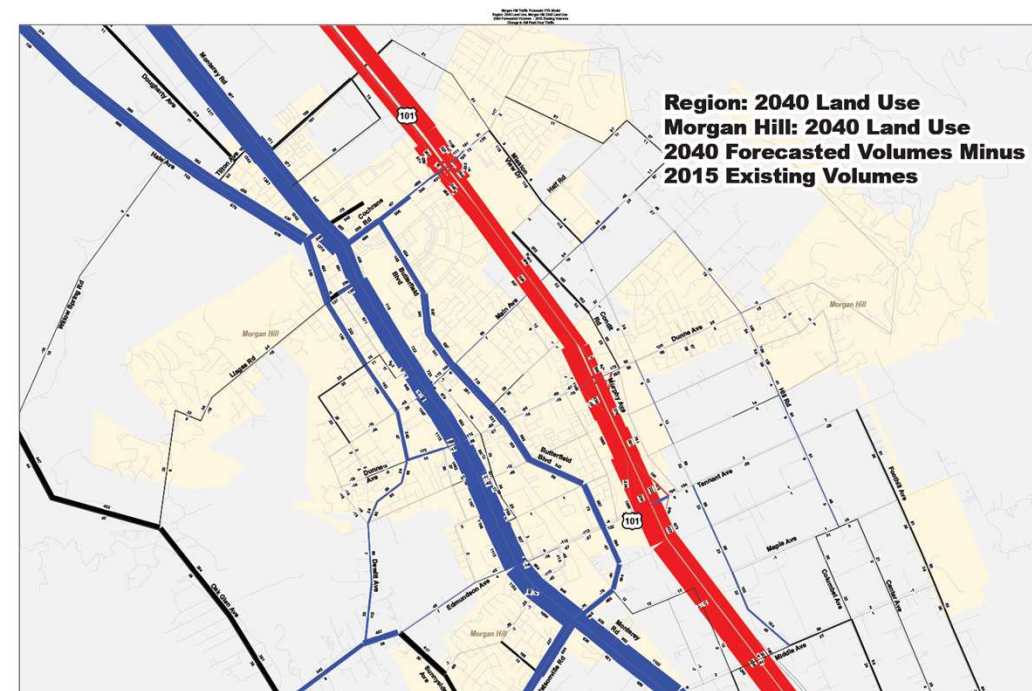
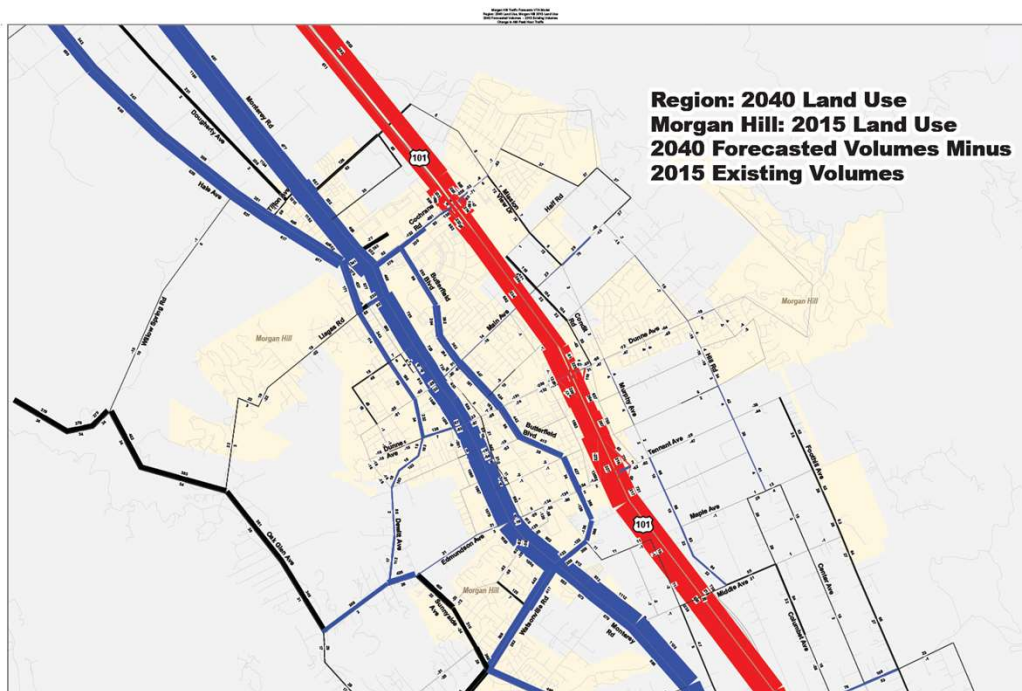


