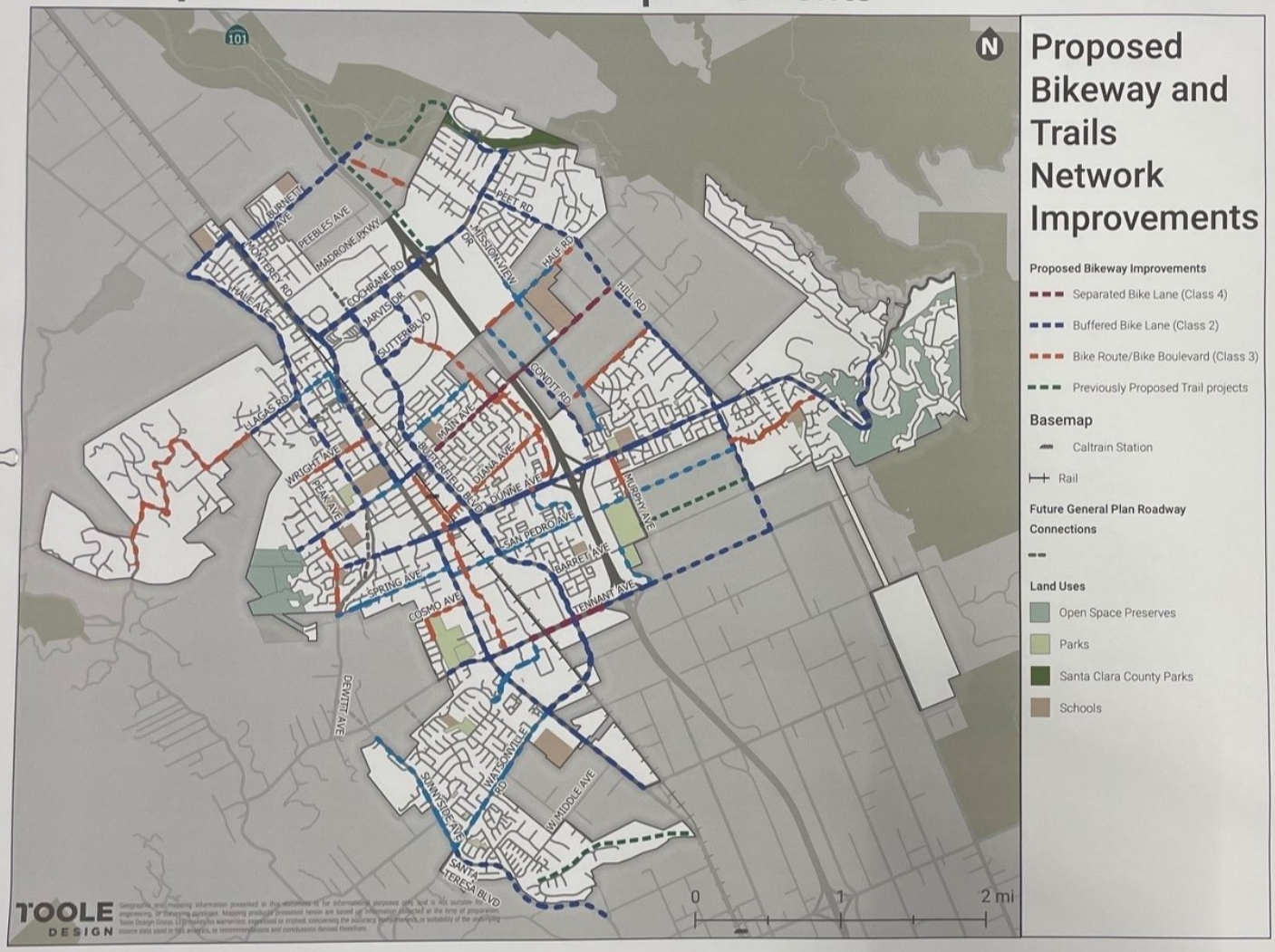
Morgan Hill Transportation Plan

CITY OF MORGAN HILL

Bikeway and Trails Network Improvements



Proposed Bikeway and Trails Network Improvements

Proposed Bikeway Improvements

- Separated Bike Lane (Class 4)
- Buffered Bike Lane (Class 2)
- Bike Route/Bike Boulevard (Class 3)
- Previously Proposed Trail projects

Basemap

- Caltrain Station
- Rail

Future General Plan Roadway Connections

Land Uses

- Open Space Preserves
- Parks
- Santa Clara County Parks
- Schools

TOOLE DESIGN

Questions:

Providing safe, continuous, and usable bike lanes/buffered bike lanes within the existing right of way may require the removal of parking along some segments of the street. Would you support the removal of on-street parking to provide safer and connected bike facilities within the City?

