

APPENDIX

C

COMMUNITY OUTREACH SUMMARIES





FACT SHEET

Overview

The City of Morgan Hill is undertaking an effort to develop the City's first comprehensive Transportation Master Plan (TMP).

The TMP will help address challenges related to travel within Morgan Hill for daily needs such as work, recreation, school, etc. This will be done strategically, within the City's limited budget and with limited state and federal funding. The TMP will address these challenges in a way that is responsive to anticipated demographic changes and growth of the City.

The TMP will also be used to establish the City's vision for its future transportation needs, the policies to support that vision, and the prioritization for transportation projects based on funding and need.

Upon completion, the TMP will serve as the basis of a future update to the Circulation Element of the City's General Plan.

Components

The TMP will address important issues, including, but not limited to:

- Transportation challenges within the City
- Necessary inter-city transportation improvements
- Multi-modal travel gaps and safety (Complete Streets/Vision Zero)
- Roadway and intersection congestion relief
- Citywide speed survey update
- Updating Citywide transportation policies
- Capital Improvement Program (CIP) update
- Traffic Impact Fee (TIF) update
- VMT policy adjustments
- General Plan update

Approach

The City of Morgan Hill will gather meaningful feedback from the public, identify goals, set a vision for transportation, and develop an equitable approach to address transportation concerns. The City has developed a phased process that will include multiple opportunities for the public to participate in the process.

Upcoming Meetings

Community Meeting #1

Wednesday, November 8, 2023
7 p.m. – 9 p.m.
Community and Cultural Center,
El Toro Room
17000 Monterey Road

Spanish Community Meeting #1

Thursday, November 16, 2023
7 p.m. – 9 p.m.
City Council Chamber
17555 Peak Avenue

Stakeholders Meeting #2

Wednesday, December 13, 2023
6 p.m. – 8 p.m.
Morgan Hill City Council Building
17555 Peak Avenue

How to Reach Us

For more information, contact:
TMP@morganhill.ca.gov
www.morganhill.ca.gov/TMP

Project Schedule

Summer 2023 Project Kick-off
Fall/Winter 2023 Community Engagement and Initial Survey
Spring 2024 Develop Draft Goals and Policies
Summer 2024 Community and Stakeholder Input on Draft Goals and Policies
Fall 2024 Publish TMP Documents (Traffic Analysis and Technical Components) and Traffic Impact Fee Study
Winter 2024 Final review by Planning Commission and City Council



Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Morgan Hill Transportation Master Plan

Community Meeting # 1
November 8th, 2023



 **Hexagon** TRANSPORTATION CONSULTANTS, INC.

 **TOOLE**
DESIGN

 **apex**
STRATEGIES

 **KIER+ WRIGHT**

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

AGENDA

1. Welcome, Team Introductions, Meeting Format
2. Why Does Morgan Hill Need a TMP
3. TMP Issues and Components
4. Project Timeline
5. Availability of Project Information
6. Workshop Stations
7. Meeting Wrap-Up
8. Next Meeting & On-Line Survey Schedule

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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

City Staff

- **Edith Ramirez** – Assistant City Manager for Development Services
- **Chris Ghione** - Public Services Director
- **Jennifer Carman** – Development Services Director
- **Adam Paszkowski** – Principal Planner
- **Michelle Bigelow** – Public Information Officer
- **Nichole Martin** – Community Services Supervisor

Morgan Hill Transportation Plan



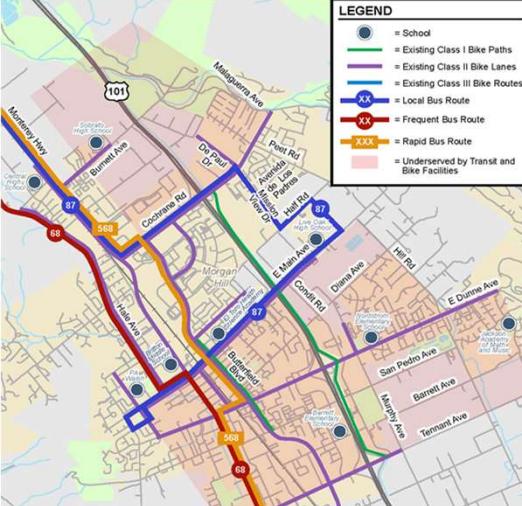

Consultant Team

- **Apex Strategies** - *Public Outreach Facilitator*
Develop Community Outreach Plan; Assist with Development of Website, Meeting Notices/Materials, and Outreach Survey; Facilitate and Support for Community Meetings/Workshops
- **Hexagon Transportation Consultants** – *Team Lead*
Role/Responsibility – Traffic Operations Analysis, Speed Surveys, and TIF/CIP Analysis
- **Toole Design** – *Multi-Modal Lead*
Role/Responsibility – Vision Zero and Complete Street policies and street design guidelines, Develop a list of multimodal projects to be included in the City's CIP
- **Kier & Wright** – *Civil*
Assist with Reviewing Feasibility of Civil Improvements and Cost Estimates






Morgan Hill Transportation Plan



LEGEND

- School
- Existing Class I Bike Paths
- Existing Class II Bike Lanes
- Existing Class III Bike Routes
- Local Bus Route
- Frequent Bus Route
- Rapid Bus Route
- Underserved by Transit and Bike Facilities

CITY OF MORGAN HILL

Why Does Morgan Hill Need a TMP?

Planning City's Transportation System For:

- Plan for New Development
- Travel for all Residents & Modes of Travel
- Comprehensive Review of Transportation
- Identify Funding Mechanisms for Improvements

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Community Engagement Framework

	Week 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Community Engagement																																		
Public Outreach Framework Development																																		
Community Online Surveys																																		
Community Meetings/Workshops																																		
Stakeholder Meetings																																		
Estimated Duration																																		
Stakeholder Meeting																																		
Community Meeting																																		
Online Survey Duration																																		
★ Draft Memo/Drawing/Report Deliverables																																		
★ Final Memo/Drawing/Report Deliverables																																		

- Second Community Meeting Summer 2024

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Morgan Hill Transportation Plan





CITY OF MORGAN HILL

Project Information

Project Website

www.morganhill.ca.gov/TMP

- Contact Information (TMP@morganhill.ca.gov)
- Meeting Dates and Times
- Background Material



On-Line Community Survey

Link: <https://www.surveymonkey.com/r/RR7ZCT3>

- 10-15 minute survey
- Citywide Transportation System Use, Issues, and Concerns



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Morgan Hill Transportation Plan





CITY OF MORGAN HILL



La ciudad de Morgan Hill está trabajando para desarrollar su primer Plan Maestro de la Transportación Integral. Este plan tiene como objetivo proporcionar información que incluye análisis de tráfico, modelos de tráfico futuros, evaluación de la ciudad actual para establecer límites de velocidad y diseño de la infraestructura de transporte existente, revisión y análisis específicos de la infraestructura para bicicletas y peatones, desarrollo de prioridades de transporte para la ciudad, creación de un programa de mejoras de capital y muchos otros componentes. El plan también proporcionará la base para una actualización del Elemento de Transporte del Plan General de la Ciudad.

Fecha: Jueves, 16 de Noviembre del 2023

Tiempo: 7 p.m. - 9 p.m.

Ubicación: Edificio de la Cámara del Consejo
17575 Peak Ave, Morgan Hill

Se proporciona comida y cuidado de niños.




Más información:
TMP@morganhill.ca.gov
www.morganhill.ca.gov/TMP



Spanish Community Meeting

- **November 16th 7-9pm**
- **City Council Chamber**



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Purpose of the Outreach Effort

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP



Stakeholder Group Intro

- 22 members
- Representing several groups, city neighborhoods, and individual residents.
- Chamber of Commerce, Visit Morgan Hill, Youth Action Council, and others
- Members will provide input on various components of the TMP
- Members assisted with testing the on-line survey
- First meeting held Sept. 20th
- Periodic Meetings to be held throughout the project timeline

Morgan Hill Transportation Plan

CITY OF MORGAN HILL

Transportation Issues & TMP Components

- Identify Transportation Challenges
- Identify Necessary Inter-City Transportation Improvements
- City Speed Survey Update
- Update Citywide Transportation Policies
- CIP and TIF Updates
- VMT Policy Adjustments
- Support Future General Plan Updates

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Morgan Hill Transportation Plan

CITY OF MORGAN HILL

Project Timeline

- Work Initiated June 2023
- Estimated 17-18 Month Schedule
- Anticipated Completion Fall 2024

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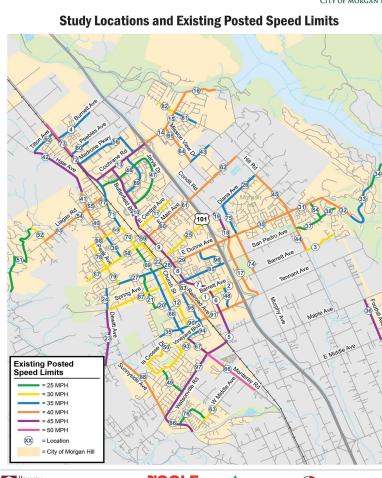
Community Workshop Session

Five Stations:

- Vehicle Speeding Hot Spots
- Transit Service Origin/Destination
- Pedestrian Conditions
- Existing Bikeways and Trails
- Safety Conditions – Observed Crash Locations & High Injury Networks

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Vehicle Speeding/Safety Hot Spots



Purpose

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

Tasks:

- - indicates speeding issue
- - indicates location of observed accident or near-miss
- - note other streets & safety concerns

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Morgan Hill Transportation Plan

Transit Service Destinations-Origins

Purpose

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

Tasks:

- - indicates destination point in MH for which use of transit would be considered once per week (select up to three)
- - indicates origin point (your home) for which use of transit would be considered once per week
- - note other areas currently underserved by transit and service frequency concerns.

Existing Transit Service and Primary Destinations

Destinations

- Clinic
- Community Centers
- Downtown District
- Farmers Markets
- Commercial Areas
- Hospital
- Parks and Recreation
- Pharmacies
- Schools

Legend

- Local Bus Route
- Frequent Bus Route
- Express Bus Route
- Underserved by Transit
- City of Morgan Hill

TOOLE DESIGN **ápex** **KIER+WRIGTH**

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Morgan Hill Transportation Plan

Pedestrian Conditions

Purpose

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

Tasks:

- - indicates sidewalk gap
- - indicates desired crosswalk location
- - note other concerns related to pedestrian conditions in the City.

Pedestrian Conditions

Pedestrian Priority Areas

- Schools
- Previously Proposed Intersection Improvements
- Existing Traffic Signals

Pedestrian Priority Zones

- Medium
- High
- Very High

Pedestrian Inventory

- Complete Sidewalks
- Sidewalk Gaps
- Missing Sidewalks

TOOLE DESIGN **ápex** **KIER+WRIGTH**

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Morgan Hill Transportation Plan



Existing Bikeways & Trail Networks

Purpose

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

Bikeways and Trails Network



Tasks:

- - indicates priority location for new/improved bike facility
- - indicates priority location for new/improved the trails facility
- - note other concerns related to biking and trail access in the City.

Legend:

- Existing Bikeways Network
- Previously Proposed Bikeways Network
- Separate Bike & Auto (Class 4)
- Buffeted Bike Lane (Class 3)
- Bike Lane (Class 2)
- Bike Route (Class 3)
- Existing Bikeways Network
- Bike Lane (Class 3)
- Buffeted Bike Lanes (Class 2)
- Bike Lanes (Class 2)
- Bike Route (Class 3)
- Existing
- Previously Proposed

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Morgan Hill Transportation Plan



High Occurrence Crash Locations

Purpose

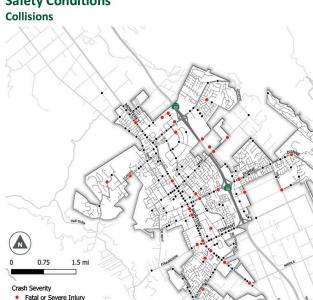
Identify locations within the City that you perceive to be dangerous when driving and walking/biking.

Tasks:

- - indicates location where you feel unsafe driving
- - indicates location where you feel unsafe walking or biking
- - note other comments/concerns

Morgan Hill Transportation Plan

Safety Conditions
Collisions



0 0.75 1.5 mi

Crash Severity

- Fatal or Severe Injury
- Other Injuries

High Injury Network: Vehicles Only



0 0.75 1.5 mi

High Injury Network: Bike and Pedestrian



0 0.75 1.5 mi



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Community Workshop Logistics

- Station Rotations and Timing

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On-Line Community Survey

Link: <https://www.surveymonkey.com/r/RR7ZCT3>

QR Code:



- Available through November 30th

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Workshop Station Wrap

Additional Comments

Email: TMP@morganhill.ca.gov

Morgan Hill Transportation Master Plan
Community Meeting #1
Wednesday November 8th, 2023
Morgan Hill Community and Cultural Center
Meeting Summary

The City of Morgan Hill hosted a community outreach meeting on November 8th, 2023, from 7:00 to 8:30 p.m. to discuss and present information related to the City's Transportation Master Plan effort. The meeting was held at the City's Community and Cultural Center, 17000 Monterey Highway in Morgan Hill. Approximately 25 community members participated in the meeting. Approximately half of the attendees indicated they are members of the Stakeholder Committee.

This was the first community outreach meeting with members of the public regarding this project. The purpose of the meeting was to get input from the community members on the city's hot spots and missing transportation links.

When queried about the meeting noticing the attendees indicated they had received the City's 411 notice, saw it on NextDoor and received direct emails as the highest frequency of noticing tools. No one saw the meeting notice posters, one person heard about the meeting through word of mouth and others indicated the Chamber of Commerce and Vision Morgan Hill emails were also sent.

Staff Attendees: City of Morgan Hill: Chris Ghione, Edith Ramirez, Jennifer Carman, Maria Angeles, Adam Paszkowski, Nicole Martin, and Michelle Bigelow

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon Project Manager, Reuben Rodriguez; Aaron Sussman and Ellie Gertler, Toole Design; and Eileen Goodwin, Apex Strategies

Meeting Summary:

Eileen Goodwin, meeting facilitator, reviewed the agenda and explained how the meeting would include a presentation and Q and A period as well as workshop stations to collect input.

Chris Ghione convened the meeting on behalf of the city, he thanked and welcomed the members of the community to the first community meeting for the Transportation Master Plan effort (TMP). He made formal introductions of the city staff in attendance and of the project team.

The meeting followed the following agenda:

- Welcome and Agenda Review

- Why does Morgan Hill Need a TMP?
- Availability of Project Information
- TMP Issues and Components
- Project Timeline
- Workshop Stations
- Wrap Up and Reminder of Community Survey

Chris made the following points about the city's need for a TMP which would help address:

- Changes in City's Population
- Travel Options for all Residents and Modes of Travel
- The City's First Comprehensive Review of Transportation
- Funding Mechanisms for Improvements

Eileen reviewed the goals for the outreach program. She also stated the purpose of the outreach effort by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP.

Eileen highlighted the availability of an on-line survey that takes feedback in a similar way to the workshop stations. She explained the survey would be live through the end of November. She also highlighted the City's Spanish language meeting to be held on November 16th at City Hall.

Robert gave an overview of the TMP issues and components using the following speaking points:

- The team will identify transportation challenges.
- Identify Necessary Inter-City Transportation Improvements
 - i. Focus on multi-modal, travel gaps & safety
 - ii. Roadway/Intersection congestion relief
- The team has recently conducted a citywide Speed Survey
- The effort will identify any necessary updates to Citywide Transportation Policies
- The effort may result in updates to the Capital Improvement Program (CIP) and Transportation Impact Fees (TIF)
- Review for vehicle miles traveled (VMT) Policy Adjustments
- The TMP will be used as an input to an eventual General Plan Update/Circulation Element Update

Robert reviewed the project timeline. He stated the work was initiated in June 2023, and that it was an estimated 18-month schedule. He said the schedule shows anticipated completion of the effort in Fall 2024

Then Robert and Aaron explained the five workshop stations and the input requested at each. They explained that sticky notes, pens, maps and dots would be used to help elaborate community hot spots, missing infrastructure, and the like.

Five Stations:

- Vehicle Speeding Hot Spots
- Transit Service Origin/Destination
- Pedestrian Conditions
- Existing Bikeways and Trails
- Safety Conditions – Observed Crash Locations & High Injury Networks

Eileen explained that there would be about eight to ten minutes per station allotted and for those who chose to stay there would be a wrap up summary of the themes from each station. Those wrap up comments are highlighted below.

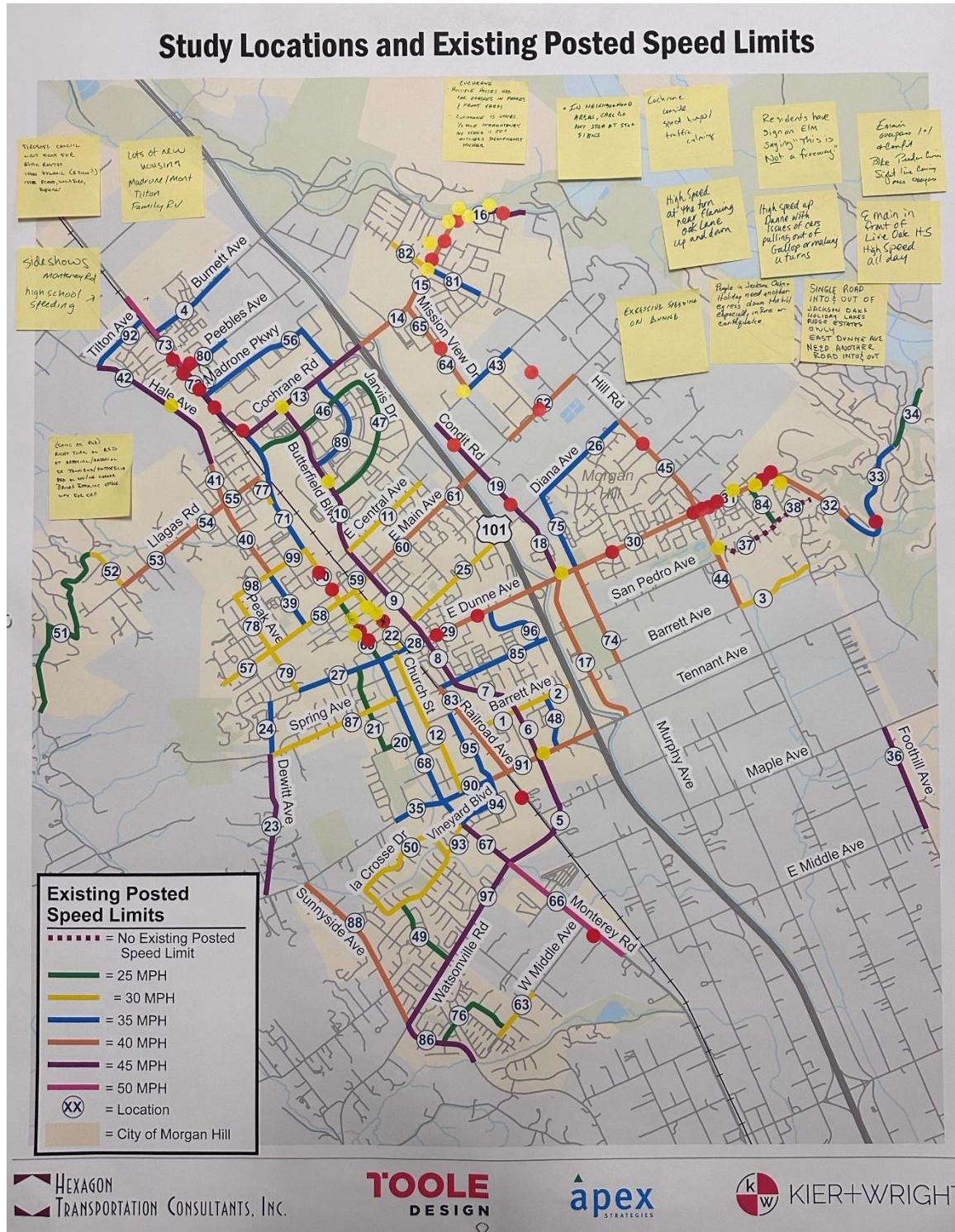
Before going to the workshop portion of the meeting, the following questions were asked and answered (either during the presentation or during the Q and A session):

- How is VMT calculated? (There is a model, that has assumptions built into it)
- How is the TMP kept from going stale if it isn't part of the General plan yet? (The TMP will be a living document, it will eventually be folded into the General plan as the circulation element, it will inform the two year budget cycle for the capital improvement program in the meantime and also serve as the basis for the traffic impact fee updates)
- How can the Jackson Oaks Holiday Lakes area get an additional route out of the community? Where can we put that request? (Please add that to the Vehicle Station)
- Will the consultant team look into the future regarding the future growth and the potential for that growth to change traffic patterns? (The model used goes out to 2035 and has General Plan assumptions built in, that said, there will be opportunities for the community to look at the model outputs next summer at the next round of outreach and check that work)

The members spent approximately forty-five minutes giving their input on the station topics. These are the report out notes from each station:

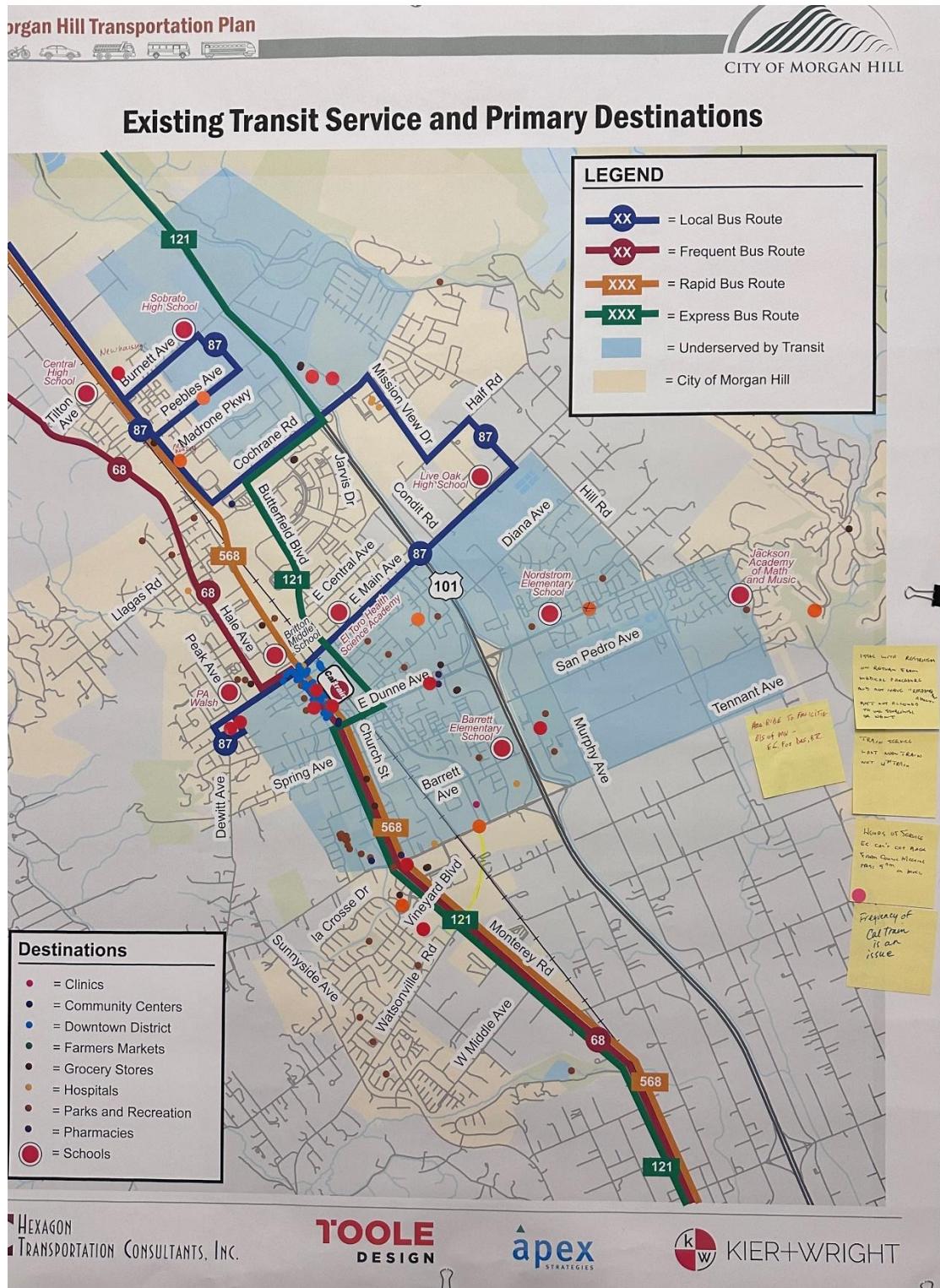
Vehicle Speeding Hot Spots

- 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



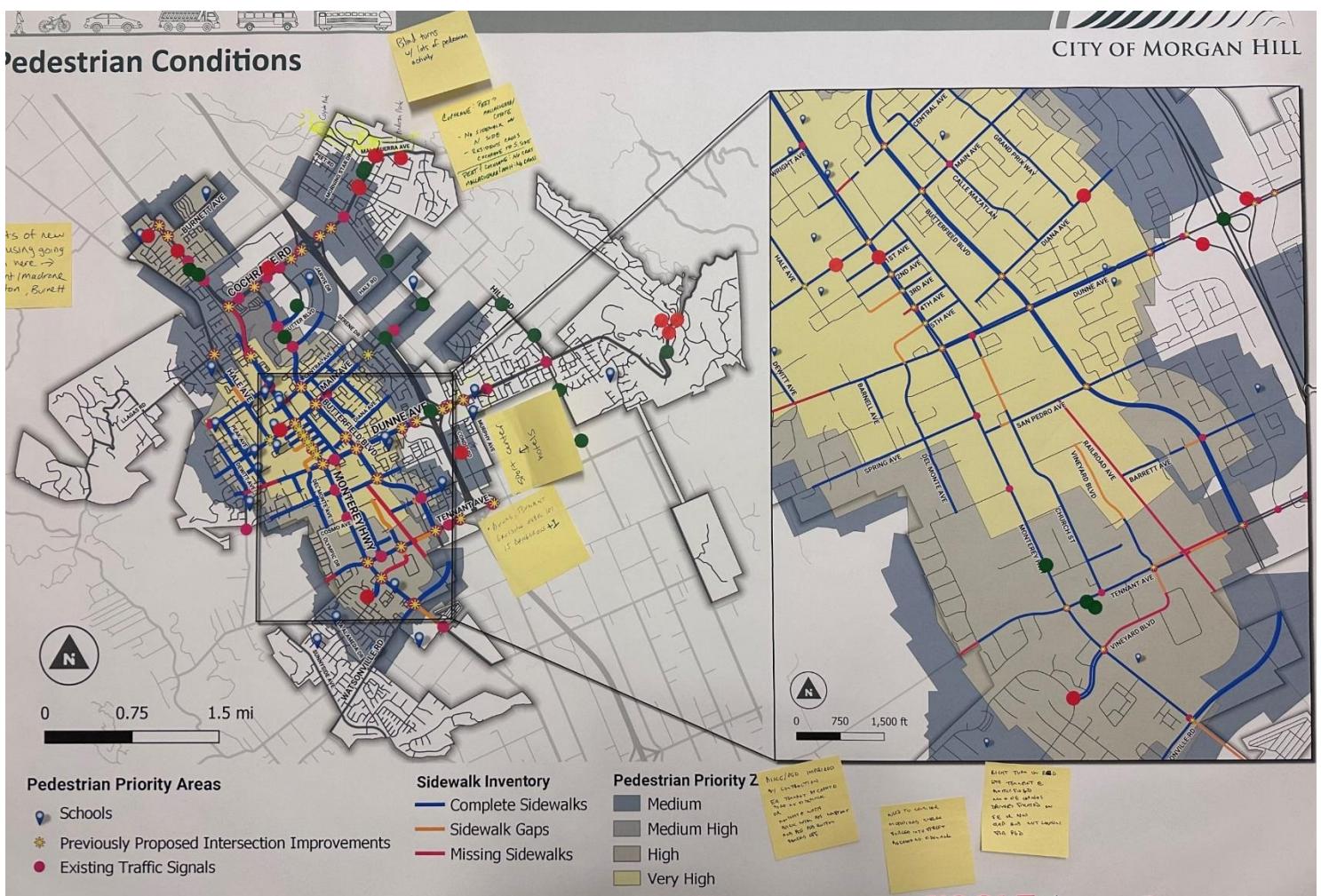
Transit Service Origin/Destination

- 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
- Bus frequency was discussed



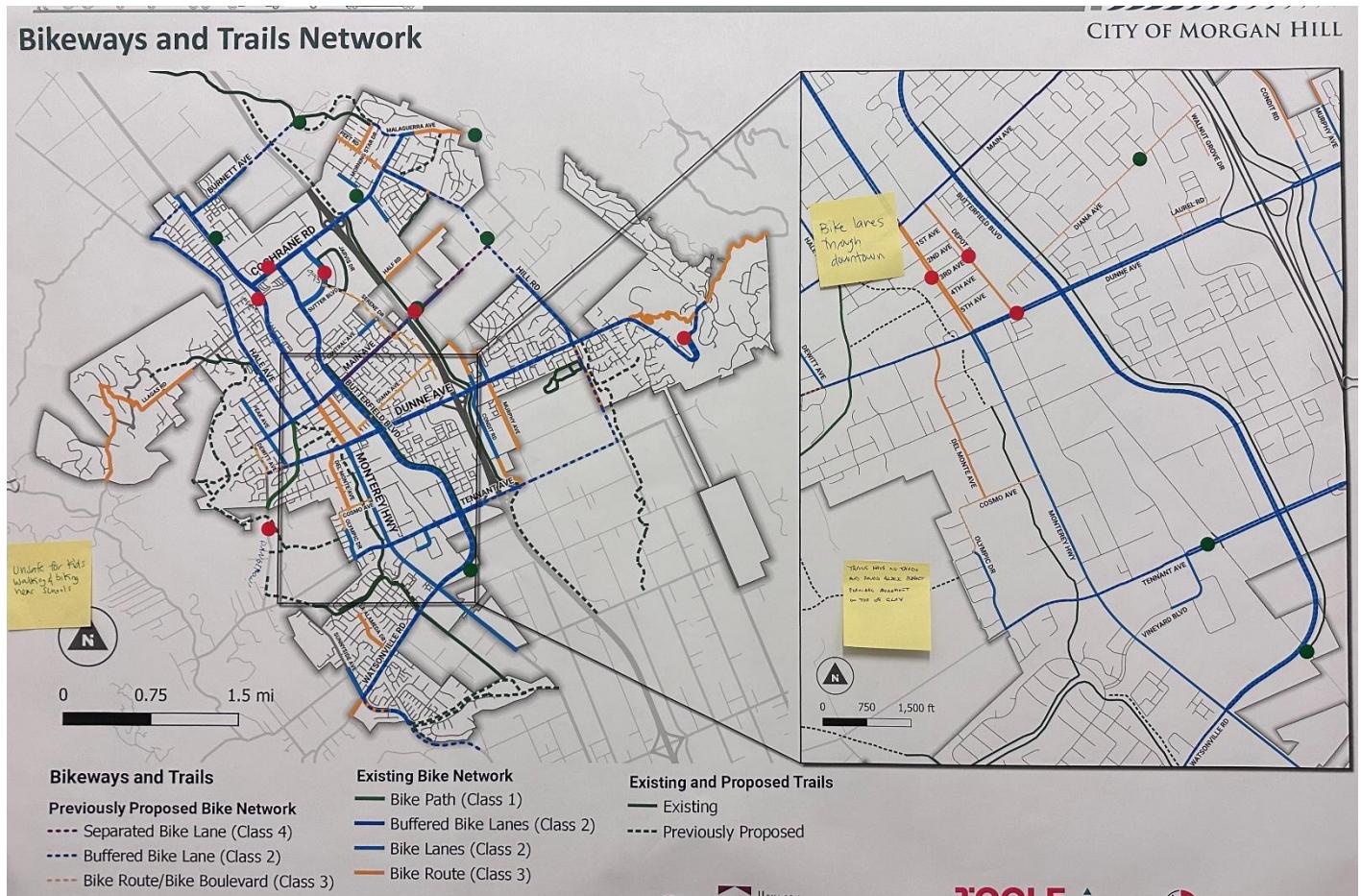
Pedestrian Conditions

- Schools need improved crossings and access
- Coyote Creek Park off Cochrane needs better access
- Walking on the north end of Monterey Highway near Cochrane Road is challenging due to adjacent speeding traffic
- All of the overcrossings of Route 101 need attention



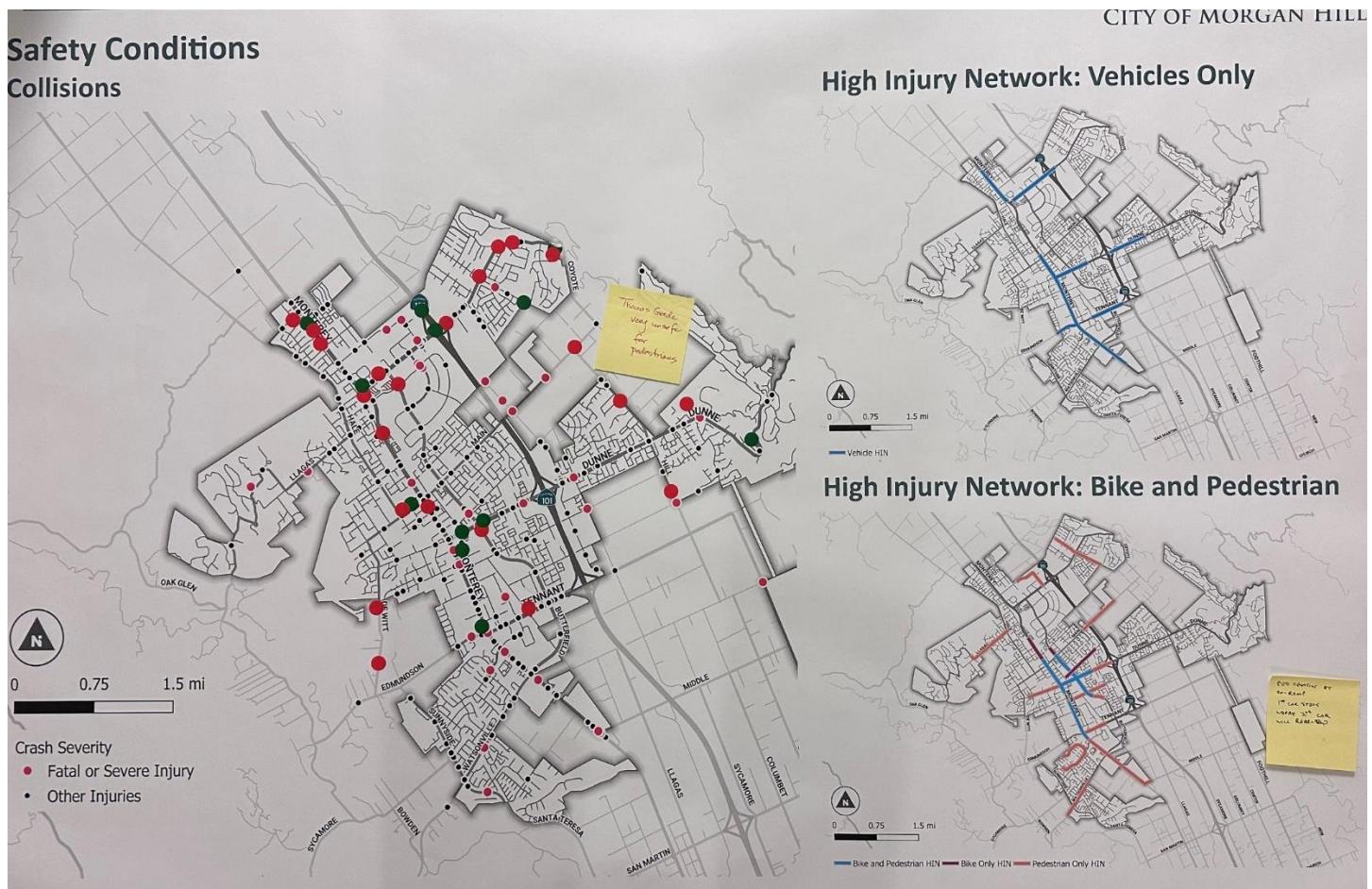
Existing Bikeways and Trails

- 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



Safety Conditions – Observed Crash Locations & High Injury Networks

- 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



After the wrap up, Eileen reminded the community to spread the word about the Spanish language meeting, the survey and to sign -up for the email list.

