



# Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting #4  
April 17<sup>th</sup>, 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**

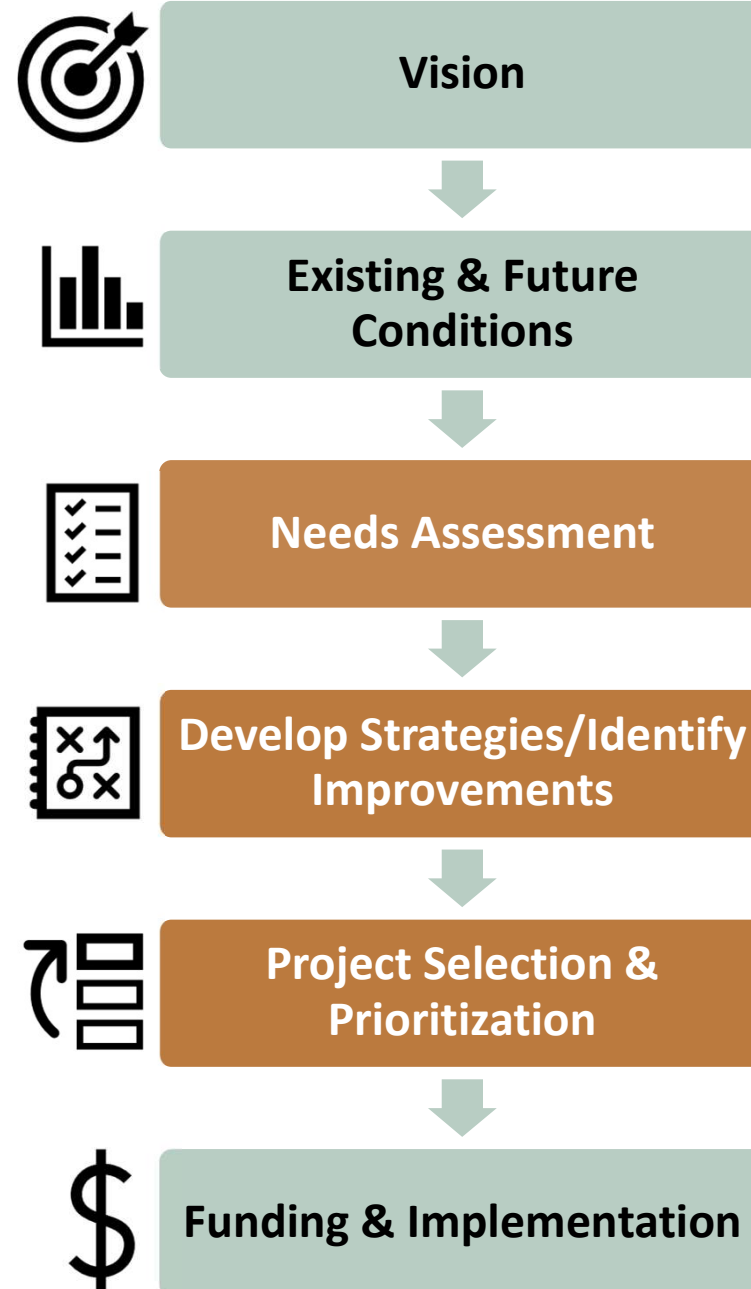


# Role of Stakeholders Committee

- 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

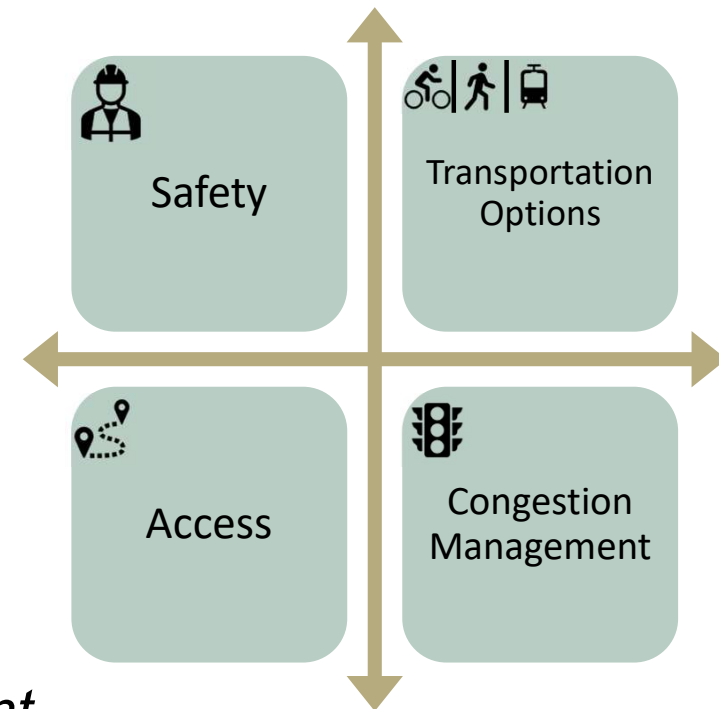






# Recap of Previous Meeting

- 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, Tennant
- 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?**