Class III Bike Boulevard

Class II Bike Lane/Buffered Bike

a	Yes	
b	No	

Protected intersections physically separate bicycles from motor vehicles at intersections to provide a high degree of comfort and safety and can reduce the likelihood of high-speed vehicle turns, improve visibility, and reduce the distance and time that bicyclists are exposed to conflicts. Implementation of a protected intersection requires the removal of dedicated right turn lanes, which will likely slow motor vehicle traffic flow.

Would you support the implementation of protected intersections along bike/pedestrian priority corridors to improve bicycle safety, even if it may increase vehicular delay?

Protected Intersection

a	Yes	
b	No	

Board #3

HEXAGON TRANSPORTATION CONSULTANTS, INC.

TOOLE DESIGN apex STRATEGIES KIER+WRIGHT

Roadway Rehabilitation Funds*

- Repair Streets
- Sidewalks and Bridges
- Improved roadway striping for pedestrians and bikes

** Often restricted*

Development Impact Funds*

- Widening Roads
- Improving Intersections
- New Roads and Facilities

**Uses must have a nexus to impacts from new development.*

Safety Improvements*

- Sidewalk Repairs
- Ped & Bike Safety

** Former RDCS funding to be exhausted in 6 years*

Secured Grant Funding Improvements

- Monterey Road Improvements and Resurfacing

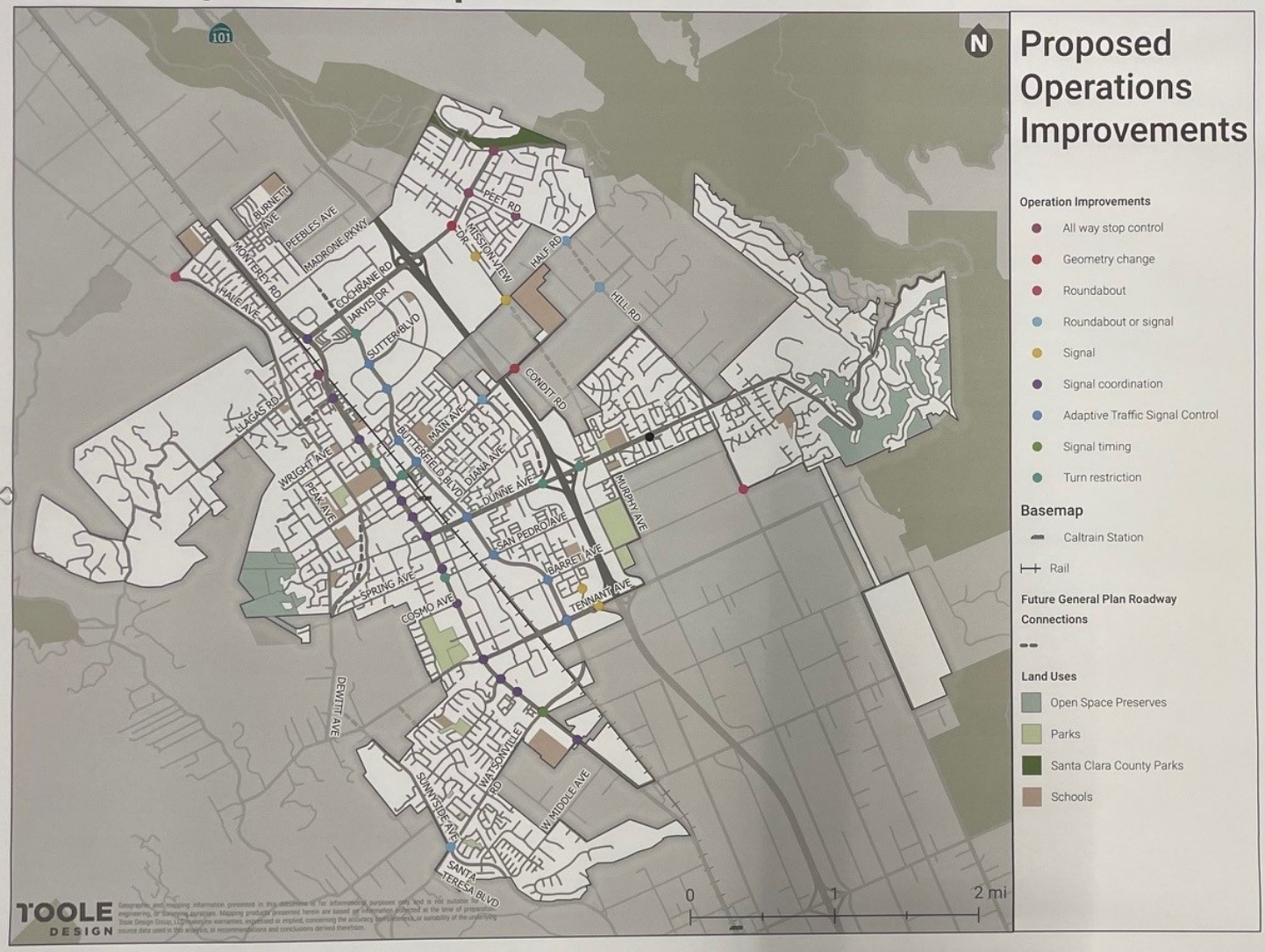
The City should prioritize procuring additional funding for: (Pick your top 3 choices)

