



Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting #4
April 17th, 2024





AGENDA

- 1. Welcome, Review of Agenda, and Introductions**
- 2. 'Where we are' in the TMP Process**
- 3. Recap of Previous Meeting**
- 4. Multimodal Street Typologies**
- 5. TMP Improvement Toolbox**
- 6. Prioritization Criteria**
- 7. Workshop/Group Exercise & Report back**
- 8. Next Steps, Action Items and Adjourn**

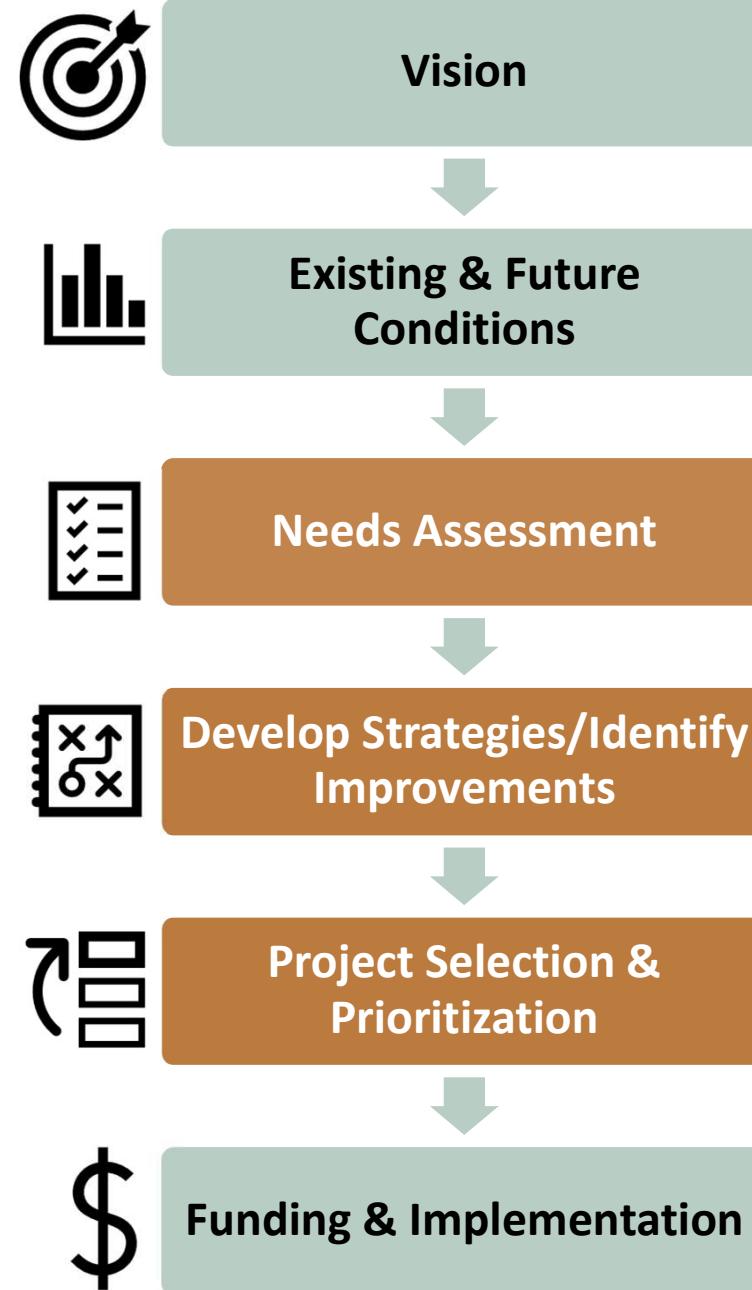


Role of Stakeholders Committee

- 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
- The City Council is the ultimate policy maker relating to any policies or prioritization of the projects for the City.

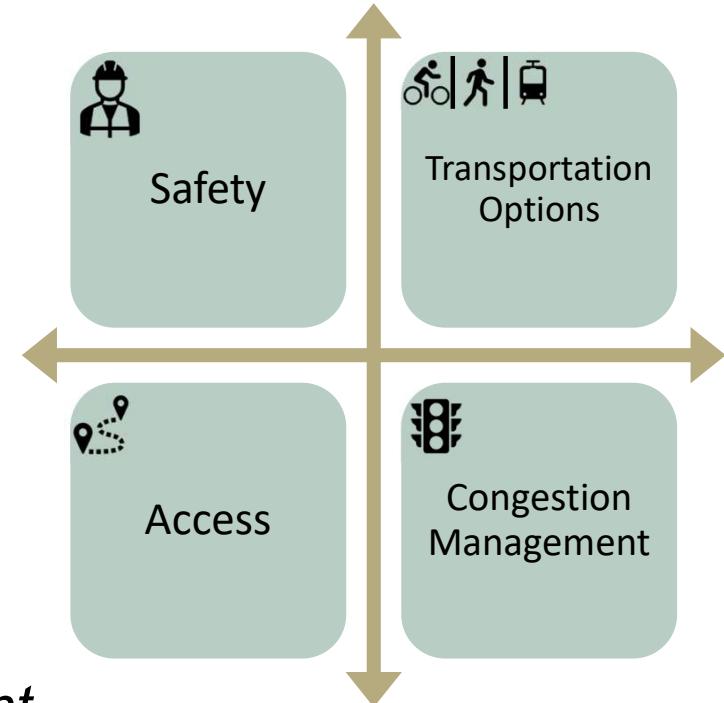


‘Where we are’ in the TMP Process



Recap of Previous Meeting

- Overview of draft TMP goals
- Existing bike, ped, safety, and traffic operations analysis
- Introduced concept of street typologies:
 - *Define purpose and role of different streets*
 - *Linked to design guidance and improvement types*





What we Heard...

Q1: What streets do you think should be considered for a specific street typology?

- Monterey plays multiple roles, and in different contexts, different typologies (Boulevard, Community Corridor, Main Street) could be applied.
- Boulevard
 - Butterfield, Tenant
- Community Corridor
 - Hale, Dunne
- Rural Road
 - Llagas