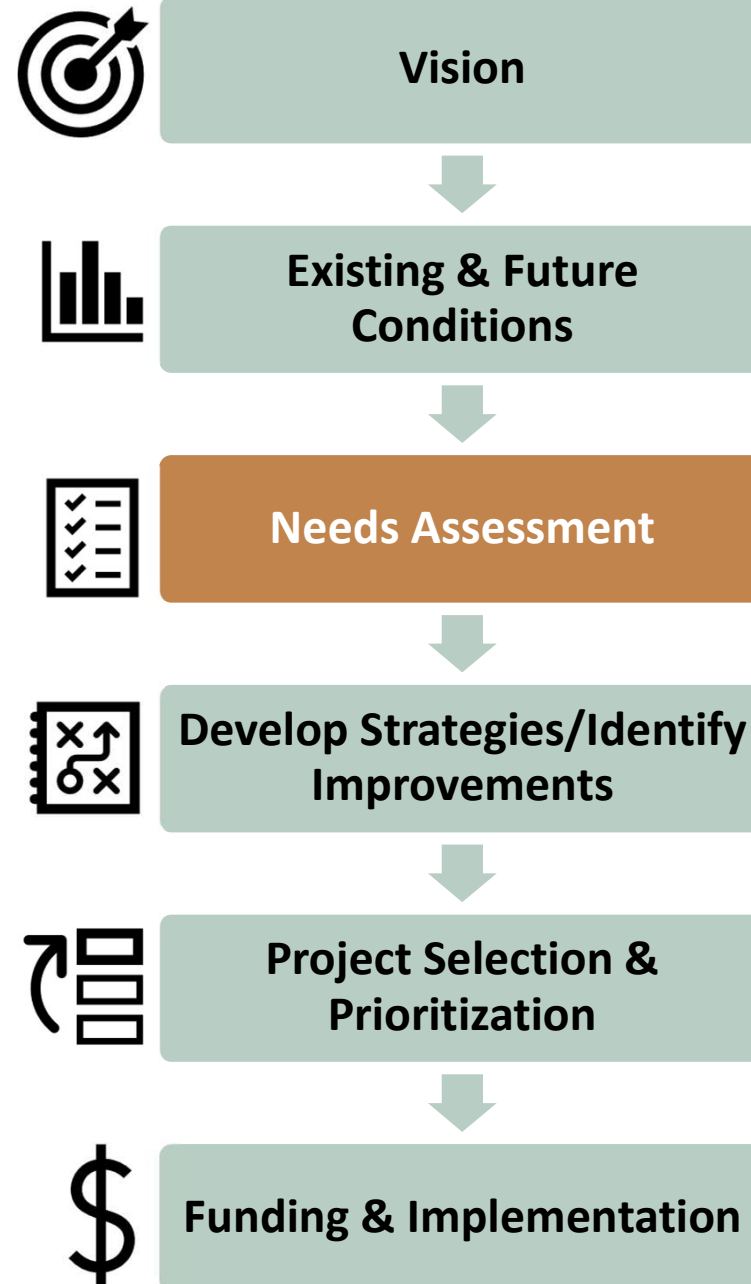
**#1:** Better pedestrian facilities through wider sidewalks, safer crossings, and better connectivity

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

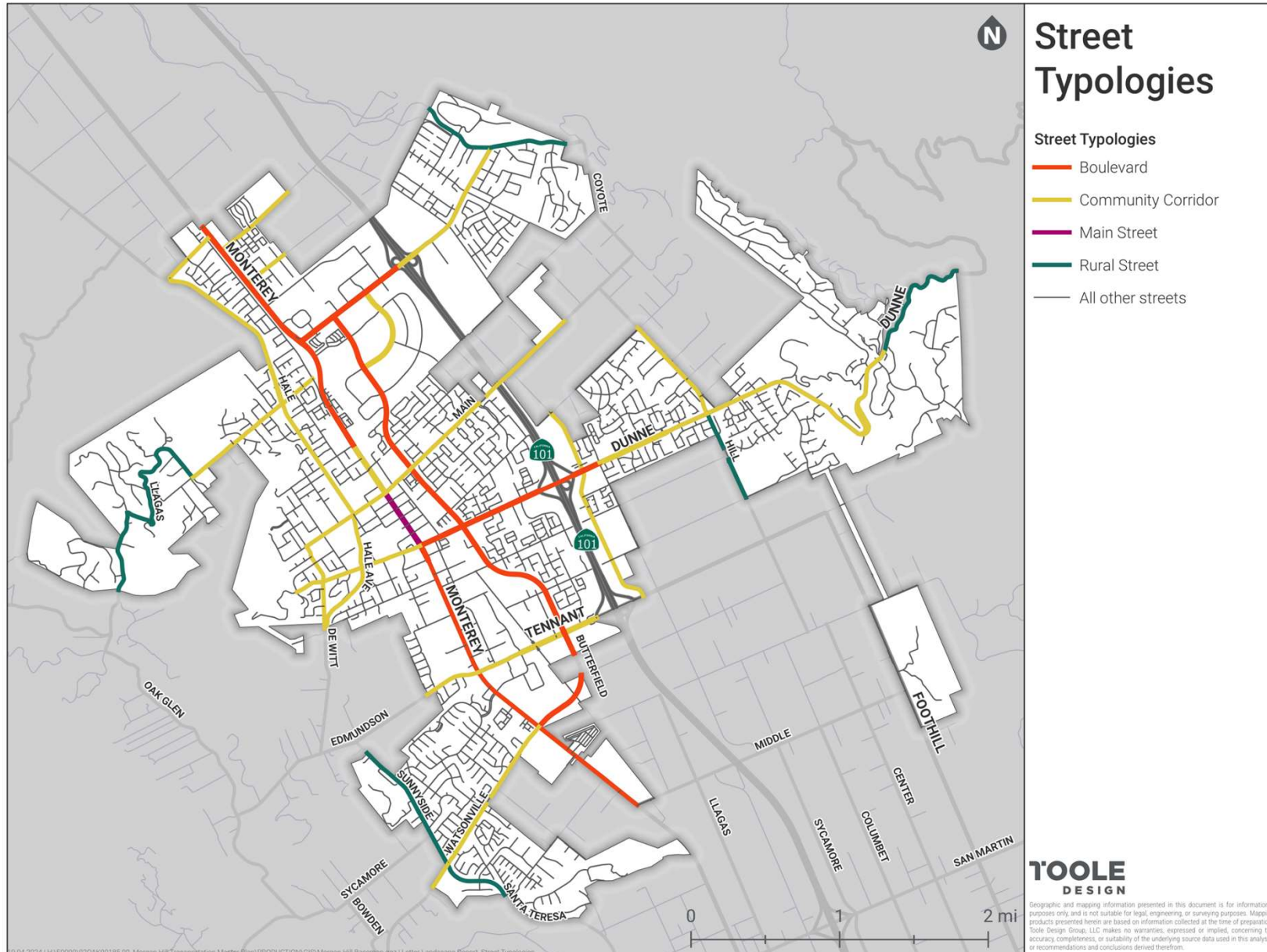


# Morgan Hill Transportation Plan



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## Street Typologies Network