The meeting was adjourned at approximately 8:30 p.m.

Meeting summary prepared by Eileen Goodwin, Apex Strategies.



Spanish Community Meeting #1 Summary

Thursday November 16th, 2023
Morgan Hill Council Chambers

The City of Morgan Hill hosted a community outreach meeting in Spanish on November 16th, 2023, from 7:00 to 8:00 p.m. to discuss and present information related to the City's Transportation Master Plan effort. The meeting was held at the City's Council Chambers, 17555 Peak Avenue in Morgan Hill. Approximately four community members participated in the meeting. One of the attendees indicated they are members of the Stakeholder Committee. The purpose of the meeting was to get input from the community members on the city's hot spots and missing transportation links.

Staff Attendees: City of Morgan Hill: Edith Ramirez, Chris Ghione, Scott Creer, and Michelle Bigelow

Consultant Project Team Staff Attendees: Robert Del Rio, Hexagon Project Manager

Meeting Summary:

Edith Ramirez convened the meeting on behalf of the city, she thanked and welcomed the members of the community to the first community meeting for the Transportation Master Plan effort (TMP). Edith made formal introductions of the city staff and project team in attendance. Edith then reviewed the agenda and explained how the meeting would include a workshop to collect input.

The meeting followed the following agenda:

- Welcome and Agenda Review
- Why does Morgan Hill Need a TMP?
- Availability of Project Information
- Workshop Stations
- Wrap Up and Reminder of Community Survey

Edith made the following points about the city's need for a TMP which would help address:

- Changes in City's Population
- Travel Options for all Residents and Modes of Travel
- The City's First Comprehensive Review of Transportation
- Funding Mechanisms for Improvements

Edith reviewed the goals for the outreach program. She also stated the purpose of the outreach effort by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP.

Edith highlighted the availability of an on-line survey that takes feedback in a similar way to the workshop stations. She explained the survey would be live through the end of November.

Then Edith guided the group of attendees through each of the workshop stations. Edith with assistance from Robert, Chris, and Scott explained the five workshop stations and the input requested at each. They explained that sticky notes, pens, maps and dots would be used to help elaborate community hot spots, missing infrastructure, and the like. The members spent approximately forty-five minutes giving their input on the station topics. These are the report out notes from each station:

Five Stations:

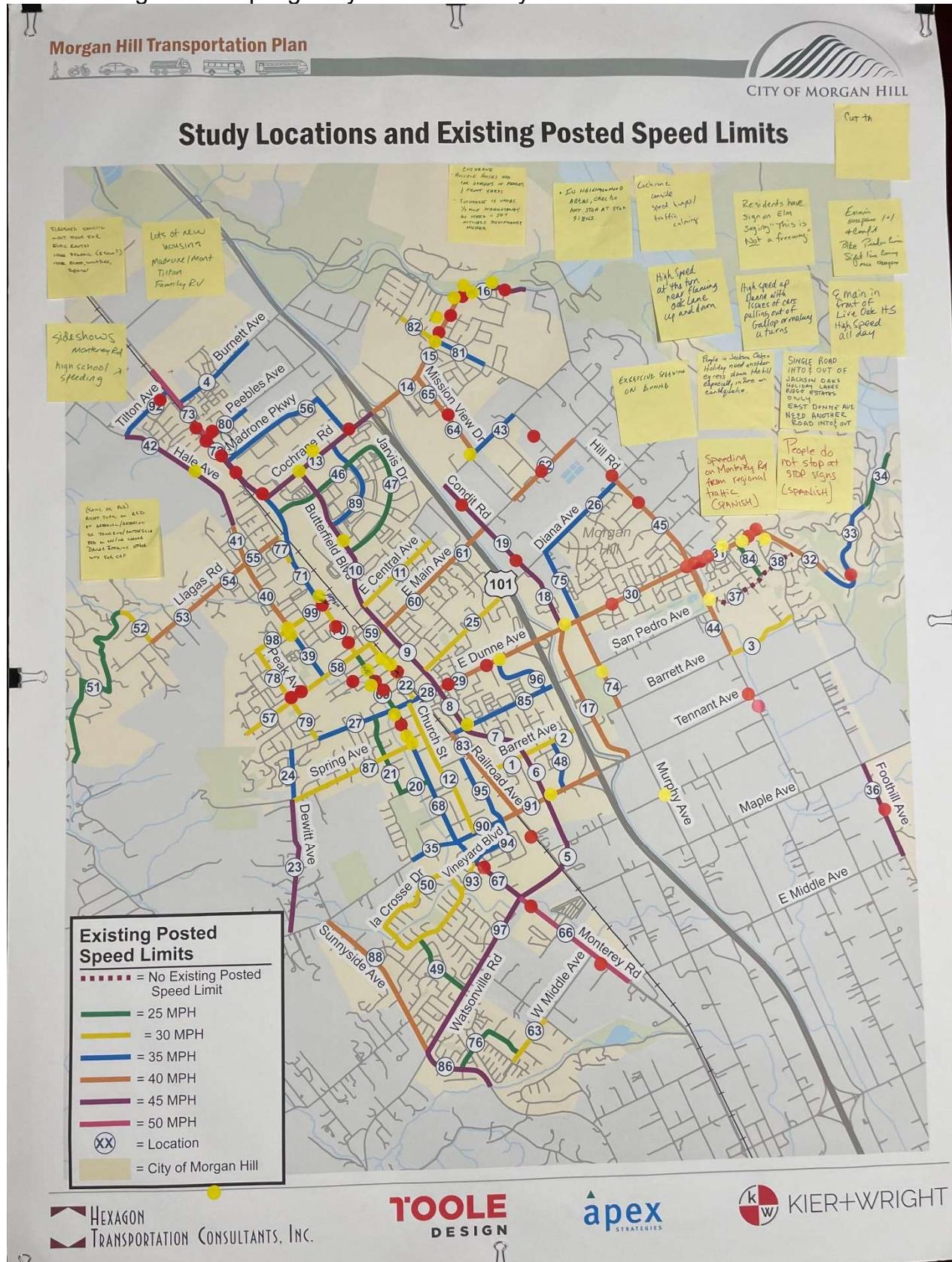
- Vehicle Speeding Hot Spots
- Transit Service Origin/Destination
- Pedestrian Conditions
- Existing Bikeways and Trails
- Safety Conditions – Observed Crash Locations & High Injury Networks

Note that the same boards used at the English community meeting were used for the workstations. Thus, the dots are a combination of both the Spanish and English meetings. Post-it notes with red ink writing are those collected at the Spanish meeting. After completing the stations, Edith reminded attendees to spread the word about the survey. The meeting was adjourned at approximately 8:00 p.m.

Meeting summary prepared by Robert Del Rio, Hexagon.

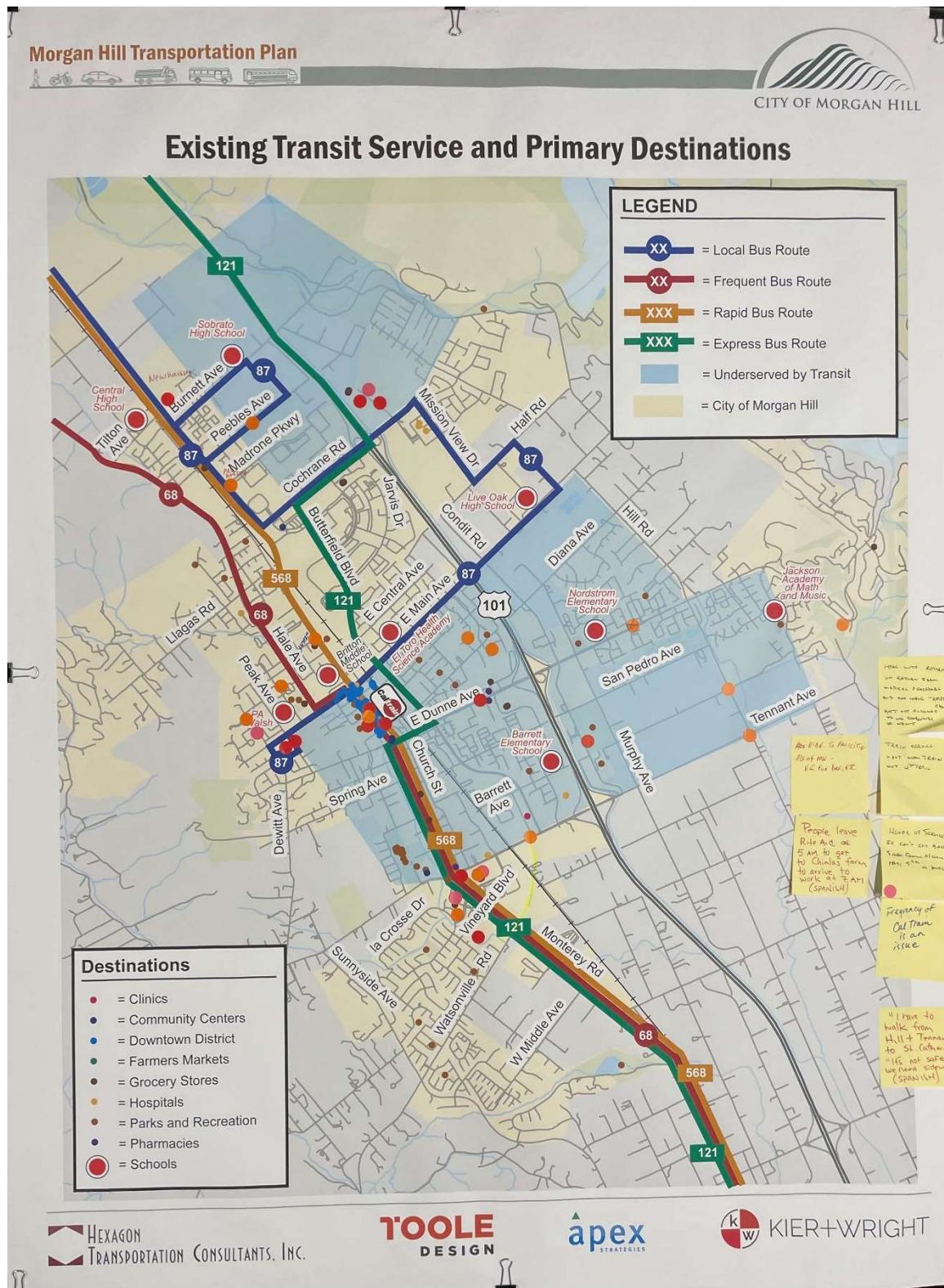
Vehicle Speeding Hot Spots

- Speeding on Monterey Highway due to US 101 cut-through traffic
- Disregard of stop-signs by drivers at many intersections.



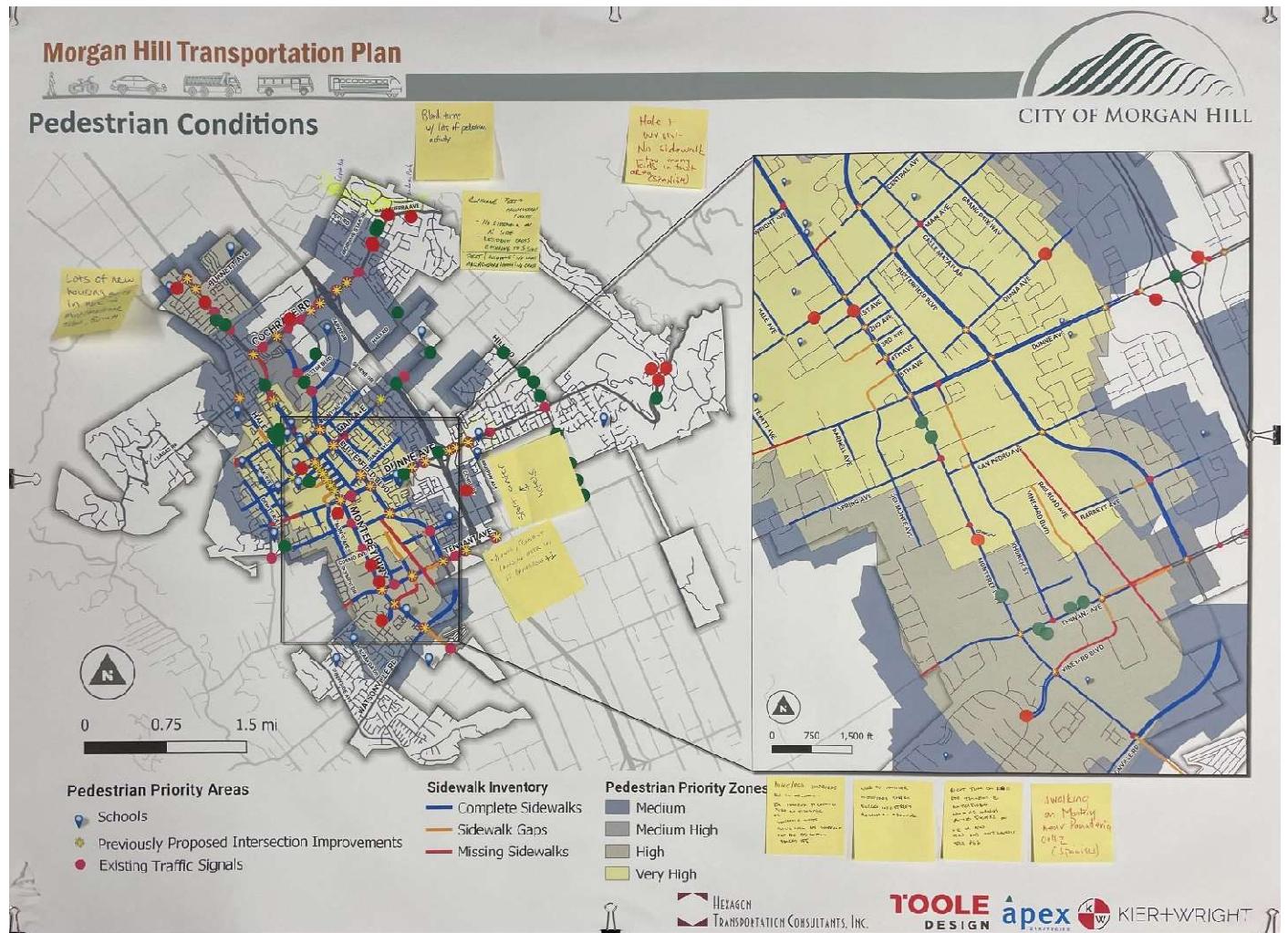
Transit Service Origin/Destination

- Lack of transit options for inter-city travel of workers (specifically highlighted group of workers that walk approx. 2.5 miles to Chiala Farms)
- Highlighted lack of sidewalks along Tennant Avenue and Hill Road
- Spanish community may be unaware of availability of MOGO



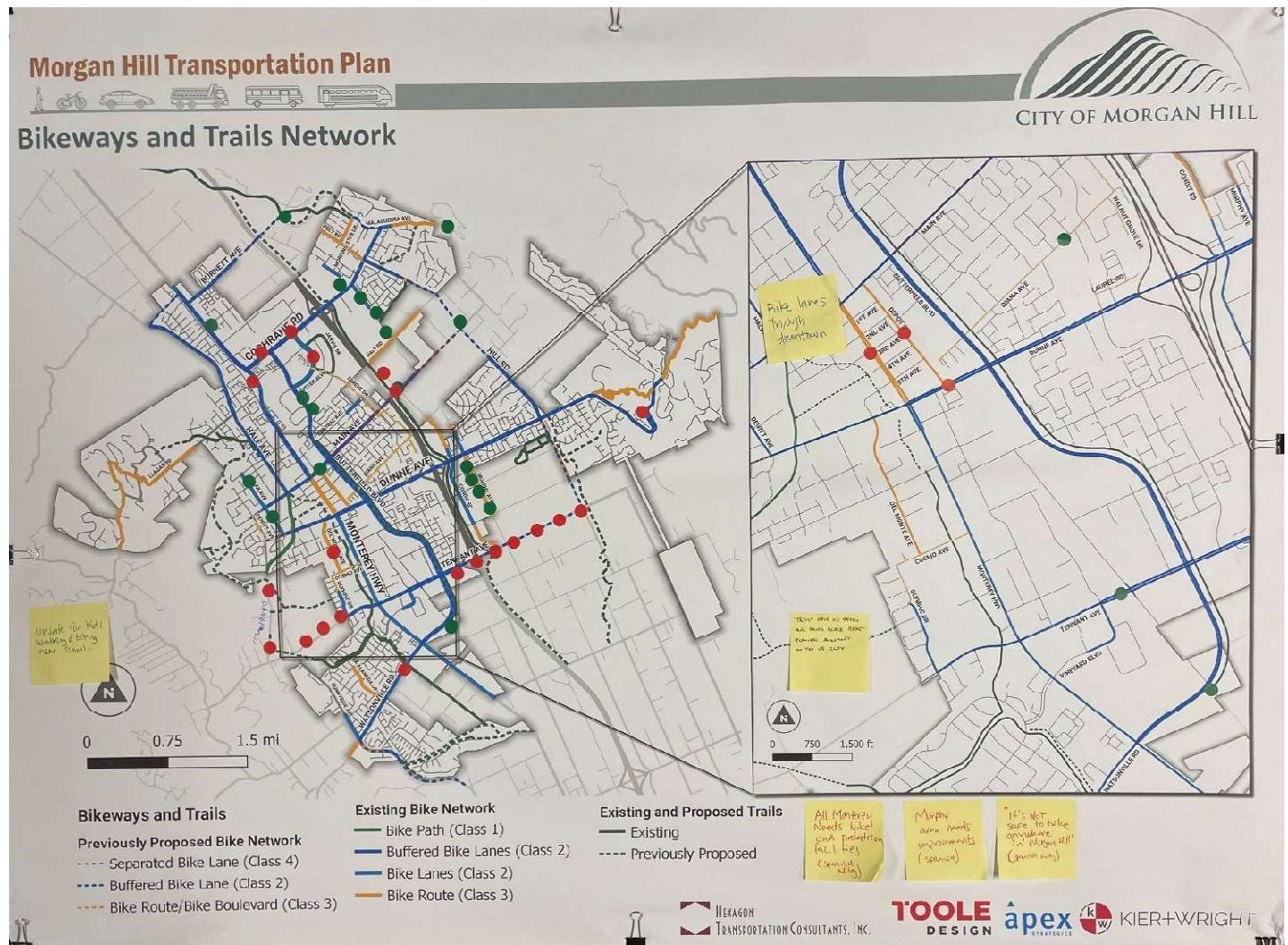
Pedestrian Conditions

- Schools need improved crossings and access
- Lack of controlled crossings along Monterey Highway near south of Dunne Avenue
- Hale Avenue/Wright Avenue intersection is unsafe for pedestrians



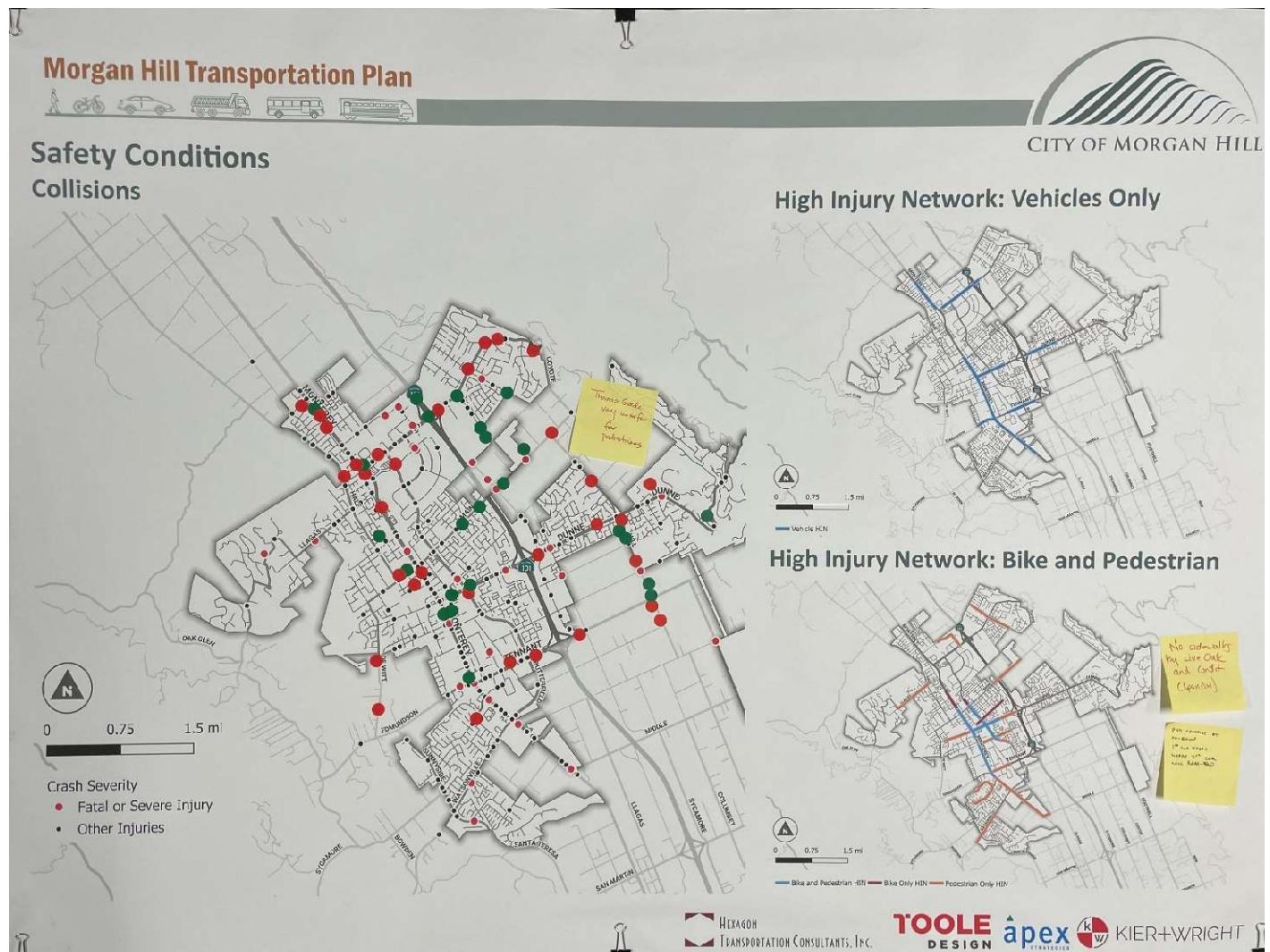
Existing Bikeways and Trails

- Monterey Highway needs improved bicycle and pedestrian facilities
- Biking throughout the City is unsafe



Safety Conditions – Observed Crash Locations & High Injury Networks

- No sidewalks on roadways serving Live Oak HS
- Condit Road, Hill Road, and other roadways on east side of US 101 are unsafe for pedestrians



Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Morgan Hill
Transportation Master Plan

Community Meeting #2
August 29th, 2024



Hexagon TRANSPORTATION CONSULTANTS, INC.

TOOLE
DESIGN

apex
STRATEGIES

KIER+WRIGHT

1

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

AGENDA

- 1. Welcome, Team Introductions, Meeting Format**
- 2. Understanding the Plan**
- 3. TMP Vision and Goals**
- 4. TMP Process**
- 5. Project Information**
- 6. Project Funding**
- 7. Workshop Stations**
- 8. Meeting Wrap-Up**

2

What is a Transportation Master Plan (TMP)?

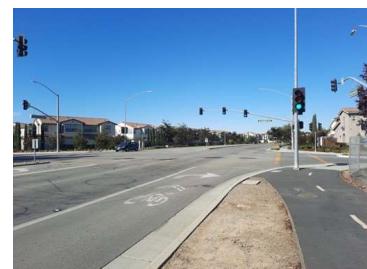
Comprehensive review of the City's transportation system to guide policy and investment decisions for Morgan Hill's transportation network over the next 10-20 years

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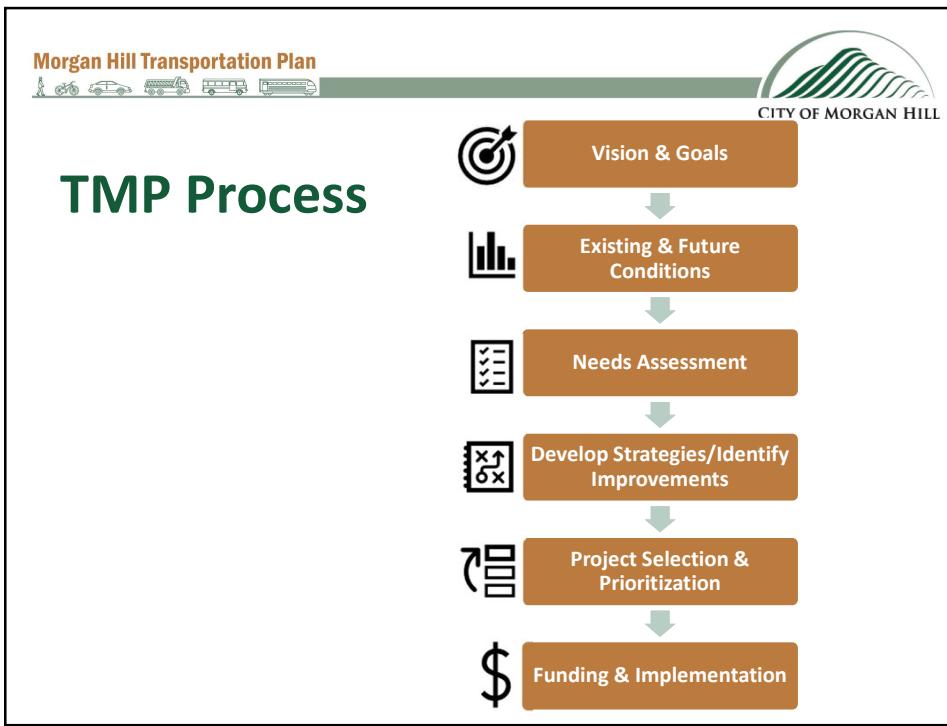
Why Does Morgan Hill Need a TMP?

Planning City's Transportation System For:

- Plan for New Development & Future Transportation Demands
- Improve Inter-City travel for all Residents & Opportunities for Alternative Modes of Travel
- Identify Funding Mechanisms for Improvements



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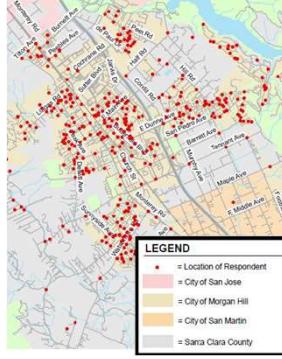


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Morgan Hill Transportation Plan



Community Engagement

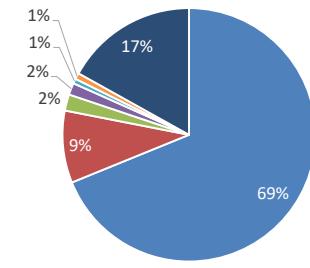
Stakeholder Committee	On-Line Survey	In-person Engagement
<ul style="list-style-type: none"> - Residents - Visit Morgan Hill - Responsible Growth Coalition - Chamber of Commerce - Parks and Recreation Commission - Senior Center Transportation Committee - Planning Commission - Youth Action Council - MHUSD Parent 	 <p>LEGEND</p> <ul style="list-style-type: none"> ● = Location of Respondent City of San Jose City of Morgan Hill City of San Martin Santa Clara County 	

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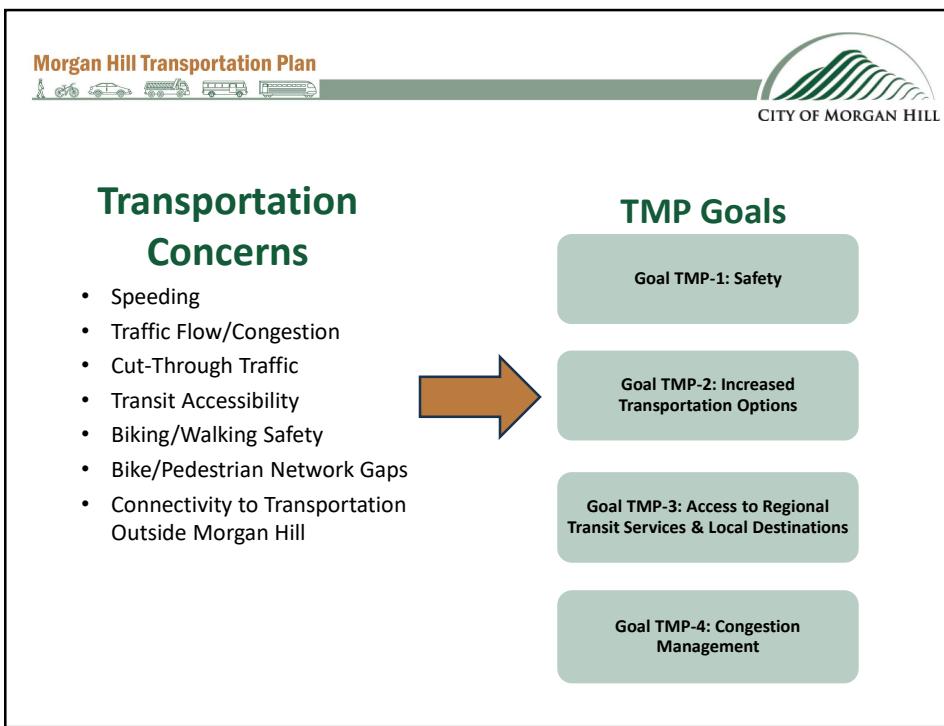
Morgan Hill Transportation Plan



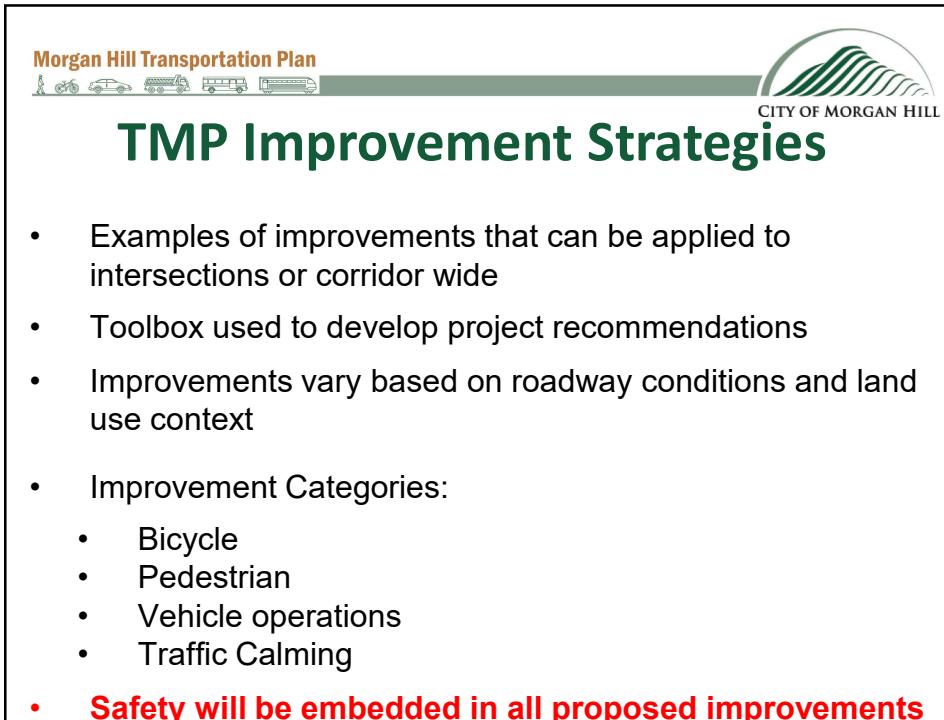
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Community Characteristics	Safety Analysis	Count Data																																																				
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Morgan Hill Transportation Plan




Improvement Examples



Sidewalk/Sidepath



New/Enhanced Bike Lane



Roundabouts



Radar Speed Feedback Signs



Enhanced Crossings



Protected Intersection

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Morgan Hill Transportation Plan




Project Prioritization



Pedestrian Safety, Comfort, and Connectivity



Bicycle Safety, Comfort, and Connectivity



Access to Key Destinations



Vehicle Operations



Cut-through traffic



Equity

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Morgan Hill Transportation Plan



Example Priority Projects

On High Injury Network Network



Protected Intersection



Along Dunne & Tennant Avenues



Buffered Bike Lane



Along Butterfield Blvd.