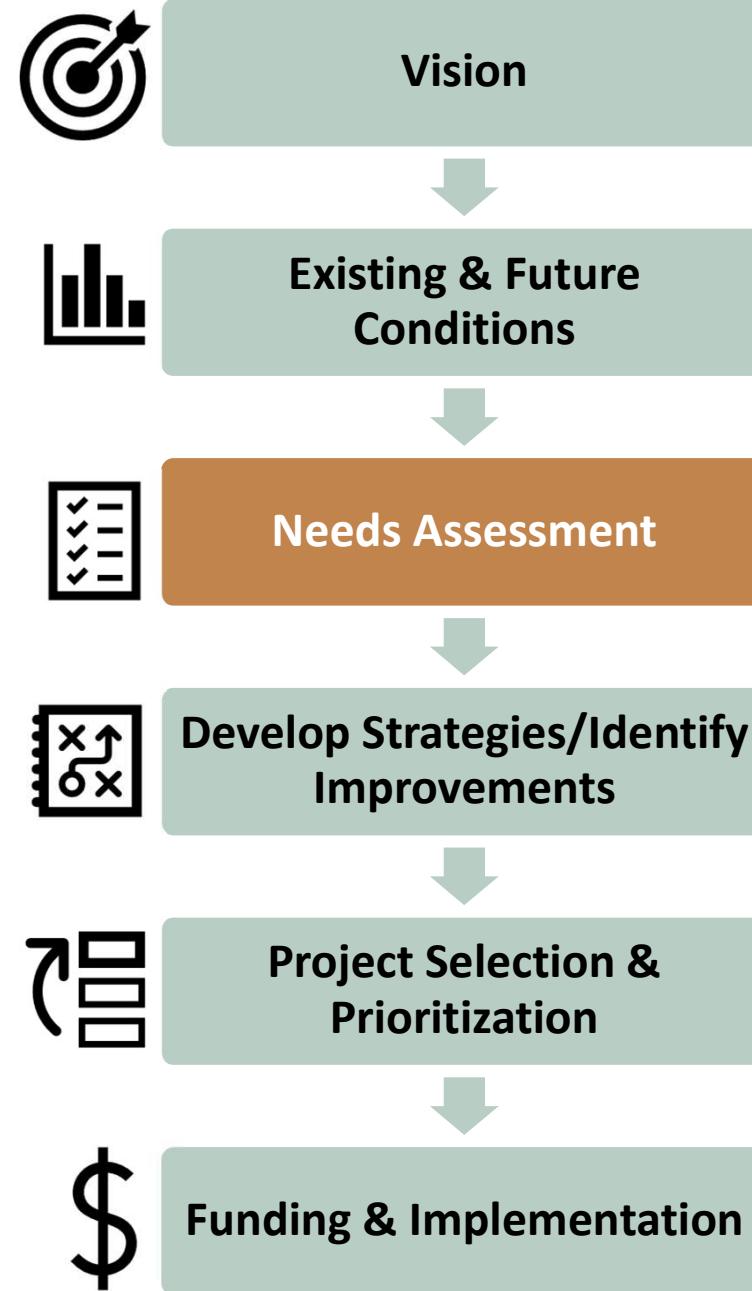
What we Heard...

Q2: What do you think is the most important trade-off in the use of roadway space?

- #1:** Better pedestrian facilities through wider sidewalks, safer crossings, and better connectivity
- #2:** Providing more bike lanes and where possible, buffered or protected bike lanes
- #3:** Keeping travel lanes



Street Typology





Street Typologies Methodology

- Applied Street Typologies to **major roads** in Morgan Hill
- Based on **existing speeds, Average Daily Traffic (ADT) volumes, and adjacent land uses**
- In the TMP, each Street Typology will be **accompanied by a set of general Design Guidelines** which can be **used to determine future improvements and recommendations by mode**
- Residential streets are by default considered “Neighborhood Streets”

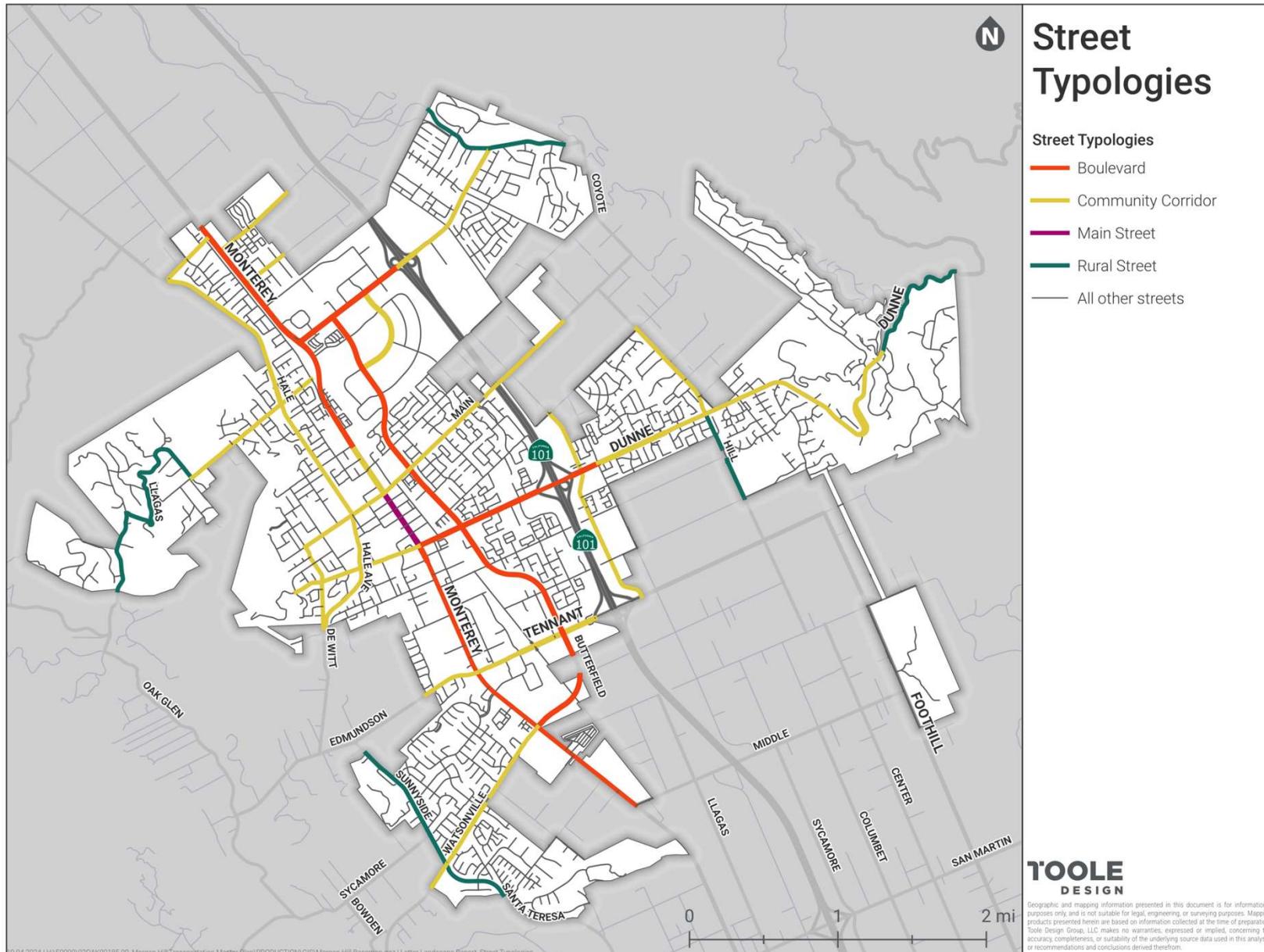
Street Typology	Land Uses	ADT	Speeds
Boulevard	Primarily commercial	>20,000 vehicles per day	35-45 MPH
Community Corridor	Mix of residential and commercial	5,000-25,000 vehicles per day	30-35 MPH
Main Street	Urban, pedestrian-oriented design patterns	3,000-10,000 vehicles per day	25-35 MPH
Neighborhood Street	Residential	<3,000 vehicles per day	≤25 MPH
Rural Street	Rural, agricultural, low-density residential	3,000-6,500 vehicles per day	25-40 MPH