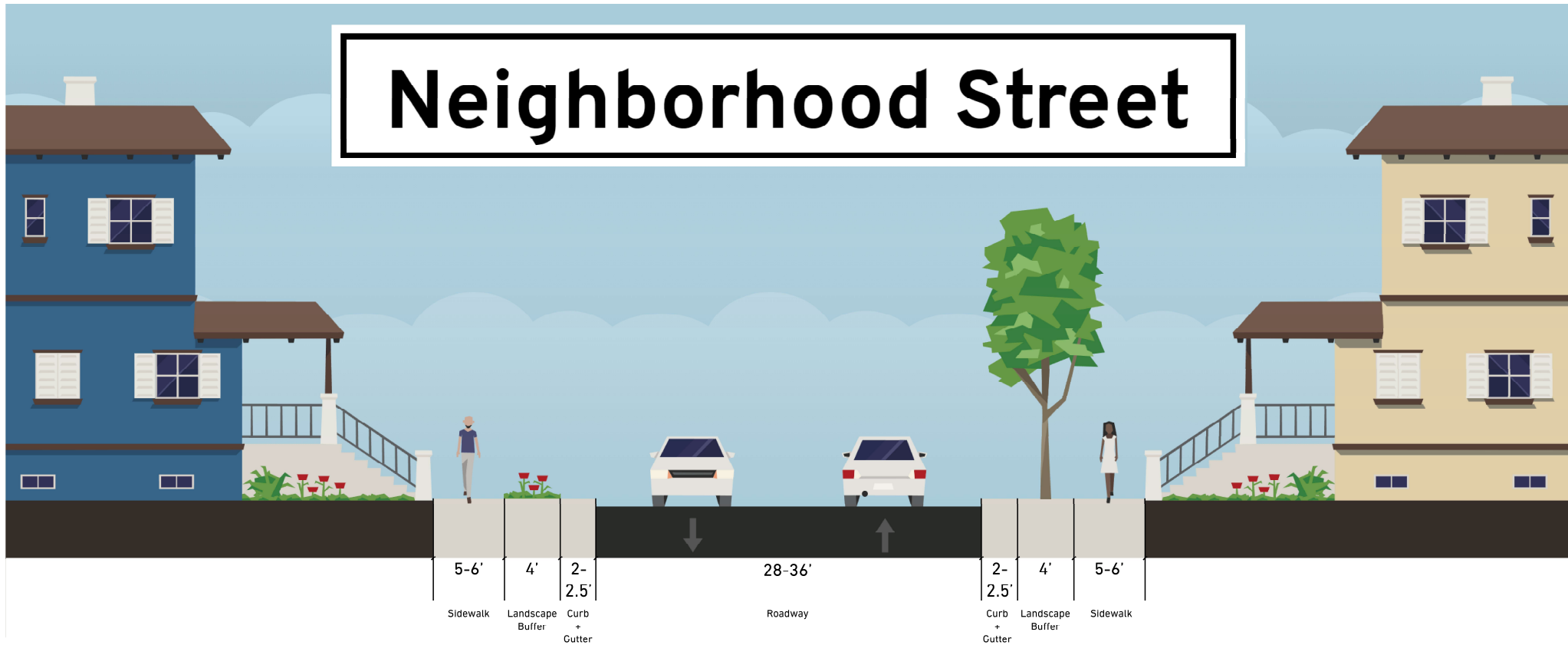


# Street Typologies

## Example Cross Sections

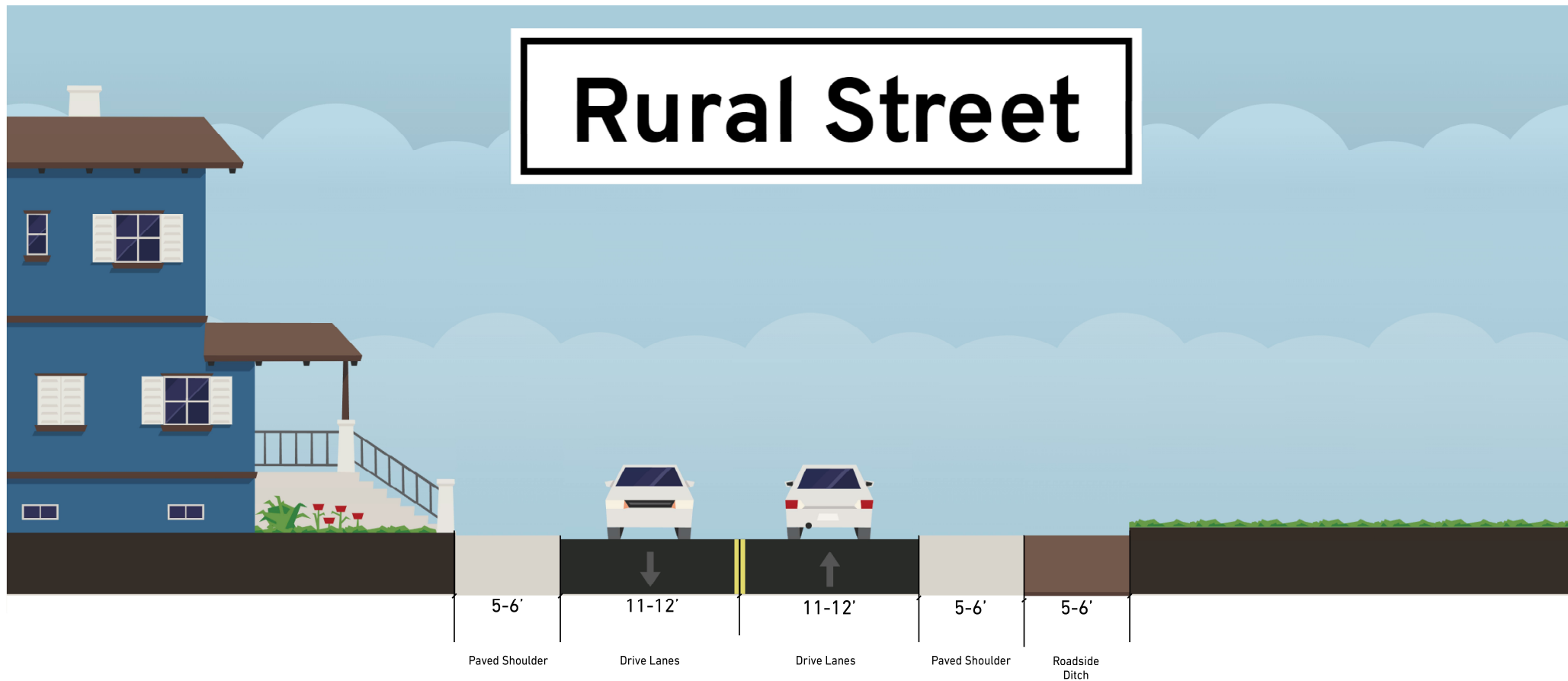


## Neighborhood Street



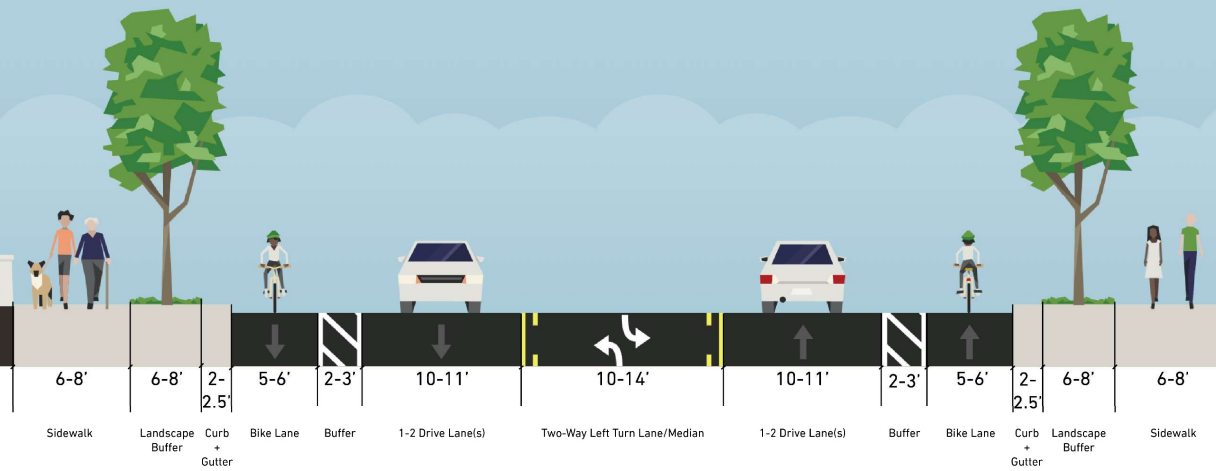