a	Sidewalk Improvements	
b	Crossing Improvements	
c	Bicycle Network Gap Closures	
d	New Bicycle Facilities	
e	Roundabouts	
f	Traffic Calming	

Morgan Hill Transportation Plan

CITY OF MORGAN HILL

Vehicle Operations Improvements



TOOLE DESIGN

Proposed Operations Improvements

Operation Improvements

- All way stop control
- Geometry change
- Roundabout
- Roundabout or signal
- Signal
- Signal coordination
- Adaptive Traffic Signal Control
- Signal timing
- Turn restriction

Basemap

- Caltrain Station
- Rail

Future General Plan Roadway Connections

Land Uses

- Open Space Preserves
- Parks
- Santa Clara County Parks
- Schools

Questions:

Uncontrolled or stop-controlled intersections may require intersection control like a roundabout or a signal to increase roadway capacity in the future. Which intersection control do you prefer?

Roundabout

Signal

a	Roundabout	• these are the superior intersection control
b	Signal	
c	Either	

Butterfield Boulevard is a major north-south roadway within Morgan Hill. It is also one of the primary cut-through routes used by commuters during peak hours to avoid congestion on US Highway 101.

Would you support Adaptive Signal Control Technology along Butterfield Boulevard, even though it may encourage the use of Butterfield Boulevard by regional cut-through traffic? *Adaptive signal control technology uses real time data to adjust signal timing to accommodate changing traffic patterns and ease traffic congestion.*