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Street Typologies Network



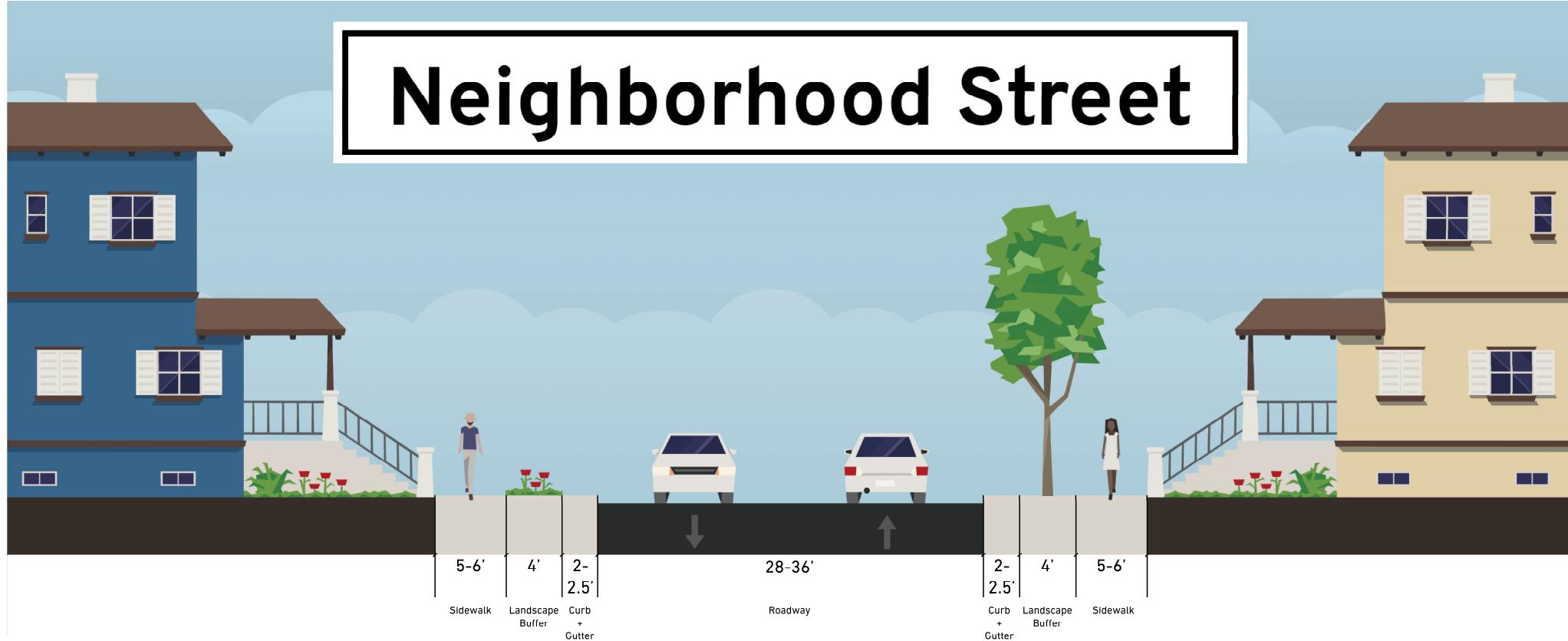


Street Typologies

Example Cross Sections

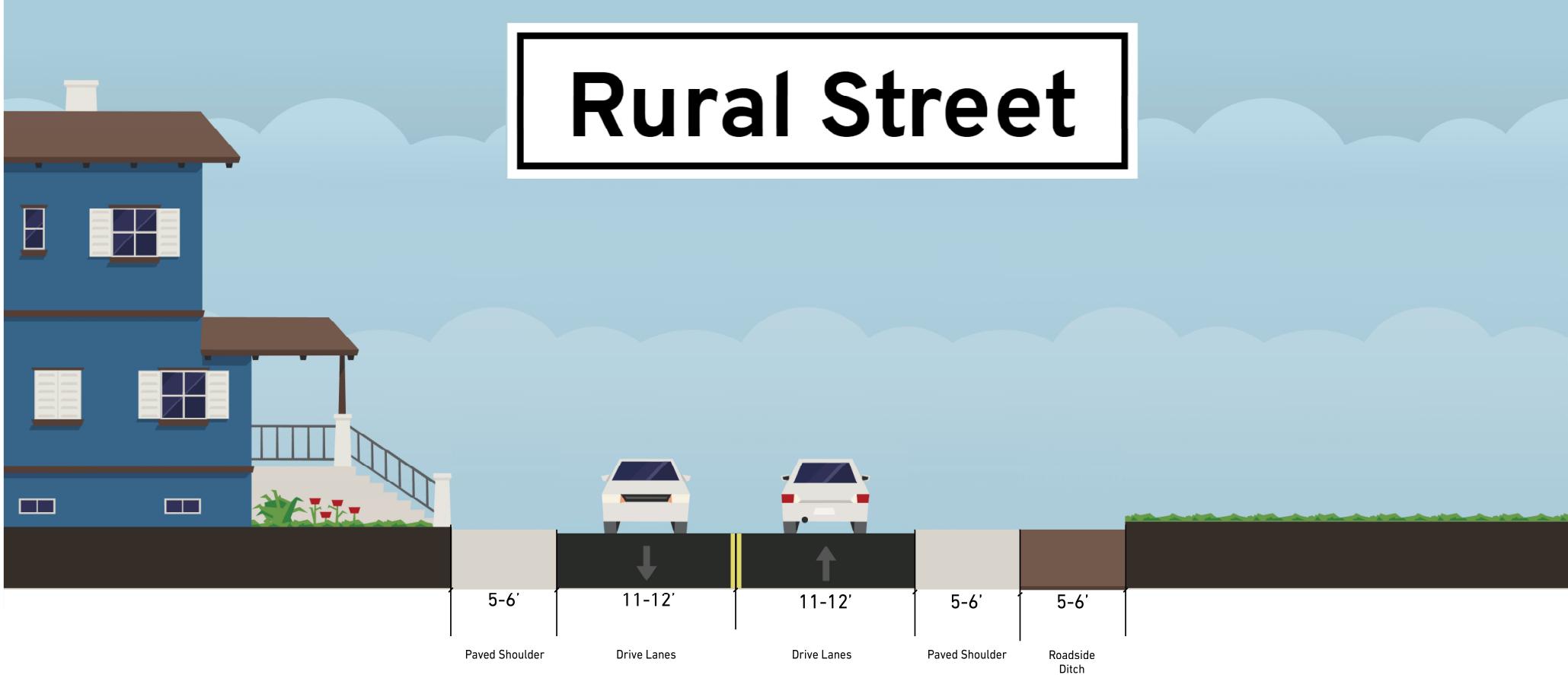


Neighborhood Street