Adaptive Signal Control



At Hale Avenue and Tilton



Roundabouts



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Morgan Hill Transportation Plan



Available Funding

- Discretionary Funds:
 - General Fund (Tax Dollars)
- Certain Project Types Only:
 - State/Regional Transportation Funds
(Gas Taxes, Countywide Sales Tax, Vehicle License Fees, etc.)
 - Grant Funding
 - Development Impact Fees

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Citywide Initiatives



Education/Marketing



Safety Programs



Multimodal Programs



Funding Sources



Maintenance

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Project Information

Project Website

www.morganhill.ca.gov/TMP

- Contact Information (TMP@morganhill.ca.gov)
- Meeting Dates and Times
- Background Material



On-Line Community Survey

- 10–15-minute survey
- Transportation Improvements

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Morgan Hill Transportation Plan




Station Discussion Session & Exercises

Workshop Station	Information/Requested Input at Station
Bicycle & Pedestrian Facilities	<ul style="list-style-type: none"> • Overview of proposed improvements • Discussion Questions: <ul style="list-style-type: none"> • Balance use of roadway right-of way • Balance of improved safety vs. improved vehicular congestion
Vehicle Operations & Traffic Calming	<ul style="list-style-type: none"> • Overview of proposed improvements • Discussion Questions: <ul style="list-style-type: none"> • Preferred type of intersection control • Preferred traffic calming device on residential streets • Balance of improved safety vs. improved vehicular congestion

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Morgan Hill Transportation Plan




Station Discussion Session & Exercises

Workshop Station	Information/Requested Input at Station
Improvement Prioritization	<ul style="list-style-type: none"> • Street Segment Priority improvements • Intersection Priority Improvements
Programs & Initiatives	<ul style="list-style-type: none"> • Select programs that the City should spend additional resources on
Funding	<ul style="list-style-type: none"> • Select transportation improvements that the City should prioritize for additional funding

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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

Workshop

Stations
Bicycle & Pedestrian Facilities
Vehicle Operations & Traffic Calming
Improvement Prioritization
Programs & Initiatives
Funding

On-Line Community Survey

Available From
September 2nd through
September 22nd

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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

Workshop Station Wrap

Additional Comments

Email: TMP@morganhill.ca.gov

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Morgan Hill Transportation Master Plan
Community Meeting #2
Thursday August 29th, 2024
Morgan Hill Community and Cultural Center
Meeting Summary

The City of Morgan Hill hosted a community outreach meeting on August 29th, 2024, from 6:00 to approximately 7:30 p.m. to discuss and present information related to the City's Transportation Master Plan (TMP) effort. The meeting was held at the City's Community and Cultural Center, 17000 Monterey Highway in Morgan Hill. Fourteen community members participated in the meeting. Approximately one third of the crowd indicated it was their first meeting on the topic, approximately one third of the attendees indicated they are members of the Stakeholder Committee.

This was the second community outreach meeting with members of the public regarding this project. The previous community meeting was held in November 2023. The purpose of this meeting was to get input from the community members on the goals and vision for the Transportation Master Plan, project priorities by location, feedback on potential city initiatives, and prioritization of proposed projects for future funding.

When queried about the meeting noticing on the sign in sheet, the attendees who signed in indicated they had received the City's 411 notice and received direct emails as the highest frequency of noticing tools. One person heard about the meeting through word of mouth and others indicated the Chamber of Commerce emails were also seen.

Staff Attendees: City of Morgan Hill: City's Project Lead Chris Ghione, Edith Ramirez, Assistant City Manager, Jennifer Carman, Community Development Director, Adam Paszkowski, Principal Planner Nolan Ugalde, Engineer and Andrew Giba, Communications Specialist.

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon Project Manager, Shikha Jain, Hexagon; Aaron Sussman and Ellie Gertler, Toole Design; and Eileen Goodwin, Apex Strategies.

Meeting Summary:

Eileen Goodwin, meeting facilitator, reviewed the agenda and explained how the meeting would include a presentation as well as workshop stations to collect input. Although not utilized, the team had prepared to simultaneously conduct the meeting in Spanish with translated materials. Eileen explained that the materials at this meeting and the previous meetings are available on the city website.

The meeting followed the following agenda:

- Welcome and Agenda Review
- Understanding the Plan
- TMP Vision and Goals
- TMP Process
- Project Information
- Project Funding
- Workshop Stations
- Wrap Up and Reminder of Community Survey

A community member inquired about additional input opportunities since the turn out was light to the meeting. Eileen responded that the community would be encouraged to participate in an on-line survey that requested similar input from the workshop stations at the community meeting. She highlighted that the survey would be available for much of September to encourage input. She also explained that the city team was scheduling small group sessions with community groups such as schools to gather additional input utilizing the survey questions.

Chris Ghione, Public Services Director, thanked and welcomed the members of the community to the second community meeting for the Transportation Master Plan effort (TMP). He made formal introductions of the city staff in attendance.

Chris made the following points about the city's need for a TMP which would help address:

- Changes in City's Population
- Travel Options for all Residents and Modes of Travel
- The City's First Comprehensive Review of Transportation
- Funding Mechanisms for Improvements

Chris highlighted that this comprehensive review of the City's transportation system would guide policy and investment decisions for Morgan Hill's transportation network over the next 10-20 years. Chris reviewed the process that was utilized to develop the projects and information the community would learn about and give feedback to at the meeting. He highlighted the steps in the process included traffic projections, needs assessments, identification of strategies and projects to address issues and prioritization of those strategies and projects. Chris read the TMP Vision to the group: ***"To create a safe, connected, and efficient transportation system for all residents and visitors of Morgan Hill."***

Robert Del Rio, Hexagon Project Manager, introduced the consultant team and Robert gave an overview of the TMP community engagement efforts including the previous community meeting and on-line survey, the utilization of a 22 member community stakeholder group to vet topics and information developed through the process. He explained the current engagement effort with a second community meeting, another on-

line survey and small community engagement meetings. Robert outlined how the project team utilized data from speed surveys, traffic counts, mode share, accident data, community input and other sources to verify issues and develop solutions. Robert emphasized that safety was the number one priority. Each proposed project has a safety element and purpose. He explained the other TMP goals include increasing transportation options to driving a single occupant car, access to regional transit and local destinations as well as congestion management. He clarified that proposed improvements vary based on roadway conditions and land use context. He added they were being suggested for four categories; pedestrian improvements, bicycle improvements, vehicle operations and traffic calming. He shared photos of some physical improvements that are being considered such as roundabouts and buffered bike lanes. Robert spoke on the topics of project prioritization and trade offs related to physical roadway space. He highlighted that these topics would be the subject or workshop stations.

Chris returned to explain the funding available for transportation projects and he reviewed city initiatives and programs that would not be physical improvements but could be undertaken, or enhanced, such as driver education and school programs.

Eileen reviewed the city website availability and the upcoming on-line survey logistics. She explained the survey would go live on September 2nd and run through September 22nd. She highlighted it would be available by QR code in both English and Spanish.

Eileen reviewed the five workshop stations, and the input requested at each. There was no "right order" to the stations. She explained that sticky notes, pens, maps and dots would be used to gather community input. She explained some of the stations would be asking for priority voting through dots (funding, initiatives and programs and improvement priorities) while others have discussion questions for feedback (bike and pedestrian facilities as well as vehicle operations and traffic calming).

Five Stations:

Bike and Pedestrian Facilities:

- Use of roadway right-of-way
- Improved safety versus improved congestion

Vehicle Operations and Traffic Calming:

- Preferred intersection control
- Preferred traffic calming device on residential streets
- Improved safety versus improved congestion

Improvement Prioritization:

- Street segment improvements
- Intersection improvements

Programs and Initiatives:

- Select programs for the city to spend additional resources on

Funding:

- Select projects for priority funding

Eileen explained that there would be about nine minutes per station allotted and for those who chose to stay there would be a wrap-up summary of the themes from each station. Those wrap up comments are highlighted below. Attendees were reminded the stations could be done in any order.

The members spent approximately forty-five minutes giving their input on the station topics. These are the report out notes from each station:

Bike and Pedestrian Facilities:

Attendees who voted chose parking removal to provide bike lanes. They chose the safety of protected intersections even if it caused some vehicle delays. The attendees also requested safer street crossings around schools and better trail access.

Additional comments received at the station include:

Intersections/crossings:

- Question about loop detectors at signalized intersections; cycle length is too short for bicyclists if they are not detected at the intersection
- Desire for pedestrian detectors at signalized crossings that would extend the walk phase when pedestrians are in the intersection and shorten the walk phase when they have finished crossing the intersection

E-bikes/Trails:

- Improved signage desired to clarify the use of e-bikes on multi-use trails; this would inform non-cyclists that e-bikes are legal users, and establish which classes of e-bikes are permitted
- Trail access points need to better accommodate heavy e-bikes, especially West Little Llagas Creek Trail

Location-specific comments:

- All-way stop desired at Del Monte Ave and Main Ave
- Creating an all-way stop at Elm and Main Ave was a big improvement
- Desire for improved access to Walmart via Serene Drive from Main Ave
- Access to Madrone Channell from Diana Ave
- Crossing of Cochrane Ave to access the Madrone Channel is the “most dangerous intersection in Morgan Hill”

Vehicle Operations and Traffic Calming:

Attendees at this station preferred both curb extensions and traffic circles. The feedback was also split between traffic signals and roundabouts. There was a request for adaptive signals for Butterfield Blvd. however there were questions about how that would “really work.”

Improvement Prioritization:

The attendees enhanced the map and dot exercise with additional notes requesting focus on school crossings, curb cuts, no parking near school drop offs, and additional cross walks to access schools.

While the dots were scattered throughout the city, the intersection priorities with the most dots included:

- Depot Street/Main Ave.
- Monterey Road/Watsonville Road/Butterfield Blvd.
- Monterey Road/Wright Ave.
- Monterey Road/Burnett Ave.
- Monterey Road/Central Ave.
- Stanta Teresa Blvd/Sunnyside Ave./Watsonville Road

The most dotted road segments included:

- La Crosse Drive
- Monterey Road from Vineyard Blvd. to Dunne Ave.
- Monterey Road from Dunne Ave. to Main Ave.

Programs and Initiatives:

Attendees highlighted most frequently the following programs: safe routes to school walk audits, developing traffic calming standards, enhanced pedestrian and bicycle

detection, and maintenance of existing and new sidewalks. There were several other programs that also received some votes.

Funding:

The projects requested for prioritization were related to traffic calming and roundabouts.

After the wrap up, Eileen reminded the community to spread the word about the survey and to sign-up for the email list.

The meeting was adjourned at approximately 7:20 p.m.

Meeting summary prepared by Eileen Goodwin, Apex Strategies.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: December 7, 2023

To: Mr. Chris Ghione, City of Morgan Hill

From: Shikha Jain
Robert Del Rio

Subject: Morgan Hill Transportation Master Plan – On-line Survey Summary

The City of Morgan Hill is developing a Transportation Master Plan (TMP) to prioritize transportation system improvements for all. The development of the TMP includes extensive outreach and engagement to gather meaningful feedback from the public, identify goals, set a vision for transportation, and develop an equitable approach to address transportation concerns.

One of the City's mechanisms for gathering community input to identify current transportation issues in the city was an online survey. A summary of the components of the survey and the feedback received is provided below. All survey responses and an in-depth survey analysis are attached as an appendix.

Overview of Survey

The City hosted an online community survey in English and Spanish languages on their website from November 3rd, 2023 to November 30th, 2023 to gather community input on citywide transportation issues. The survey was notified to the public using flyers posted in community facilities, social media posts, the project webpage hosted on the City's website, through a press article, through a stakeholder meeting, and through two community outreach meetings (including one in Spanish) being available simultaneously to the survey being open on-line.

The survey questions focused on the following themes:

- Respondents' demographic information such as age, location of residence, and employment status,
- Travel habits such as commute distance, primary mode of travel for work/school and for non-work/school related activities, and frequency of bicycling, walking, and transit use,
- Primary transportation concerns including causes for congestion and speeding in Morgan Hill
- Transportation priorities for citywide improvements
- Gaps in biking, walking, and transit infrastructure

Survey Feedback Summary

The English language survey received 520 responses from the community and the Spanish language survey received one response. Key takeaways from the survey responses are provided below:

- Approximately half the respondents (49 percent) are aged 55 and above followed by approximately 42 percent of the respondents between ages 36 and 55 and the remaining

respondents between ages 22 and 35. The survey received only two responses from individuals of ages 21 and under.

- The respondents are geographically spread throughout the City with a few located in the County and San Martin, based on the nearest cross-street/street address information provided (see Figure 1).
- A majority of the respondents are employed (66 percent) or retired (28 percent). The survey also received seven responses from university and school students.
- 39 percent of the respondents travel outside Morgan Hill to work/school and 57 percent of the respondents travel outside Morgan Hill more than 10 miles to work/school at least once a week.
- The primary mode of travel of the respondents is the automobile, with 87 percent driving alone and 8 percent carpooling. Walking, biking, and transit use each have less than 2 percent mode share. Approximately one-third of the respondents who drive alone would consider using transit if cost and time were equivalent to driving.
- Likewise, the primary mode of travel of the respondents for non-work/school related trips is the automobile, with 83 percent driving alone and 12 percent carpooling. Walking, biking, and rideshare use each have approximately 2 percent mode share while transit has approximately 0.5 percent mode share.
- When choosing mode of travel, travel time (72 percent) and convenience (70 percent) are considered most important by the respondents. Other major considerations include schedule flexibility (51 percent) and safety (36 percent). 5 percent of the respondents consider accessibility for disability as an important concern when choosing mode of travel.
- The respondents' primary concern about transportation in Morgan Hill is traffic congestion (78 percent). Other major transportation concerns in Morgan Hill are US 101 cut-through traffic (56 percent), speeding (45 percent), walking/biking safety (30 percent), and transit use (20 percent).
- Majority of respondents believe that the reason for congestion is due to development growth within the City (53 percent) and US 101 congestion and detoured traffic (32 percent). Approximately half the respondents believe that traffic congestion can be reduced by limiting development within the City. Other options include increasing roadway capacity (22 percent) and improving non-auto facilities (13 percent). Respondents' comments also suggest widening US 101 through the City, signal timing changes along major arterials, and increasing frequency of Caltrain as potential ways to address congestion issues in the City.
- Respondents believe that speeding in the City can be addressed using a combination of traffic calming measures (27 percent) and law enforcement (33 percent). Respondents' comments also suggest more speed signage/display and speed cameras as ways to reduce speeding.
- 55 percent of respondents believe that the primary focus of the transportation improvements in the City should be to reduce congestion and 13 percent of the respondents believe that the primary focus of the transportation improvements in the City should be to improve and expand walking and biking opportunities. Other primary focus areas of transportation improvements should be reduction in vehicle speeds (9 percent), police enforcement (8 percent), and improved transit opportunities (8 percent).
- 53 percent of the respondents do not currently bike in Morgan Hill. Their reasons are generally equally split between feeling unsafe biking, not owning or not feeling comfortable riding a bike, and their destinations being too far from their homes. They would feel more comfortable biking in Morgan Hill if there were safer bike routes that are protected from cars (50 percent) and if there are more bike lanes and trails (40 percent). Several respondents noted in their comments that they are unable to bicycle due to health reasons/disabilities.

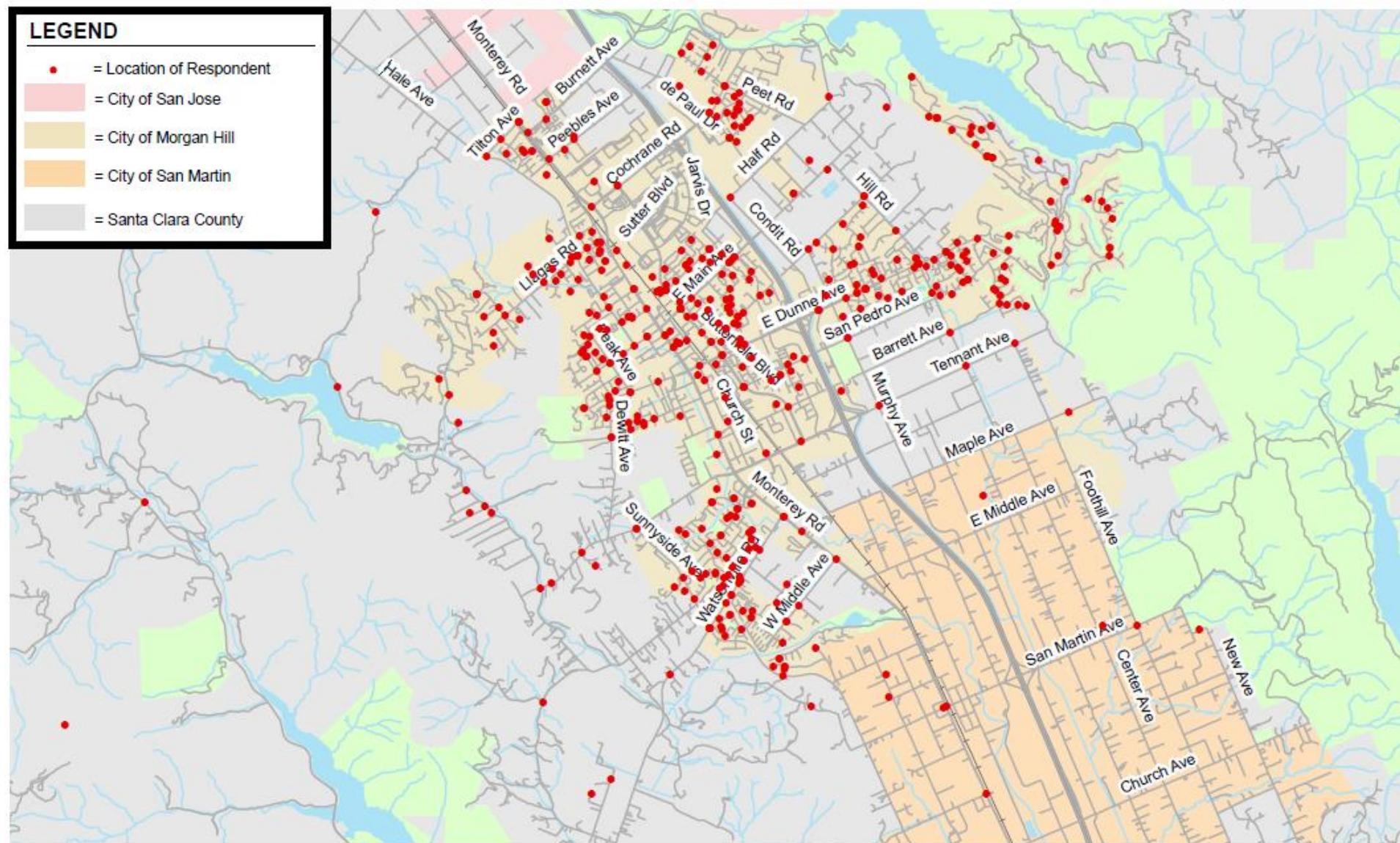
- 53 percent of the respondents do not currently walk in Morgan Hill. 76 percent of the respondent's primary reason for not walking is that it is too far from where they live to their work/school or errand destinations. Several respondents noted in their comments that they are unable to walk due to health reasons/disabilities and some noted safety issues due to poor lighting and feeling unsafe walking alone.
- 91 percent of the respondents do not currently take transit in Morgan Hill. The respondents that do, use transit primarily for social activities/outings (36 percent), to commute to work (29 percent), and to run errands (21 percent). The reasons for not using transit include it taking too long to access transit for their intended destination (58 percent), transit schedules not working with their schedules (45 percent), transit stop locations not being convenient (40 percent), and frequency of transit being low (34 percent).
- Approximately 9 percent of the respondents use the MOGO transit service. Approximately 1 percent of respondents use VTA paratransit, and less than 1 percent use the senior center volunteer ride program or Sourcewise. Less than 10 percent of the respondents use the service at least once a week.

Survey Response Take Away

Based on the input from the 521 survey respondents, the following general themes were highlighted:

- Approximately half the respondents are aged 55 and above. Respondents are geographically spread throughout the City with a majority of the respondents being employed or retired.
- Approximately 40 percent of the respondents travel outside Morgan Hill to work/school and the majority of those that commute outside Morgan Hill travel more than 10 miles to work/school at least once a week. The majority of respondents drive alone. One-third of the respondents who drive alone 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. Reasons for not walking or riding a bike include safety and destinations being too far. Respondents noted they would feel more comfortable biking in Morgan Hill if there were safer bike routes that are protected from cars and if there are more bike lanes and trails.
- Less than 10 percent of the respondents currently use transit in Morgan Hill. The reasons for not using transit include it taking too long to access transit for their intended destination, transit schedules not working with their schedules, transit stop locations not being convenient, and frequency of transit being low.
- Per the respondents, the primary focus of the transportation improvements in the City should be to reduce congestion and expand walking and biking opportunities. Other focus areas should be reduction in vehicle speeds, police enforcement, and improved transit opportunities.

Figure 1:
Location of respondents

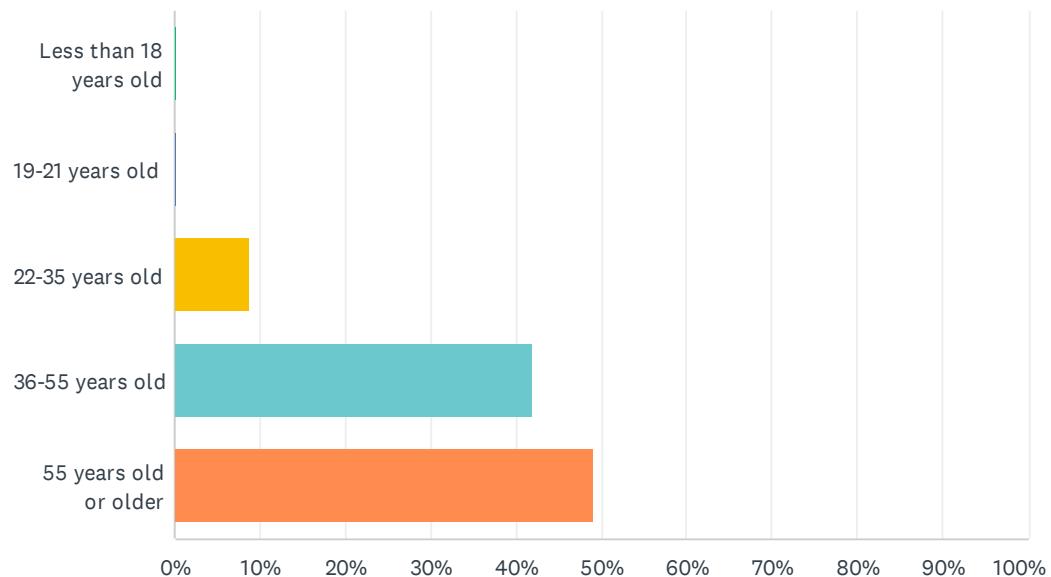


APPENDIX

Survey Responses

Q1 What is your age?

Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 18 years old	0.19%	1
19-21 years old	0.19%	1
22-35 years old	8.64%	45
36-55 years old	42.03%	219
55 years old or older	48.94%	255
TOTAL		521

Q2 What is your street address? (Or the nearest cross streets)

Answered: 521 Skipped: 0

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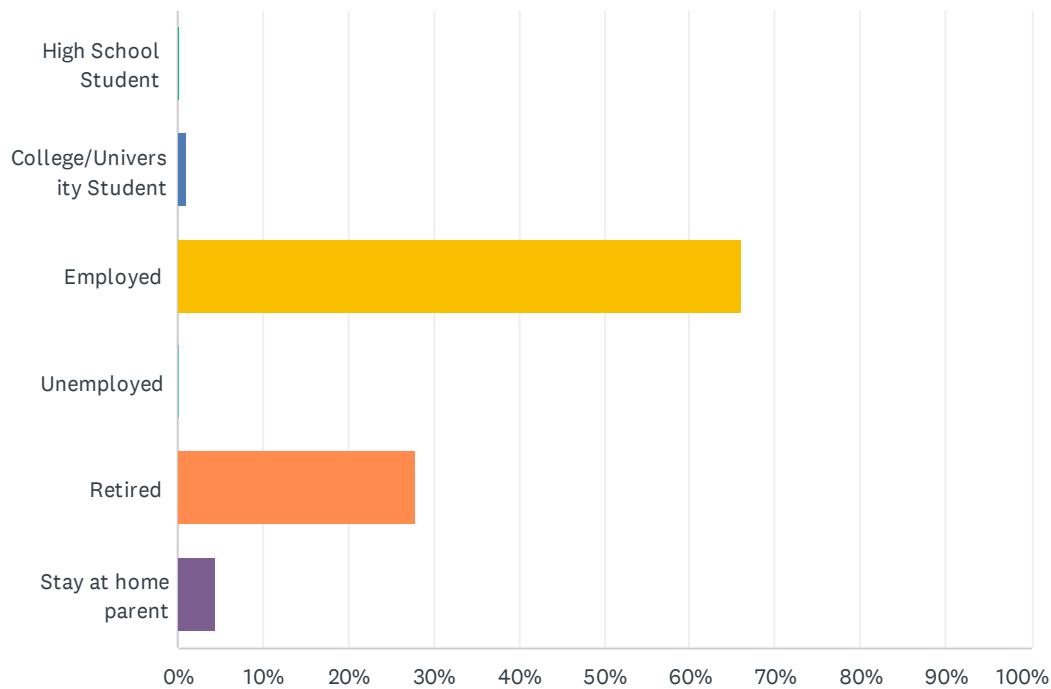
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Q3 Which of the following best describes you?

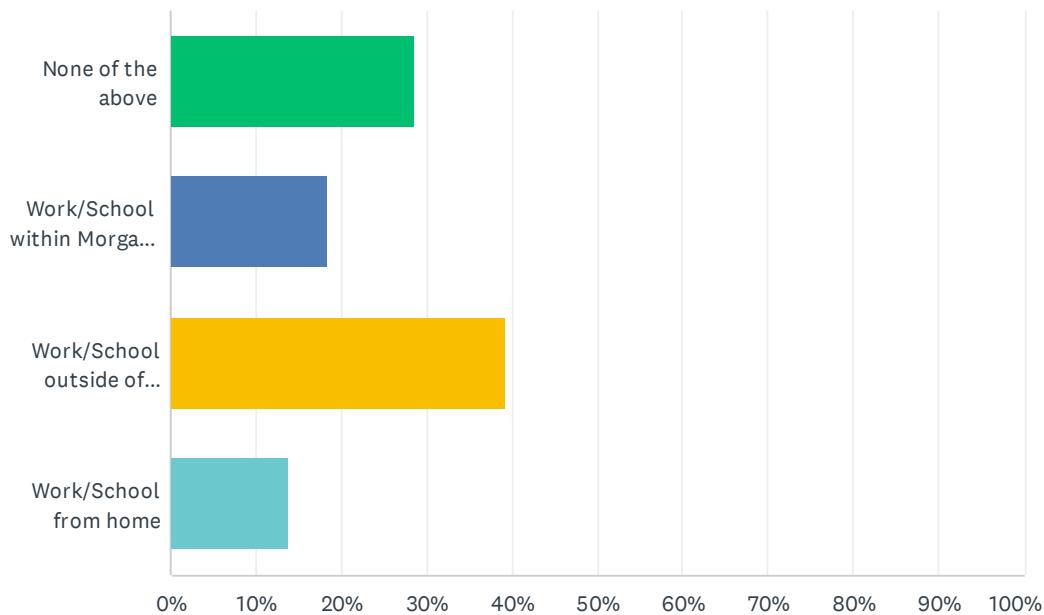
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
High School Student	0.19%	1
College/University Student	1.15%	6
Employed	66.03%	344
Unemployed	0.19%	1
Retired	28.02%	146
Stay at home parent	4.41%	23
TOTAL		521

Q4 Where do you work or attend school?

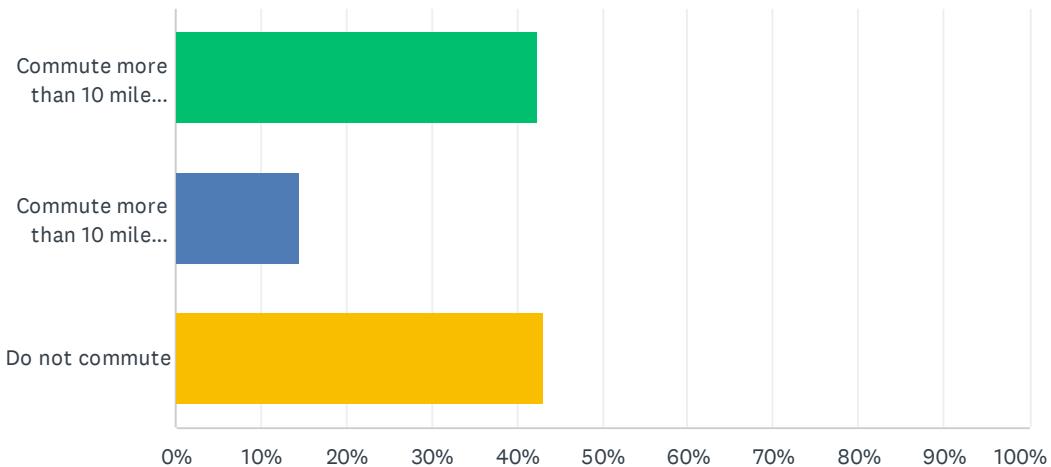
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ANSWER CHOICES	RESPONSES
None of the above	28.60% 149
Work/School within Morgan Hill	18.43% 96
Work/School outside of Morgan Hill	39.16% 204
Work/School from home	13.82% 72
TOTAL	521

Q5 Which best describes your weekly travel?

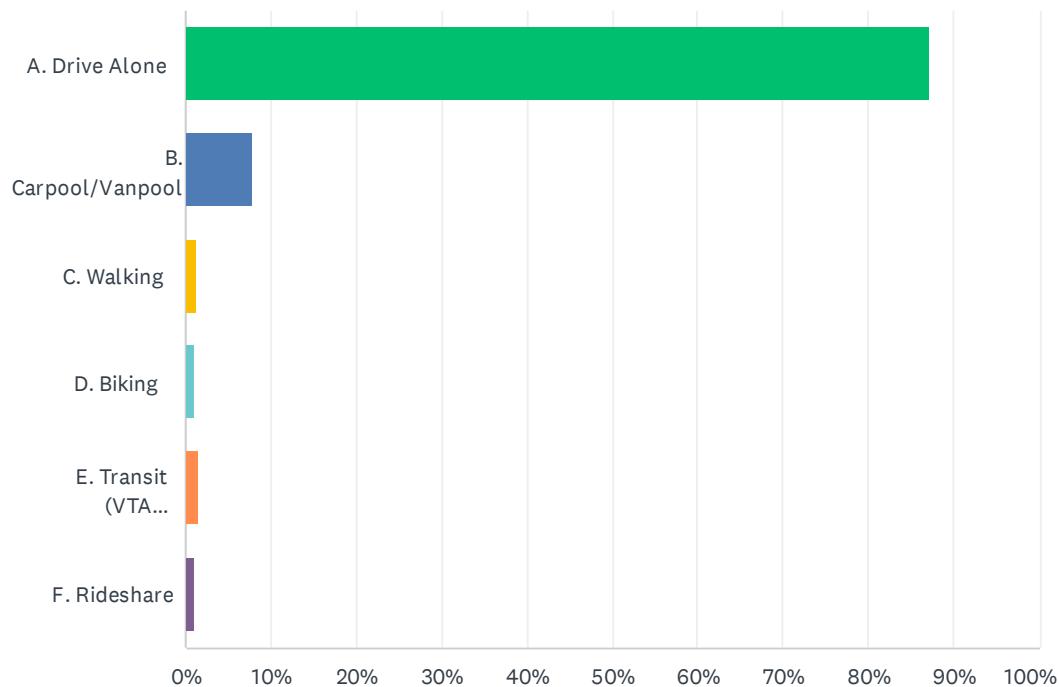
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ANSWER CHOICES	RESPONSES	
Commute more than 10 miles to work or school three or more days a week	42.42%	221
Commute more than 10 miles to work or school two days or less a week	14.59%	76
Do not commute	42.99%	224
TOTAL	521	

Q6 Which best describes your most frequent travel mode?

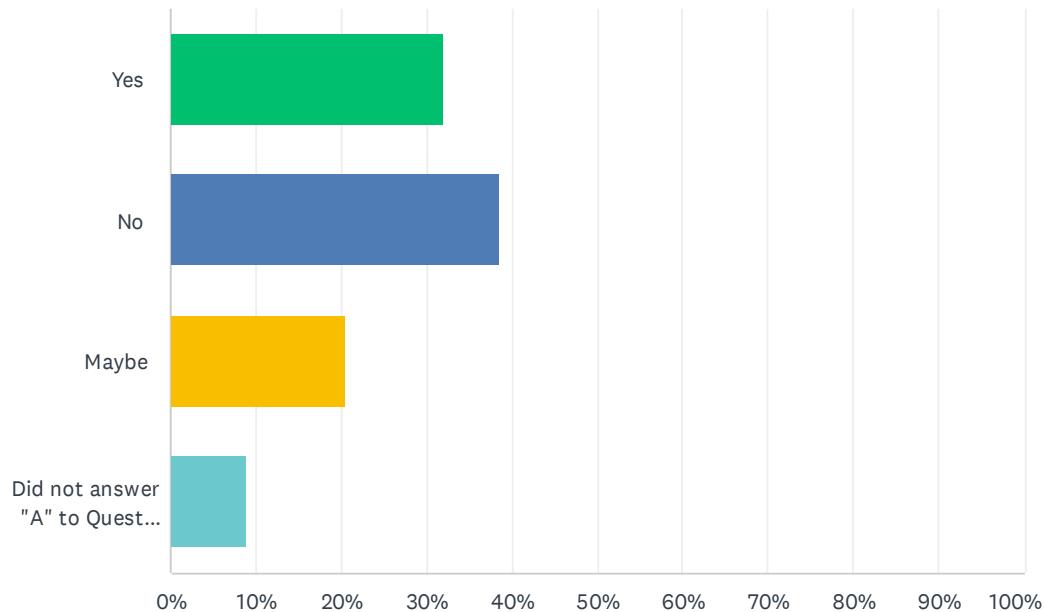
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ANSWER CHOICES	RESPONSES
A. Drive Alone	87.14% 454
B. Carpool/Vanpool	7.87% 41
C. Walking	1.34% 7
D. Biking	1.15% 6
E. Transit (VTA Bus/Caltrain)	1.54% 8
F. Rideshare	0.96% 5
TOTAL	521

Q7 If your answer to Question 6 was "A", would you consider utilizing public transit if cost and time of travel were equivalent?