## Rural Street





## Community Corridor



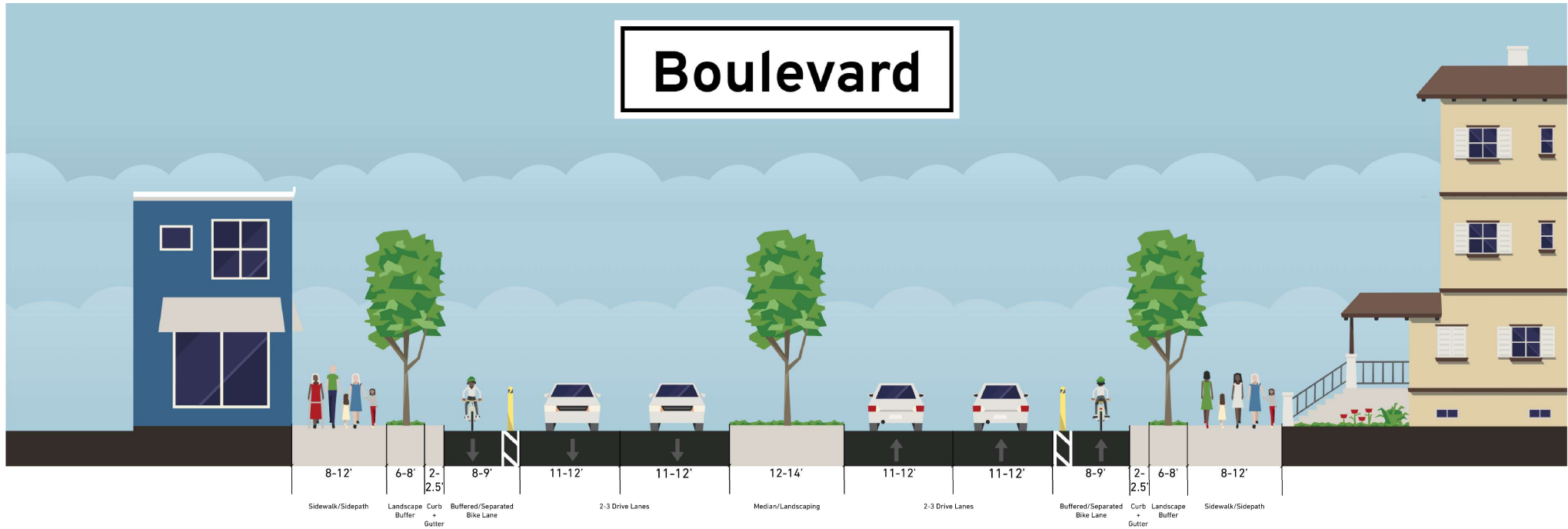


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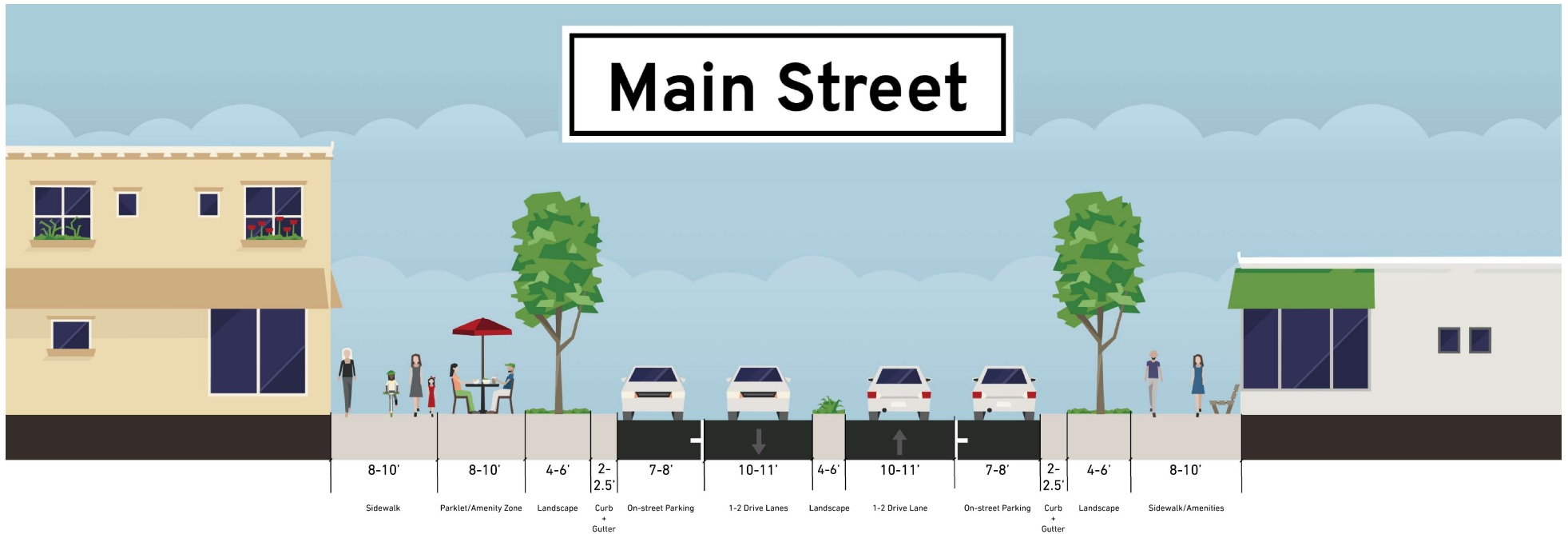
## Boulevard