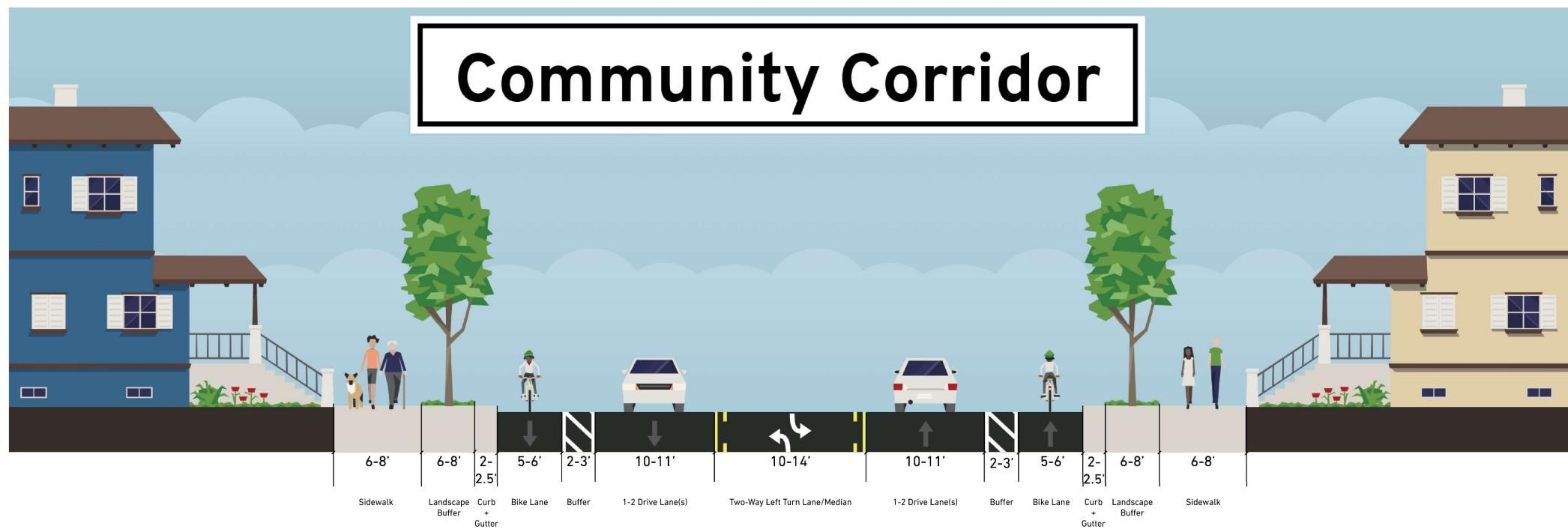


Rural Street





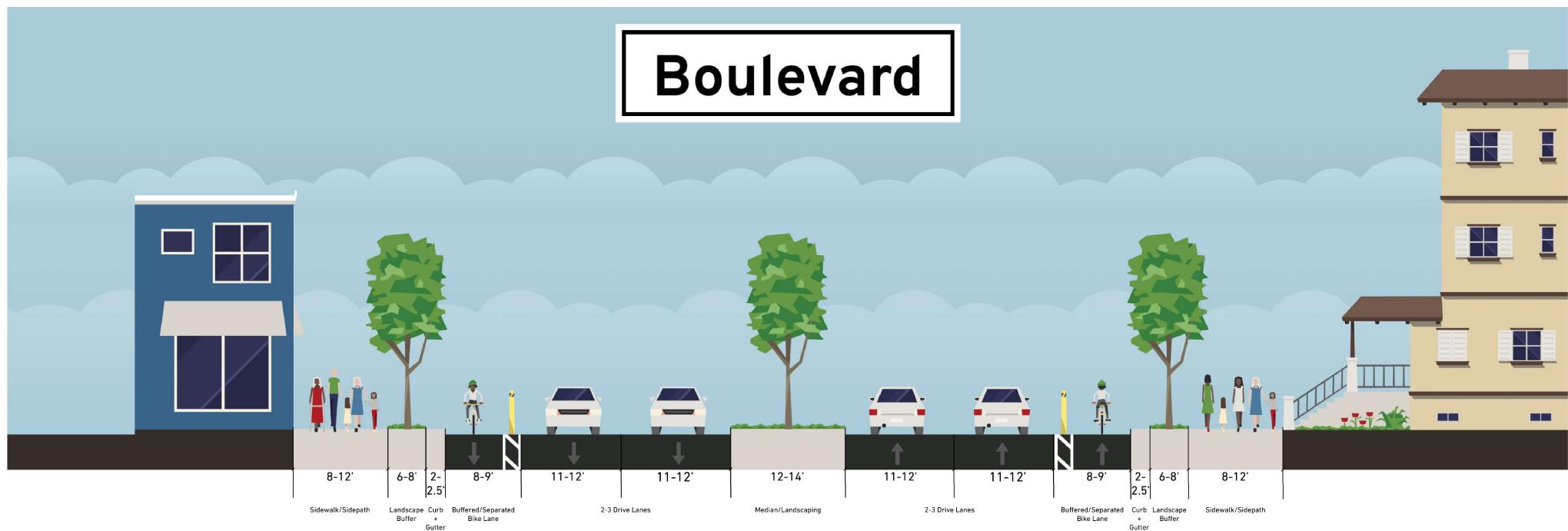
Community Corridor



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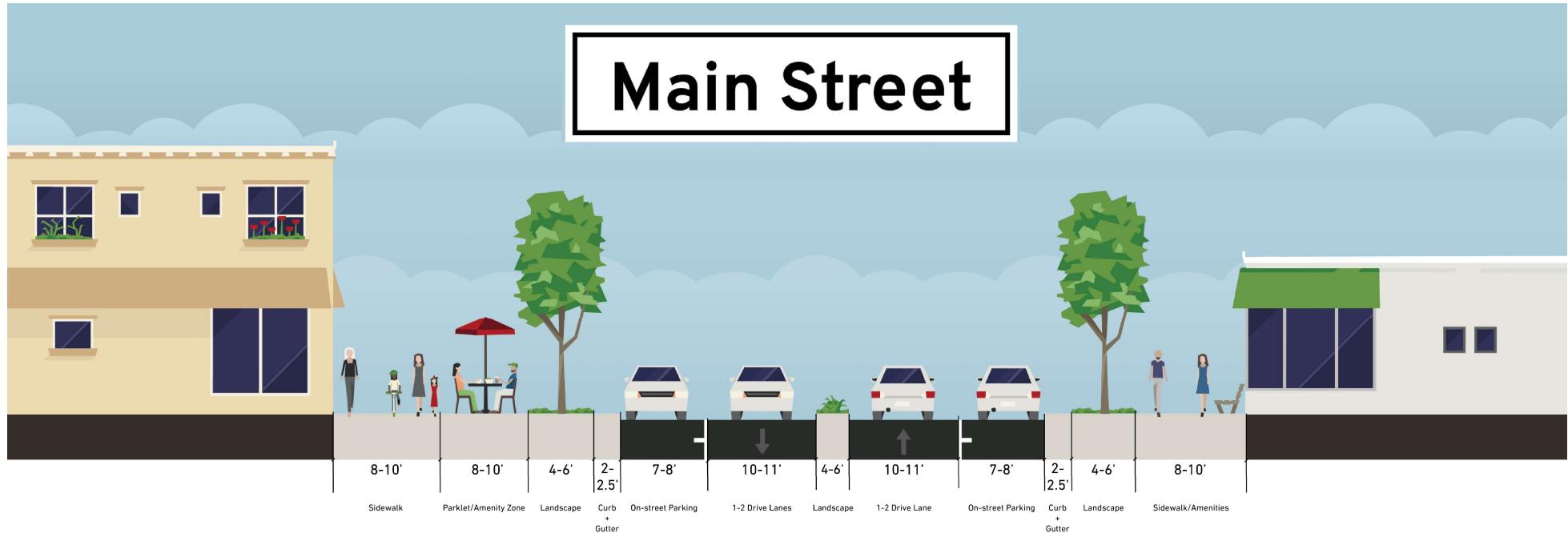
Boulevard