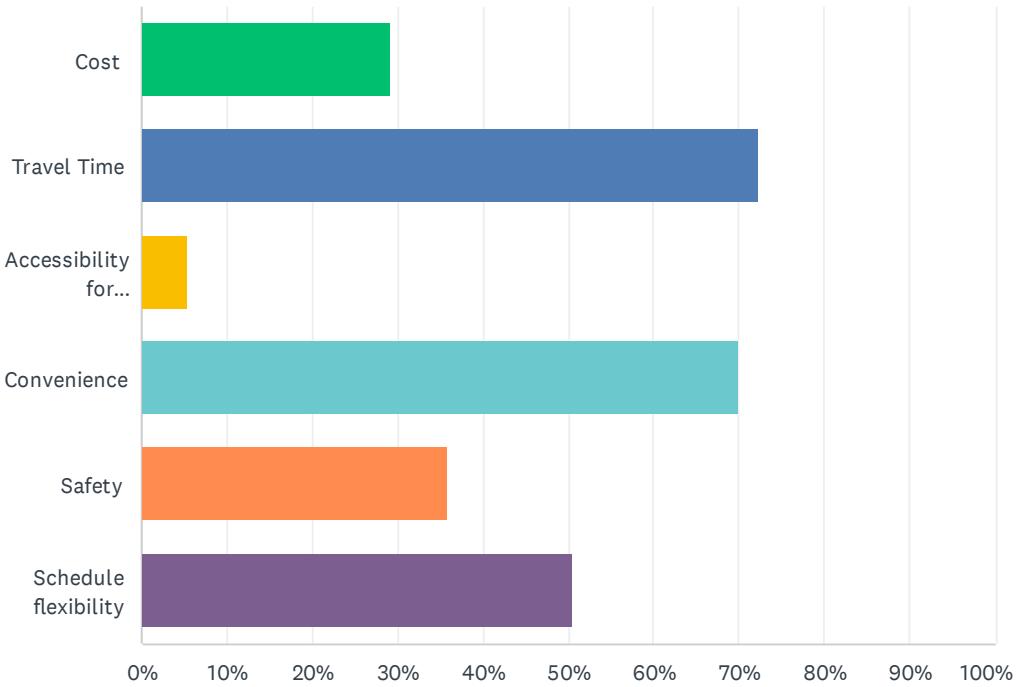
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ANSWER CHOICES	RESPONSES
Yes	31.97%
No	38.60%
Maybe	20.47%
Did not answer "A" to Question 6	8.97%
TOTAL	513

Q8 What is most important when considering mode of travel? (choose all that apply)

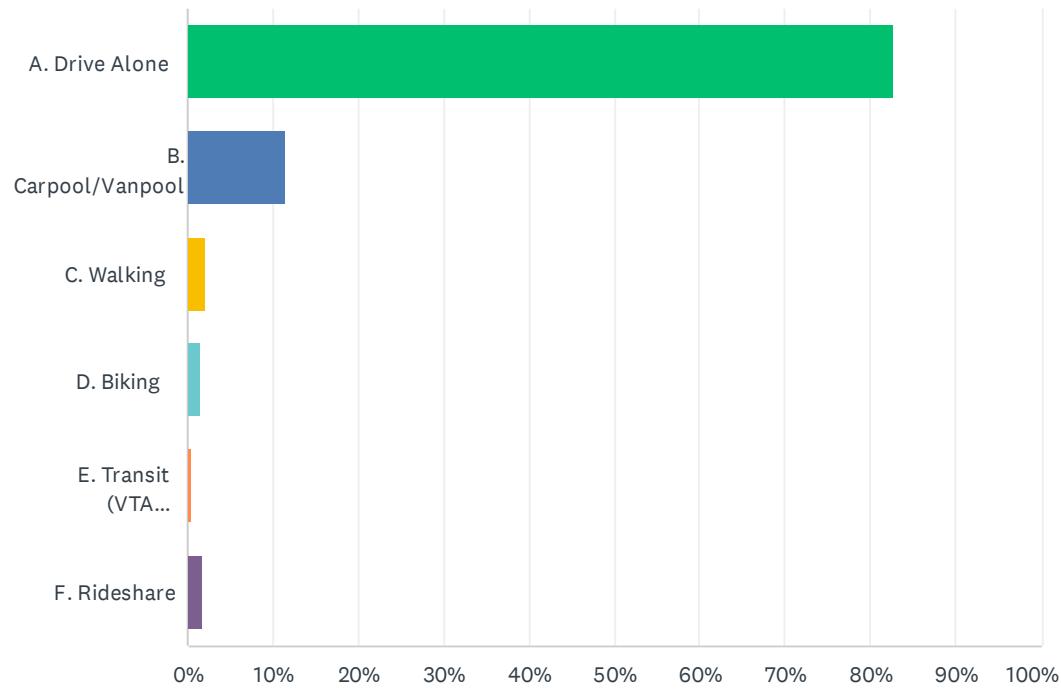
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ANSWER CHOICES	RESPONSES	
Cost	29.17%	152
Travel Time	72.36%	377
Accessibility for disabilities	5.37%	28
Convenience	69.87%	364
Safety	35.89%	187
Schedule flexibility	50.48%	263
Total Respondents: 521		

Q9 What is your primary mode of travel for non-work/school related trips (shopping, entertainment, recreation)?

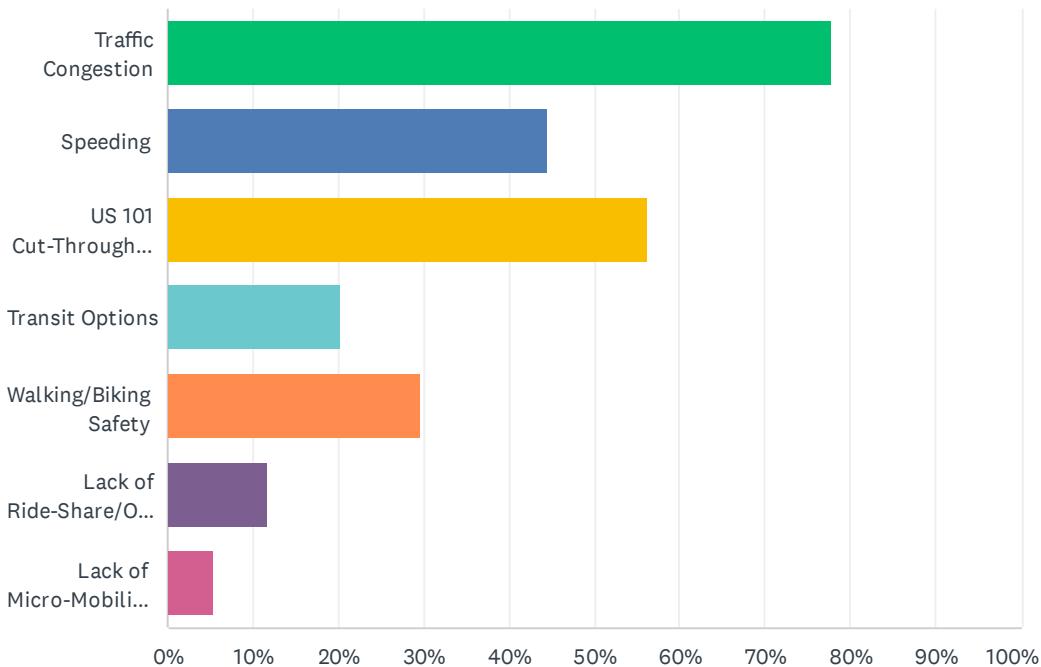
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ANSWER CHOICES	RESPONSES	
A. Drive Alone	82.73%	431
B. Carpool/Vanpool	11.52%	60
C. Walking	2.11%	11
D. Biking	1.54%	8
E. Transit (VTA Bus/Caltrain)	0.38%	2
F. Rideshare	1.73%	9
TOTAL		521

Q10 What are your primary concerns about transportation in Morgan Hill? (choose all that apply)

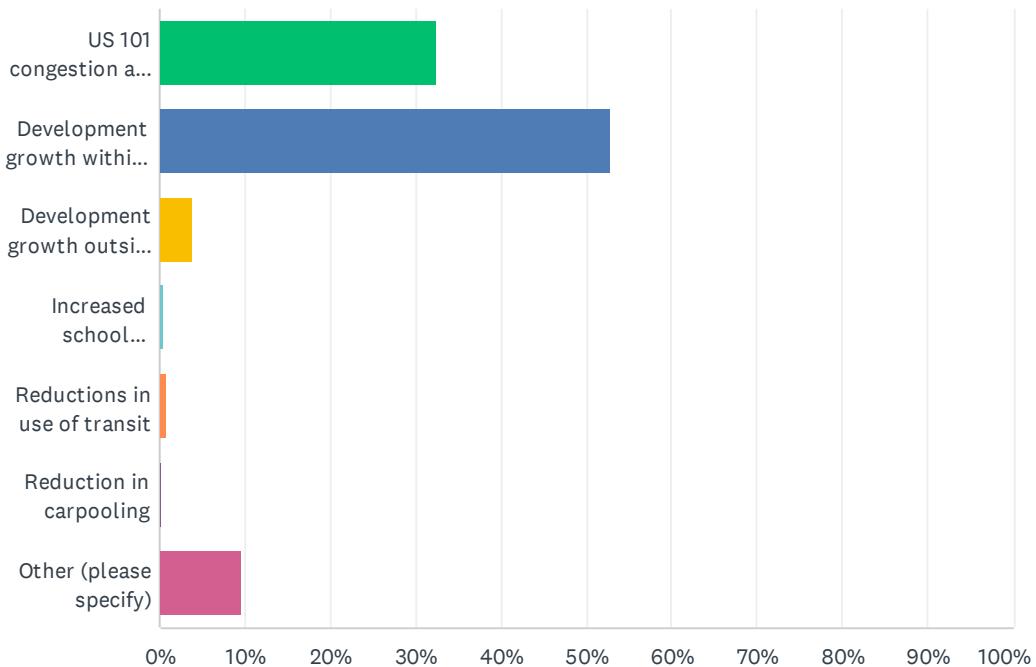
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ANSWER CHOICES	RESPONSES
Traffic Congestion	77.74% 405
Speeding	44.53% 232
US 101 Cut-Through Traffic	56.24% 293
Transit Options	20.15% 105
Walking/Biking Safety	29.56% 154
Lack of Ride-Share/On-Demand Service Options	11.71% 61
Lack of Micro-Mobility (Bike-Share/Scooters) Options	5.37% 28
Total Respondents: 521	

Q11 What do you believe is the primary cause of traffic congestion on City roadways?

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES
US 101 congestion and detoured traffic		32.44%
Development growth within the City		52.78%
Development growth outside of the City		3.84%
Increased school drop-off/pick-up		0.38%
Reductions in use of transit		0.77%
Reduction in carpooling		0.19%
Other (please specify)		9.60%
TOTAL		521

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't believe there is a bad congestion issue, just a speeding issue	
2	Just retired it's taken me 2 1/2 hrs just to drive 30 miles hm to Morgan Hill	
3	There is no primary cause. Development in and outside + 101 detoured traffic are the top 3. School traffic is a smaller timeframe.	
4	Poorly designed roadways and inattentive drivers	
5	All the above..too much building	

On-Line Community Survey

6	Freeway lanes reducing to a 2 lane highway on 101 so everyone drives our backroads.	
7	People don't live near where they work	
8	High density housing	
9	City's stupid ideas about reducing lanes on Monterey road.	
10	Hill road is a race course for commuters	
11	Too many houses built with no upgrade to infrastructure.	
12	Dependence on motor vehicles and reluctance to change	
13	MH is allowing over development of land.	
14	Stop lights timed poorly so that every light is red, it takes 25 minutes to get from one side of m.h. To the other	
15	Increased commercial development	
16	Poorly timed traffic lights	
17	There is not single cause. At a minimum the traffic is comming from US101 and city growth.	
18	The bridge is too narrow north of the new little uvas rd bridge.	
19	Too many people, not enough roads	
20	Way to much building going on the town leaders are money hungry, it's not the nice town it used to be	
21	Too much building and not enough increase in infrastructure to handle all the new traffic due to the vuilding	
22	You are building too many homes in Morgan hill with out considering or fixing the traffic problems. Also bring in all these people and no jobs here in town, all these people will be traveling outside of morgan hill to work which will cause even more traffic problems. Its terrible and needs to be fixed asap or maybe stop building so many home in morgan hill with out an actual plan to help this community.	
23	growth, sprawl contributes to congestion more than infill development	
24	Lack of City planning and executing infrastructure for future capacity in time. Example: Hale Extension is AWESOME, but one lane each way, with stop signs at each end is not feasible for the future.	
25	Insufficient mixed use zoning	
26	Rampant uncontrolled growth	
27	Over development with no increase in resources	
28	City Counselors	
29	Lack of public input.	
30	Irresponsible promotion and approval of development that was never considered in the 2035 General Plan while simultaneously ignoring the Transportation infrastructure that was identified as being necessary to support the 'planned' growth that was "ASSUMED COMPLETE" and the just forgotten	
31	Reduction in use of transit/not enough options for transit/biking/walking. It simply isn't feasible to use non-car options most of the time. It can be with different design	
32	Too many residential buildings, but not enough roads being built fast enough to accommodate the population coming to these homes.	
33	Uncontrolled housing...stack and pack	
34	Continued development in Morgan Hill without improving roadways. STOP BUILDING	
35	Irresponsible promotion and approval of development that was never considered in the 2035	

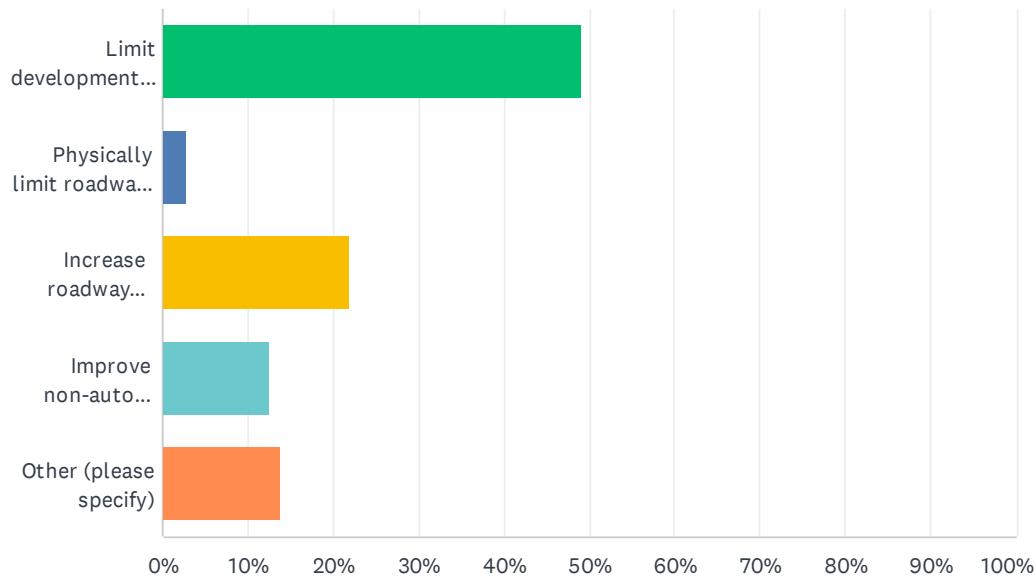
On-Line Community Survey

General Plan while simultaneously ignoring the Transportation Infrastructure that was identified as being necessary to support the 'planned' growth that was "ASSUMED COMPLETE" and then just forgotten.

36	Depends on the day, but people trying to avoid 101 make our more congested city streets thanks to recent development, even worse. It sucks to be a Morgan hill resident avoiding all of the drive thru commuters and new residents with their horrible attitudes behind the wheel and driving skills
37	Uncontrolled/excessive development within MH while at the same time failing to address transportation issues that were previously identified.
38	Congestion on 101 and lack of carpool lane going south after cochrane
39	The continuous residential building in a town that DOES NOT have the infrastructure to support it
40	Lack of prioritizing infrastructure years ago and City Governments refusal to listen and take value of communities comments and concerns.
41	Development growth in the City in excess of 2035 General Plan without corresponding traffic improvements
42	Limit development growth within the City AND MH County
43	Ignoring infrastructure that was identified in 2035 GP
44	Not enough caltrain in the schedule
45	US 101 Congestion, Development growth within and outside of city
46	101 congestion and cut thorough traffic
47	resident preference for cars over other mobility modes
48	development and growth within and outside of the city.
49	resident preference for cars over other mobility modes
50	It all comes back to car dependence. Thats 101, development growth (in or out), and school drop off. If there were non-car options, all of these issues would not lead to more (or as much) congestion.

Q12 What do you believe should be the primary method to reduce traffic congestion?

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES	
Limit development growth within the City		49.14%	256
Physically limit roadway capacity		2.69%	14
Increase roadway capacity		21.88%	114
Improve non-auto facilities (bike/ped facilities, transit service, ride-share, etc.)		12.48%	65
Other (please specify)		13.82%	72
TOTAL			521

#	OTHER (PLEASE SPECIFY)	DATE
1	combination of targeted limiting and increasing of roadway capacity	
2	Unsure	
3	Do NOT synchronize lights downtown. Make it a miserable task to commute through downtown.	
4	Time the traffic lights. It seems that when driving in Morgan Hill requires you to stop at every traffic light. Invest in traffic signals that can be timed to improve traffic flow within Morgan Hill.	
5	I don't believe there is a bad congestion issue, just a speeding issue	
6	Widen US 101 through Morgan Hill	
7	I'm not sure but I know studies have shown expanding roadway capacity simply invites more traffic. It does not solve the problem	
8	We have traffic from Salinas, aromas. Monterey, San Juan, Hollister, Gilroy. & cyotoe	

On-Line Community Survey

9	Limit business and residential growth to entire south valley
10	Find a way to deter non-residents to use MH as a detour to south-bound 101 bottle-necking
11	101 southbound needs 4 lanes all the way through Gilroy. Reducing the lanes where Morgan Hill starts creates a bandwidth bottleneck.
12	Leverage train, public transportation with WiFi
13	Increase roadway capacity on NB 101 starting in Gilroy to diffuse traffic across 4 lanes. Will improve commute times into the bay area
14	Allow left turns on green light, after yielding to oncoming traffic. This would save fuel and reduce traffic backup.
15	Limit development growth, all your planners live outside Morgan Hill - come to their jobs always opposite direction of traffic !
16	MH should not limit MoGo boundaries... Should have more vehicles...
17	Make it harder to use as cut thru, lights, tickets, low speed limits,
18	More stop signs and speed monitoring on uvas road, hill road , Watsonville road and foothill roads
19	No idea - It's actually not that bad now that I'm no longer commuting
20	Time stop lights better so travel is smoother, less traffic. Limit growth in our city
21	Absolutely not sure
22	make side roads less convenient for commuters with speed bumps and stop signs and roundabouts
23	There is no single fix. We need an addition to passthrough traffic (US 101) and a plan to address the exponential growth MH has seen over the last several years.
24	Increase US 101 capacity
25	Technology to sync traffic lights on major roadways
26	improve current roads with roundabouts, better signal timing, diversion of pass through traffic to Butterfield, increased public transit options.
27	increase the frequency and connection of public transit north from within city limits and from the semi-rural corridors.
28	Increase highway (101) capacity
29	Widen 101
30	More Public transportation and Caltrain on weekends
31	more lanes on 101
32	More traffic lights, speed bumps, whatever to discourage 101 bypass
33	No brainer...stop building
34	Improved train operations
35	channel traffic off of residential streets
36	Roundabouts.
37	Add trains
38	Widen 101
39	Better public transit to points north. Bring back school busses - too many parents driving kids to/from school.
40	Time lights on butterfield, increase congestion through downtown

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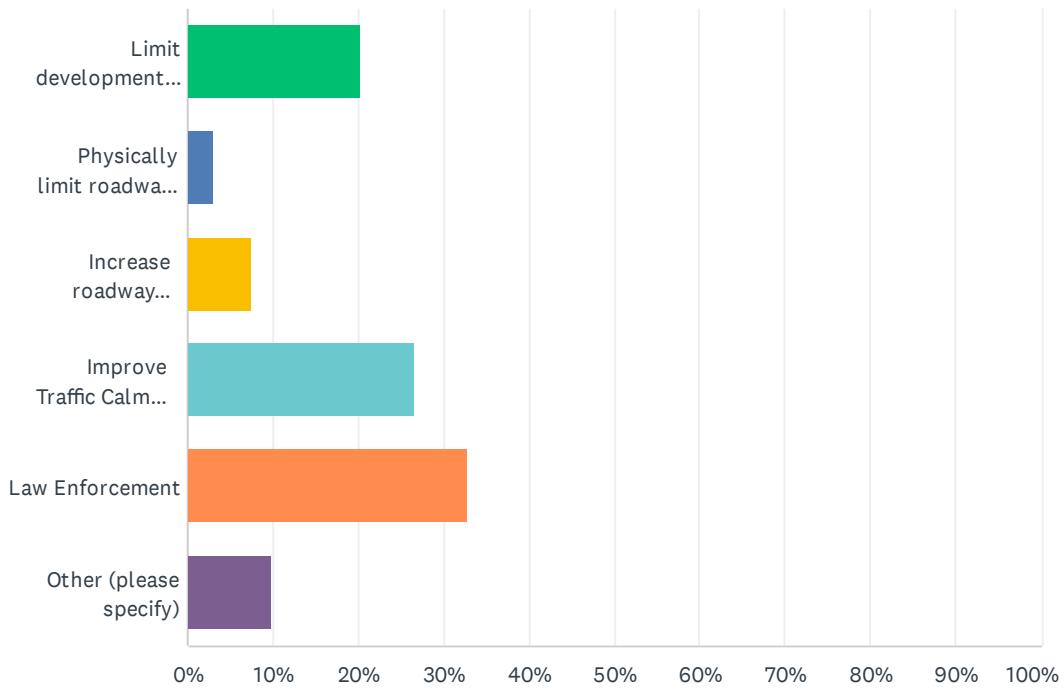
41	Stop building homes when there are no jobs in morgan hill for all these people. You are causing even more traffic	
42	Push for widening 101	
43	Open butterfield up at north end	
44	Add lanes to 101 from Cochran to hwy 25	
45	21`Work from home options or outside of 9-5 schedule	
46	Increase the number of lanes on US 101	
47	The city needs to work with Santa Clara County and address the traffic on the smaller "rural" roads from San Martin to Gilroy. It can be almost impossible to get out of MH neighborhoods in the morning due to cut through traffic. Also the speed of drivers on these roads at all times is a problem. I have not seen any collaborative approach between the city and county to address this.	
48	Expand US101 lanes from 6 to 8 lanes	
49	Widen 101	
50	Increase roadway capacity but also limit development growth in the city as out infrastructure could not support it.	
51	Increase 101 capacity, the reduction of a lane at Cochrane forces traffic off the 101 and into MH	
52	Make 101 3 lanes to 152	
53	Cal train improved times	
54	More use of public transit	
55	Work with other cities (Gilroy, Hollister, Salinas) to pressure State to address bottleneck of 101 from Cochrane to Hwy 129	
56	STOP BUILDING HIGH DENSITY HOUSING	
57	Expand 101 and input lanes before building. Example Watsonville and monterey. Horrible	
58	Lame reduction on Monterey Rd in downtown to force cars onto Butterfield and Hale.	
59	We need to limit growth, stop it, AND increase roadway capacity/infrastructure for the recently built homes that didn't require anything prior to being built.	
60	Limit development City growth AND add lane to 101 to eliminate bottleneck AND improve transit services.	
61	Add street lights where they would be useful. i.e. hale/tilton and increase police patrol during rush hours to deter reckless driving	
62	Stop building residential properties that add thousands of vehicles to small 2 and 4 lane roads	
63	WIDEN 101 ALL THE WAY DOWN THROUGH HOLLISTER	
64	Widen 101	
65	Limit development growth within the City AND MH County	
66	One 'primary' way is meaningless bc it won't work	
67	Increase 101 capacity	
68	Widening 101 to 4 lanes each direction, more trains, better connections from downtown SJ	
69	Remove the temporary extra lane on 101 through Morgan Hill causing bottleneck back up resulting in commuters getting off the freeway to avoid traffic.	
70	Widen 101	
71	Improve major arteries and regularly block downtown traffic. Improve bike lanes and bike parking	

72

I like physically limit roadway capacity (adding more lanes is demonstrated not to help long-term). But improving non-auto facilities is likely the strongest option. Making non-car options viable is the only sustainable way to reduce traffic congestion. Plus, a lot of Morgan Hill lives close to downtown; if we could get around town without a car, we would see less congestion, more freedom, and a better experience for all. A thriving downtown filled with walking and biking people is more enjoyable than one filled with cars revving down Monterey 6 inches away from pedestrians or restaurant parklets.

Q13 What do you believe should be the primary method to reduce speeding?

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES	
Limit development growth within the City		20.15%	105
Physically limit roadway capacity		3.07%	16
Increase roadway capacity		7.49%	39
Improve Traffic Calming Measures		26.68%	139
Law Enforcement		32.82%	171
Other (please specify)		9.79%	51
TOTAL			521

#	OTHER (PLEASE SPECIFY)	DATE
1	combination of physical limits on roadway capacity and traffic calming measures	
2	I've not noticed an increased speeding issue	
3	Make lights un-synchronized.	
4	Install speeding cameras. Not enough police officers to do the job and police officers are hugely expensive. People speed because they know there are not any consequences for their actions. Cameras would do the trick.	
5	Traffic Cameras to cite speeders in key areas	

On-Line Community Survey

6	Add more crosswalks with flashing lights
7	lower speed limits that are enforced with automatic cameras
8	Prevent 101 traffic bypass by increasing capacity
9	I'm not worried about speeding
10	Not sure what traffic calming means. Roads which slowly wind and curve instead of being a straight line and speed bumps both seem promising.
11	cameras
12	Speed Bumps
13	Law enforcement and limit development
14	police enforcement; cameras
15	No idea - I actually don't think it's that bad
16	Improve timing of traffic lights
17	speed bumps, stop signs and roundabouts
18	Better traffic light timing
19	Speed humps
20	more roundabouts to keep traffic moving. Also, more passing lanes.
21	Install cameras at intersections.
22	Install license plate reader cameras everywhere!
23	not sure there is to much speeding with all the traffic.
24	more speed limit signs, speed sensors and displays
25	Put the speed bumps back in on Monterey down town!
26	Install more speed measuring signs to tell people they are speeding. Combine this with law enforcement for those who ignore the warning.
27	Put speed bumps back downtown, people drive too fast through downtown.
28	combination of traffic calming and law forcement - campaign to educate and change attitude and behaviors which is the root of the speeding
29	Bring in more jobs into morgan hill or stop building more homes for people to just commute and cause more traffic which causes more people to feel the need to drive irrational
30	arterial stop signs
31	Enforce traffic, bike, and pedestrian laws and increase education. Use cameras. Cite people.
32	The roads that connect city and unincorporated areas need additional stop signs and even round abouts. Gilroy on the westside has done a much better job of addressing traffic speed and congestion than MH. It should be a priority
33	Red light jumping is biggest issue
34	Not necessarily to limit roadway capacity, you can keep the same number of lanes on a road, but not make the roads so wide. Narrow roads reduce car speeds
35	Let them
36	Not a concern
37	Expanding 101 in both directions
38	N/A
39	Lower speed limits.

40 Limit city development growth AND increase law enforcement AND improve traffic calming measures.

41 Widen 101

42 More License plate cameras

43 Traffic cameras at all major intersections and long passages between signals

44 SPEED BUMPS / HUMPS

45 There are only a few roads where speeding is an issue. Others are too congested for speeding to be an issue. Traffic calming measure would be appropriate on the select few roads where speeding is an issue.

46 Address the traffic concerns first and then there wouldn't be a need to speed

47 Enforcement and traffic calming

48 building more roundabouts

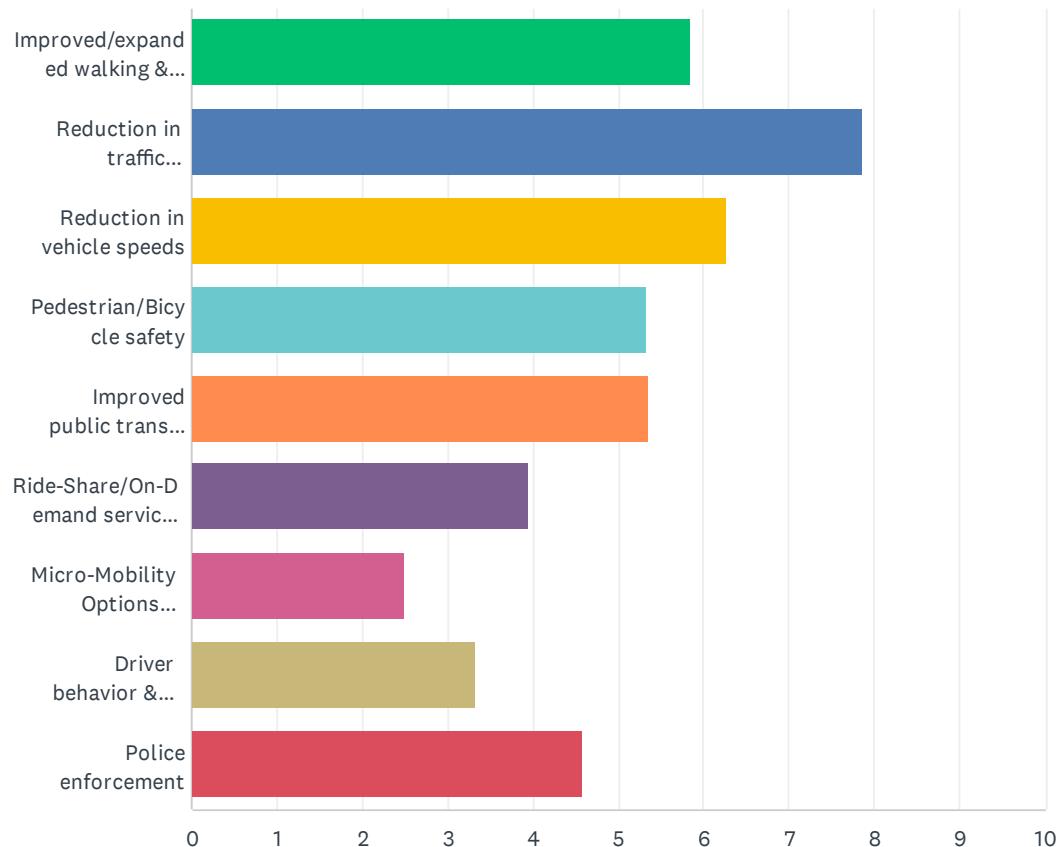
49 See answer to 12

50 Use photo radar technology

51 Improve traffic calming measures is the right idea (feel free to mark me down for that). The only real way to reduce speeds is to either have a ton of police presence or physical changes to roads that make speeding impossible/impractical. If drivers get wide streets with free space, they'll speed. If they have to slow down for their own visibility and safety, they won't.

Q14 What should be the focus of Citywide transportation improvements? (Rank 1-8)

Answered: 521 Skipped: 0

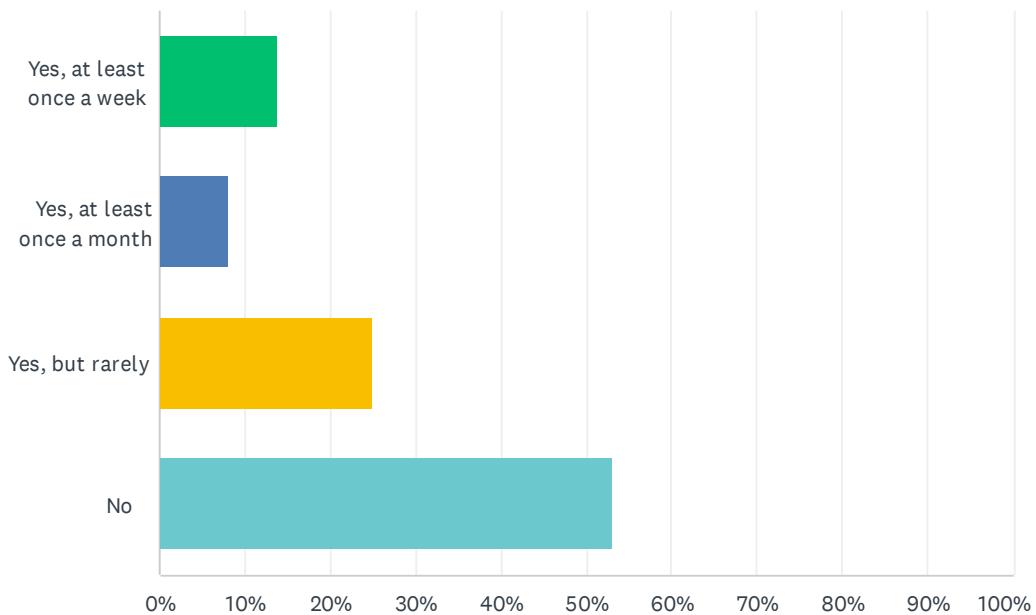


On-Line Community Survey

	1	2	3	4	5	6	7	8	9	TOTAL	SCC
Improved/expanded walking & biking facilities	13.24% 69	17.08% 89	14.20% 74	12.67% 66	14.01% 73	11.90% 62	5.95% 31	7.29% 38	3.65% 19	521	5
Reduction in traffic congestion	55.09% 287	18.43% 96	9.60% 50	6.53% 34	2.88% 15	2.69% 14	2.69% 14	1.15% 6	0.96% 5	521	1
Reduction in vehicle speeds	9.40% 49	23.03% 120	21.88% 114	16.12% 84	9.98% 52	8.25% 43	4.22% 22	4.22% 22	2.88% 15	521	6
Pedestrian/Bicycle safety	3.84% 20	7.87% 41	14.40% 75	23.03% 120	17.85% 93	14.59% 76	12.09% 63	5.37% 28	0.96% 5	521	5
Improved public transit opportunities	7.68% 40	10.94% 57	10.75% 56	14.01% 73	21.88% 114	15.55% 81	12.09% 63	4.41% 23	2.69% 14	521	5
Ride-Share/On-Demand service options	0.77% 4	4.80% 25	4.99% 26	7.87% 41	12.09% 63	24.38% 127	23.99% 125	16.89% 88	4.22% 22	521	5
Micro-Mobility Options (Bike-Share/Scooters)	0.38% 2	0.77% 4	2.11% 11	3.07% 16	4.99% 26	6.91% 36	22.65% 118	27.45% 143	31.67% 165	521	5
Driver behavior & education	1.54% 8	4.80% 25	6.72% 35	8.06% 42	8.25% 43	8.45% 44	9.40% 49	28.02% 146	24.76% 129	521	5
Police enforcement	8.06% 42	12.28% 64	15.36% 80	8.64% 45	8.06% 42	7.29% 38	6.91% 36	5.18% 27	28.21% 147	521	4

Q15 Do you currently bike in Morgan Hill?