# Morgan Hill Transportation Plan

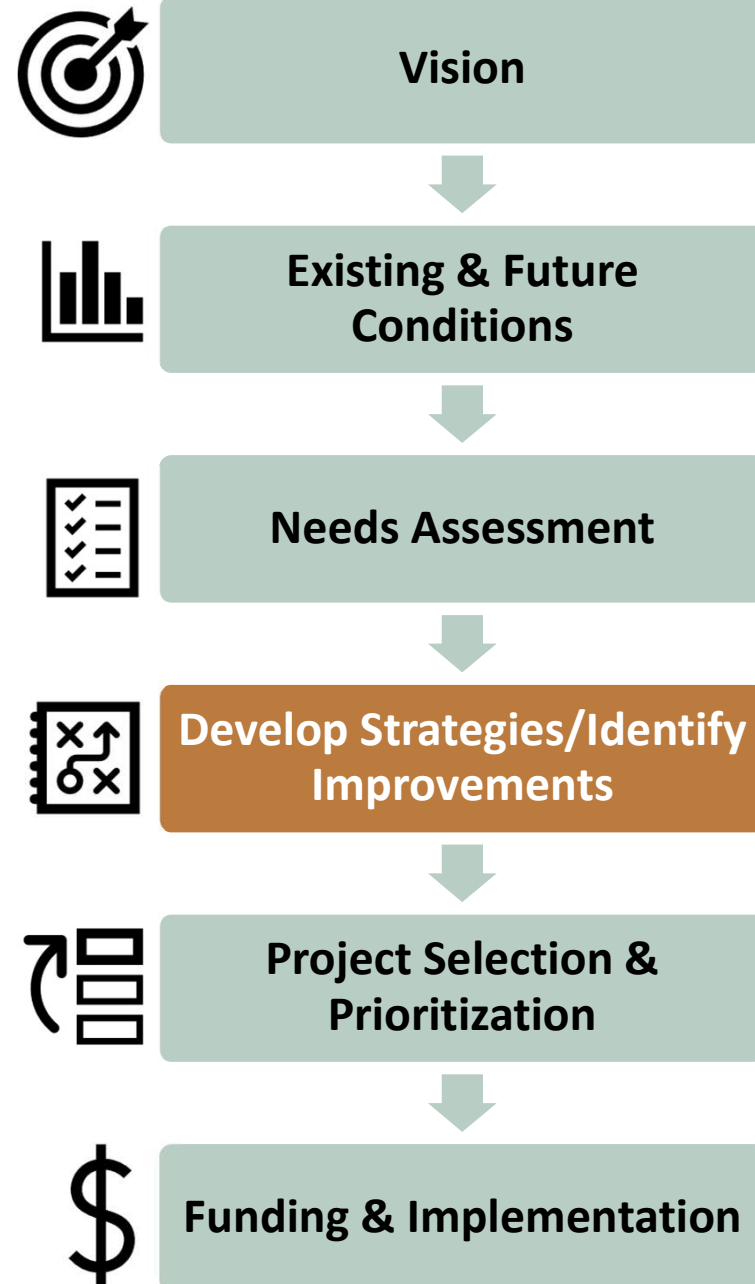


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# Toolbox





# 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



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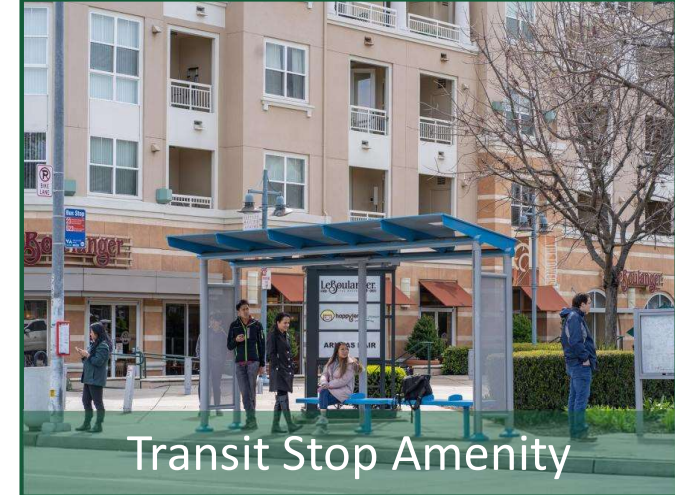
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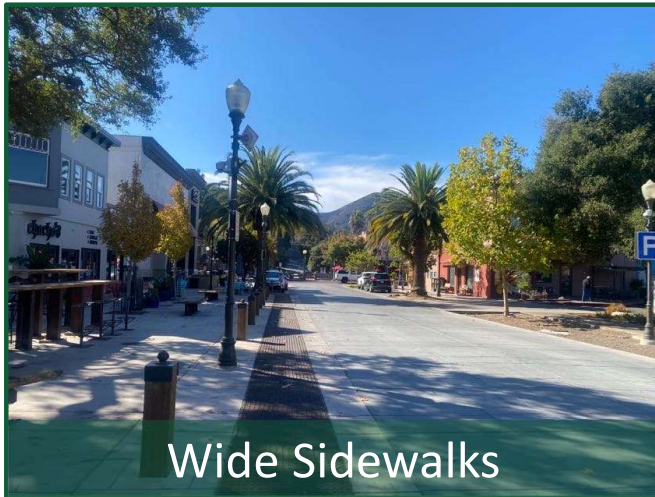
Pedestrian Refuge Island