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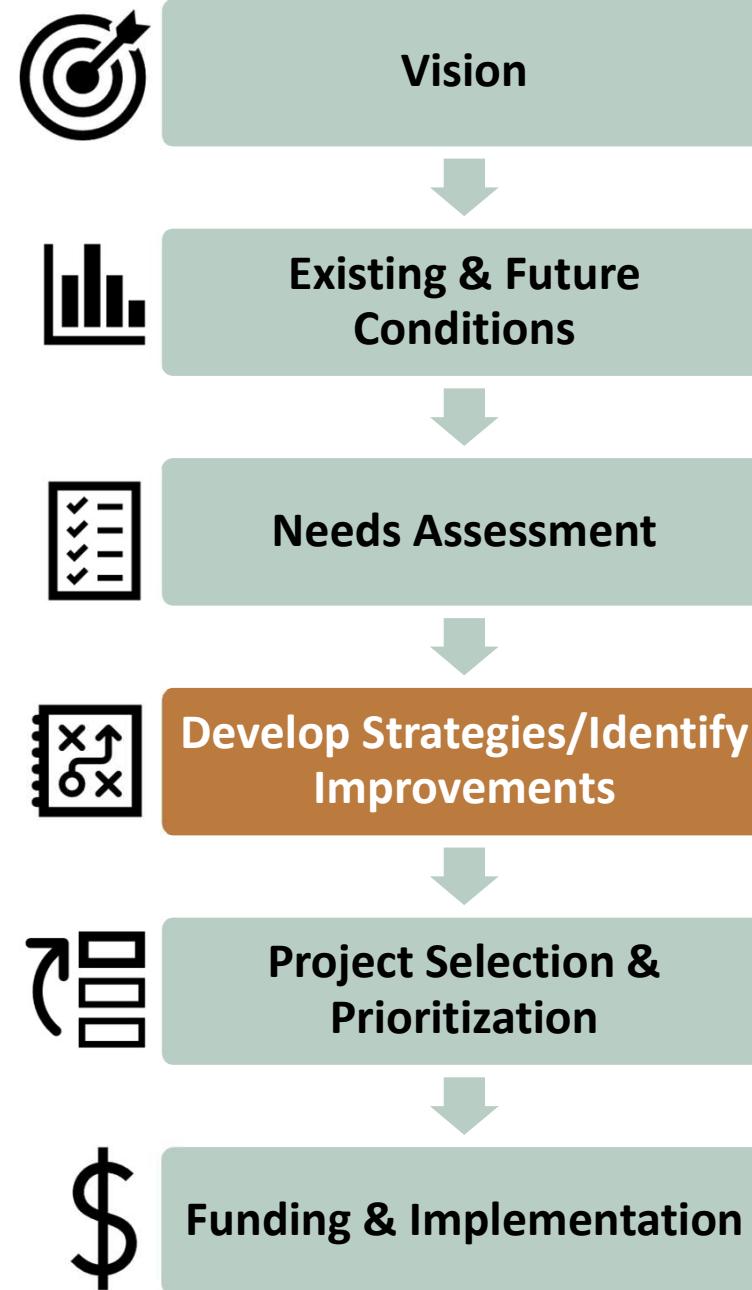


Main Street





Toolbox





TMP Improvement Toolbox

- Examples of improvements that can be applied to intersections or corridor wide
- Toolbox used to develop project recommendations.
 - *The TMP will also include policy recommendations*
- Improvements applicable to different street typologies
- Improvement Categories:
 - Bike/Ped
 - Urban design & placemaking
 - Vehicle operations
 - Traffic Calming
- **Safety will be embedded in all proposed improvements**



Toolbox

Bicycle and Pedestrian

Improvements

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Sidepath



Buffered Bike Lane



Bike Lane



Separated Bike Lane



Enhanced Crossings



Protected Intersection

Bicycle Improvements

Morgan Hill Transportation Plan



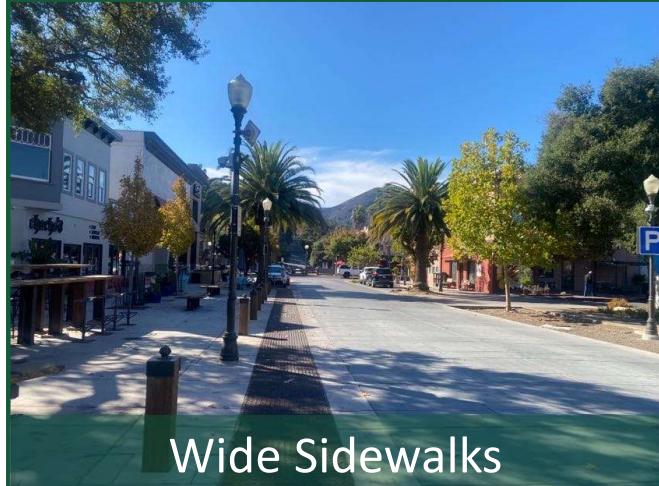
Pedestrian Refuge Island



Street trees/landscaping



Transit Stop Amenity



Wide Sidewalks



Trail Connections



Sidewalk/Sidepath

Pedestrian Improvements



Toolbox

Urban Design/Placemaking

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On-street Parking



Parklets



Sidewalk Amenities



Signage and Wayfinding



Public Art/Murals



Public Amenities

Urban Design/Placemaking



Toolbox

Vehicle Operations

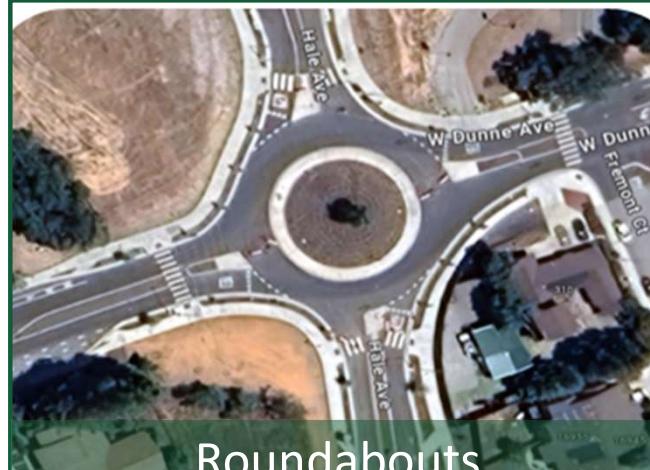
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All Way Stop Control