PM Peak Period Cut-Through

- 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



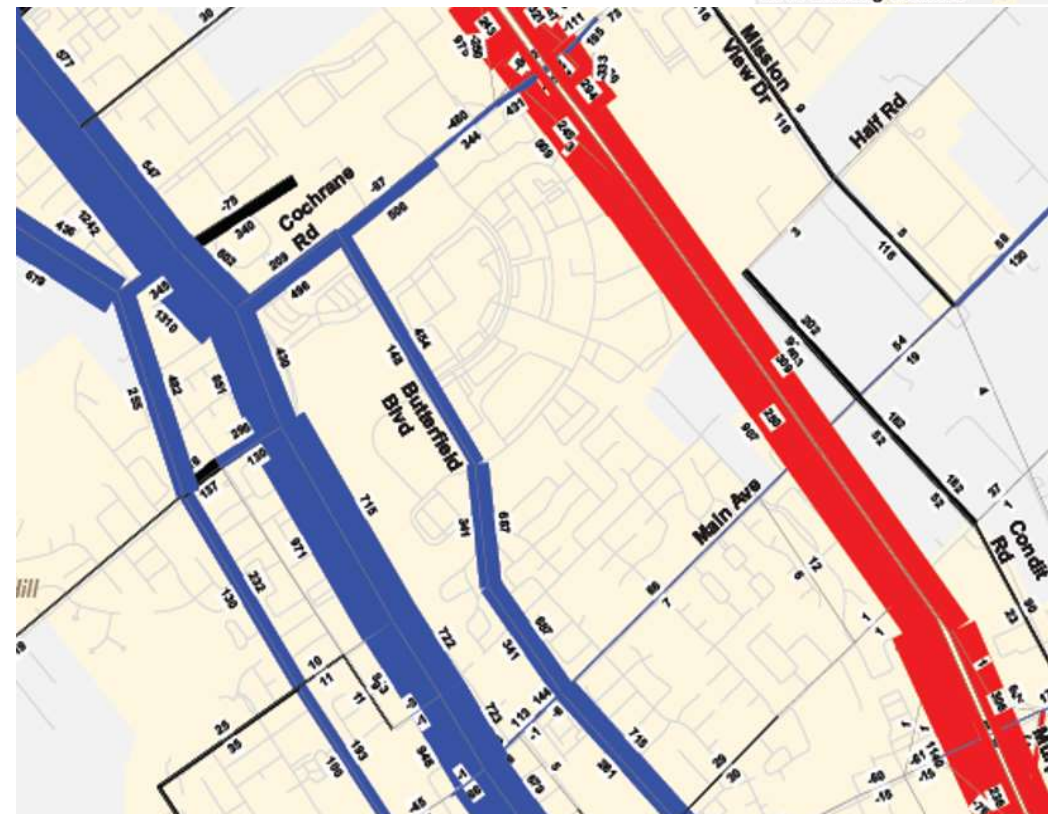


Projected AM Peak-Hour Traffic Growth Comparison

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

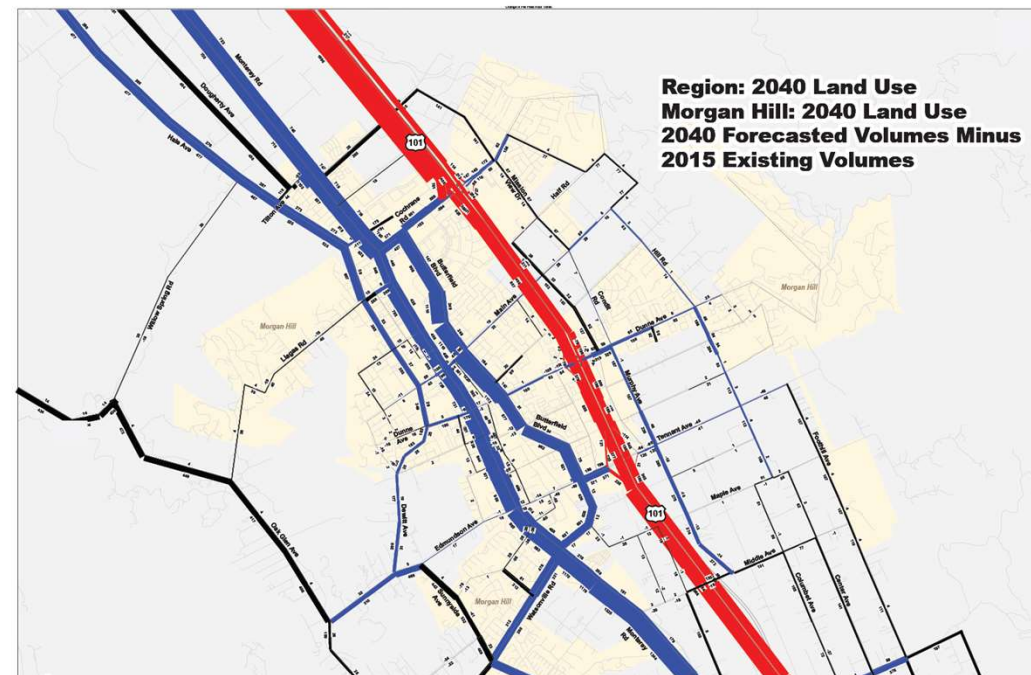
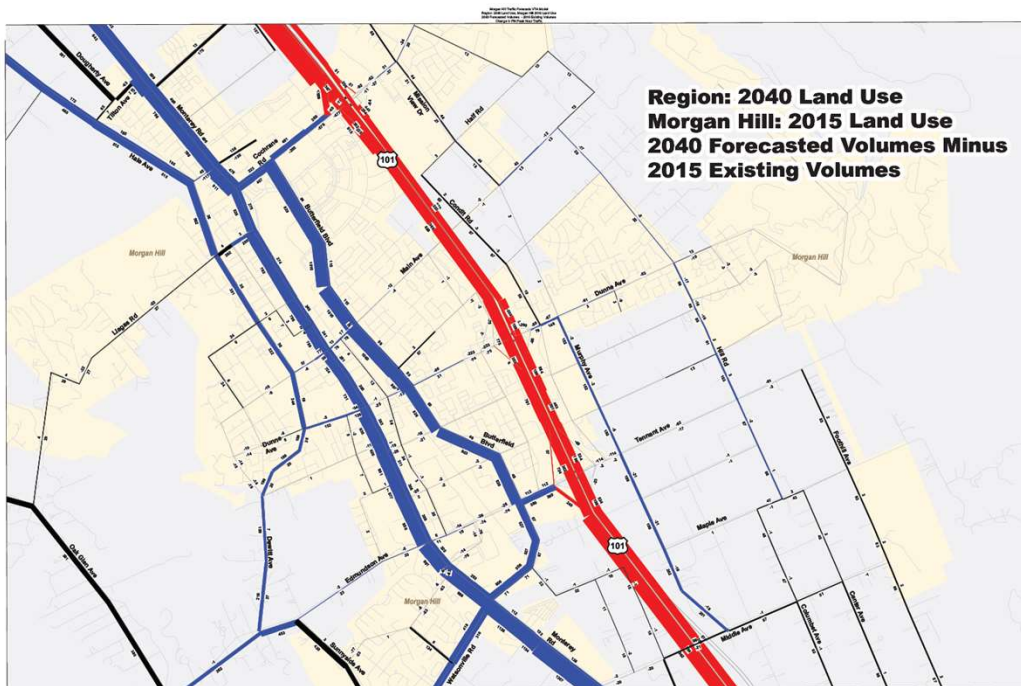


Region: 2040 Land Use
Morgan Hill: 2040 Land Use
2040 Forecasted Volumes Minus
2015 Existing Volumes





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: 2040 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

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July 31st 6-8pm