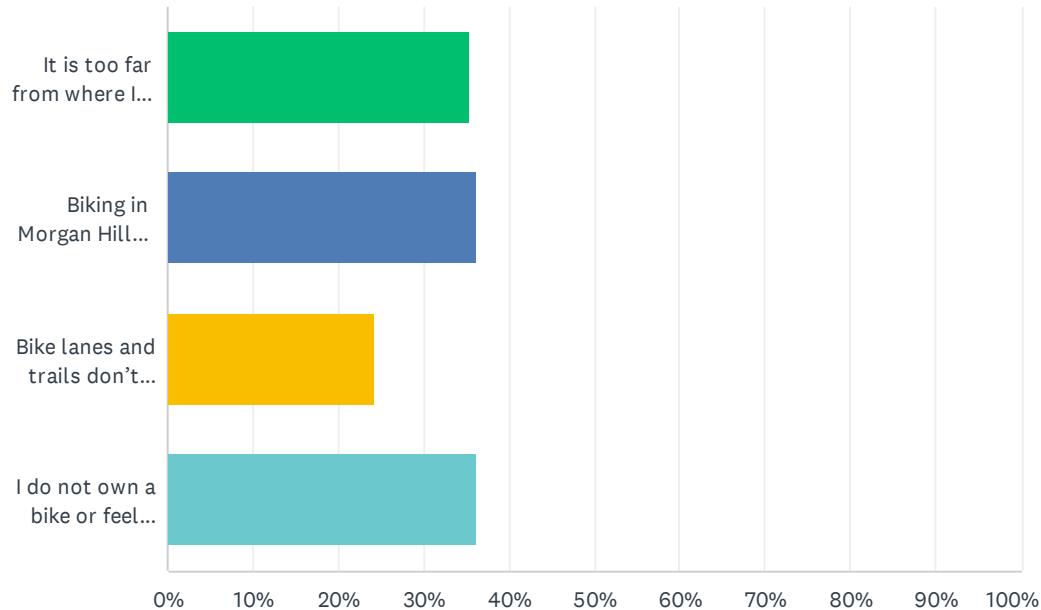
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, at least once a week	13.82%	72
Yes, at least once a month	8.06%	42
Yes, but rarely	24.95%	130
No	53.17%	277
TOTAL		521

Q16 If you answered no to Question 15, why don't you like to bike? (select all that apply)

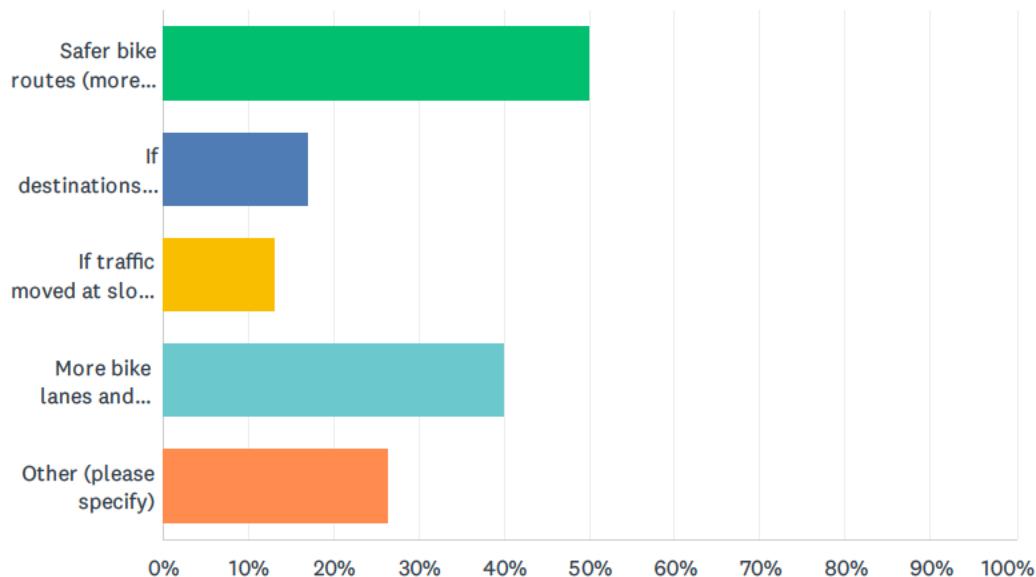
Answered: 351 Skipped: 170



ANSWER CHOICES	RESPONSES
It is too far from where I live to commute by bike to work/school/errands	35.33% 124
Biking in Morgan Hill feels unsafe	36.18% 127
Bike lanes and trails don't go where I want to go	24.22% 85
I do not own a bike or feel comfortable riding a bike	36.18% 127
Total Respondents: 351	

Q17 What would make you bike more in Morgan Hill? Select up to two.

Answered: 521 Skipped: 0



ANSWER CHOICES		RESPONSES	
Safer bike routes (more protection from cars)		50.10%	261
If destinations were closer		17.08%	89
If traffic moved at slower speeds		13.24%	69
More bike lanes and trails		40.12%	209
Other (please specify)		26.49%	138
Total Respondents: 521			

#	OTHER (PLEASE SPECIFY)	DATE
1	It's not feasible from Jackson Oaks	
2	gotta get my bike going again	
3	N/A	
4	Some way to secure my bike at the destination	
5	I'm too old to bike	
6	Nothing would make me bike.	
7	Bike paths not on roads for cars	
8	I am a senior and never rode a bike	
9	We are seniors and don't want to bike in traffic.	
10	Separated bike lane for HS school routes	
11	Stop building in MH this is a drag race area & still country rd	

12	Not physically able.
13	Nothing... Way too much emphasis on Vikings and all catering to bicycle. They need to help accountable for falling the rules of the road instead of breaking them all the time! I am so sick of bicyclist. They do not follow any bicycle laws and rude
14	More bike racks. I prefer to walk/hike to biking
15	expand current Llagas Creek path to downtown
16	n/a
17	Nothing -disabled
18	Some people grew up riding bikes...but due to health reasons they cannot do it longer . It isn't safe for them. If you have kids you can't take them to multiple activities on a bike
19	Bike lanes in the Unincorporated areas.
20	if we stopped adding ridiculous amounts of housing
21	nothing
22	I can't bike due to physical limitations.
23	there are already many bikes in the streets.
24	Law enforcement
25	trails, homeless, safety issues
26	easier to drive
27	I prefer to walk
28	Micromobility (on-demand bike rentals)
29	N/A
30	Nothing, I don't bike or care too.
31	Remove homeless population from areas near bike trails
32	My physical health does not allow it
33	Bikes are a nuisance
34	Stop permitting the new construction in this city. Between the allowed condensed housing to be built at exactly every traffic choke point in the city and the hideous cement block warehouses that were allowed the "planning" of this city has copied the worst aspects of San Jose. This expansion has permanently ruined all opportunity for development of meaningful biking transportation so in reality this survey is another waste of time and city money.
35	None
36	I don't know how to ride a bike
37	Safer Bike routes (more protection from homeless)
38	No more pretend bike lanes that dump into busy street
39	I would never ride a bike, except for fun around my neighborhood
40	Nothing would make me bike more. Stop trying to make MH bike friendly. We drive here. Make it so cars can drive and make sure police regulate speeders.
41	i dont bike.
42	Bicycles need to stay off the roads
43	How about I just don't like to bike
44	Look at your older population they don't ride bikes. Biking lanes make driving unsafe for drivers
45	Safer places to store bikes while shopping.

On-Line Community Survey

46	Nothing
47	Nothing . No need to bike around town
48	I am not interesting in biking
49	Nothing, i live on a hill
50	Physical limitations
51	Not interested Age
52	I am too old to ride a bike
53	Don't enjoy biking for pleasure
54	Nothing. Biking is not practical.
55	Bikes create traffic problems & contribute to congestion by taking away road space for vehicles
56	will not bike
57	40 years younger
58	Nothing - I'm too old to be riding a bike on a roadway.
59	Do not bike
60	None
61	Nothing. Too dangerous. Too inconvenient.
62	pedal carts available to move seniors
63	Seems to me we have ample bike lanes and trails, but many cyclists choose unsafe areas for both themselves and motorists
64	Bikes are inconsiderate I do not obey traffic laws the fact that somebody got it approved that bikes can use the whole lane, makes it even less safe and more risky for the bicyclist themselves.
65	at my age it is not safe
66	Invent a time machine and go back 20 years in age. I'm 76, and biking is dangerous for me.
67	N/A
68	Buying a bike
69	More secure places to lock up my bike; do not reduce down to one lane like Willow Glen or other areas did - disasterous!!!
70	N/A
71	Seems like you are pushing Bikes
72	I have physical limitations that make riding a bike physically difficult.
73	Nothing
74	Nothing
75	If I want to bike I'll go to a park with bike trails I have no desire to bike on roads with cars
76	Fix 101
77	Nothing
78	Better connectivity
79	I don't choose to bike anywhere in MH because my car is more efficient for my travel needs
80	I'm not interested in biking

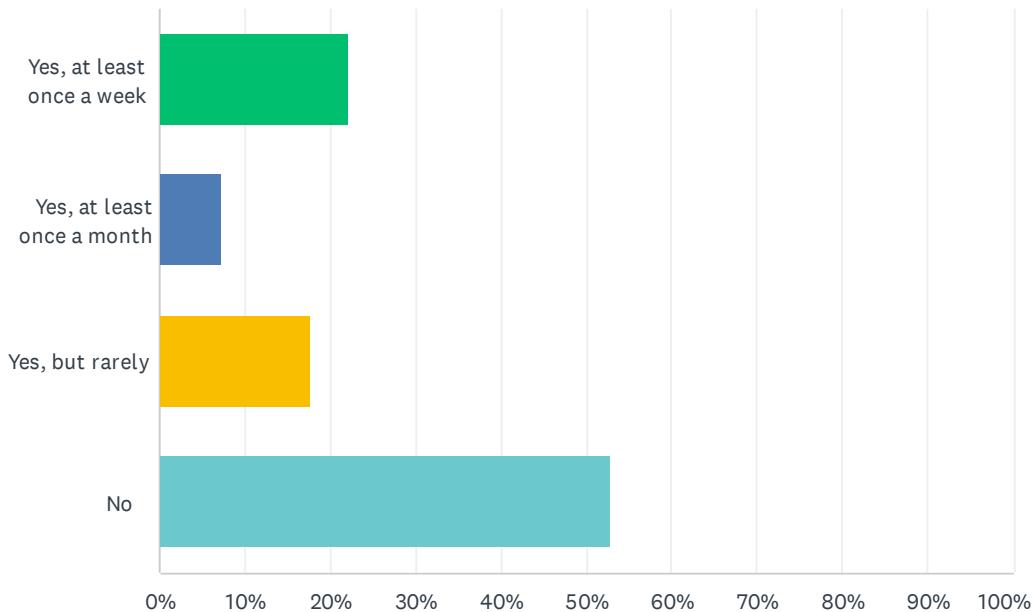
On-Line Community Survey

81	Connecting paths from my isolated neighborhood
82	Never will be safe to bike from HLE
83	increase sweeping of bike lanes, currently atrocious
84	Nothing would make me bike. I enjoy walking and using the vta.
85	Na
86	Smoothen roads
87	Nothing rapid development has created congestion that would be worse by losing lanes
88	I can't, I'm disabled.
89	Bikers should not be allowed on two lane roads.
90	Too many potholes on the roadway
91	More west-east bike paths, most seem to be north -south
92	None
93	Trails that are not shared with vehicles
94	Nothing. This town is too rural to provide adequate safety and access.
95	nothing
96	I would not bike, Getting up and down east Dunne is not something I would ever want to do.
97	I don't think anything would make me ride a bike on public roads.
98	I am to old to ride a bike and only used one in my younger years for recreation. road a bike for recreation
99	None of the above apply. I cannot bike somewhere without the fear of someone stealing my bicycle. California law has enabled criminals and theft is far too prevalent for me to risk my hard earned money.
100	safe places to park and lock my bike
101	Can't, disabled
102	I'm poor we don't have bikes.
103	If I lived down the hill.
104	New knees
105	Unable to because of disability.
106	You're forgetting that some folks are disabled and can't ride bikes.
107	If I was gay
108	Easily accessible bikes to rent because we don't own a bike
109	n/a
110	Nothing... people on bikes ignore laws
111	I think it is safe but I don't bike
112	I do not like biking.
113	Areas that are easy to ride with my kids; controlling homeless population on Paradise Trail near CRC
114	Nothing
115	More law enforcement on speeders.
116	If I bought a bike.

117	N/A
118	None, I like the amount that I bike
119	Your bike lane options have been decisions. Now the crosswalk on Watsonville Rd to Silveira lake was another bad planning idea
120	Physical ability
121	Living up in HLE, biking is not really feasible for commuting.
122	If crimes were lowered. i.e. theft. I wouldn't want to rely on my bike not getting stolen
123	Bike parking
124	Nothing
125	Too far away
126	I'm a disabled senior citizen so this question is non-applicable
127	1
128	Trails that allow bikes
129	Greater security for parked bikes and theft prevention
130	Bike routes are already available. Not interested
131	Morgan Hill is not a biking community and likely won't ever be (and that's ok). Changing infrastructure to cater to the very few that do/will ever bike is a disservice to a majority of the community residents. We are families that commute, making roadways easier for vehicles to get home quickly is what we want. Public transit is also not practical for families.
132	I prefer to travel by vehicle
133	Cannot bike due to mobility issue
134	nothing
135	If bikes weren't as expensive
136	I ride recreationally; bike lanes/paths are good.
137	I would not bike in Morgan Hill. I bike in park trails.
138	Bike lanes need physical protection from cars, such as their own cement curbs or fully-structured bollards. Without that, a momentary lapse in attention from a driver can kill a biker. Places that have substantial biking populations achieved that by making dedicated space and protection for biking. Most of the year Morgan Hill has pretty nice weather; we could easily be a walking/biking town since most people live within a couple miles of downtown. We need the infrastructure to support that or people won't do it. Amsterdam is a haven for biking not because they have naturally better people but because they made a policy decision to create safe bike lanes and infra, and they changed their city based on that policy choice. Morgan Hill can do the same, especially on main roads, like Butterfield, Monterey, Dunne, Main, etc.

Q18 Do you currently walk in Morgan Hill for transportation purposes (reasons other than exercise)?

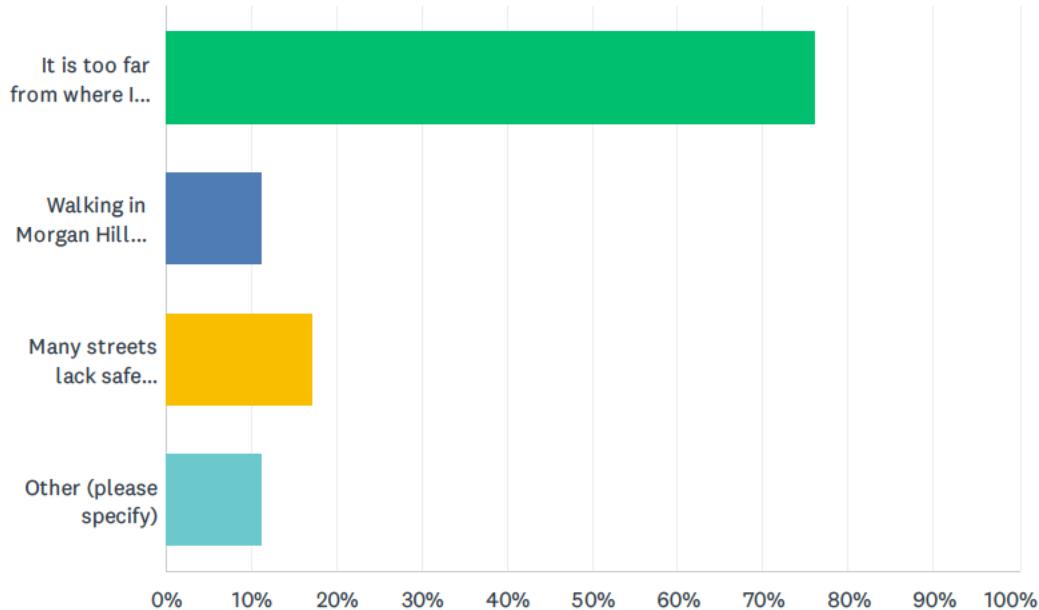
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, at least once a week	22.26%	116
Yes, at least once a month	7.29%	38
Yes, but rarely	17.66%	92
No	52.78%	275
TOTAL		521

Q19 If you answered no to Question 18, why don't you walk? (select all that apply)

Answered: 335 Skipped: 186



ANSWER CHOICES		RESPONSES	
It is too far from where I live to commute by bike to work/school/errands		76.12%	255
Walking in Morgan Hill feels unsafe		11.34%	38
Many streets lack safe crossings or sidewalks		17.31%	58
Other (please specify)		11.34%	38
Total Respondents: 335			

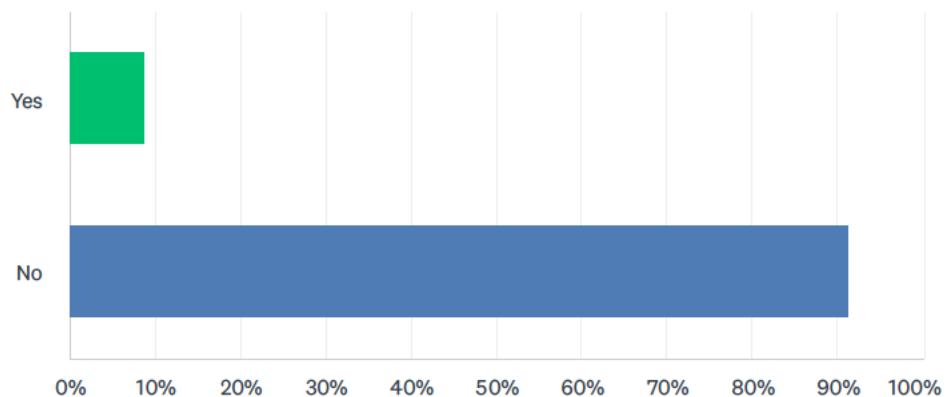
#	OTHER (PLEASE SPECIFY)	DATE
1	The sidewalk down Hale is discontinuous. The worst part is southbound at Wright where the road narrows and the sidewalk dumps into the bike lane. Cars turning right take up the full bike lane and then you are squished against the fence.	
2	Walk for exercise, better health	
3	I'm handicap	
4	too many bikes on street. difficult to compete with them.	
5	I walk for exercise.	
6	I walk to Nob Hill and BoA but I don't feel safe crossing Monterey Highway for other errands.	
7	Everything is too far from my home to walk	
8	Grocery stores and other things I travel to are not within walking distance	
9	I live on a hill, too far from town	

On-Line Community Survey

10	Physical limitations
11	Too lazy
12	Prefer to bike
13	It's too far to walk to the stores from where I live.
14	I live in the country and walk for pleasure
15	Personal Time contraints.
16	don't want to walk up a big hill
17	No need
18	It's not convenient
19	Poor roads/sidewalks
20	Disabled
21	Do not know how to bike
22	I live too far from town to walk there.
23	Lack of sidewalks in my neighborhood starting at Llagas Creek Drive and heading West. Lack of trails that head into town center from my neighborhood.
24	I shop at various store throughout the city and using a car is the only type of transportation that makes sense. The miles I must travel and bags of goods requires a car. Also, I take my husband with me. walking shop throughout
25	Again, disabled
26	Limited physical mobility
27	Reside atop the hill.
28	No reason to walk, restaurants/stores are sparse .
29	I'm an American and therefore own a car
30	I get off work after dark.
31	Streets are too dark in the early morning or at night
32	Too much speeding
33	Don't always feel safe walking alone as a woman
34	Not enough time
35	Chronically ill unable to walk
36	Mobility issue
37	Walking distances too far, especially if I have to carry groceries
38	Schools/Stores are too far

Q20 Do you currently take transit in Morgan Hill?

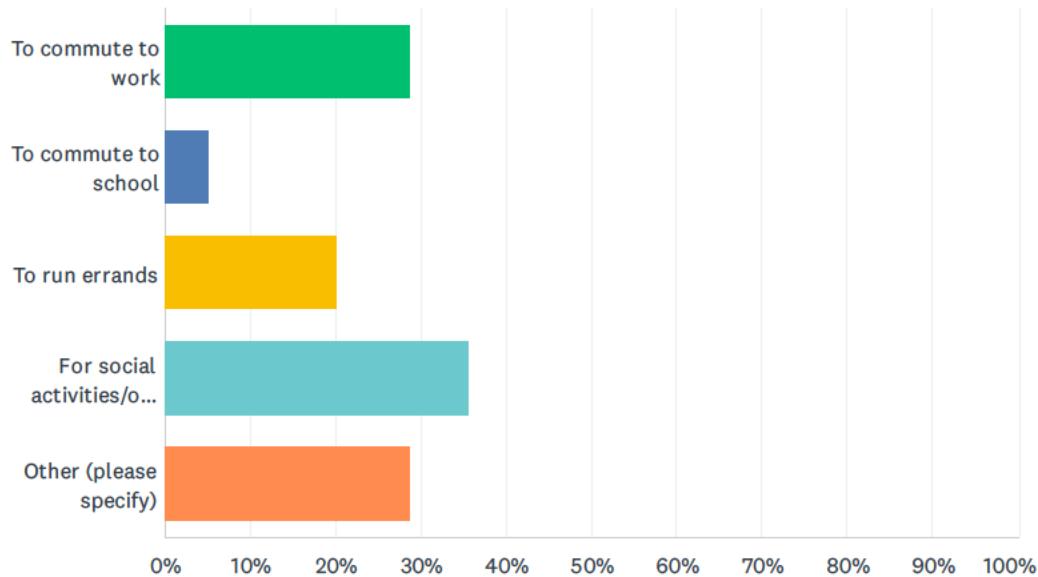
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	8.83%	46
No	91.17%	475
TOTAL		521

**Q21 If you answered yes to Question 20, where/why do you take transit?
(Select all that apply)**

Answered: 59 Skipped: 462



ANSWER CHOICES		RESPONSES	
To commute to work		28.81%	17
To commute to school		5.08%	3
To run errands		20.34%	12
For social activities/outings		35.59%	21
Other (please specify)		28.81%	17
Total Respondents: 59			

#	OTHER (PLEASE SPECIFY)	DATE
1	transit does not come up to Jackson Oaks area.	
2	NA	
3	I use MoGo once in a while	
4	To medical appointments in San Jose, Gilroy and peninsula locations.	
5	Travel to San Francisco	
6	N/A	
7	I used to take the train.	
8	Use buses to get to San Martin animal shelter	
9	N/A	
10	This survey is extremely biased and needs the opportunity to make comments. Especially at	

On-Line Community Survey

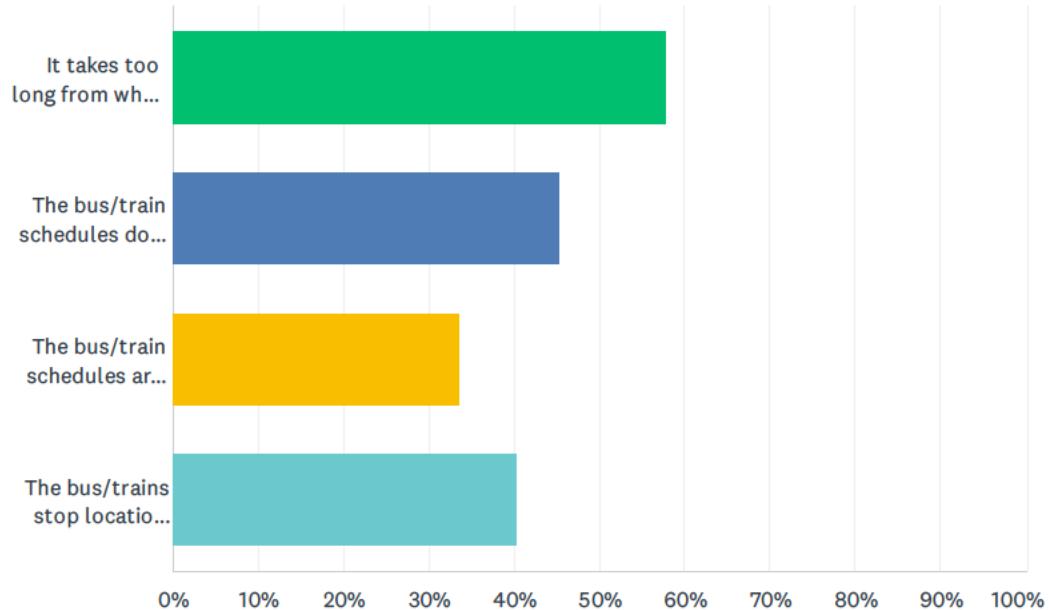
the end of the survey as a separate question.

11	Need transportation to airports!
12	Ge to the Airport
13	It adds too much time to my commute
14	I cannot take transit for work due to the kind of work I do
15	into it, but I've never been fan of public transportation. I prefer the freedom of my own car.
16	to attend public meetings
17	to attend public meetings



Q22 If you answered no to Question 20, why do you not take transit? (Select all that apply)

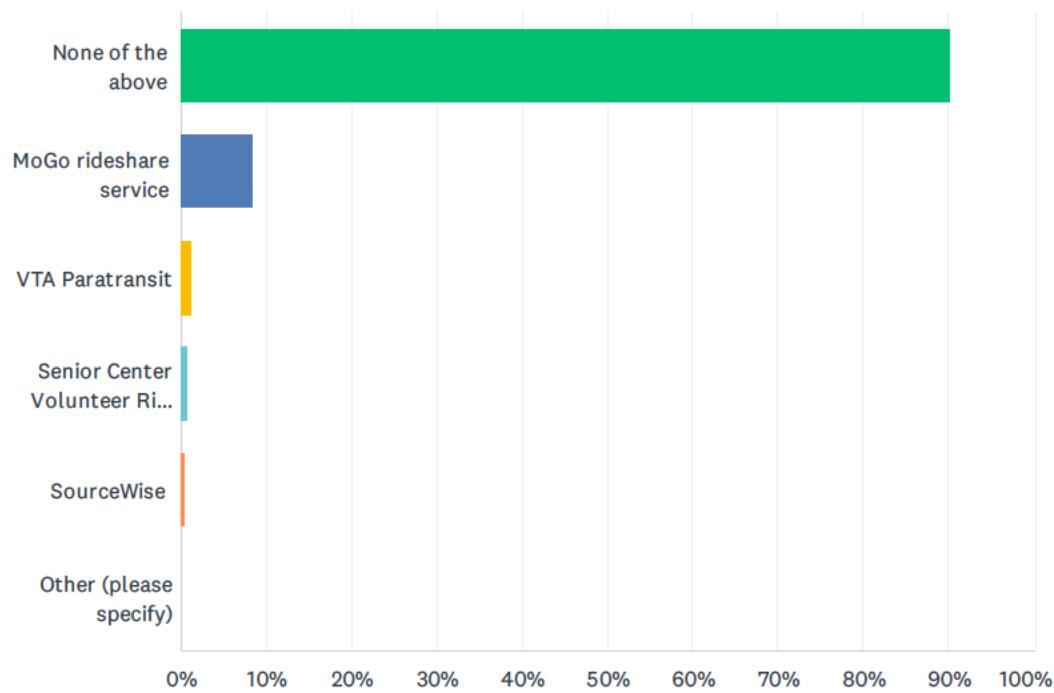
Answered: 452 Skipped: 69



ANSWER CHOICES	RESPONSES	
It takes too long from where I live to take the bus or train to work/school/errands	57.74%	261
The bus/train schedules do not work with my schedule	45.35%	205
The bus/train schedules are too infrequent	33.63%	152
The bus/trains stop locations are not convenient	40.27%	182
Total Respondents: 452		

**Q23 Do you utilize any of the following local transportation services?
(select all that apply)**

Answered: 511 Skipped: 10

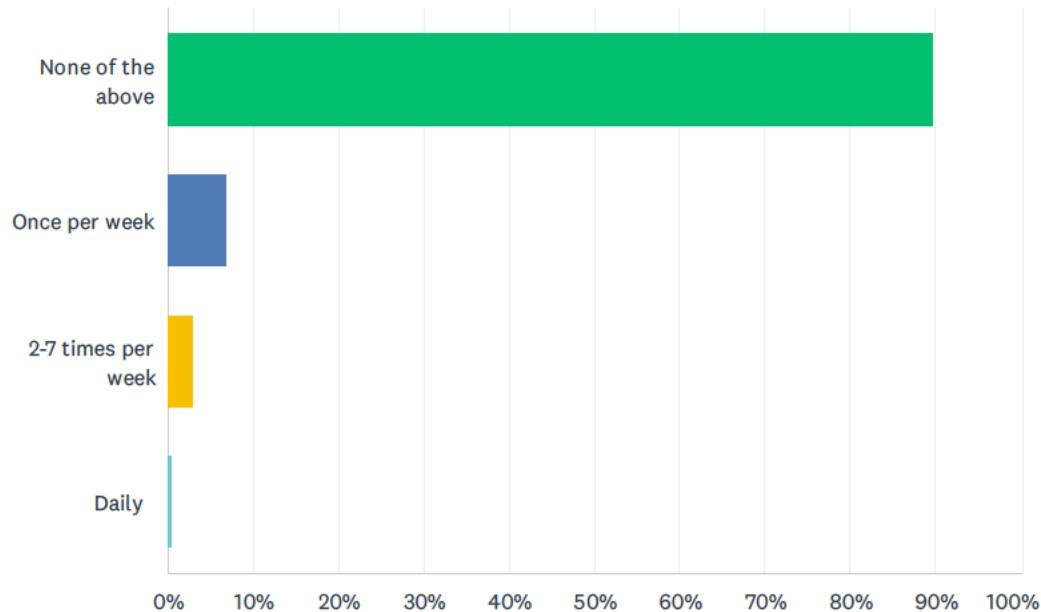


ANSWER CHOICES	RESPONSES
None of the above	90.22%
MoGo rideshare service	8.61%
VTA Paratransit	1.17%
Senior Center Volunteer Ride Program	0.78%
SourceWise	0.39%
Other (please specify)	0.00%
Total Respondents: 511	

#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

Q24 If at least one of the above services is used, how often are they used?

Answered: 304 Skipped: 217



ANSWER CHOICES	RESPONSES
None of the above	89.80%
Once per week	6.91%
2-7 times per week	2.96%
Daily	0.33%
Total Respondents: 304	



Memorandum



Date: October 15, 2024



To: Mr. Chris Ghione, City of Morgan Hill



From: Shikha Jain
Robert Del Rio



Subject: Morgan Hill Transportation Master Plan – On-line Survey #2 Summary



The City of Morgan Hill is developing a Transportation Master Plan (TMP) to address current and future transportation challenges. The development of the TMP includes extensive outreach and engagement to gather meaningful feedback from the public on enhancing the transportation system for all users. The City is utilizing online surveys to gather input on transportation improvements, programs, and actions that will make getting around the city safer, easier, and more convenient for everyone. This is the City's second online survey to get input on the TMP.



A summary of the components of the second online survey and the feedback received is provided below. All survey responses and an in-depth survey analysis are attached as an appendix.



Overview of Survey



The City hosted an online community survey in English and Spanish languages on their website from September 2nd, 2024 to October 4th, 2024 to gather community input on the types of transportation improvements and programs the community would like the City to prioritize. The survey was notified to the public using bilingual flyers posted in community facilities, social media posts, the project webpage hosted on the City's website, through a press article, through focus group meetings, and through two community outreach meetings (including one in Spanish) prior to the survey being open on-line.



The survey questions focused on the following themes:

- Respondents' demographic information such as age and location of residence
- Preferences regarding bike lanes and safety for bicyclists
- Preferences regarding the use of excess right-of-way along streets
- Preferences regarding the types of improvements that could be implemented along Butterfield Boulevard
- Preferences regarding intersection controls
- Preferences regarding traffic calming devices on residential streets
- Funding priorities
- Citywide initiatives and program priorities



Survey Feedback Summary



The English language survey received 303 responses from the community. The Spanish language survey did not receive any responses. Key takeaways from the survey responses under each theme are provided below:

- **Demographics:** A majority of the respondents were aged 55 and above followed by respondents between the ages 36 and 55.
 - 65 percent of the respondents are aged 55 and above followed by 31 percent of the respondents between ages 36 and 55 and the remaining respondents between 22 and 35. The survey received only one response from individuals of ages 21 and under.
 - The respondents are geographically spread throughout the City with a few located in the County and San Martin, based on the nearest cross-street/street address information provided (see Figure 1).
- **Preferences regarding bike lanes and safety for bicyclists:** A little less than half the respondents support improving travel for bicyclists by providing a more connected and safer bikeway network even if the bicycle improvements may have an adverse effect on parking or increase vehicle delay.
 - 48 percent of the respondents support the removal of on-street parking on streets with limited right-of-way to provide safer and connected bike facilities within the City.
 - 47 percent of the respondents support the implementation of protected intersections along bike/pedestrian priority corridors to improve bicycle safety, even if it may require a reduction in vehicular capacity and increase vehicular delay.
- **Preferences regarding the use of excess right-of-way along streets:** A majority of the respondents support accommodating bike/pedestrian facilities on streets with excess right of way that had been planned for additional vehicular capacity but deemed unnecessary.
 - 60 percent of the respondents support the use of excess right of way along streets to create linear parks with a multiuse trail.
- **Preferences regarding the types of improvements that could be implemented along Butterfield Boulevard:** A majority of respondents support both, the use of Adaptive Signal Control Technology to ease congestion along Butterfield Boulevard, as well as the implementation of protected intersections to improve bicycle safety.
 - 86 percent of the respondents support the use of Adaptive Signal Control Technology along Butterfield Boulevard to accommodate peak traffic flows and ease traffic congestion.
 - 57 percent of the respondents would support the implementation of protected intersections along Butterfield Boulevard to improve bicycle safety.
- **Preferences regarding intersection controls:** A majority of respondents support the use of a roundabout as an intersection control to accommodate future traffic demand.
 - 55 percent of respondents support the use of a roundabout followed by 29 percent of respondents supporting the use of a signal. 16 percent of respondents support the use of either intersection control.
- **Preferences regarding traffic calming devices on residential streets:** Approximately the same percent of respondents support the use of a traffic circle and the use of curb extensions for traffic calming.
 - 36 percent of respondents support the use of a traffic circle followed by 34 percent of respondents supporting the use of curb extensions. 30 percent of respondents support the use of either traffic calming device.
- **Funding priorities:** Top three funding priorities for the community include maintenance, traffic calming, and roundabouts.
 - The top funding priorities for the community include maintenance (62 percent), traffic calming (45 percent), and roundabouts (37 percent). Other funding priorities include sidewalk improvements (34 percent), crosswalk improvements (33 percent), bicycle network gap closures (19 percent), and safety programs (16 percent).