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



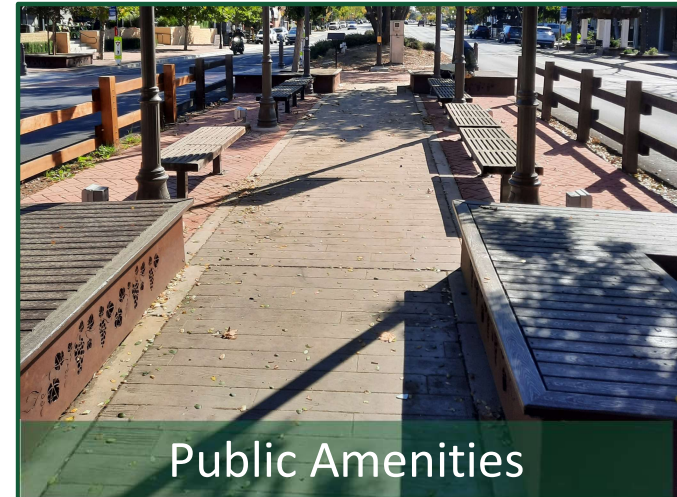
Sidewalk Amenities



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

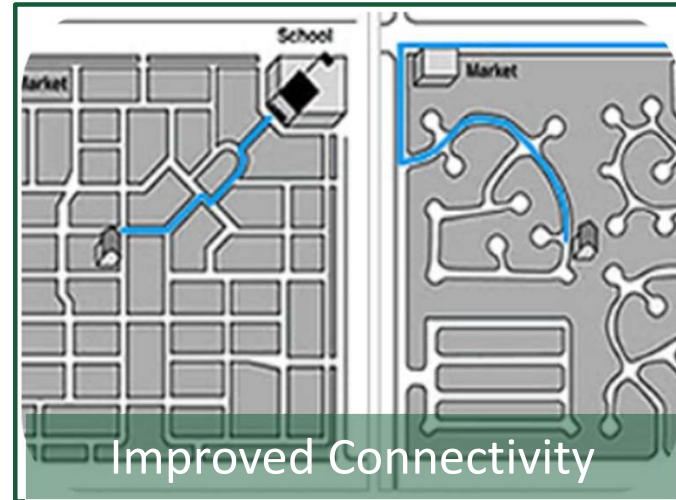
# Morgan Hill Transportation Plan



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Signal Synchronization



Improved Connectivity

## 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



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Traffic Circle



Textured Pavement



Speed humps/cushions/lumps



Speed Tables/Raised Crosswalk



Raised Intersection



Barriers, Forced-turn islands

## Traffic Calming

# Morgan Hill Transportation Plan



Divertors



Closures



One-Way Streets

## Traffic Calming





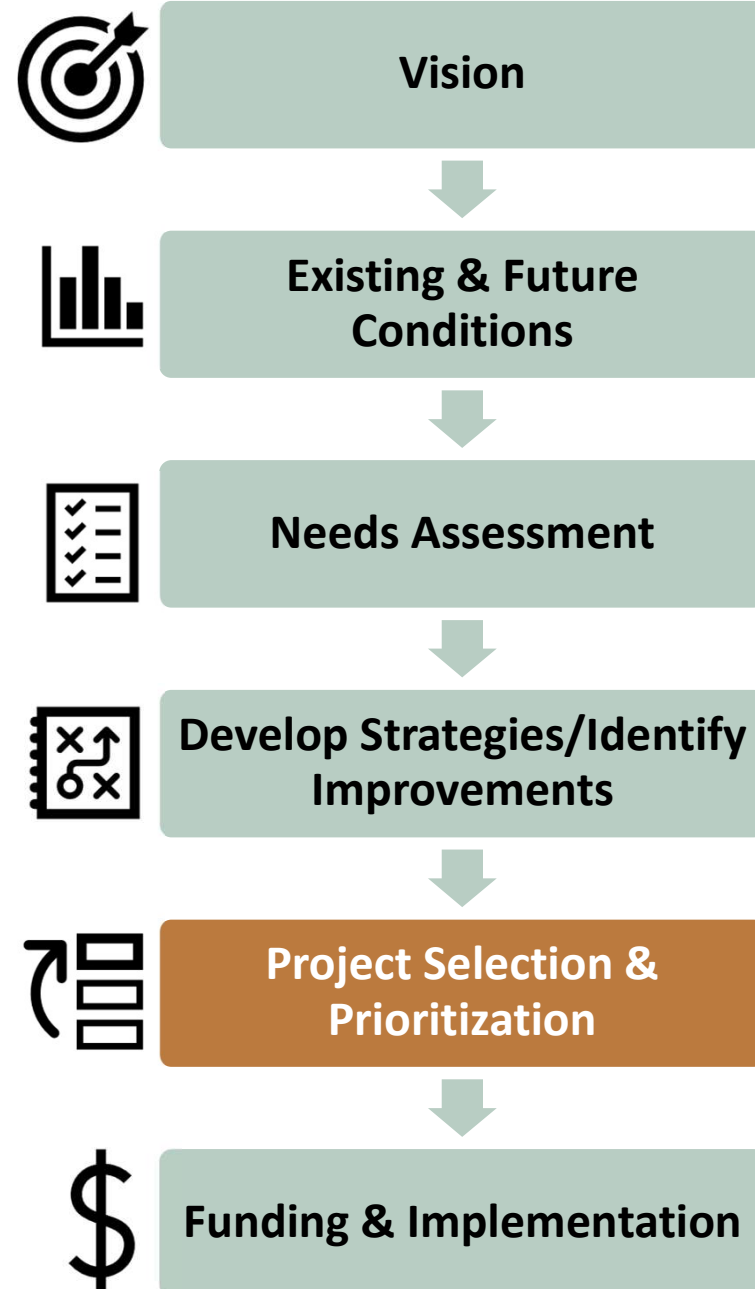
# Regional Cut-through

- 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%

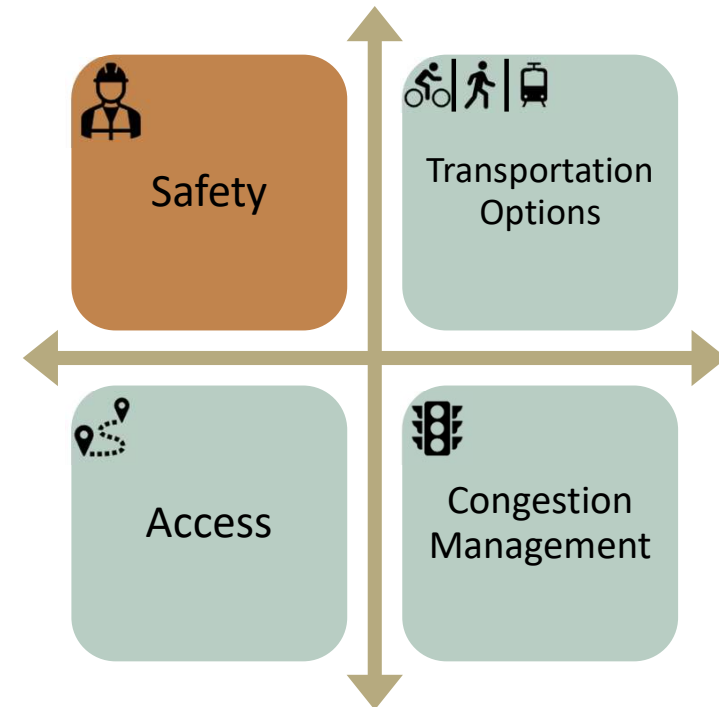
- Morgan Hill doing **WELL** with vehicular safety
- Doing **GOOD** with Bike & Ped Safety
- Can **DO BETTER** with Bike & Ped Safety!
- Goal should be **BELOW STATE AVERAGE**