a	Yes	
b	No	

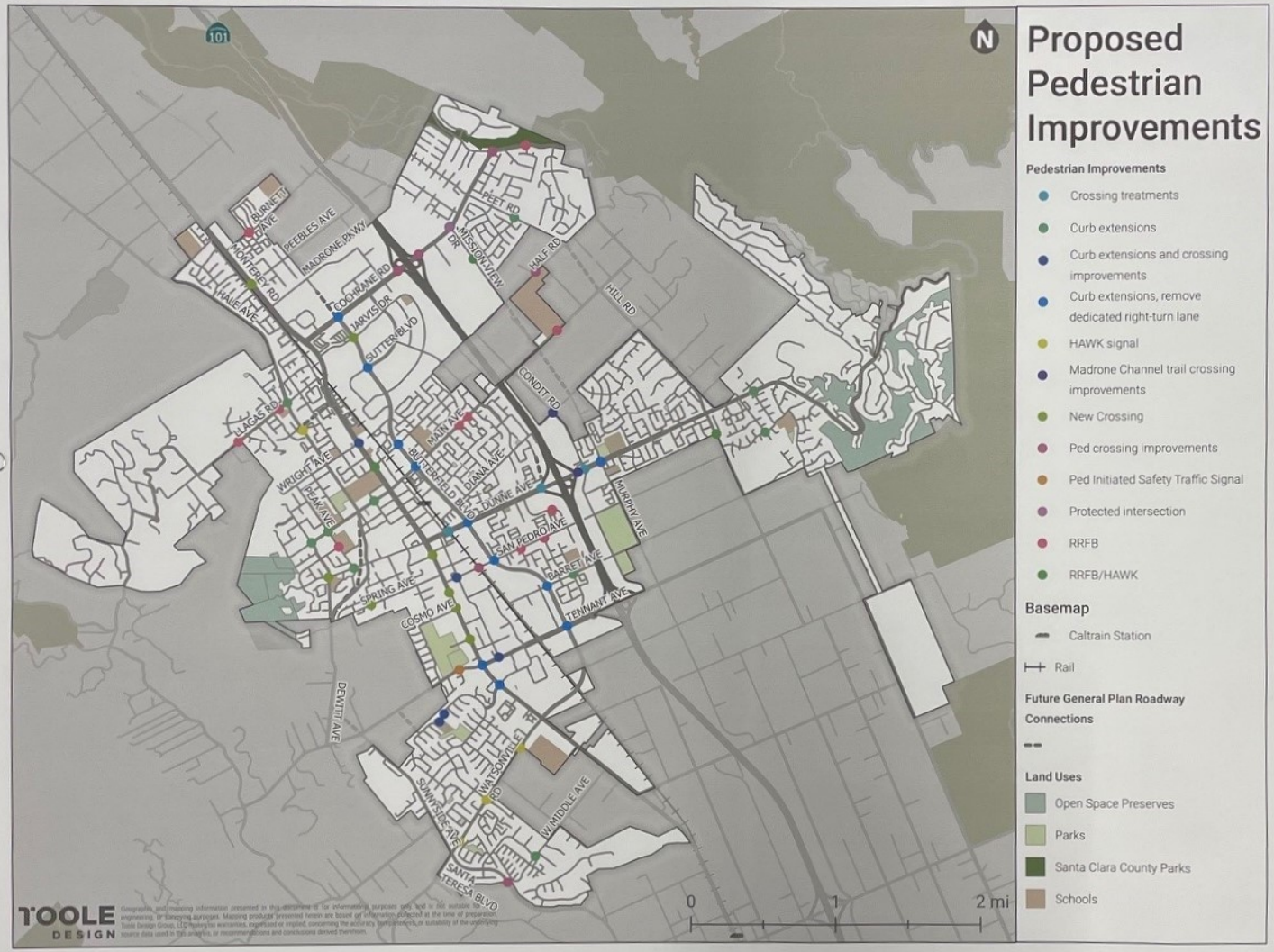
Board #1

HEXAGON TRANSPORTATION CONSULTANTS, INC.

TOOLE DESIGN apex STRATEGIES KIER+WRIGHT

CITY OF MORGAN HILL

Pedestrian Improvements



Proposed Pedestrian Improvements

Pedestrian Improvements

- Crossing treatments
- Curb extensions
- Curb extensions and crossing improvements
- Curb extensions, remove dedicated right-turn lane
- HAWK signal
- Madrone Channel trail crossing improvements
- New Crossing
- Ped crossing improvements
- Ped Initiated Safety Traffic Signal
- Protected intersection
- RRFB
- RRFB/HAWK