- The least supported programs for additional funding included educational/marketing programs (4 percent), new bicycle facilities (7 percent), and multimodal programs (8 percent).
- **Citywide initiatives and program priorities:** Top five priorities for the community for programs and initiatives include maintenance of existing and new sidewalks, developing traffic calming standards, adaptive traffic control system operations and maintenance, safe routes to school walk audits, and filling of sidewalk gaps.
 - Top priorities for the community for programs and initiatives include maintenance of existing and new sidewalks (59 percent), developing traffic calming standards (50 percent), adaptive traffic control system operations and maintenance (49 percent), safe routes to school walk audits (43 percent), and filling of sidewalk gaps (42 percent). Other priorities include updating construction guidelines to accommodate bicyclists and pedestrians (32 percent), enhanced pedestrian and bicycle detection (24 percent), and maintenance of existing and new bicycle facilities (19 percent).
 - The least supported initiatives and programs with less than 15 percent support include improving communication of transportation programs, creating complete streets guidelines, developing a transportation monitoring program, developing educational and marketing materials to promote transportation options to tourists, businesses, and residents, developing educational materials for maintenance by property owners, updating transportation analysis policy and guidelines, additional funding options like a ballot measure or a multi-modal/vehicle miles travelled impact fee, and developing a TDM policy and program.

Survey Response Take Aways

Based on the input from the 303 survey respondents, the following general themes were highlighted:

- A majority of the respondents are aged 55 and above. Respondents are geographically spread throughout the City.
- A little less than half the respondents support improving travel for bicyclists by providing a more connected and safer bikeway network even if the bicycle improvements may have an adverse effect on parking or increase vehicle delay.
- A majority of the respondents support accommodating bike/pedestrian facilities on streets with excess right of way that had been planned for additional vehicular capacity but deemed unnecessary.
- A majority of respondents support both, the use of Adaptive Signal Control Technology to ease congestion along Butterfield Boulevard, as well as the implementation of protected intersections to improve bicycle safety.
- A majority of respondents support the use of a roundabout as an intersection control to accommodate future traffic demand.
- Approximately the same percent of respondents support the use of a traffic circle and the use of curb extensions for traffic calming.

- Top three funding priorities for the community include maintenance, traffic calming, and roundabouts.
- Top five priorities for the community for programs and initiatives include maintenance of existing and new sidewalks, developing traffic calming standards, adaptive traffic control system operations and maintenance, safe routes to school walk audits, and filling of sidewalk gaps.
- There is low support for education and marketing efforts, development of guidelines/TDM policies or additional funding mechanisms

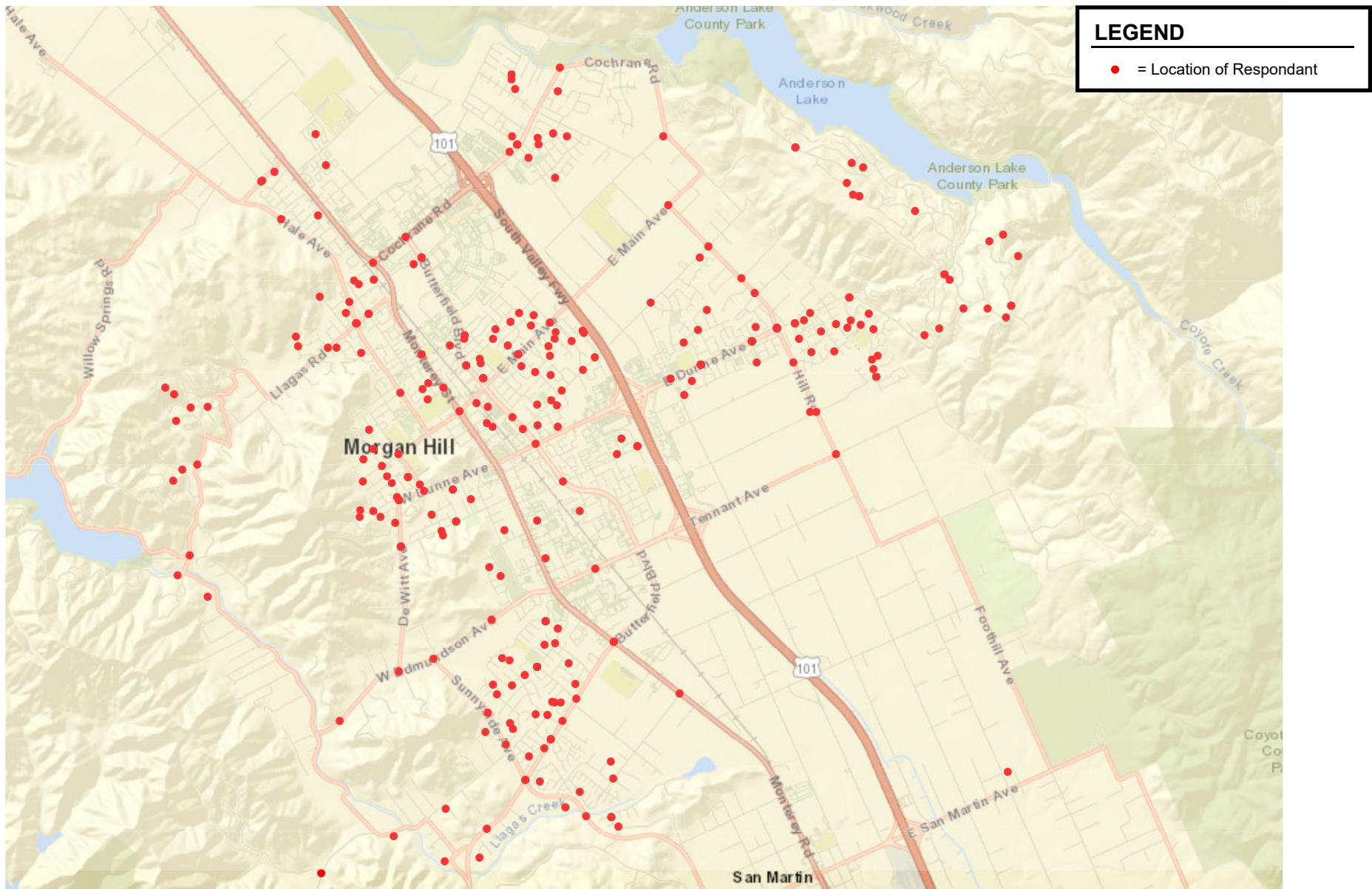


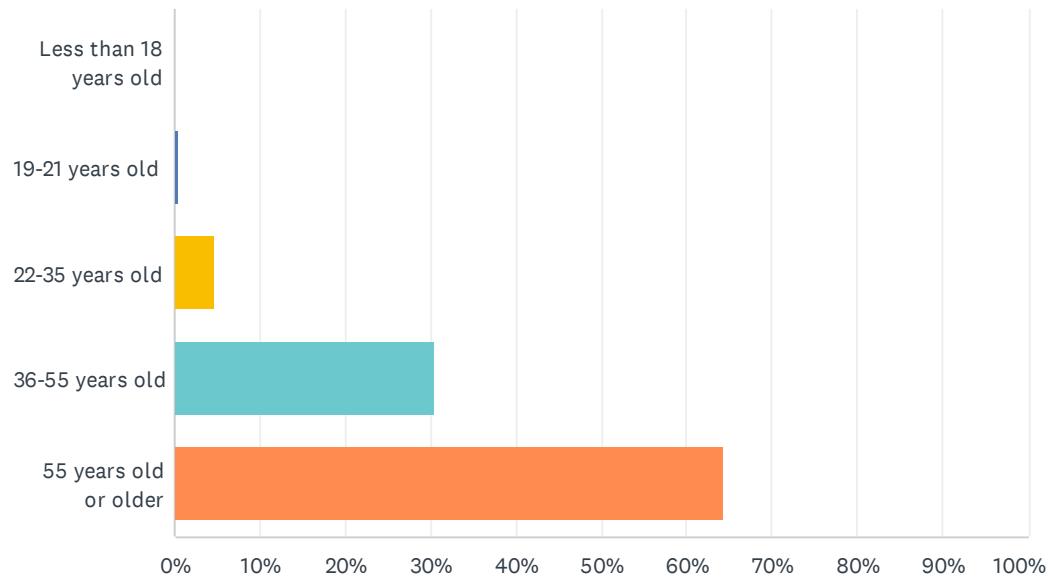
Figure 1
Location of Respondents

APPENDIX

Survey Responses

Q1 Demographics: 1. What is your age?

Answered: 301 Skipped: 2



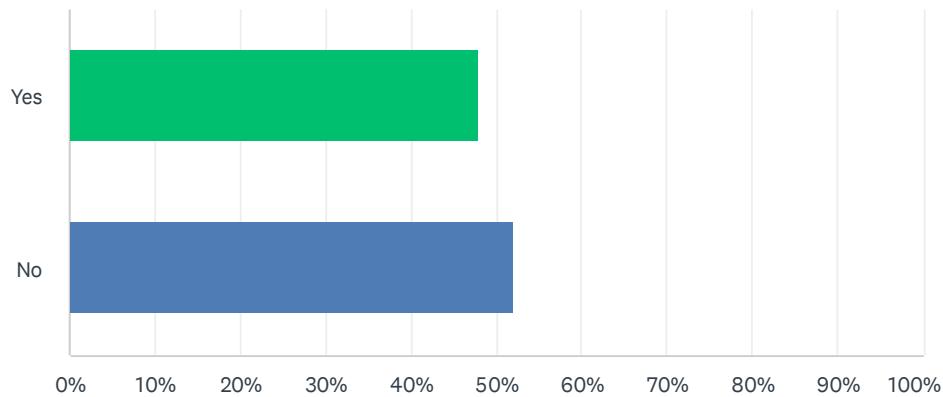
ANSWER CHOICES	RESPONSES
Less than 18 years old	0.00%
19-21 years old	0.33%
22-35 years old	4.65%
36-55 years old	30.56%
55 years old or older	64.45%
TOTAL	301

Q2 2. Please provide your home address or nearest cross streets.

Answered: 293 Skipped: 10

Q3 The following set of questions seek to understand your preferences regarding bike lanes and safety for bicyclists: 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. 3. Would you support the removal of on-street parking to provide safer and connected bike facilities within the City?

Answered: 302 Skipped: 1



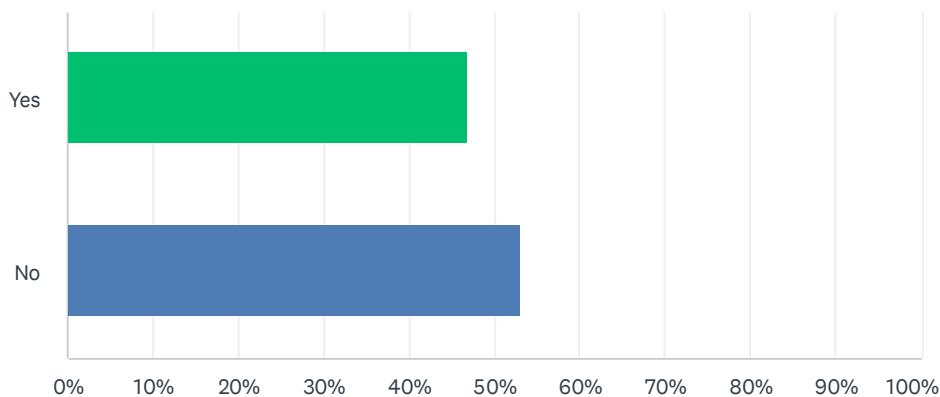
ANSWER CHOICES	RESPONSES	
Yes	48.01%	145
No	51.99%	157
TOTAL		302

Q4 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.⁴

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

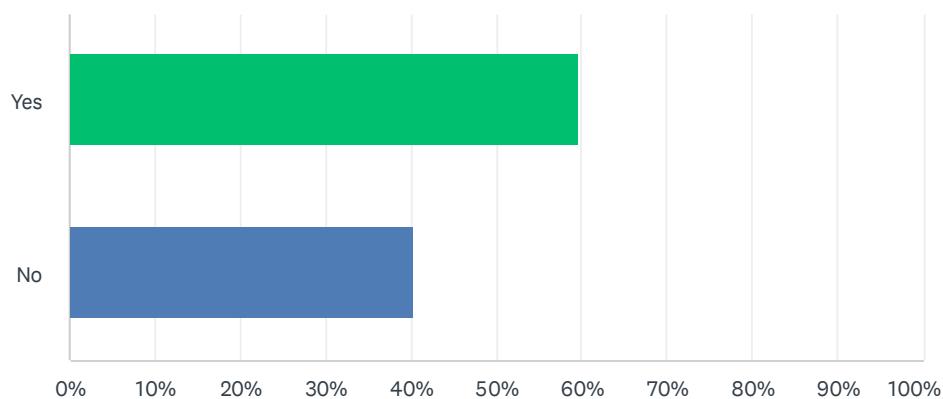
Answered: 303 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	46.86%	142
No	53.14%	161
TOTAL		303

Q5 The following question seeks to understand your preferences regarding the use of excess right-of-ways along streets in the City: Based on future traffic projections, the 2035 General Plan required roadway widening to increase vehicular capacity of some streets. Instead of increasing vehicle capacity, the excess right of way along these streets could be used to create linear parks with a multiuse trail. 5. Would you support accommodating bike/pedestrian facilities for these streets instead of vehicular capacity?

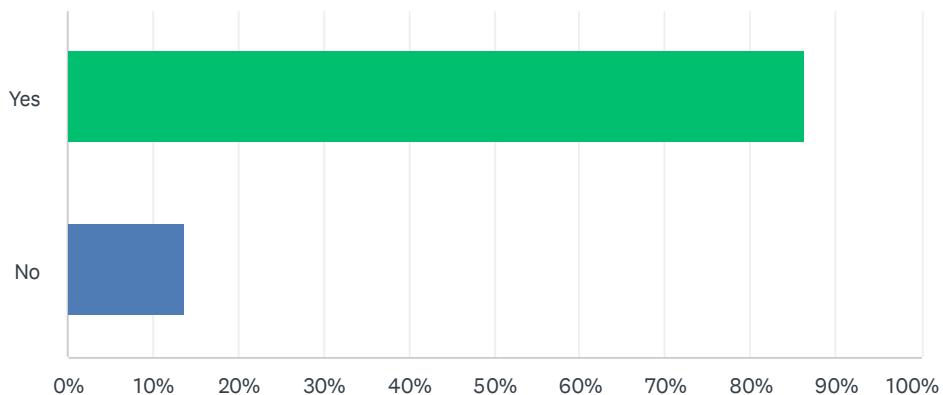
Answered: 303 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	59.74%	181
No	40.26%	122
TOTAL		303

Q6 The following questions seek to understand your preference for the types of improvements that could be implemented along Butterfield Boulevard: 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 101.6A. 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.

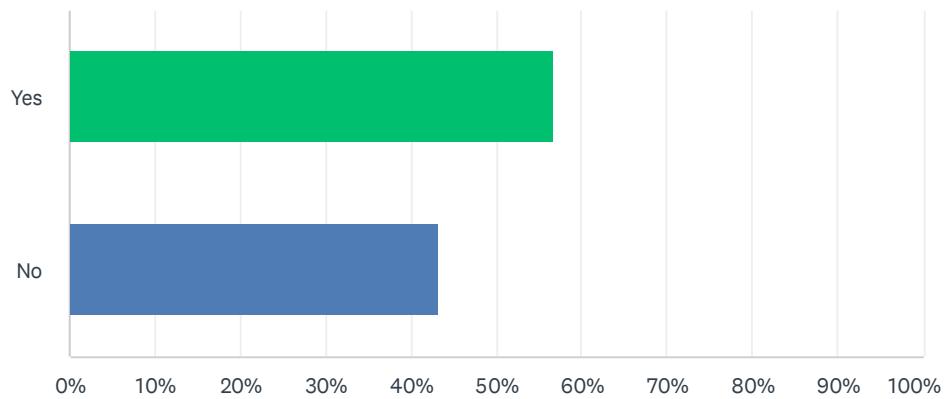
Answered: 302 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	86.42%	261
No	13.58%	41
TOTAL		302

Q7 6B. Would you support the implementation of protected intersections (see definition in Question 3 above) along Butterfield Boulevard to improve bicycle safety?

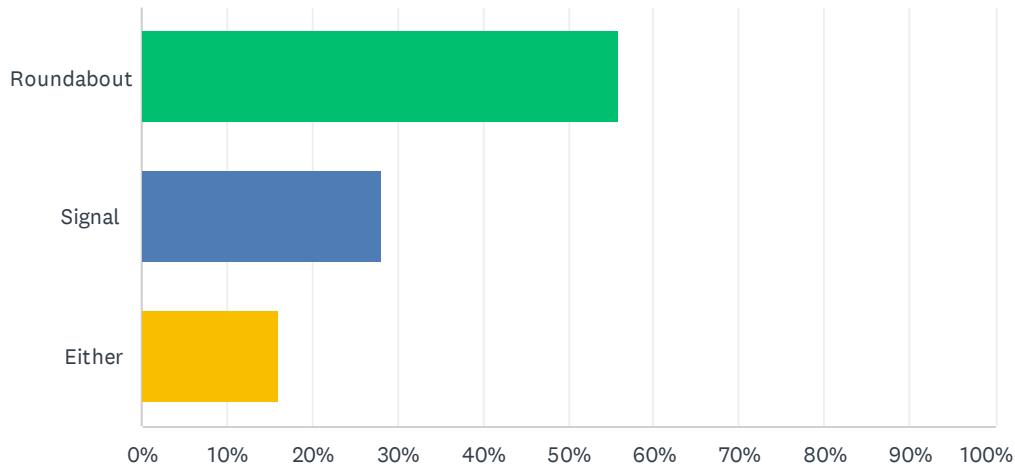
Answered: 298 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	56.71%	169
No	43.29%	129
TOTAL		298

Q8 The following question seeks to understand your preferences regarding intersection control: 7. Uncontrolled or stop-controlled intersections may require an intersection control like a roundabout or a signal to increase roadway capacity in the future. Which intersection control do you prefer?

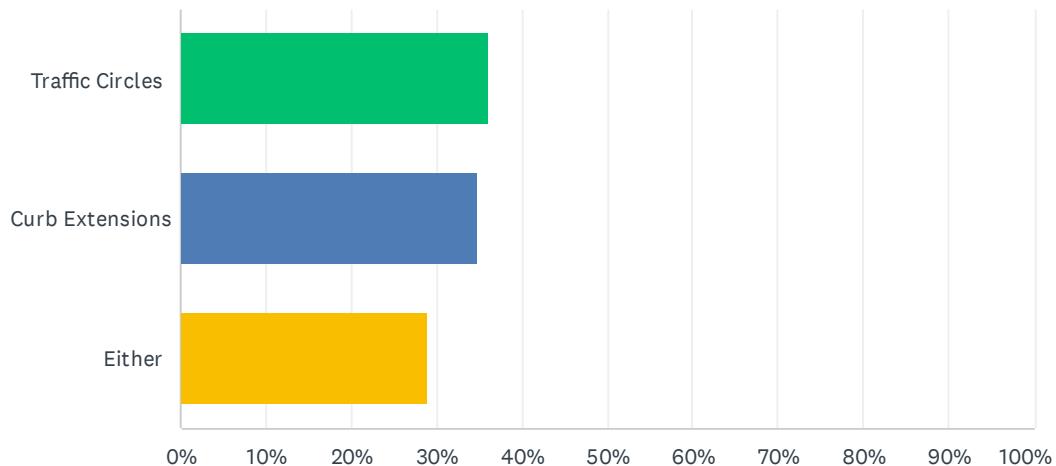
Answered: 301 Skipped: 2



ANSWER CHOICES	RESPONSES	
Roundabout	55.81%	168
Signal	28.24%	85
Either	15.95%	48
TOTAL	301	

Q9 The following question seeks to understand your preferred traffic calming device on residential streets in the City:8. 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?

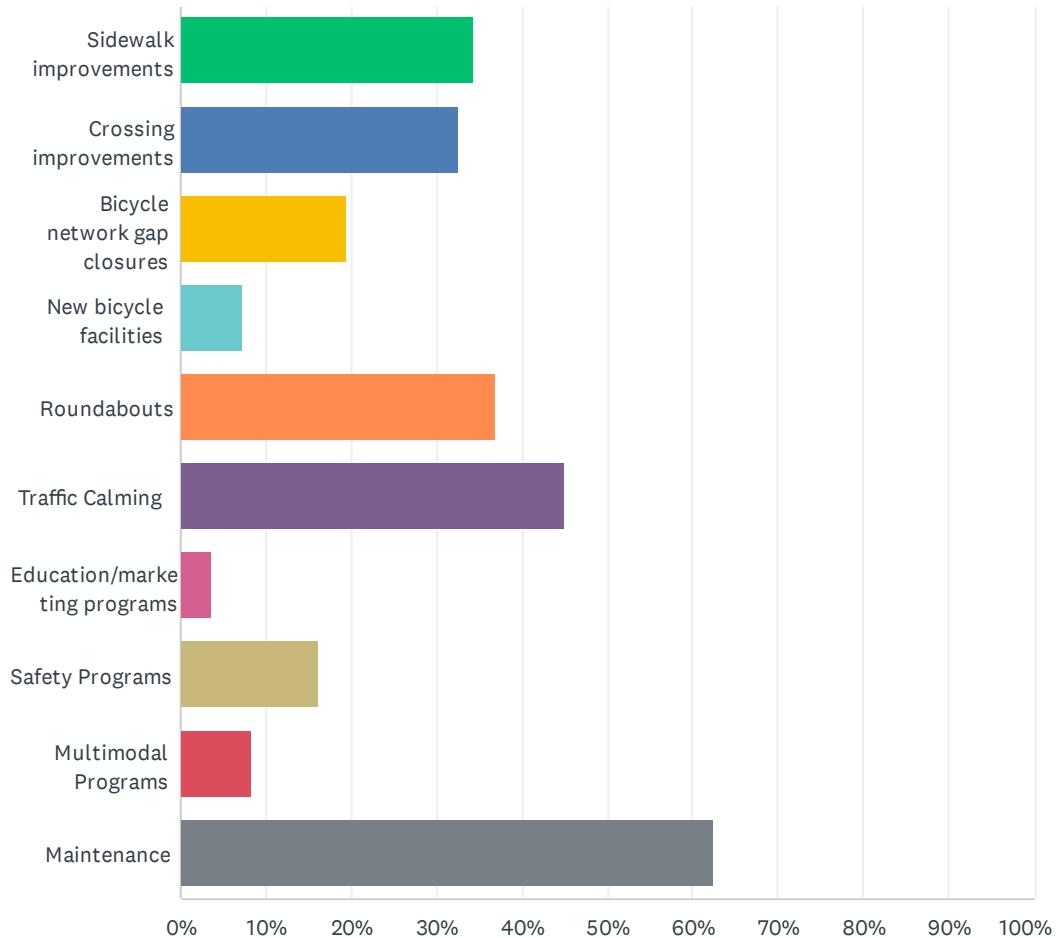
Answered: 299 Skipped: 4



ANSWER CHOICES	RESPONSES	
Traffic Circles	36.12%	108
Curb Extensions	34.78%	104
Either	29.10%	87
TOTAL		299

Q10 9. The City should prioritize procuring additional funding for: (Pick your top 3 choices)

Answered: 303 Skipped: 0



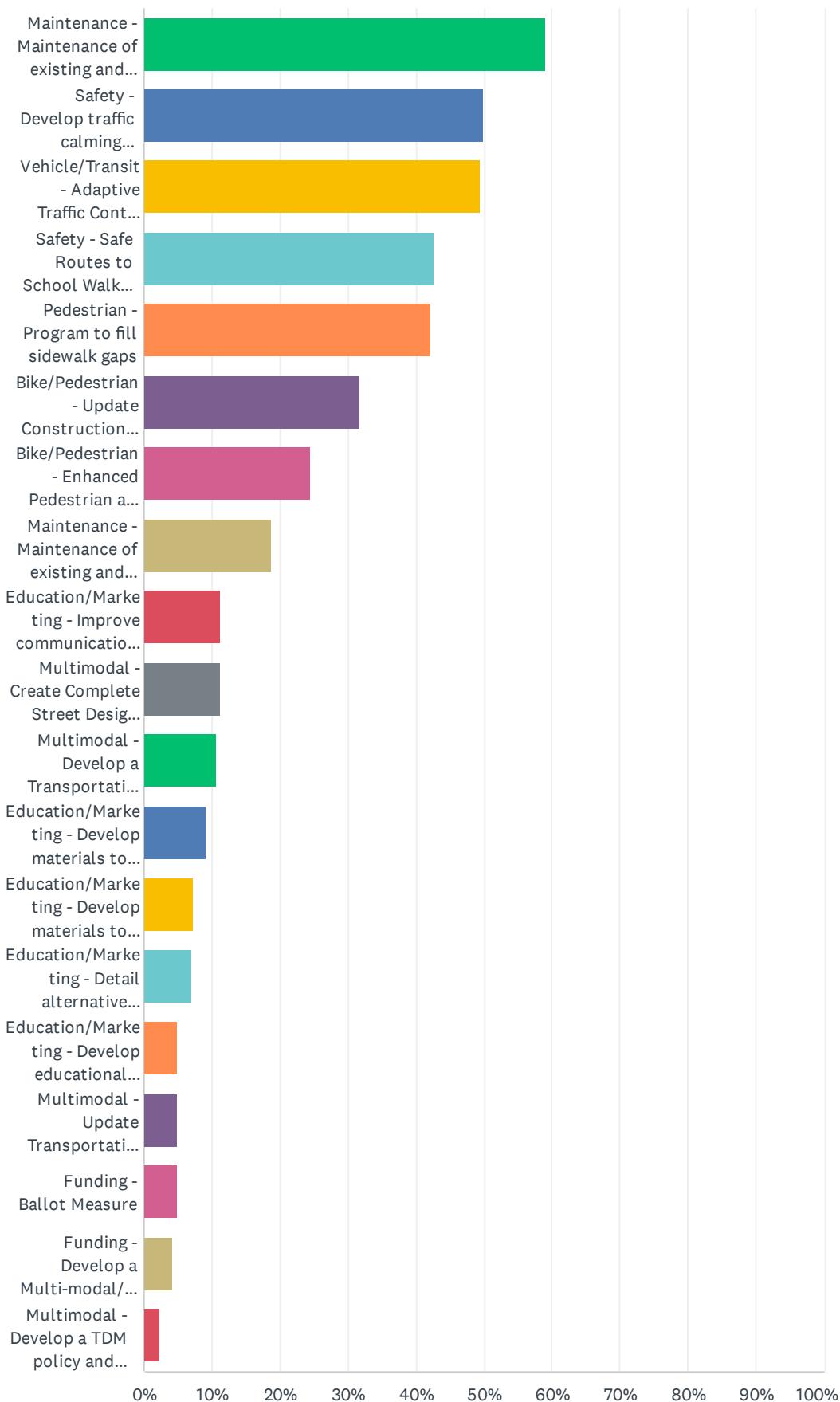
On-Line Community Survey #2

ANSWER CHOICES	RESPONSES
Sidewalk improvements	34.32% 104
Crossing improvements	32.67% 99
Bicycle network gap closures	19.47% 59
New bicycle facilities	7.26% 22
Roundabouts	36.96% 112
Traffic Calming	44.88% 136
Education/marketing programs	3.63% 11
Safety Programs	16.17% 49
Multimodal Programs	8.25% 25
Maintenance	62.38% 189
Total Respondents: 303	

Q11 10. This planning effort has identified several citywide programs and initiatives to help improve transportation within the City. The programs and initiatives listed below would require additional staff resources and/or additional funding. Select your top 5 programs and initiatives that the City could spend resources on:

Answered: 303 Skipped: 0

On-Line Community Survey #2



On-Line Community Survey #2

ANSWER CHOICES	RESPONSES	
Maintenance - Maintenance of existing and new sidewalks	59.08%	179
Safety - Develop traffic calming standards	49.83%	151
Vehicle/Transit - Adaptive Traffic Control System (ATCS) Operations and Maintenance	49.50%	150
Safety - Safe Routes to School Walk Audits	42.57%	129
Pedestrian - Program to fill sidewalk gaps	42.24%	128
Bike/Pedestrian - Update Construction Guidelines to accommodate bicyclists and pedestrians	31.68%	96
Bike/Pedestrian - Enhanced Pedestrian and Bicycle Detection	24.42%	74
Maintenance - Maintenance of existing and new bike facilities	18.81%	57
Education/Marketing - Improve communication of Transportation Programs e.g. Regularly include updates of transportation initiatives and programs in the citywide newsletter	11.22%	34
Multimodal - Create Complete Street Design Guidelines	11.22%	34
Multimodal - Develop a Transportation Monitoring Program	10.56%	32
Education/Marketing - Develop materials to promote transportation options to tourists e.g. Promote bike, walk, and transit options in News/Blog - Visit Morgan Hill	9.24%	28
Education/Marketing - Develop materials to promote Transportation Demand Management (TDM) efforts to Businesses e.g. TDM strategies include transit pass discounts, parking cash out programs, incentives for bike commuting, carpool coordination etc.	7.26%	22
Education/Marketing - Detail alternative transportation options on City's webpage/social media	6.93%	21
Education/Marketing - Develop educational materials for maintenance by property owners	4.95%	15
Multimodal - Update Transportation Analysis Policy and Guidelines	4.95%	15
Funding - Ballot Measure	4.95%	15
Funding - Develop a Multi-modal/Vehicle Miles Travelled (VMT) Impact Fee	4.29%	13
Multimodal - Develop a TDM policy and program	2.31%	7
Total Respondents: 303		

Morgan Hill TMP – Engineering/Planning Staff Interviews

August 17, 2023

Planning Questions

- *Can you describe general land use and development patterns across the city?*
 - *Infill opportunities*
 - *Activity centers / key destinations*
 - *Planned annexations*
- *What kinds of transportation-related issues are not well addressed in the General Plan?*
- *What kinds of infrastructure requirements are made of developers as part of site development?*
 - *What's working? What's not working as well?*
- *Is there support from the community for more bicycle and pedestrian facilities?*
- *Which VMT mitigation strategies do you consider to be most viable for new residential projects?*
- *In terms of the VMT policy, is the city looking at increasing bike/ped facilities as mitigation measures? Are there any examples projects of this?*

Planning Discussion Items

- Recent development patterns
 - Recent housing projects have been focused on greenfield development; the city is just starting to see a focus on infill development
 - Eastside of Morgan Hill
 - Area is noted for low-density single-family development
 - Challenges on Eastside: cut through traffic, people have to use cars, no other options to get to other services or activities
 - Multi-family development at Cochrane Commons
 - Lots of infill inquiries related to industrial/commercial development, especially along Cochrane freeway frontage
- Infill opportunities and Monterey Blvd
 - Infill taking place on the remaining lots along Monterey Blvd (in the north end of town)
 - South end of Monterey does have interest in fill but there are traffic issues
 - Priority development area (MTC) along Monterey – extends beyond boundary of downtown
 - Monterey Blvd is high frequency transit corridor; VTA has updated routes to meet 15-minute service requirements that support developing around station areas with zero parking minimums
- Activity centers / key destinations



- Downtown
 - Area has become bigger/robust attraction, more amenities
 - Downtown should be a walkable destination, but residents don't want to reduce lanes through downtown; road diet pilot project was not viewed favorably
- Morgan Hill does not have any major hubs or nodes on the Eastside
- MOGO as last mile connection throughout the city and means of accessing Downtown
- Shopping centers are major hubs of activity
- Planned annexations
 - A lot of interest from private developers, though Santa Clara County is resistant
 - Some interest in city-initiated annexation for services around sports center. Ideally, the City would take area around Main Ave and round out city limits. Such an annexation is unlikely to be supported within the next ~10 years
- Growth management and housing policy
 - The City had a Growth Control Ordinance that limited the number of new housing units per year to 215-250; SB 330 has led to suspension of the ordinance
- What's working/not working well in terms of development?
 - Monterey Blvd corridor is getting a lot of dense housing, but without parking; parking will be an ongoing issue
 - Affordable housing developments all along Monterey Blvd (north to south)
 - City pursuing a form-based code for the Monterey Blvd corridor (bringing next week to CC for adoption)
 - Focusing on pedestrian realm, bringing buildings closer to the street, allowing mixture of uses throughout entire corridor
 - Code update will serve as stepping-stone to a Downtown-specific plan update
 - Applicable area extends further than PDA
- Incomplete corridors from multi-modal perspective
 - Key transportation corridors in Morgan Hill lack cohesiveness, including incomplete pedestrian facilities
 - Safety for peds/bikes is an issue, especially for crossing major streets
 - Opportunity to reimagine East Dunne St – improve connectivity between Eastside and Westside
- Community support/attitude toward growth/development
 - The folks that speak up at meetings are opposed to growth
 - Others know that it's going to happen and that change is going to occur
- VMT mitigation strategies
 - MoGo microtransit
 - City positioning MoGo as the main VMT mitigation measure, especially on the Eastside
 - Funding: City needs to determine how to best endow the system and keep it running over time; Morgan Hill needs \$18 million through 2030
 - Bicycle and pedestrian facilities are not likely to make enough of an impact to be a viable mitigation measure
 - Morgan Hill is using current baseline as goal for VMT policy

- Staff reviewed mitigation measures and modified which ones make sense for Morgan Hill; several strategies are appropriate but would not have a major impact in the VTA model
 - Multi-modal impact fee as a strategy for the Eastside; Santa Clara County is working on something similar
- Goals and opportunities for future growth and development in Morgan Hill
 - Refine mitigation measures
 - Create a more walkable city
 - Make conditions safer for people walking and biking
 - Have to figure out how to protect quality of life for residents regardless of commuter traffic
 - Foster a more engaged community; need to have more intentional effort to engage residents that are not showing up at city council meetings
 - Industrial parks: major opportunity in industrial parks to reimagine streets (right now they are very wide) and create multi-modal connections
 - Downtown: need cohesive/connected bike networks, transportation spines (including more rail)
 - Create activity hubs/nodes on both sides of the city
 - Parking management policies
 - Shared parking/unbundled parking; consider community parking district
 - Curbside management across the city to support transit boarding and alighting
- Challenges regarding growth in Morgan Hill:
 - Huge concerns regarding parking, state law eliminated parking minimums near frequent transit – which applies along Monterey Blvd – but the reality is that parking is needed in Morgan Hill
 - Long-term discussions needed around circulation/safety, especially related to high-speed rail and access to Caltrain services
 - Major development question: How to grow without parking? What is the vision?