Roundabouts



Signals

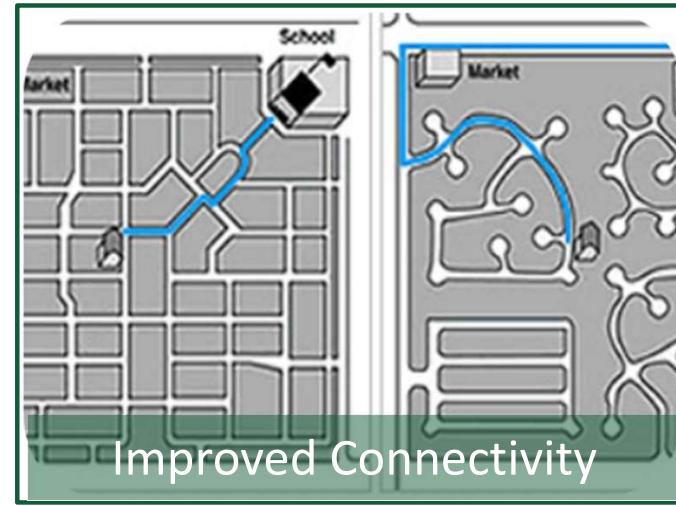


Turn Lanes



Signal Timing

Vehicle Operations - Intersection



Vehicle Operations - Corridor



Toolbox

Traffic Calming

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Radar Speed Feedback Sign



Signing & Striping



Median Island



Curb Extension



Chicane



Road Diet

Traffic Calming

Morgan Hill Transportation Plan



Traffic Circle



Textured Pavement



Speed humps/cushions/lumps



Speed Tables/Raised Crosswalk



Raised Intersection



Barriers, Forced-turn islands

Traffic Calming

Morgan Hill Transportation Plan



Traffic Calming

Regional Cut-through

- Physical Measures
 - Signal Timing adjustments on route parallel to freeway to increase delay
 - Turn restrictions
 - Ramp metering

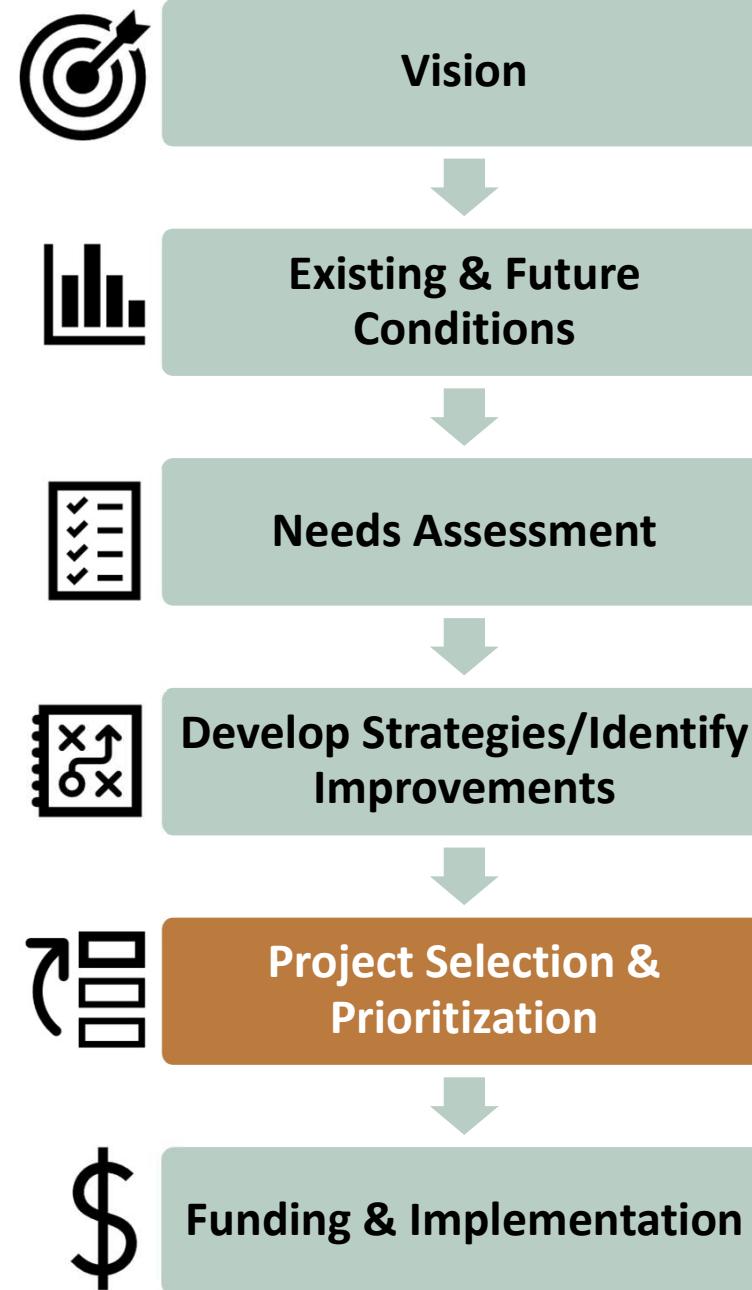


- Non-Physical Measures
 - Promote expansion of the regional transit system
 - Advocate for regional projects like addition of HOV lane on US 101





Prioritization





Overview of Project Prioritization

- Many improvement projects and strategies will be identified based on existing/future conditions analysis and community input
- Prioritization criteria used to narrow improvement projects
- Prioritization criteria developed based on TMP goals, strategies & actions
 - *Criteria can be ranked and weighted differently based on community priorities*



1 Priority →

Safety

**Community
Consideration** →

**Pedestrian Safety, Comfort, and Connectivity,
Bike Safety, Comfort, and Connectivity,
Access to Key Destinations,
Vehicle Operations,
Cut-through Traffic,
Equity**

**Engineering/City
Staff Consideration** →

**Consistency with other City Plans or Programs,
Engineering Feasibility,
Operational Cost,
Funding,
Impact to Value Ratio,
Implementation**



Total Injury & Fatal Collisions

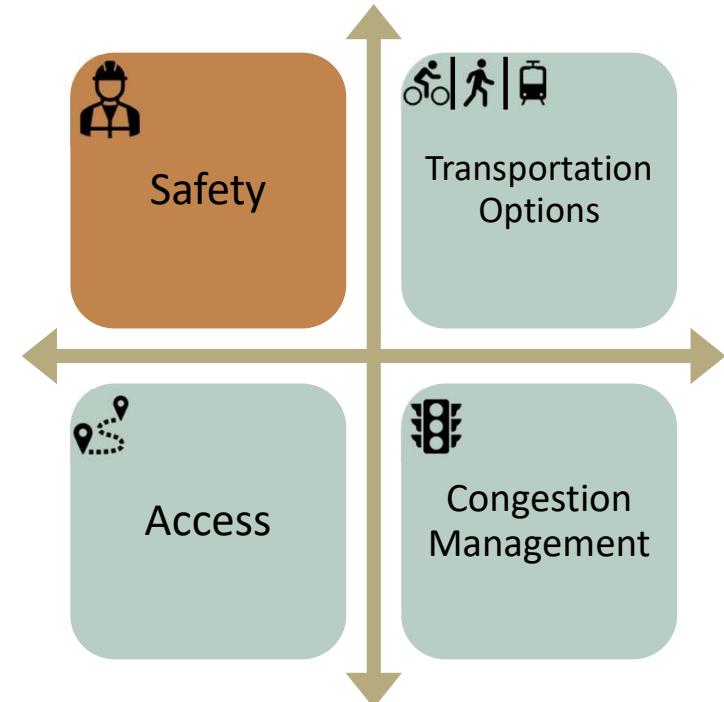
	Collisions per Capita			
	Total	Pedestrian	Bicycle	Ped/Bike Share
Statewide	0.00415	0.00031	0.00022	12.8%
Morgan Hill	0.00231	0.00018	0.00015	15.0%
Gilroy	0.00308	0.00025	0.00025	16.0%
Sunnyvale	0.00253	0.00020	0.00025	18.1%
Mountain View	0.00388	0.00025	0.00045	18.0%
Los Gatos	0.00356	0.00027	0.00047	21.0%