Basemap

- Caltrain Station
- Rail

Future General Plan Roadway Connections

Land Uses

- Open Space Preserves
- Parks
- Santa Clara County Parks
- Schools

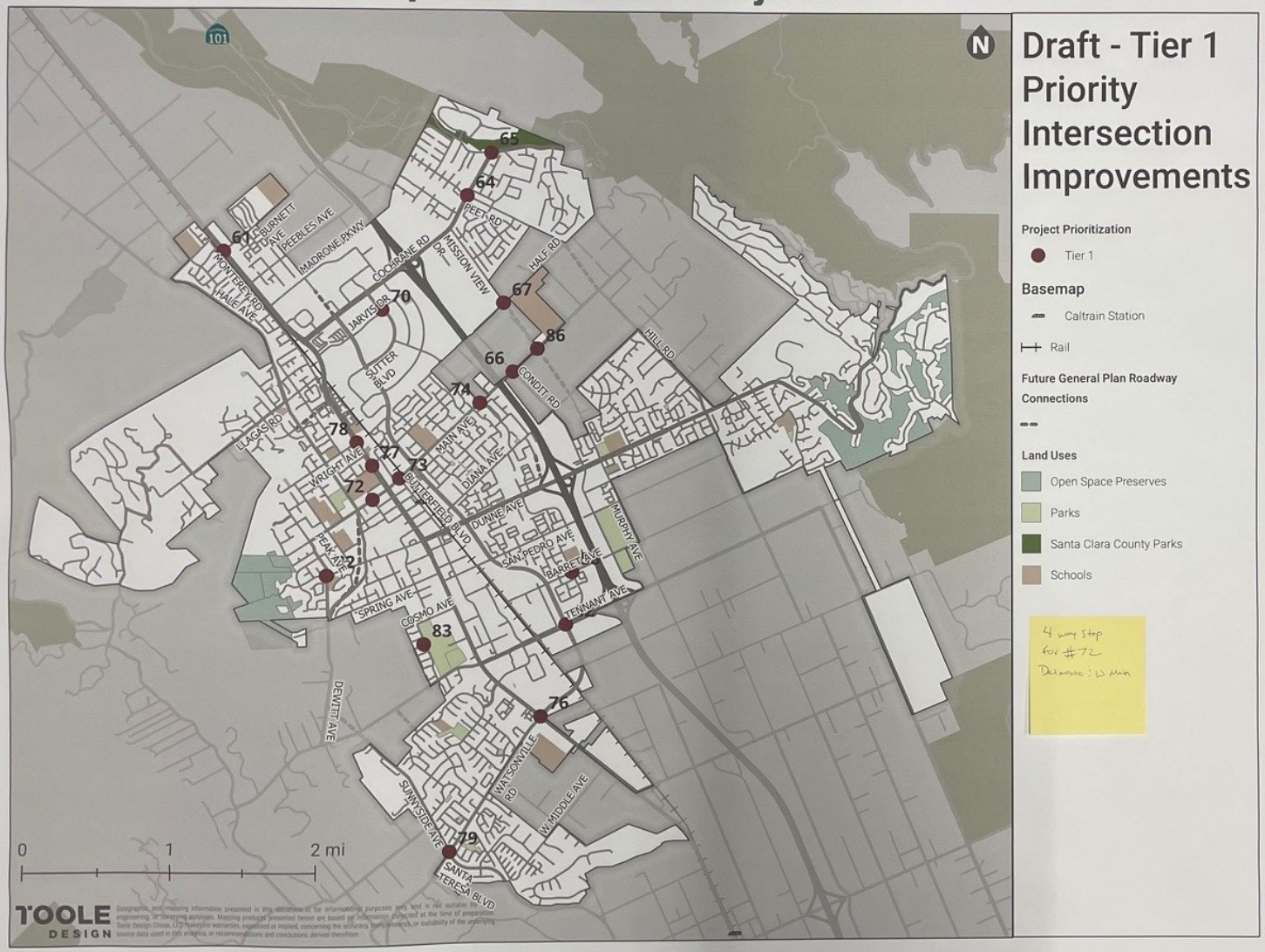
HEXAGON TRANSPORTATION CONSULTANTS, INC.

TOOLE DESIGN apex STRATEGIES KIER+WRIGHT

Morgan Hill Transportation Plan

CITY OF MORGAN HILL

DRAFT Tier 1 Priority Intersection Projects



Draft - Tier 1 Priority Intersection Improvements

Project Prioritization

- Tier 1

Basemap

- Caltrain Station
- Rail

Future General Plan Roadway Connections

Land Uses

- Open Space Preserves
- Parks
- Santa Clara County Parks
- Schools

4 way stop for #72
Delineate : D Main

ID	Project Names	Improvement Strategies	Stickers / Votes
58	Barett Avenue/Juan Hernandez Drive		
61	Monterey Road/Burnett Avenue		
62	Butterfield Boulevard/Tennant Avenue		
64	Peet Road/Cochrane Road		
65	Malaguerra Avenue/Cochrane Road		
66	Condit Road/Main Avenue		
67	Mission View Drive/Half Road		
70	Sutter Boulevard/Jarvis Drive		
72	Del Monte Avenue/Main Avenue		
73	Depot Street/Main Avenue		
74	Serene Drive/Main Avenue		
76	Monterey Road/Watsonville Road/Butterfield Boulevard		
77	Monterey Road/Central Avenue		
78	Monterey Road/Wright Avenue		
79	Santa Teresa Boulevard/Sunnyside Avenue/Watsonville Road		
82	Dewitt Avenue/Dunne Avenue		
83	Olympic Drive/Denali Drive		
86*	Murphy Avenue/Main Avenue (Future)		

Legend

- Bicycle Improvement
- Traffic Operations Improvement
- Traffic Calming Improvement
- Pedestrian Improvement

Board #6

HEXAGON TRANSPORTATION CONSULTANTS, INC.