Engineering Questions

- *Are there general opportunities for adding bikeways to existing roads?*
- *What kinds of ROW data does the city have? Does the City still intend to widen Cochrane Rd?*
- *Would the city be willing to forgo road widening projects identified in the General Plan for bicycle and pedestrian improvements?*
- *What is the city's approach/general stance on road diets?*
- *Does the City have an identified bikeway and pedestrian improvement projects list?*
- *In terms of bike/pedestrian facilities, what are the major issues facing Morgan Hill?*
 - *What are the biggest needs?*
 - *Where are the gaps?*
 - *What are the city's priorities?*
 - *What/where are the biggest opportunities?*
 - *What/were are the biggest constraints?*
- *Are there existing bike/ped facilities, or specific areas within the city, that are working well? Where/why/what?*

Engineering Discussion Items

- Prioritization of City projects
 - Annual pavement improvement project list: can be used to prioritize projects; bike/ped improvements will usually be incorporated into projects on this list
 - External 3-year plan
 - Internal 5-year plan
 - Capital improvements project list
 - Hale Ave extension/Traffic signals – prioritized along Hale Ave)
 - Traffic Impact Fee list – list of streets in General Plan for widening or new road
 - CIP project with list of bike/ped safety/vehicle safety enhancements
 - Working traffic complaint spreadsheet: complaints from residents for traffic safety improvements
 - Bikeways and Trails Master Plan: City tries to address projects on the list as part of pavement improvements
- What is the City using for design guides/standards?
 - Not necessarily one standard that is followed, but the City has used NACTO recently
 - Example: Monterey Rd project – OBAG 3 funding
 - Cochrane Rd to E Middle Road
 - Address and enhance existing class II bike facilities with buffered bike lanes, colored green pavement treatments at conflict points, at intersections, sidewalk gap closures, address landscape or hardscaped medians/center islands, curb ramp improvements at applicable intersections (50-60 curb ramps),
- Bicycle and pedestrian improvement challenges
 - Protected bike lanes were recommended in past plans and are on the table for consideration, but the City does not have the equipment to maintain completely protected bike lanes (for example, Monterey Rd)

- Buffered bike lanes have been implemented in various locations
 - Example of Main Ave: primary East-West connection; the City did not have funds to install or maintain protected bike lanes; striped buffer added instead
- Costs play a major factor when determining design components and corridor improvements
- Roads are already built, so adding bike lanes becomes difficult because the city does not have available right-of-way; something else has to become compromised
- The City applied a road diet as a pilot project (2016/2017) on Monterey Blvd through downtown and reduced through lanes from 4 to 2; bike lanes were added; residents generally did not approve of the changes
- Need for future road widening
 - Road system built on past circulation elements: not flawed, but conditions have changed over time
 - City widened roads from 2 lane to 4 lane arterials, which created lots of extra pavement; discussions have taken place on how to use up extra ROW for multimodal improvements to create linear parks/pathways (multimodal)
 - Some of these projects are 15-20 years old
- Opportunities for road diets
 - In general, the City needs to take a balanced approach; consider the need to cross major streets (and the city), while ensuring an appropriate level of circulation
 - The City has never fully removed a lane
 - Lane narrowing has taken place to add or widen bike lanes (down to 10-11')
 - If roads dead end before connecting to I-5, volumes today are set for the future
 - Watsonville Rd is overbuilt, which leads to speeding; traffic volumes aren't there to necessitate 4 lane roads; opportunity to create linear parks and pathways
- Safety issues and concerns
 - City has pursued funding for a formal Safe Routes to Schools program in the past, but has not been awarded funding
 - Additional enforcement in school zones; site-specific engineering improvements
 - "Commuter traffic comes through the belly of our city"
 - Safety hot spots around schools, recreation facilities, parks
 - South of Downtown, speed increases, have more East to West cross traffic on Monterey, more pedestrian and bike collisions there with injuries (because of speed)
 - Condit Rd, Edmondson Ave (a lot of pedestrian activity and complaints)
 - Watsonville and Sunnyside intersection: big intersection with long crossing distances; cyclists use this road frequently; City is looking to put in a signal or a roundabout
- General roadway improvement opportunities
 - Opportunity for residential projects that submit under SB 330: apply design and development standards related to ped/bike/and transit improvements along property frontage
 - Signalization that's friendlier to pedestrians
 - Leading Pedestrian Intervals (LPI), City could develop a policy in which LPIs could be applied depending on the surrounding context

Morgan Hill TMP – Transit Staff Interview Notes, 8.9.2023

Hexagon notes in red - LD

Transit Questions

- What are the current and ongoing issues regarding public transit in Morgan Hill?
 - What are the needs?
 - Where are the gaps?
- What is currently going well with public transit in Morgan Hill?
 - Any specific projects/programs/services?
- What is the general level of public interest in expanded public transit options?
- Are previously identified transit priorities still valid?
- Has there been progress on achieving previous action items?
- Any new service updates or projects/pilot projects that we should be aware of?
- From a service provider perspective:
 - What is going well? What is not working?
 - Any particular issues related to providing service in Morgan Hill?

Participants

- Chris Ghione – Public works
- Captain Ramos – Morgan Hill PD - Field operations
- Jennifer Carmen – Development Services director
- Adam Paszkowski – Principal planner
- Scott Creer – Engineering deputy director
- Mariah Dabel – MoGo – Community services
- Nichole Martin – MoGo – Community services
- Maria Angeles – Development engineering
- Jennie Tucker – Recreation manager
- Keri Russel – Maintenance manager
- Gary Black – Hexagon Transportation Consultants
- Robert del Rio – Hexagon Transportation Consultants
- Ellie Gertler – Toole Design
- Aaron Sussman – Toole Design

Meeting Notes

- Current and ongoing issues regarding public transit in Morgan Hill
 - Geographic nature/development patterns
 - Morgan Hill is very dispersed and low density, which makes biking or walking not always feasible; many residents would have to travel 3-4 miles to get public transit
 - Distances and locations of schools impact kids' ability to walk/bike

- Internal bus routes – Fixed route services have not worked well in the past; east side of the city does not have services
- Regional transit services
 - Majority (85%-90%) of population leaves town to go to work; regional transit is intended to serve that need
 - Service is primarily along the Monterrey Hwy corridor
 - Regional transit only works if you have a very defined schedule
 - Caltrain has 3 trips that go north in the morning, and south in the afternoon
 - Morgan Hill can advocate for more regional services, but it can be difficult to get people to actually use the services
 - General need to increase access to regional transit services and
 - VTA won't increase service until ridership increases, yet current schedule/routes do not work for many residents; chicken before the egg situation
- General lack of density:
 - Different parts of the city are denser than others, hard to get a diverse range of transit users
 - Connection to affordable housing; easier to get credits/approval for affordable housing projects where there is nearby transit service, but Morgan Hill can't support more transit service without higher density, affordable housing
- Length of trips: Regional trips are long – it takes about an hour to get to San Jose – and buses compete with regular traffic
- Lack of transit services to east side of the city, creating “transportation deserts”
- What are the needs?
 - Two distinct types of transit are needed:
 - 1) Within Morgan Hill:
 - Internal service and connections between west and east sides of the city
 - Need to figure out how to continue MoGo after grant funding runs out (Fall 2024)
 - 2) Regional connections outside of Morgan Hill
 - Need to continue advocating with VTA to get additional services
 - Transportation for older adults
 - Coordination with VTA is less than ideal, complicated process, expensive for seniors, stops are not always located in convenient places for seniors
 - City services can fill in the gaps but additional resources are needed
 - Coordination
 - Lack of coordination between City and VTA; agencies are not being proactive about planning/informing where new bus stops are going and what the amenities are for those bus stops
 - Transportation and land use decision-making; locations for affordable housing
- Where are there service gaps?
 - East side of the city does not have as many transit services, hard to get folks from the east side into downtown and west side of the city
 - Bus service to schools – service limitations due to where some kids are located

- What are the opportunities?
 - Look at where people are located across the city, figure out how to reach people who don't have current access to transit (east side residents in particular)
 - Continue to build interest for greater inter-city transit, including commuter rail expansion (however, expanding commuter rail is beyond the City's control, so focus should be on intracity circulation)
- Other
 - Consider role of transit in taking kids to school; many Morgan Hill students attend schools outside of city boundaries
 - Private shuttle services utilize CalTrain parking lot
- **MoGo Transit Service**
 - Overview:
 - On demand transit service, launched in September 2022; usage rates are increasing and reviews are good so far
 - Grant funded through 2024, focus of grant is to provide first/last mile connections
 - Service is between fixed points rather than door-to-door
 - Level of use/Service patterns
 - Currently about 1,300 passengers per month; City staff believes there is the potential to eventually double or triple those numbers
 - Service hours: M-F 6am-9pm, Sat 7am-9pm
 - 20%-30% of rides are shared, intent is to be higher percentage than that, app is designed to dynamically adjust
 - Target ridership for year 2 is 150/daily boardings, currently have average of 52/daily boardings, service is designed to potentially have capacity for 200/daily boardings
 - Originally intended as first-mile/last-mile service
 - Used frequently by students to get to/from school and after school programs
 - Operations/Revenue
 - Fare based on rider (age/accessibility) and not distance of ride
 - Fare revenue: generate \$2,000-3,000/month, costs \$55,000/month to operate (compared to \$100+K/month for fixed route VTA services)
 - Issues:
 - Need to figure out long term funding
 - Jennifer Carman: potential to utilize VMT reduction (via impact fees) as mitigation for circulation impacts. Impact fees could help endow a permanent funding source for MoGo. However, impact fees may not be sufficient to cover the \$55,000/month budget.
 - Some days/times (for example, after school hours) are at capacity, but other days/times are not
 - Finding suitable locations for onboarding/offboarding

- Hexagon: Specifically, designating new stops is challenging due to limited space along roadways for transit stops (i.e. along Butterfield Boulevard)
- Opportunities:
 - Increase operations and replace internal bus service, which has low ridership and a higher cost per ride
 - Environmental benefits/impacts – transition to electric vehicles, reduce VMT
 - Extended hours (get people home from bars, etc)
 - Reach different customers (i.e. enticing “choice” riders, in addition to “captive” riders)
 - Higher fares
 - Transportation Management Association (TMA) as option for funding
 - Coordination with school district – Fall 2023 school district will be funding a voucher program to get kids to after school activities
 - Curbside management: Design streets/future street improvements with safe places for boarding and alighting; especially important in places where there are currently “transportation deserts” because of a lack of loading areas
 - Augment VTA Paratransit, which can be cost prohibitive to limited-income seniors, does not cover a majority of Morgan Hill residents (especially those living in rural areas), and does not provide out-of-city services (i.e. access to medical appointments in SJ/Gilroy)
- Volunteer Driver Program
 - Overview:
 - Partnership with RIDE program, volunteer driver based
 - Seniors can register with the program and a volunteer will pick them up and provide door-to-door service
 - Cost-friendly to low-income riders and seniors
 - Issues:
 - A ride is not always guaranteed
 - Not suitable for critical applications (i.e. medical appointments)
- Compared to Other Rideshare Services (Uber/Lyft)
 - Uber/Lyft also offer shared-ride options
 - MoGo is a strictly fixed-stop service, not door-to-door service
 - Availability of Uber/Lyft drivers is not consistent, especially during “slower” hours

Transit Priority Projects/Policies/Actions:

Plan/Document	Transit Priority Projects/Policies/Actions	Notes/Progress
Morgan Hill 2035 General Plan (2016)	Policy TR-6.1: Street Design for Improved Bus Service. Coordinate with VTA to provide <i>improved local bus service and to encourage people to ride the bus for local as well as longer trips (e.g., to Gilroy and San Jose)</i> . The design of key arterial streets such as Hale/Santa Teresa, the Butterfield Corridor and Monterey Road should consider <i>incorporating bus curb lanes or duckouts, enhanced stop amenities, transit signal priority, and supporting pedestrian improvements</i>	From the Morgan Hill CBT Report - 2019: Notable changes to transit routes in Morgan Hill under VTA's 2019 New Transit Service: -Route 68 (main route serving MH), originating from the Gilroy Transit Center to the San Jose Diridon Station will increase in frequency on weekdays and weekends, from every 20 mins to every 15 mins on weekdays between 530 am to 630pm. -VTA will continue service for Route 16 but will be renaming it Route 87 under the New Transit Service. -Route 168 serving the Morgan Hill Caltrain Station to Downtown San Jose will maintain the same level of service under the New Transit Service until 2021. The service will be converted to a Rapid Bus Service pending further decisions in the near future.
	Policy TR-6.2: Commuter Bus Service. Work with VTA to <i>increase commuter bus service to and from Morgan Hill, including to access mass transit.</i>	
	Policy TR-6.3: Transfer Center. Investigate the creation of an integrated transit transfer center that would provide convenient transfer between bus, auto, bicycle, and rail.	
	Policy TR-6.4: Monterey Road Design for Commuter Bus Service. Make existing and future commuter bus service convenient and accessible. Coordinate with the Monterey Road streetscape planning process to plan for and implement optimal locations for bus stops, shelters, and turnouts in and near the Downtown area.	
	Policy TR-6.5: Local Shuttle Service. Promote improved local transit service, including shuttle service through the downtown, major shopping, and employment centers.	MoGo provides local micro-transit service and usage rates are increasing. However, the program is only funded through Fall 2024; finding long-term and sustainable funding is a priority.
	Policy TR-6.6: Employer Support for Transit. Support Countywide programs to encourage employers to promote use of mass transportation.	
	Policy TR-6.8: Transit for Changing Needs. Expand public transit as needed to meet the changing needs of the area for local and regional access, including methods such as bus, dial-a-ride, paratransit, and rail, where appropriate, for all users. (South County Joint Area Plan 11.04)	
	Policy TR-6.9: Funding Partnerships. Encourage opportunities for funding partnerships between the	

	<p>City, private enterprises, developers, and VTA to provide enhanced transit services or infrastructure.</p> <p>Policy TR-6.10: Transit for Senior Citizens. Expand transportation opportunities for senior citizens by exploring an active mobility management program for older adults in Morgan Hill and supporting a variety of methods, such as by funding discounts for taxi fares, coordinating transit systems to be shared by multiple senior housing developments, supporting a volunteer program to expand supply of drivers, and creating a database of drivers and other transit options. Encourage regional providers of senior transportation services to develop specific plans for providing service to Morgan Hill residents.</p> <p>TR-6.11: Transit for a Healthy and Active Community. Expand transportation opportunities to support community health by encouraging transit agencies to locate stops that provide access to health care facilities, community amenities, parks, multi-use trails, and open spaces.</p> <p>Action TR-6.A: Caltrain. Encourage and support passenger rail service retention and expansion in Morgan Hill, including in the reverse commute direction and promote electrification of Caltrain from south of the Tamien station in San Jose through Morgan Hill to Gilroy.</p> <p>Action TR-6.B: Access to Light Rail Stations. Work with VTA toward providing express and commuter bus service to connect Morgan Hill with light rail stations.</p>	<p>MoGo is emerging as a meaningful way to increase transit options for senior citizens.</p> <p>Volunteer Driver Program specifically serves the needs of seniors by arranging rides to and from service locations.</p>
	<p>Rider's Choice Pilot Program: Pilot program that allows eligible paratransit customers to choose a standard, same day trip with a Transportation Network Company (TNC) instead of VTA's paratransit provider.</p>	
	<p>Mobility Assistance Program (MAP): A 3-years program to provide reduced cost and no-cost transportation options for older adults, individuals with disabilities, and low-income persons seeking to find and retain employment. Anticipated to start in 2020.</p>	
	<p>Regional Means-Based Fare Discount Program: A 12-to 18-month pilot program offering a 20% fare discount to eligible low-income residents of the Bay Area for travel on Caltrain, BART, Golden Gate Transit and Ferry, and Muni.</p>	
Morgan Hill Community Based Transportation Plan (2020)	<p>Volunteer Driver Program Expansion: Add one full-time Mobility Management Coordinator for Morgan Hill to manage and grow Volunteer Driver Program.</p>	

	<p>Morgan Hill Transit Amenities Improvement Project: Project encompass four components: 1) replacement of solar lights at Morgan Hill bus stops, 2) installation of lighting at selected bus stops, 3) updating bus shelters at the 3 busiest stops, and 4) upgrade wooden benches to new metal benches to meet VTA's standards</p>	
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MEMORANDUM

Date: October 23, 2024
To: Transportation Master Plan Project Team
From: Chris Ghione, Public Services Director
Subject: Transportation Master Plan Small Group Meeting Summary

Background

The City of Morgan Hill is developing a Transportation Master Plan (TMP) to address current and future transportation challenges. Outreach and engagement to gather meaningful feedback from the public on enhancing the transportation system for all users is a significant component of the planning process. The Project has used online surveys to gather input from the community. The second survey that was available in both English and Spanish on the City website was released and available from September 2, 2024, to October 4, 2024. Concurrent to the second survey being out the City staff conducted several small group meetings and attended community meetings with groups that were interested in learning about the TMP and providing input.

Groups/Events Attended

The following groups/events were met with or attended by City staff to gather feedback on the survey.

- Sidewalk Saturday Event Downtown – September 7, 2024
- Chamber of Commerce Economic Development Committee – September 12, 2024
- Fiestas Patrias Event at Galvan Park (Spanish) – September 15, 2024
- West Hills Church – September 17, 2024
- Housing Trust Community Meeting (Spanish) – September 19, 2024
- Downtown Association Meeting – September 19, 2024
- Jackson Oaks Clubhouse - September 24, 2024
- Morgan Hill Youth Action Council – October 1, 2024
- Park Place Family Event (English/Spanish) – October 18, 2024
- Morgan Hill Senior Center – October 22, 2024

During the small group City staff used the participatory presentation to ask group members their preference on survey questions. Additionally, staff at events, was able to spend extended time going through the survey questions for the events in a small group or 1 on 1 setting.

Findings

In general, responses to the second online survey results were validated by the responses during the small group events and meetings. Overall, the City had approximately 110 people participating in the small group meetings. Unlike the survey all participants were not required to answer each question. The findings and detail on response percentages are outlined below along with comparison to the online survey responses.

- **Demographics:** The City did not collect demographic data during the in-person meetings as interviewees and City staff were not comfortable asking and answering those in the

open meeting sessions. Two meetings/events were conducted entirely in Spanish and one event had both English and Spanish options.

- **Preferences regarding bike lanes and safety for bicyclists:**

- 62 percent of in-person participants support the removal of on-street parking on streets with limited right-of-way to provide safer and connected bike facilities within the City.
- 66 percent of in-person participants support the implementation of protected intersections along bike/pedestrian priority corridors to improve bicycle safety, even if it may require a reduction in vehicular capacity and increase vehicular delay.
- In both cases this positive response was higher than the online survey responses, which showed less than 50% support in both areas.

- **Preferences regarding the use of excess right-of-way along streets:**

- 62 percent of the in-person participants also support the use of excess right of way along streets to create linear parks with a multiuse trail while 38 do not.
- At a very similar level to the online survey respondents, the in-person participants support accommodating bike/pedestrian facilities on streets with excess right of way that had been planned for additional vehicular capacity but deemed unnecessary.

- **Preferences regarding the types of improvements that could be implemented along Butterfield Boulevard:**

- 85 percent of participants for the in-person meetings, a similar amount to the online survey, support the use of Adaptive Signal Control Technology along Butterfield Boulevard.
- 55 percent of in-person participants would also support the implementation of protected intersections along Butterfield Boulevard to improve bicycle safety.
- This was a very similar response to the connections with the online survey respondents.

- **Preferences regarding intersection controls:**

- The largest portion of in-person participants support the use of a roundabout as their preferred intersection control, which was also the case in the online survey results.
- 47 percent of in-person participants support the use of a roundabout followed by 29 percent supporting either. 24 percent of participants support the use of signal intersection control

- **Preferences regarding traffic calming devices on residential streets:**

- Exactly half of the total participants in the in-person meetings prefer either traffic circles or curb extensions for traffic calming. The in-person participants showed less desire for one type of treatment than the results of the online survey did.
- 50 percent of in-person participants support the use of either traffic calming device. 36 percent of participants chose traffic circles as the next best option and only 13 percent prefer curb extensions.

- **Funding priorities:**

- The top 3 funding priorities for the community based on the in-person participants were maintenance, traffic calming, and crossing improvements. Both Maintenance and traffic calming were also in the top 3 in the online survey results.
- Percentages for in person participants are percentage of total responses and not percentage of people voting for a priority, as participants were able to vote for up to 3 top priorities but in many cases chose not to vote three times.
- The top funding priorities for the community based on the in-person results include maintenance (18 percent), traffic calming (17 percent), and crossing improvements (16 percent). Other funding priorities include sidewalk improvements (15 percent), roundabouts (12 percent), safety programs (7 percent), and new bicycle facilities (5 percent).
- The least supported programs for additional funding included educational/marketing programs (0.8 percent), multimodal programs (1 percent), and bicycle network gap closures (4 percent).

- **Citywide initiatives and program priorities:**

- The results from the in-person meetings also have the same top 5 priorities as the online survey did, with the order being slightly different.
- Percentages for in person participants are percentage of total responses and not percentage of people voting for a priority, as participants were able to vote for up to 5 top priorities but in many cases chose not to vote five times.
- Top priorities for the community for programs and initiatives based on the in-person results include develop traffic calming standards (12.9 percent), safe routes to school walk audits (11.8 percent), maintenance of new sidewalks (10.6 percent), ATCS operations and maintenance (10.2 percent), and program to fill sidewalk gaps (7.9 percent). Other priorities include updating construction guidelines to accommodate bicyclists and pedestrians (5.9 percent), improve communication of Transportation Programs (5.5 percent), and maintenance of existing and new bicycle facilities (5.1 percent).
- The least supported initiatives and programs with less than 5 percent support include improving communication of transportation programs, creating complete streets guidelines, developing a transportation monitoring program, developing educational and marketing materials to promote transportation options to tourists and businesses, developing educational materials for maintenance by property owners, updating transportation analysis policy and guidelines, additional funding options like a ballot, developing a TDM policy and program, developing a VTM Impact Fee, detailing alternative transportation options on City's webpage, and enhanced pedestrian and bicycle detection.

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting # 1



 **Hexagon** TRANSPORTATION CONSULTANTS, INC.

 **TOOLE**
DESIGN

 **apex**
STRATEGIES

 **KIER+ WRIGHT**

1

Morgan Hill Transportation Plan



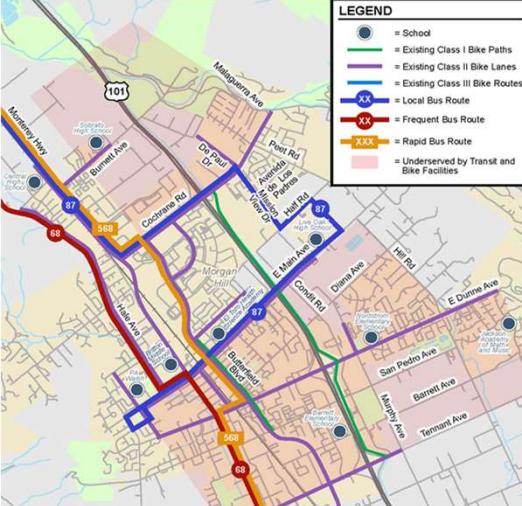
CITY OF MORGAN HILL

AGENDA

1. Introductions
2. Why Does Morgan Hill Need a TMP
3. Public Outreach & Stakeholder Committee
4. TMP Issues and Components
5. Project Timeline
6. Community Outreach Framework
7. Roundtable Discussion

2

Morgan Hill Transportation Plan



LEGEND

- = School
- Existing Class I Bike Paths
- Existing Class II Bike Lanes
- Existing Class III Bike Routes
- Local Bus Route
- Frequent Bus Route
- Rapid Bus Route
- Underserved by Transit and Bike Facilities



CITY OF MORGAN HILL

Why Does Morgan Hill Need a TMP?

Planning City's Transportation System For:

- Changes in City's Population
- Travel for all Residents & Modes of Travel
- Comprehensive Review of Transportation
- Identify Funding Mechanisms for Improvements

3

Morgan Hill Transportation Plan





CITY OF MORGAN HILL

Goals for the Outreach Effort

There are four goals for the outreach effort:

- Partner with the community, including, residents, area businesses and stakeholders to gather information and ideas and develop solutions that addresses multiple interests;
- Develop updated goals and a Vision for the future of Morgan Hill's multi-modal transportation system.
- Build consensus around a set of feasible projects that improve circulation and safety for all users and travel modes, and
- Develop partnerships for future funding opportunities and the development of regional transportation services and projects.

4



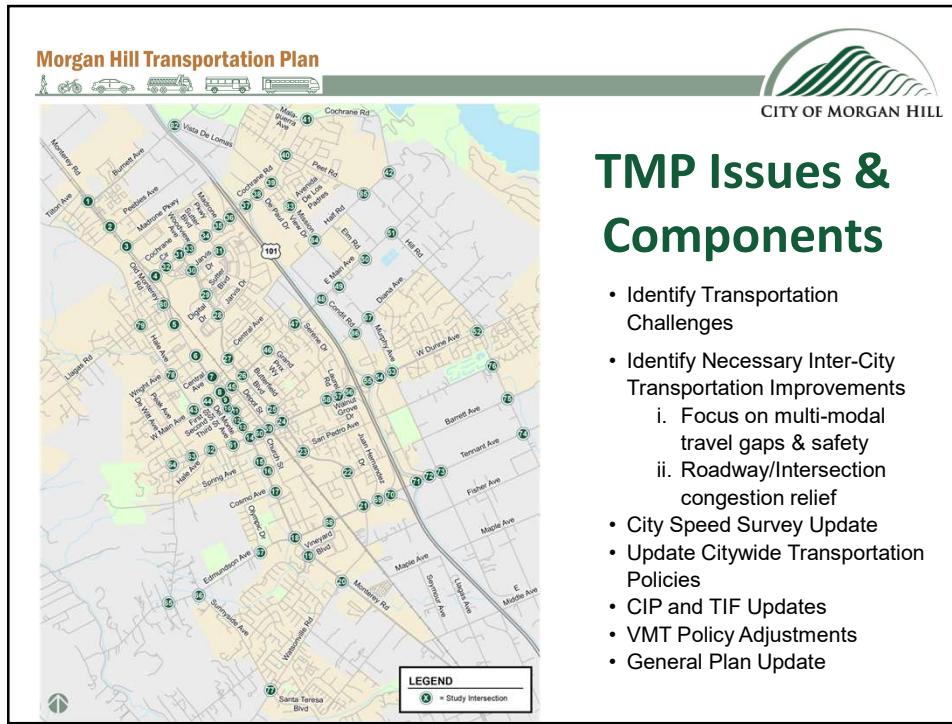
Purpose of the Outreach Effort

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP

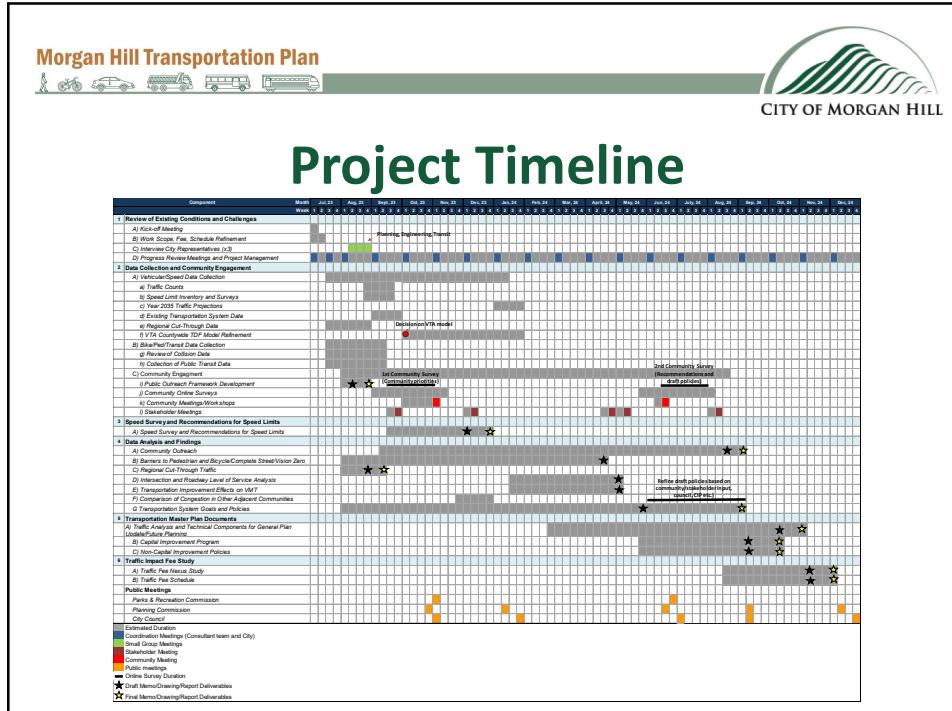


Role of Stakeholders Committee

- 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.

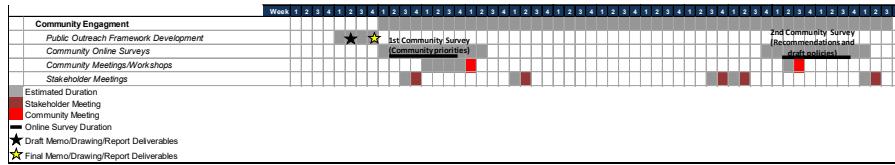


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Community Engagement Framework



9

Stakeholders Committee Questions

- What are your transportation priorities?
- What transportation issues do you believe the public will be most concerned with?

10

Community Workshop/ Meeting

November 8th 7-9pm

Next Stakeholders Committee Meeting

December 13th 6-8pm

Morgan Hill Transportation Master Plan

Stakeholders Meeting #1

Wednesday September 20th, 2023

City Hall West Conference Room

Meeting Summary

Meeting Attendees:

Stakeholders in Attendance

Name	Organization
Krista Rupp	Visit Morgan Hill
Doug Hall	
Doug Muirhead	
Jake Thompson	
Elizabeth Schaus	
Catherine Ferris	
Joe Baranowski	Responsible Growth Coalition
Nick Gaich	Chamber of Commerce
John Moniz	Parks and Rec Commission
Dana Haberland	Senior Center Transportation Committee
Joe Mueller	Planning Commission
Wayne Tanda	Planning Commission
Claire Francis	
Adam Bradford	
Matthew Lundy	
Larissa Sanderfer	
Armando Benevidas	
Sofia Ruiz-McGinty	Youth Action Council
Maureen Tobin	
Elizabeth Munoz-Rosas	MHUSD Parent
John McKay	
Arjun Narayanan	Youth Action Council

Stakeholders not in Attendance:

Name	Organization
Catherine Ferris	
Adam Bradford	

Agency Staff Attendees: City of Morgan Hill: Chris Ghione, Jennifer Carman, Maria Angeles, Adam Paszkowski, Nicole Martin, VTA: Larissa Sandafer

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon Project Manager, Ellie Fiore, Toole Design; and Eileen Goodwin, Apex Strategies

Meeting Summary:

Chris Ghione convened the meeting on behalf of the city, he thanked and welcomed the members of the Community Stakeholders group for the Transportation Master Plan effort (TMP).

Eileen Goodwin, meeting facilitator, reviewed the agenda and the group introduced themselves to each other and the project team. Refreshments were provided at the meeting. There were a small number of public attendees who attended the first hour of the meeting: a member of the community who is also a staff person at the city and high school students getting civics credit.

The meeting followed the following agenda:

- Welcome and Introductions
- Why does Morgan Hill Need a TMP?
- Public Outreach and Stakeholder Committee
- TMP issues and Components
- Project Timeline
- Community Outreach Framework
- Roundtable Discussion
- Next Steps and Reminder of Community Input Opportunities and Next Stakeholder Meeting

Eileen reviewed the agenda.

Chris made the following points about the city's need for a TMP which would help address:

- Changes in City's Population
- Travel Options for all Residents and Modes of Travel
- The City's First Comprehensive Review of Transportation
- Funding Mechanisms for Improvements

Eileen reviewed the goals for the outreach program. She also stated the purpose of the Stakeholder Committee by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP.

Eileen also highlighted the role of the members as ambassadors for the effort. She mentioned the team's hope that members will help the city get the word out about future community input opportunities. She also stresses the desire to learn from each member's expertise and experience and that the Committee is a forum for collaboration. She highlighted the Committee would function by stressing the following points:

- The Committee is advisory to the city's staff and does not make final decisions on 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.

A committee member asked for clarification on the third bullet above.

Robert gave an overview of the TMP issues and components using the following speaking points:

- The team will identify transportation challenges.
- Identify Necessary Inter-City Transportation Improvements
 - i. Focus on multi-modal, travel gaps & safety
 - ii. Roadway/Intersection congestion relief
- The team is currently conducting a citywide Speed Survey
- The effort will identify any necessary updates to Citywide Transportation Policies
- The effort may result in updates to the Capital Improvement Program (CIP) and Transportation Impact Fees (TIF)
- Review for vehicle miles traveled (VMT) Policy Adjustments
- The TMP will be used as an input to an eventual General Plan Update/Circulation Element Update

Robert reviewed the project timeline.

Committee members had the following questions:

- What output will the stakeholder group have, will we create a separate document (No separate document, input to all components of the TMP and opportunity to influence recommendations)
- Circulation element connection (The city does not have the funds to begin a Circulation Element update at this time, nor the full General plan update—the TMP will be an input into that effort once the City does undertake and update).