# 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*

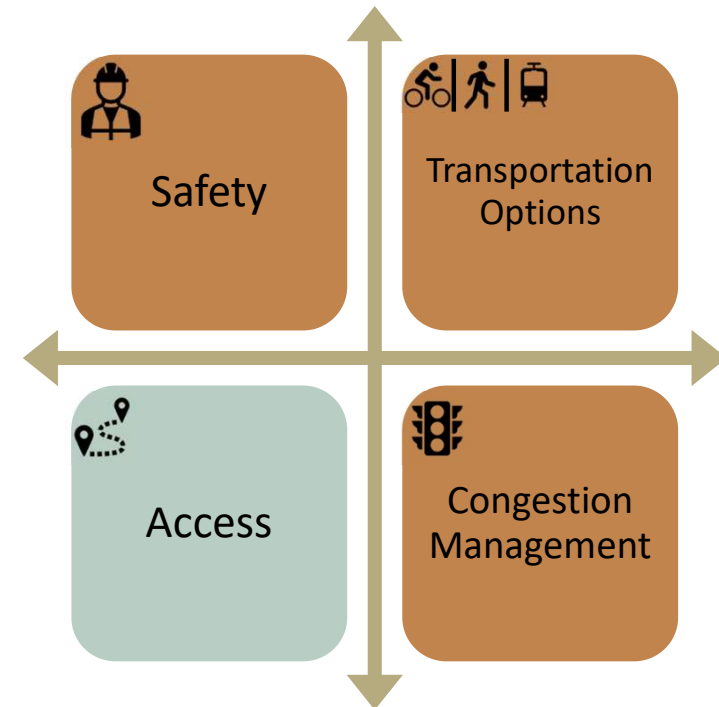




# Priority - Pedestrian Safety, Comfort, and Connectivity

## 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*

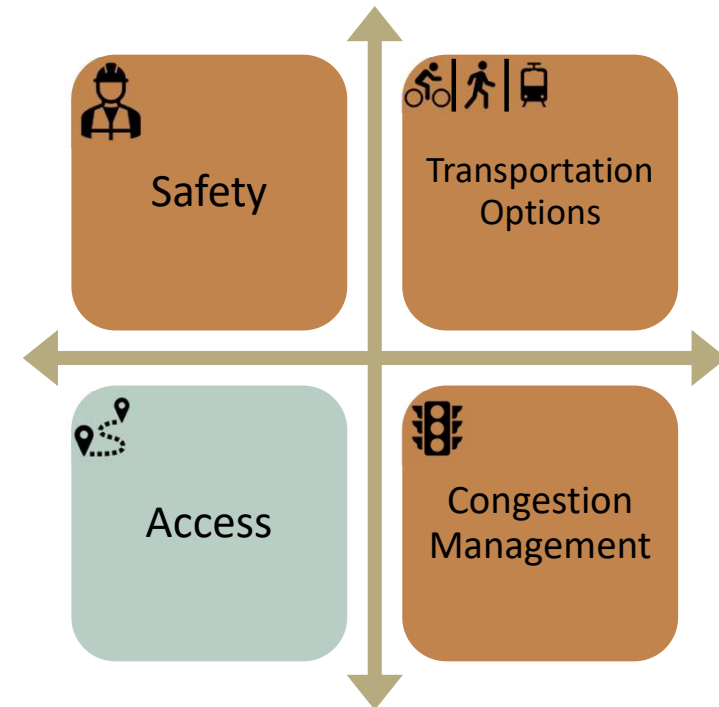




# Priority - Bicycle Safety, Comfort, and Connectivity

## 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)*

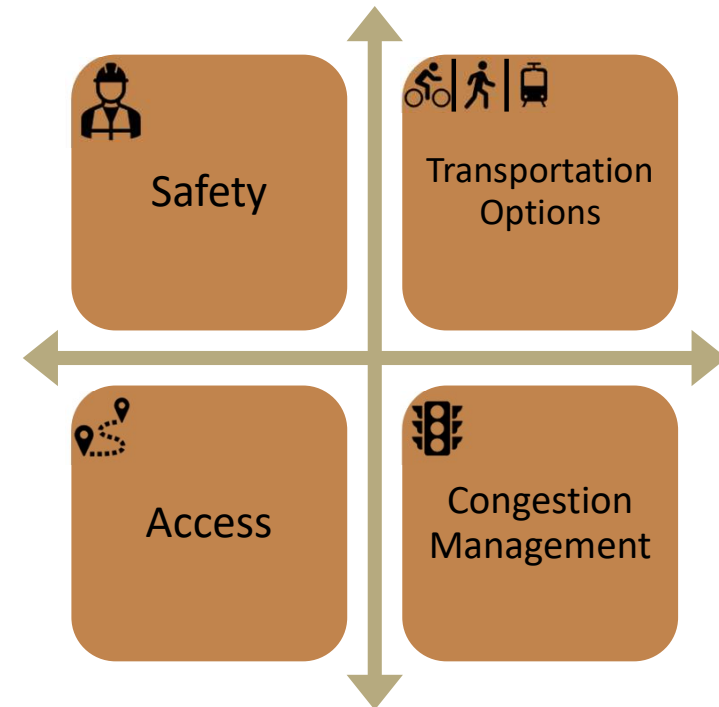