TOOLE DESIGN apex STRATEGIES KIER+WRIGHT

Morgan Hill Transportation Plan

CITY OF MORGAN HILL

DRAFT Tier 1 Priority Segment-Level Projects

ID	Location	Improvement Strategies	Stickers / Votes
3	Burnett Avenue from Monterey Road to City Limit		
5	Butterfield Boulevard from Tennant Avenue to Cochrane Road		
14	Dunne Avenue from Peak Avenue to US 101		
17	Edmundson Avenue from Olympic Drive to Monterey Road		
19	Hale Avenue from W. Main Street to Tilton Avenue		
23	Sutter Boulevard from Cochrane Road to Butterfield Boulevard		
24	La Crosse Drive		
26	Llagas Road from Llagas Courtto Old Monterey Road		
27	Main Avenue from John Telfer Drive to Hale Avenue		
29	Main Avenue from Monterey Road to Butterfield Boulevard		
31	Main Avenue from Live Oak HS to Elm Road		
33	Monterey Road from E. Middle Avenue to Vineyard Boulevard		
34	Monterey Road from Vineyard Boulevard to Dunne Avenue		
35	Monterey Road from Dunne Avenue to Main Avenue		
36	Monterey Road from Main Avenueto Cochrane Road		
41	Old Monterey Road from Llagas Roadto Monterey Road		
43	Peet Road from Avenida de los Padres to Cochrane Road		
45	San Pedro Avenue from US 101 to Railroad Avenue		
46	Santa Teresa Boulevard from Watsonville Road to City Limit		
47	Spring Avenue from Dewitt Avenue to Monterey Road		
48	Sunnyside Avenue from Edmundson Avenue to Watsonville Road		
51	Tilton Avenue from Hale Avenue to Monterey Road		
54	Vineyard Boulevard from Tennant Avenue to Mast Street		
56	Watsonville Road from Santa Teresa Boulevard to Monterey Road		
57	Wright Avenue from Peak Avenue to Monterey Road		

Legend
- Bicycle Improvement
- Traffic Operations Improvement
- Traffic Calming Improvement
- Pedestrian Improvement

Board #5

HEXAGON TRANSPORTATION CONSULTANTS, INC.