- Morgan Hill doing **WELL** with vehicular safety
- Doing **GOOD** with Bike & Ped Safety
- Can **DO BETTER** with Bike & Ped Safety!
- Goal should be **BELOW STATE AVERAGE**

Priority - Safety

Project Evaluation Criteria:

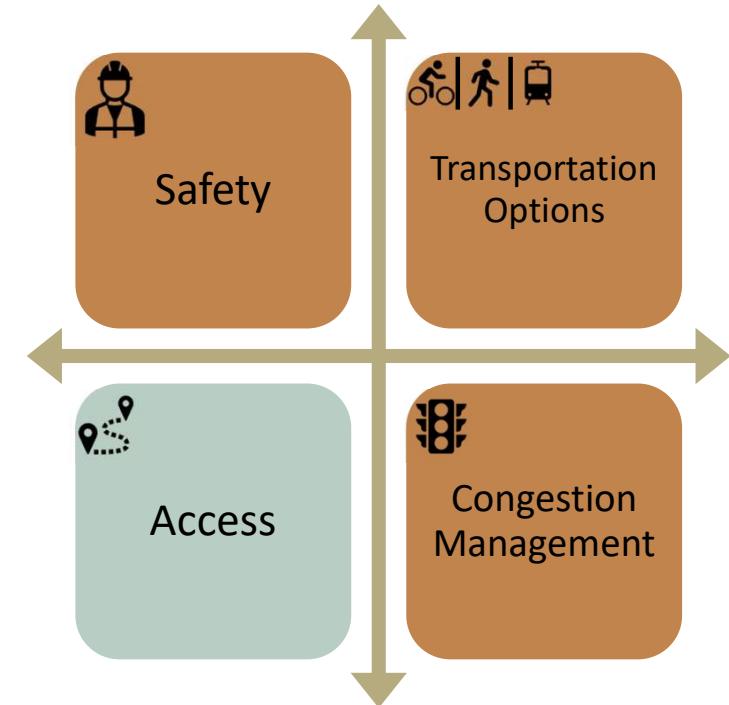
- *Located along the High Injury Network or at intersections that have a collision history*
- *Proposed measure is an identified effective safety countermeasure by FHWA*
- *Includes pre-determined set of speed management/traffic calming techniques*



Priority - Pedestrian Safety, Comfort, and Connectivity

Project Evaluation Criteria:

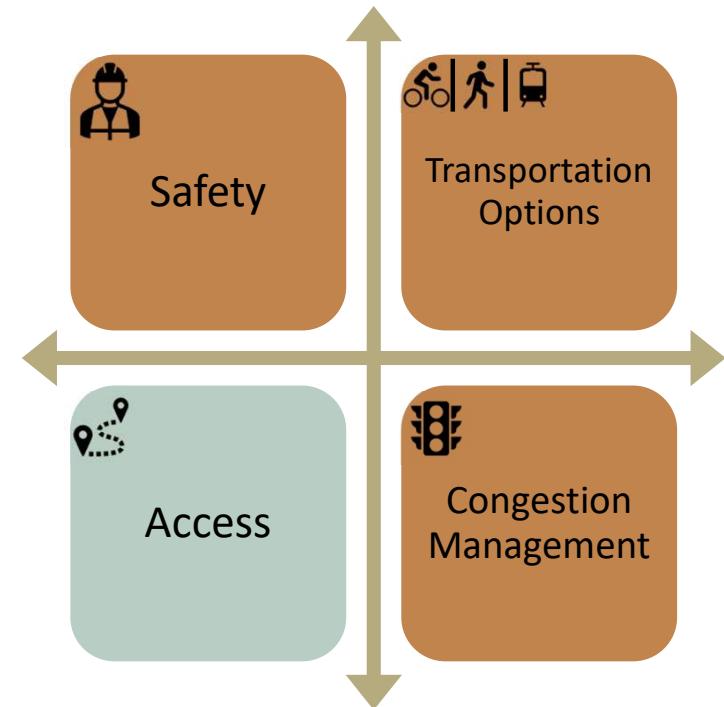
- *Improves ped safety, comfort, and/or closes network gaps in ped priority zones*
- *Improves comfort and/or provides new connections across US 101*
- *Includes ped friendly urban design and placemaking elements like landscaping, wayfinding, lighting along the public ROW*



Priority - Bicycle Safety, Comfort, and Connectivity

Project Evaluation Criteria:

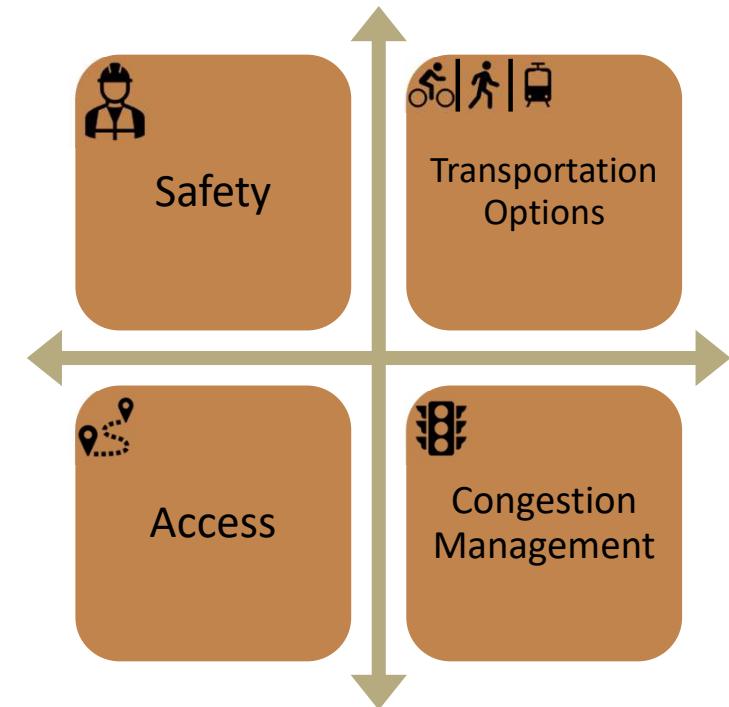
- *Improves and/or provides new bicycle facilities along bike/ped priority corridors*
- *Improves comfort and/or provides new connections across US 101*
- *Improves connections between the local bicycle network and regional bicycle network*
- *Accommodates other modes of micromobility (e.g. e-bikes)*



Priority - Access to Key Destinations

Project Evaluation Criteria:

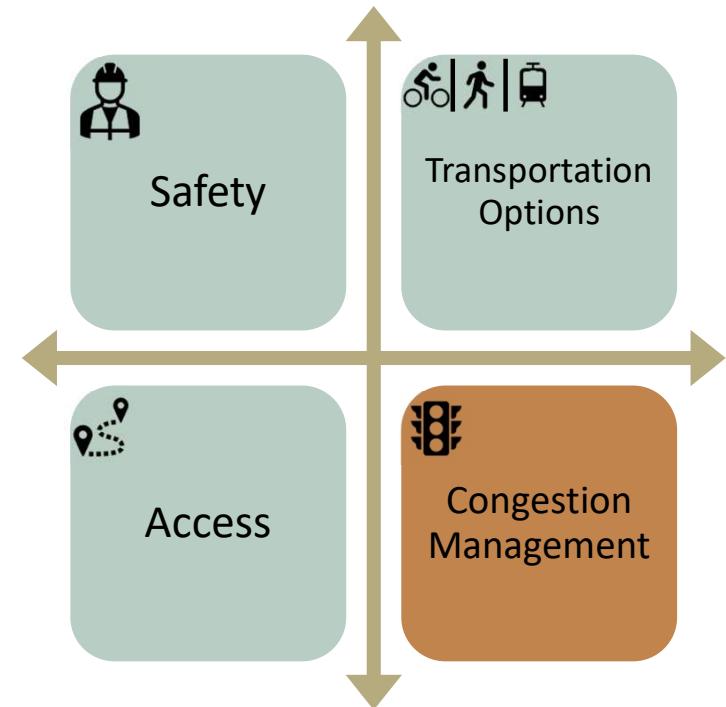
- *Location of the project is within 1/2 mile of an identified destination like a school, park, Downtown, or services*
- *Improves first mile/last mile connections to the Morgan Hill Caltrain station and local bus stops.*
- *Improves access and safety to trailheads*



Priority – Vehicle Operations

Project Evaluation Criteria:

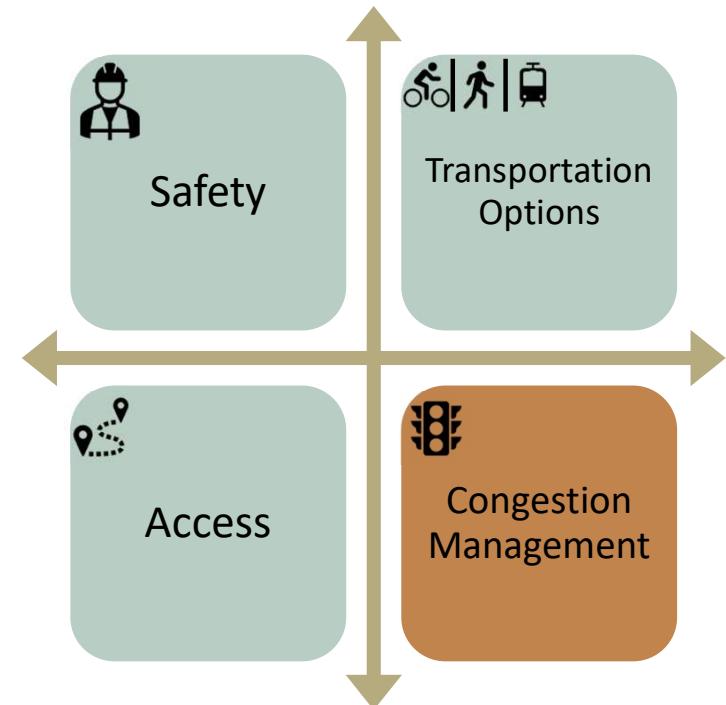
- Reduces travel time and improves vehicle throughput along City streets for inner city trips
- Improves/adds street connections based on projected growth in the city (**All new street connections will be designed with bike/ped facilities**)
- Encourages mode shift for the purpose of reducing VMT



Priority – Cut-Through Traffic

Project Evaluation Criteria:

- *Includes pre-determined set of traffic calming techniques that reduce regional and local cut-through traffic*
- *Signal timing adjustments on city arterials to discourage regional cut-through traffic*

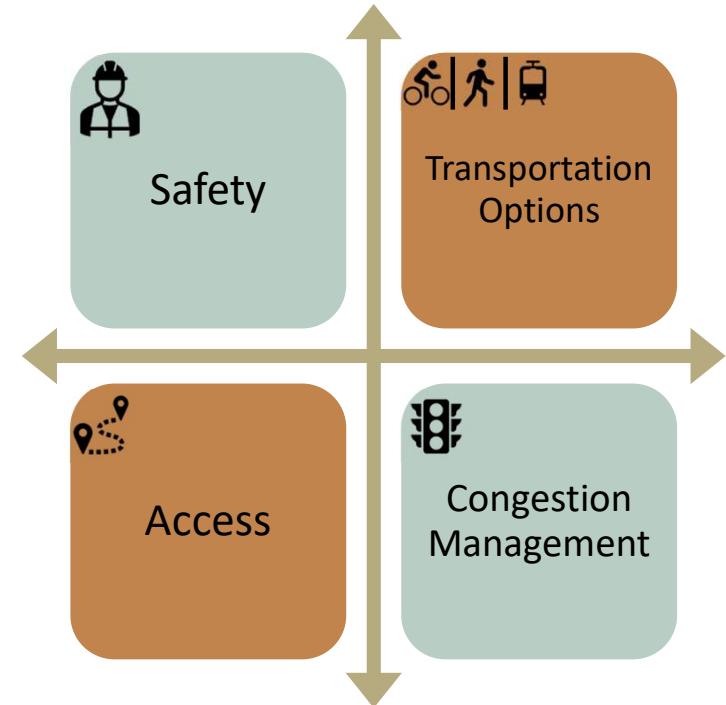




Priority – Equity

Project Evaluation Criteria:

- *Proximity to high levels of higher density housing/low-income housing*





Priority – Other Criteria

- **Consistency with other City Plans or Programs**
 - *Project previously identified in local or regional plan*
- **Engineering Feasibility**
 - *Project applies current design standards and design is feasible and constructible, i.e. it can be completed within existing curb lines or right of way*
- **Operational Cost**
 - *On-going expenses for the project*



Priority – Other Criteria

- **Funding**
 - *City has an available funding source for the project*
 - *Likelihood of receiving grant funding*
- **Impact to Value Ratio**
 - *Expected project costs will be weighed against project benefits*
- **Implementation**
 - *Project is wholly City-led versus requiring developers to lead it or requiring coordination with County*



Workshop

- Discussion of TMP goals (Homework) [10 mins]
 - Report back [5 mins]
- Prioritization Criteria Ranking & Weighting [15 mins]
 - Report back [5 mins]
- Feedback on proposed street typologies and apply toolbox improvement categories to street typology map [20 mins]
 - Report back [5 mins]



Next Steps & Schedule

- Draft Goals, Strategies, & Actions taken to Planning Commission, Parks & Recreation Commission, and Council in - **May**
- Planned Stakeholder Meeting #4 – **Tentatively Scheduled July 31st**
- Identification of TMP Improvement Funding – **July-August**
- Identification of selected TMP Improvements & Strategies/Actions – **July-August**
- Community Meeting - **August/September**
- Draft TMP Plan – **Fall**