# Priority - Access to Key Destinations

## 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*

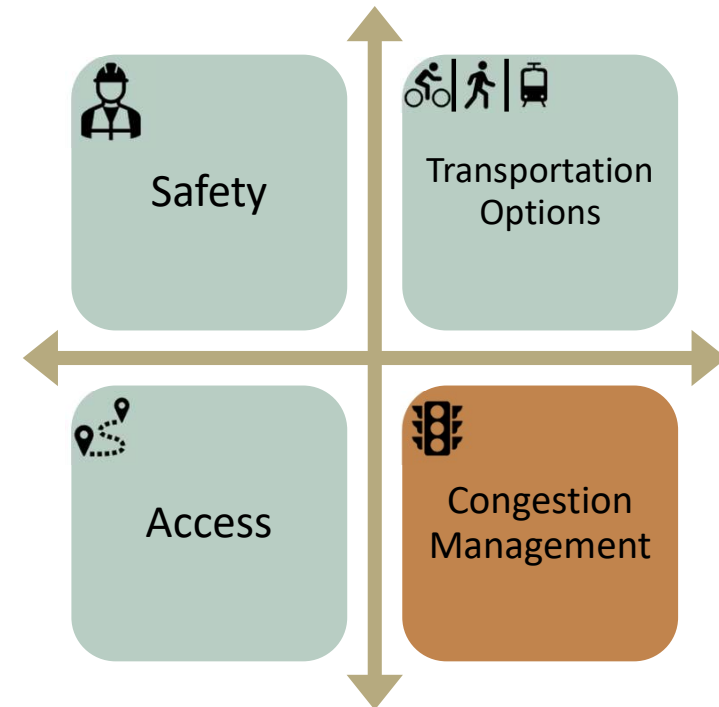




# Priority – Vehicle Operations

## 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*



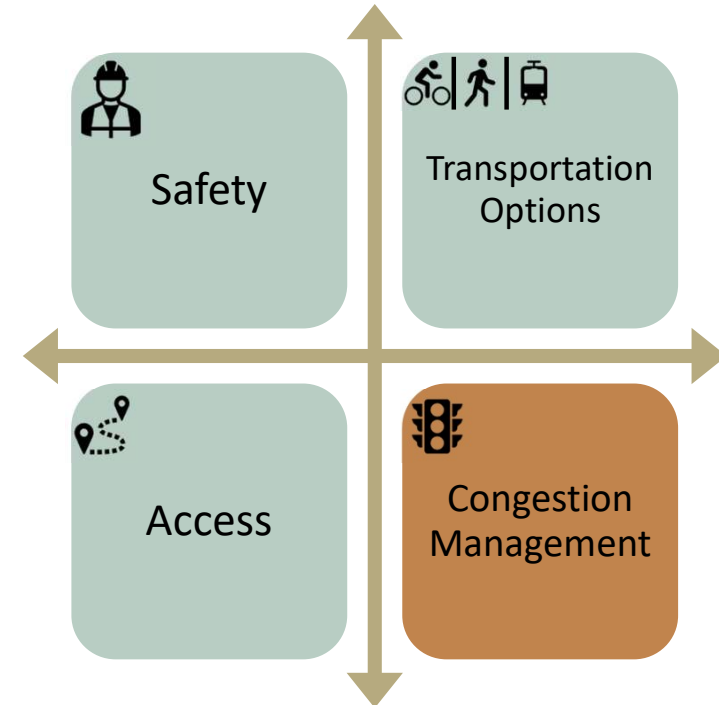




# Priority – Cut-Through Traffic

## 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*

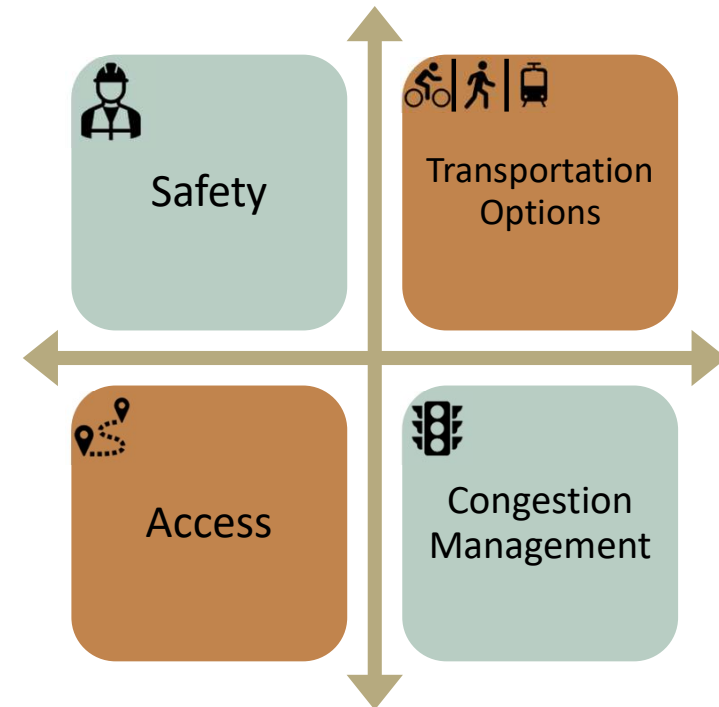




# Priority – Equity

## 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**