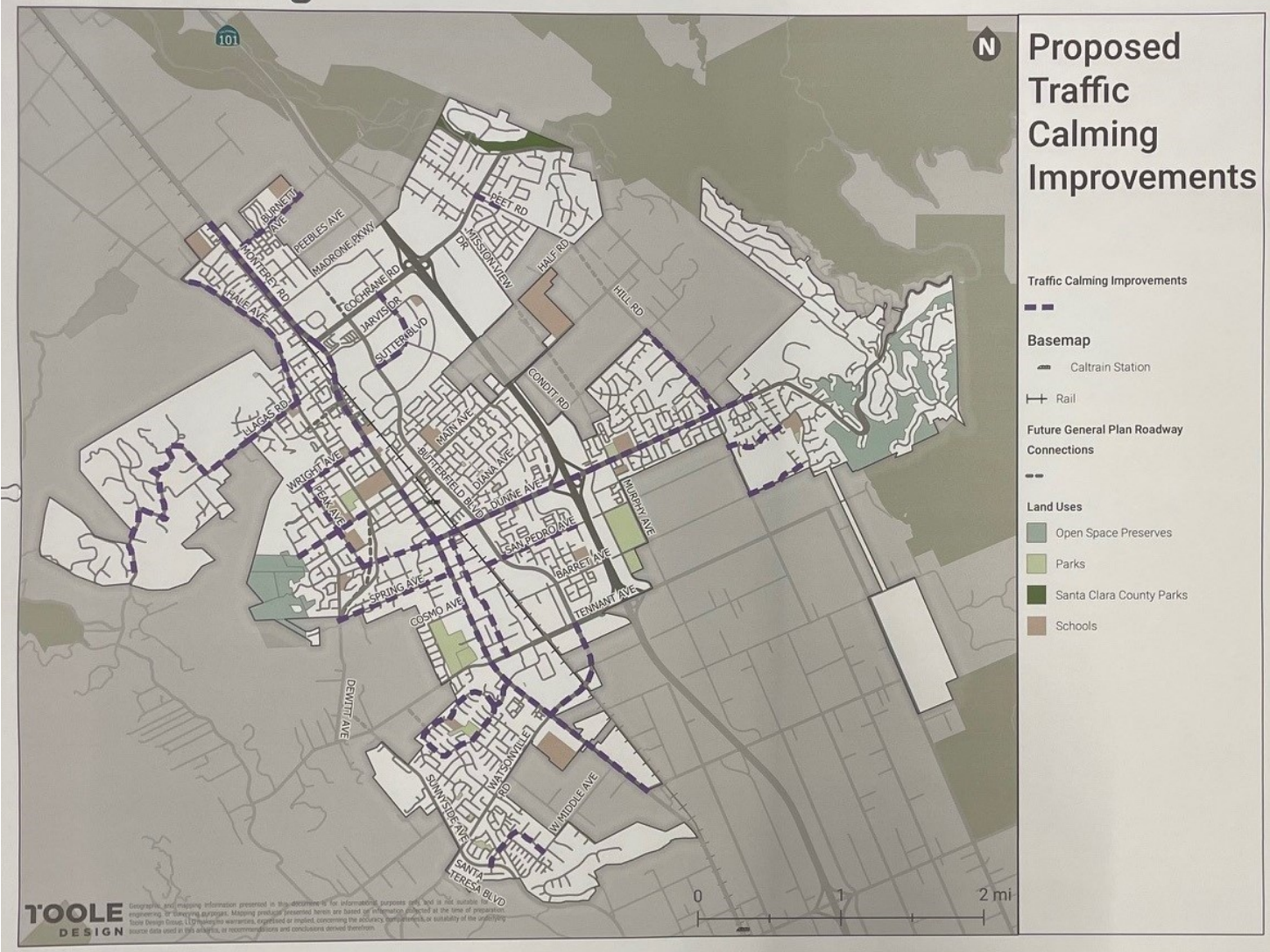
TOOLE DESIGN apex STRATEGIES KIER+WRIGHT

Education/Marketing	Develop materials to promote Transportation Demand Management (TDM) efforts to Businesses	
Education/Marketing	Develop materials to promote transportation options to tourists	
Education/Marketing	Detail alternative transportation options on City's webpage/social media	
Education/Marketing	Develop educational materials for maintenance by property owners	
Safety	Safe Routes to School Walk Audits	
Safety	Develop traffic calming standards	
Bike/Pedestrian	Update Construction Guidelines to accommodate bicyclists and pedestrians	
Bike/Pedestrian	Enhanced Pedestrian and Bicycle Detection	
Vehicle/Transit	Adaptive Traffic Control System (ATCS) Operations and Maintenance	
Multimodal	Create Complete Street Design Guidelines	
Multimodal	Update Transportation Analysis Policy and Guidelines	
Multimodal	Develop a TDM policy and program	
Multimodal	Develop a Transportation Monitoring Program	
Pedestrian	Program to fill sidewalk gaps	
Funding	Develop a Multi-modal/Vehicle Miles Travelled (VMT) Impact Fee	
Funding	Ballot Measure	
Maintenance	Maintenance of existing and new bike	

Morgan Hill Transportation Plan

CITY OF MORGAN HILL

Traffic Calming



Proposed Traffic Calming Improvements

Traffic Calming Improvements

Basemap

- Caltrain Station
- Rail

Future General Plan Roadway Connections

Land Uses

- Open Space Preserves
- Parks
- Santa Clara County Parks
- Schools

Questions:

Traffic calming consists of physical design interventions like curb extensions, medians, traffic circles etc. to reduce vehicle speeds and improve safety for pedestrians and cyclists. Which traffic calming device would you prefer to be implemented along residential streets?

Traffic Circle

Curb Extensions

a	Traffic Circles	• These seem better I have experienced drivers stop and pay attention to peds on curb extensions ●
b	Curb Extensions	
c	Either	● ● ●

Traffic Calming Measures

- Signing/Striping
- Raised Intersections
- Midblock Crossings
- Speed Feedback Signs
- Crossing Improvements
- Medians
- Signal Synchronization
- In-Roadway Signs and Delineators
- Curb Extensions

Board #2

HEXAGON TRANSPORTATION CONSULTANTS, INC.

TOOLE DESIGN apex STRATEGIES KIER+WRIGHT