Eileen then reviewed the schedule and tasks for community input into the TMP process.

The community members asked the following questions and made the following observations on the outreach activities and the TMP more broadly:

- The community meetings should be hybrid or offered in person and on-line? Why are we not doing that? (The Community Center is not set up for on-line meetings

currently, the survey will be a way to get on-line input and will mirror input received at the meeting)

- How can we simplify communications of a complex process by identifying milestones? (That is our intent)
- We would like access to raw data as soon as it is available (We can make traffic count data available)
- Will the TMP consider “in-flight” activities and projects in the pipeline not just the current conditions? (Yes) Then that should be a message the community hears.
- This effort seems re-active. Are we also going to be pro-active and imagine future conditions related to housing? (We will use short- and long-term projections, housing and industrial growth, the General plan is a starting point, but it will be augmented by assumptions about what can be foreseen).
- Will there be a website for this project? (Yes, there will be a webpage on the city website with posted materials as well as an email address for community members to ask questions and provide input).
- The list of assumptions should be comprehensive (Noted)
- What is an “element” (Consider it similar to a “chapter” of a General Plan, a chapter focused on a single area such as transportation, water etc.)

The Roundtable discussion asked each member to answer the following questions:

- What are your transportation priorities?
- What transportation issues do you believe the public will be most concerned with?

The members spent forty-five minutes giving their input on these topics.

The following themes appeared as a result of the discussion:

- Safety for all transportation users, especially those on bikes and on foot.
- Emergency response times.
- Speeding is a common concern. Many examples were given including speeding in the downtown area and in residential neighborhoods.
- Walkability, bikeability, safety, vehicle congestion.
- Focus on quality of life.
- Commute patterns, Morgan Hill is still primarily a bedroom community.
- Growth and high-density development impacts on transportation infrastructure
- Construction impacts of development.
- Condition of the roads, potholes and maintenance.
- Over-reliance on cars.
- Cut through traffic in the neighborhoods.
- Efficient access around the city.
- Limited bus system. More marketing should be done to increase transit ridership of buses and MoGo.
- Efficient access to the north to San Jose and south to Gilroy (with more members focused to access to the north/San Jose).

- Trust in government. People will be skeptical that anything will make a difference.
- TMP outreach effort should explain how this Plan will impact people directly and could make their lives better. How will these suggestions and policy changes make people's lives better or worse.
- Measure B 75% vote result for cars to flow on Monterey Road. In November 2022, a "yes" vote supported amending the city's General Plan to require voter approval of any Monterey Road lane reduction.
- Traffic around schools. School drop-off safety. School drop of speeding and unsafe behavior.
- Morgan Hill's roads should be to serve the local community first, not regional commutes.
- City connectivity in all directions could be better north/south and east/west.
- The city needs to take advantage of its flat geography to promote the use of bikes and walking.
- The overpasses, including Butterfield, are tricky for bicyclists.
- Street maintenance is an issue for bicyclists.
- There are gaps in the sidewalk network in many places, especially north-south routes.
- More crosswalks are needed along Monterey Road.
- Eastside can use more attention in general on the transportation network.
- Highway 101 carpool lanes will impact the Morgan Hill transportation network assumptions.
- The community will want to see the value of any proposed improvements. Need to benchmark against similar improvements.
- Can companies be encouraged to organize when employees come back to work to minimize commute congestion?
- Looking at VMT fees is a good idea. Developers should be paying for the VMT the projects cause.
- Enforcement is an issue related to driver behavior; public education campaigns can produce results related to driver behavior.
- We need an EV charging network.
- Photo radar is a good idea for enforcement of speeding.
- Downtown parklet issue; traffic in the downtown creates tradeoffs when discussing solutions.
- We need to look at other communities such as Manhattan and O'ahu for how they provide excellent bus service.
- Senior mobility must be considered.
- Need for bike parking in public places such as grocery stores to incentivize people to ride bikes, or at least remove current barriers. We also need to make developers provide safe ground floor parking for bikes; people should not be expected to carry bikes upstairs for storage in their unit.
- North/south bike access through Coyote Valley cannot rely solely on Coyote Creek trail as we know it floods for a portion of the year.

Action Items/future agenda items:

- Confirm November 8th Community meeting details and provide the stakeholders with information about the meeting they can share with their networks.
- Provide information to the group regarding VMT in Santa Clara County pre-covid, during covid and now.
- Have the Stakeholder Committee test any on-line surveys.
- Provide information regarding the Highway 101 express lanes project status.
- What are ridership statistics for MoGo?
- What have been the results for TDM projects in Morgan Hill? Are they working?

The stakeholders were reminded that the community meeting will be November 8th and the next stakeholder committee will be December 13th.

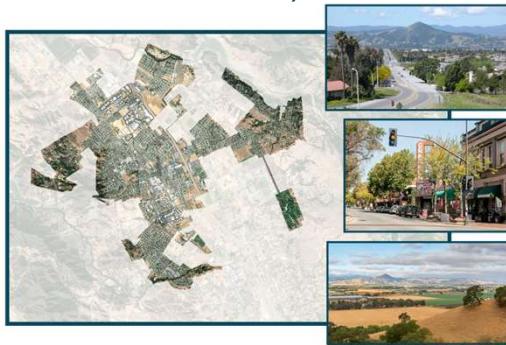
Meeting summary prepared by Eileen Goodwin, Apex Strategies.

Morgan Hill Transportation Plan



Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting # 2
December 13th, 2023



Partners:

-  **Hexagon** TRANSPORTATION CONSULTANTS, INC.
-  **TOOLE**
DESIGN
-  **apex**
STRATEGIES
-  **KIER+ WRIGHT**

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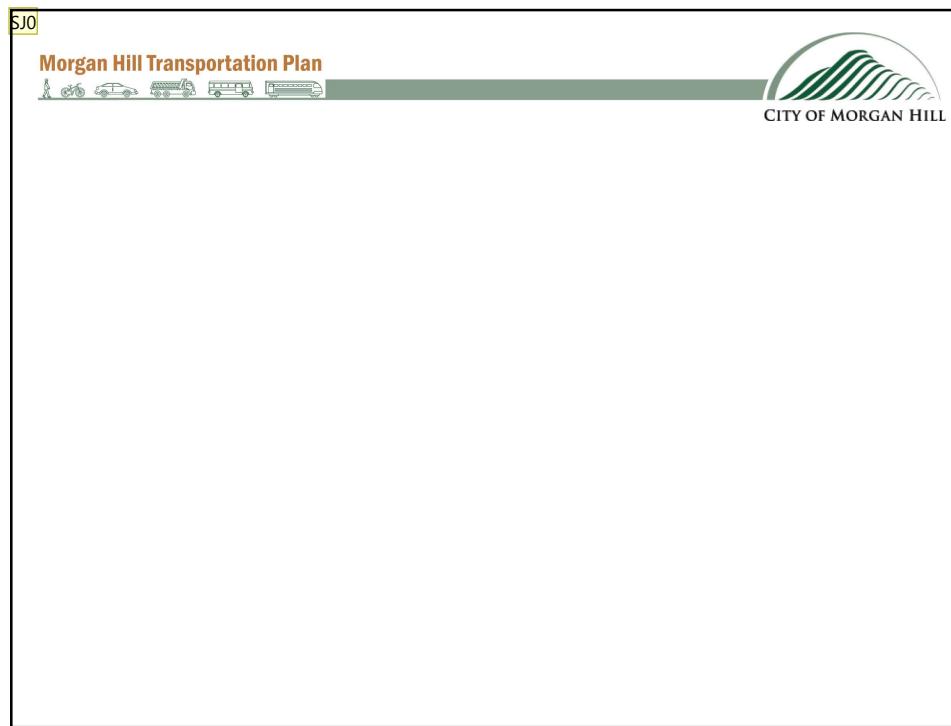
Morgan Hill Transportation Plan



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

2



3

 The image shows the Morgan Hill Transportation Plan logo at the top left and the City of Morgan Hill logo at the top right. Below the logos, the text 'On-Line Community Survey' is displayed in a large, bold, green font. To the left of the survey title is a bulleted list of survey details:

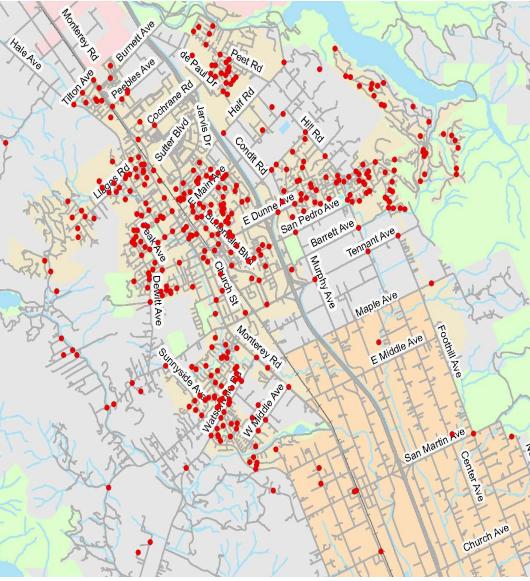
- Live November 3rd
- Closed on Nov. 30th
- 5-10 Minute Completion
- 24 Questions
- ✓ Age
- ✓ Travel Habits
- ✓ Transportation Concerns
- ✓ Transportation Priorities

 To the right of the survey title is a section titled '521 Responses' with a grid of nine colored boxes containing survey statistics:

Category	Response	Percentage
Demographics	49% 55+	28% Retired
	39% Commute Outside of MH	87% Drive Alone
Concerns	Traffic Congestion	78%
	US 101 Cut-Through	56%
	Speeding	45%
Safety	Walking/Biking Safety	30%
	Transit Options	20%
Mobility	Lack of Rideshare	12%
	Lack of Micro Mobility	5%

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Demographics & Commuting

- Minimal response on Spanish Survey
- 49% 55 and older
- 66% employed and 28% retired
- 7 responses from university/school students
- 39% go to work/school outside MH

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Mode Share

87% → 32% Drive Alone Consider using Transit 8% Carpool 4% Bike, Ped, Transit 1% Rideshare	Mode Choice Considerations <ul style="list-style-type: none">  Travel Time (72%)  Convenience (70%)  Schedule Flexibility (51%)  Safety (36%)  Cost (29%)  Accessibility for disability (5%)
---	---

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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

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%)

7

Morgan Hill Transportation Plan




CITY OF MORGAN HILL

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

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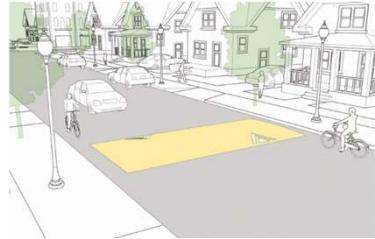
Morgan Hill Transportation Plan



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

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Morgan Hill Transportation Plan



Non-Auto Modes

Biking	Walking	Transit
 <ul style="list-style-type: none"> • 14% bike once a week. • Safety is primary concern for not biking. • Improved safety and bike lanes would encourage biking 	 <ul style="list-style-type: none"> • 22 % of residents walk to a non-recreational destination at least once a week • Lack of sidewalks and safe crossings are primary concern 	 <ul style="list-style-type: none"> • 9% of residents use transit • Frequency and lack of service are primary reasons for not using transit

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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.

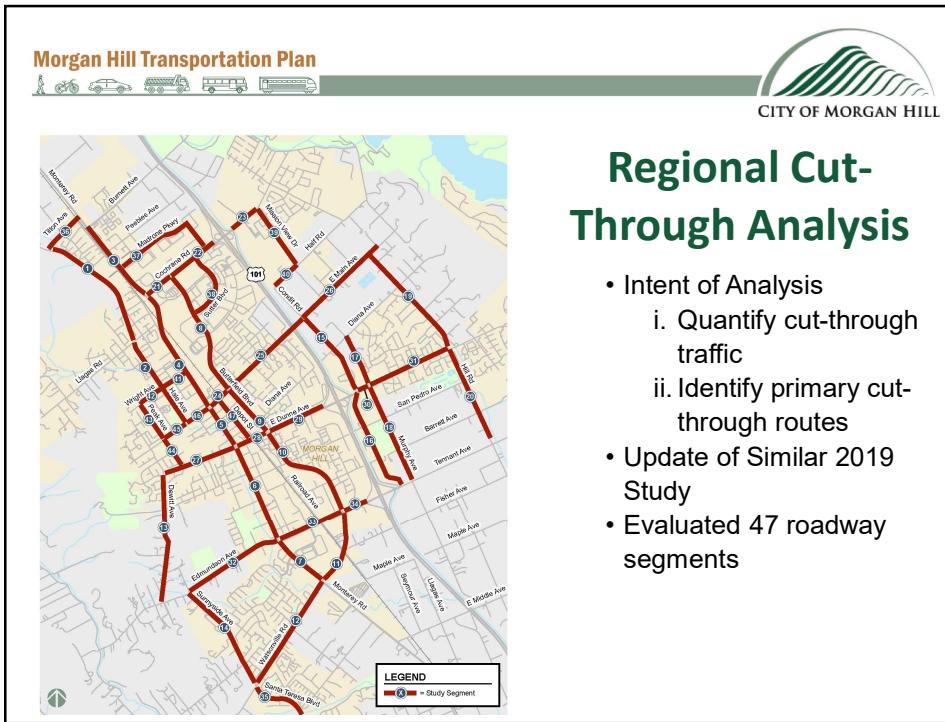
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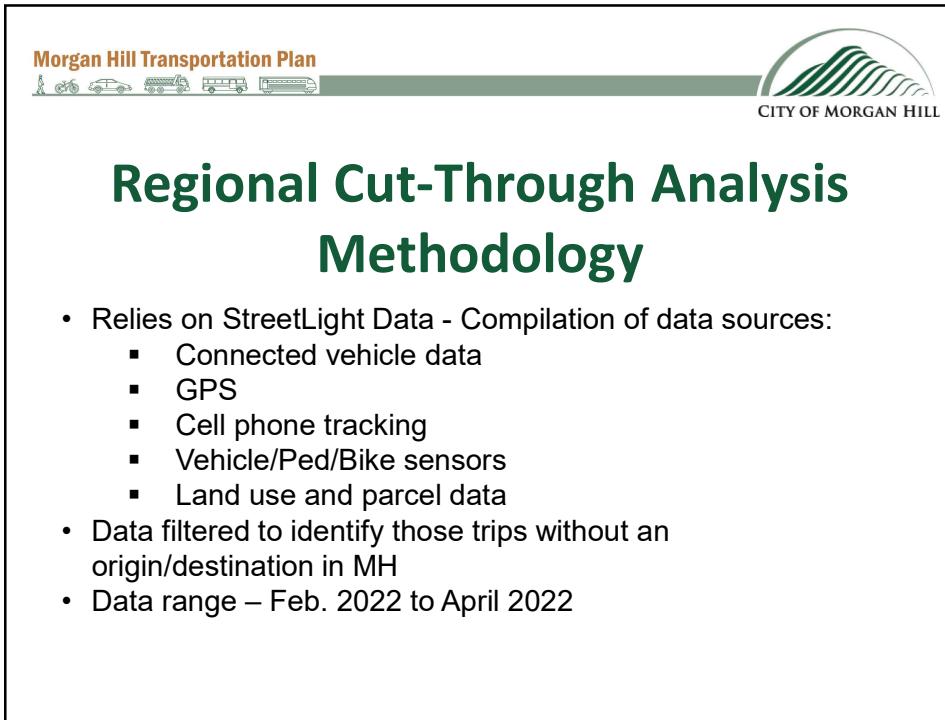
Stakeholder Feedback on Survey

- 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?

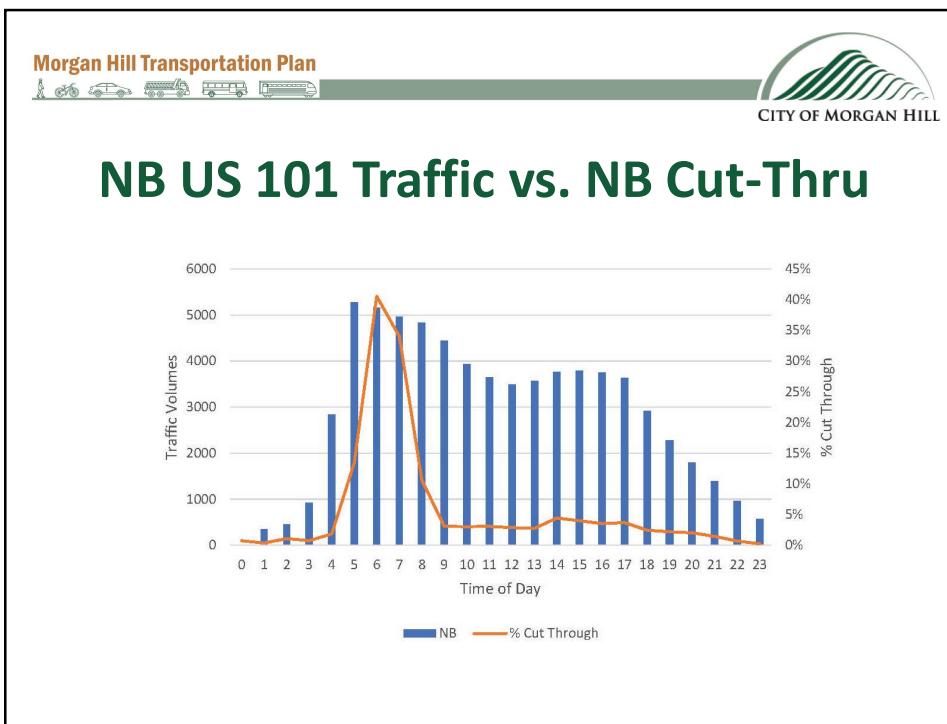
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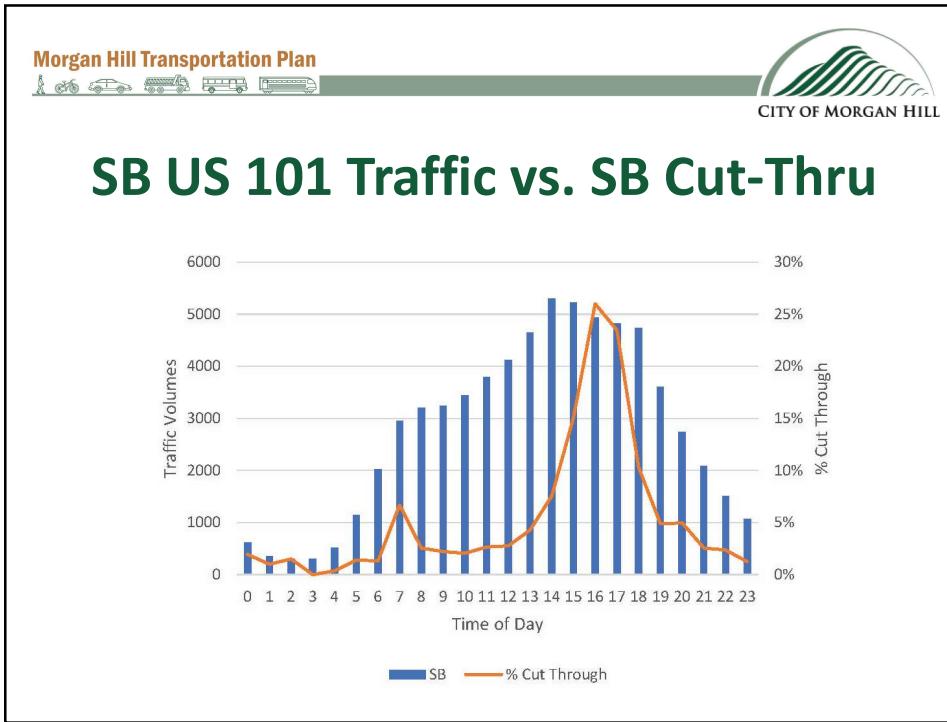
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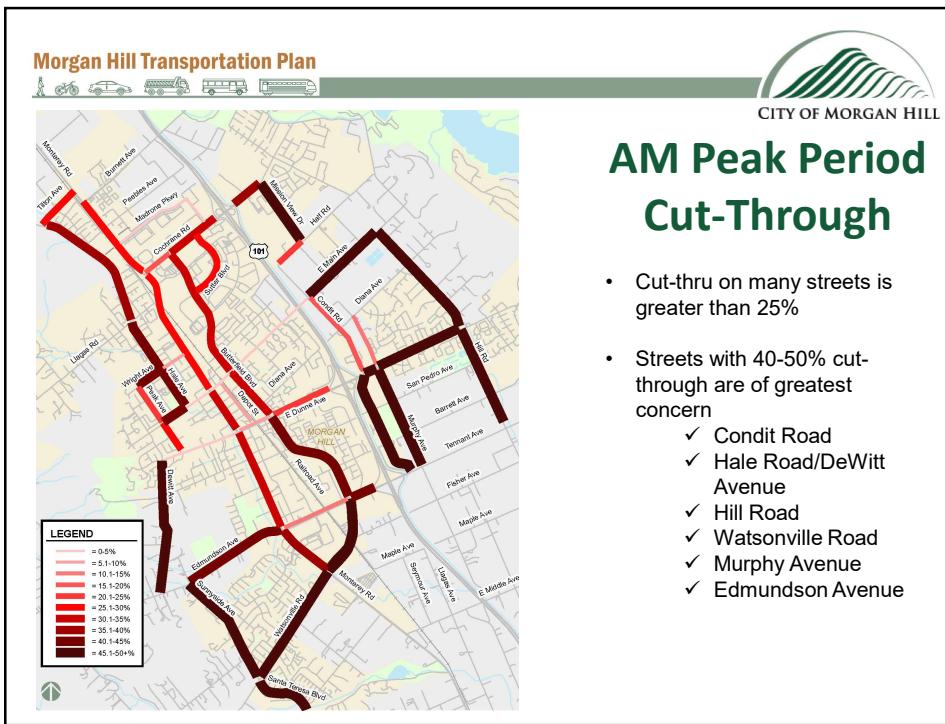
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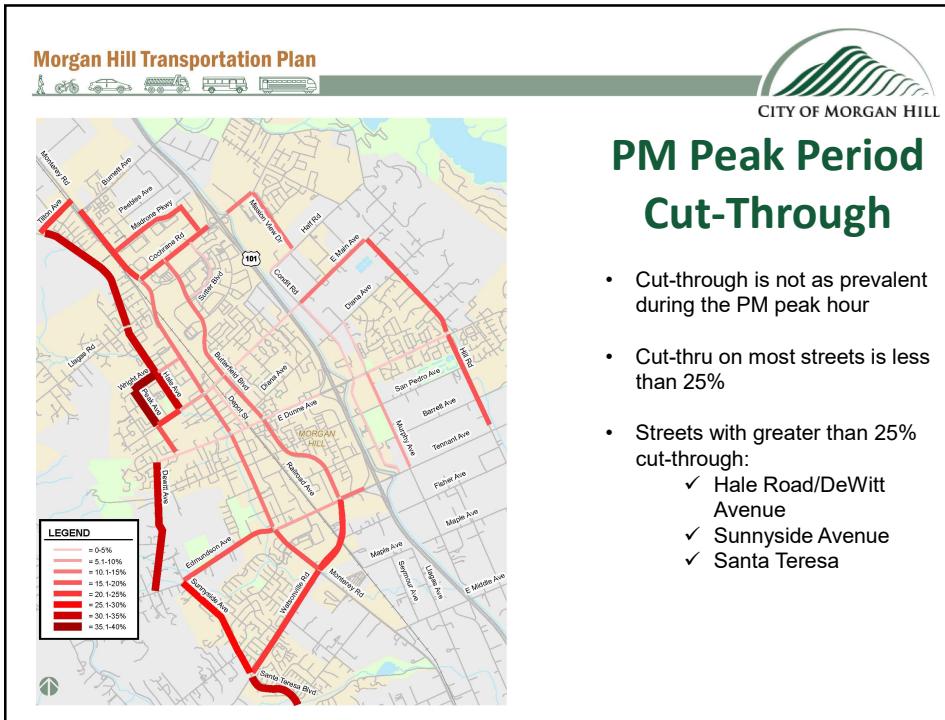
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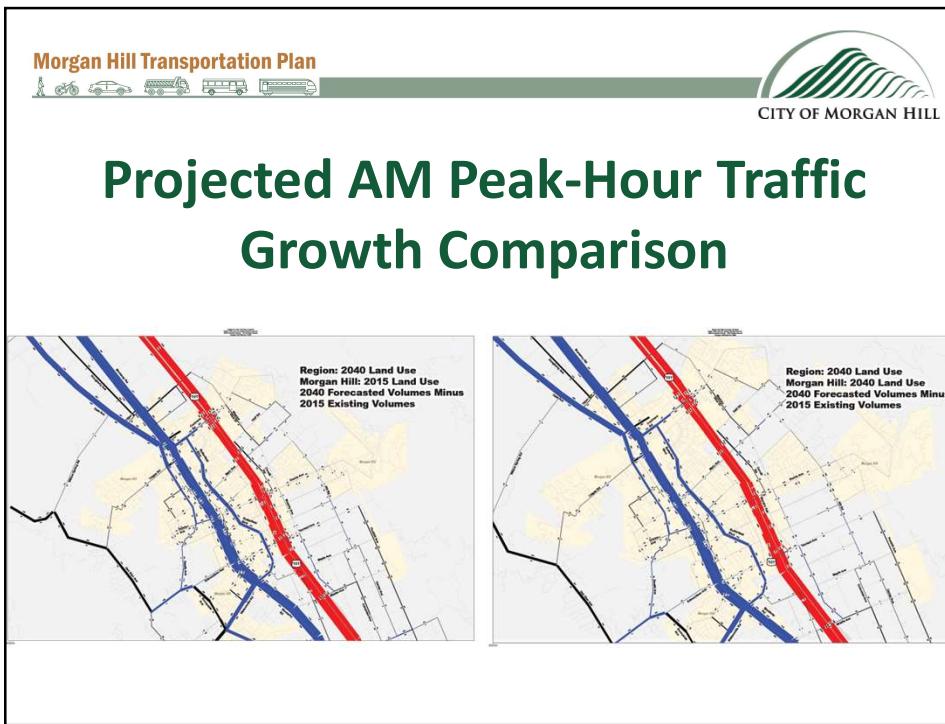
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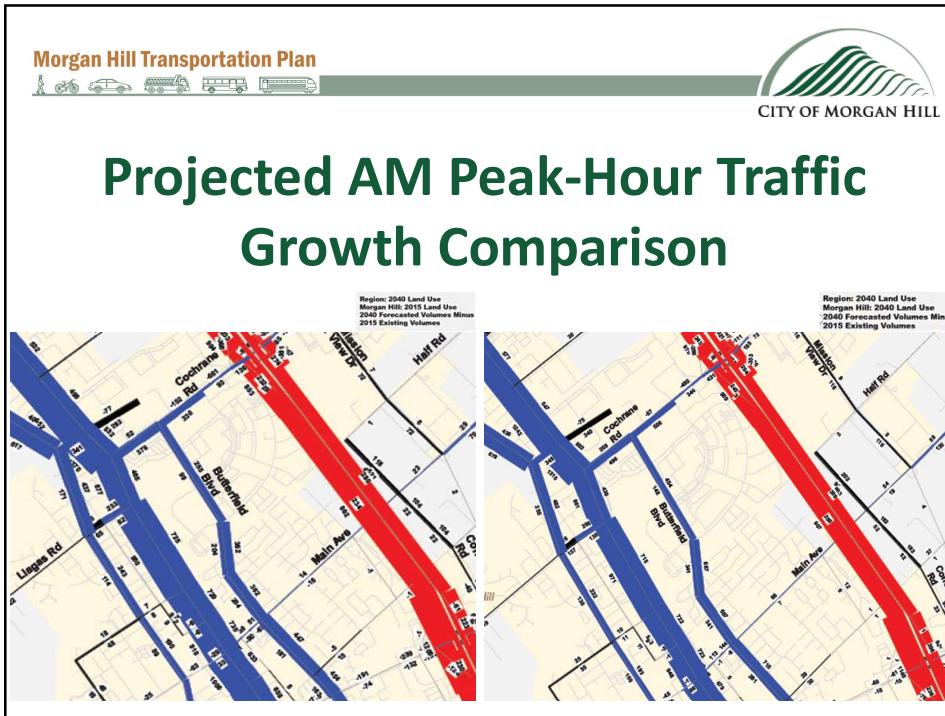
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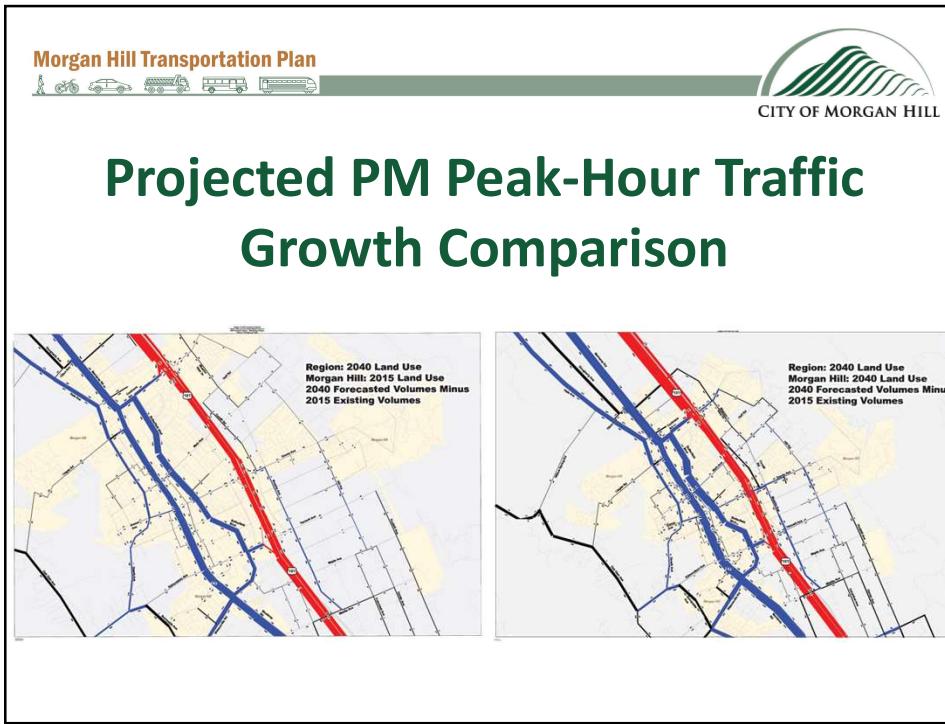
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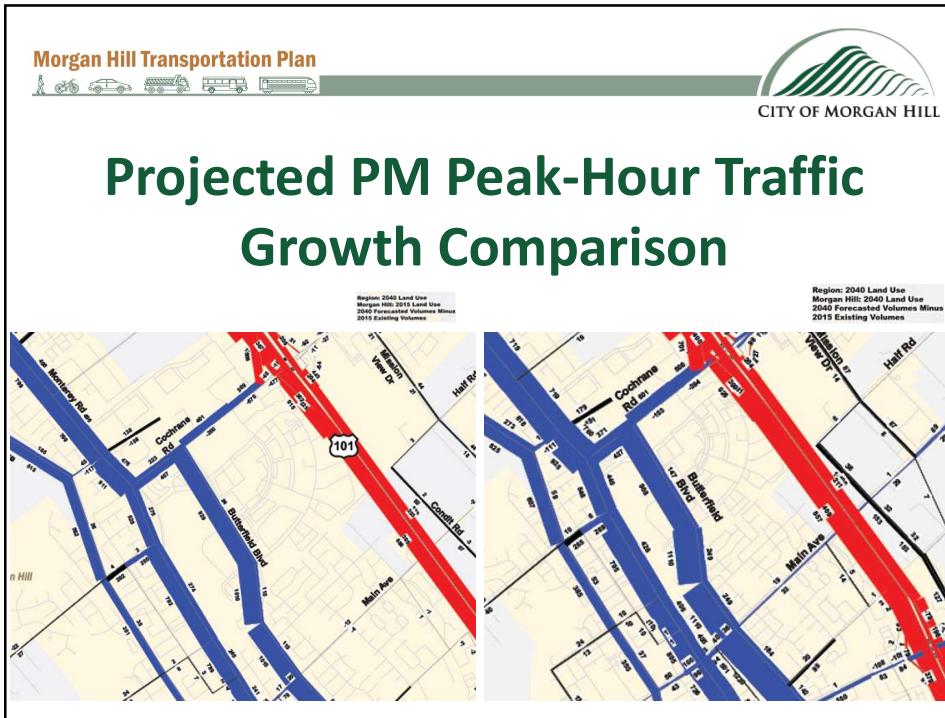
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Summary of Cut-Through Analysis

- 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.

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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?

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Next Stakeholders Committee Meetings

February 28th 6-8pm

&

July 31st 6-8pm

Morgan Hill Transportation Master Plan

Stakeholders Meeting #2

Wednesday December 13th, 2023

City Hall West Conference Room

Meeting Summary

Meeting Attendees:

Stakeholders in Attendance

Name	Organization
Doug Muirhead	
Jake Thompson	
Elizabeth Schaus	
Joe Baranowski	Responsible Growth Coalition
Nick Gaich	Chamber of Commerce
John Moniz	Parks and Rec Commission
Dana Haberland	Senior Center Transportation Committee
Joe Mueller	Planning Commission
Wayne Tanda	Planning Commission
Adam Bradford	
Matthew Lundy	
Larissa Sanderfer	
Armando Benevidas	
Maureen Tobin	

Stakeholders not in Attendance:

Name	Organization
Krista Rupp	Visit Morgan Hill
Doug Hall	
Catherine Ferris	
Claire Francis	
Adam Bradford	
Sofia Ruiz-McGinty	Youth Action Council
Elizabeth Munoz-Rosas	MHUSD Parent
John McKay	
Arjun Narayanan	Youth Action Council
Patricia Darling	
Chrystal Silva-Davis	Morgan Hill Unified School District

Agency Staff Attendees: City of Morgan Hill: Chris Ghione, Edith Ramirez, Jennifer Carman, Maria Angeles, Adam Paszkowski, VTA: Larissa Sandafer

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon Project Manager, and Eileen Goodwin, Apex Strategies

Meeting Summary:

Chris Ghione convened the meeting on behalf of the city, he thanked and welcomed the members of the Community Stakeholders group for the Transportation Master Plan effort (TMP).

Refreshments were provided at the meeting.

The meeting followed the following agenda:

- **Welcome, Review of Agenda, and Introductions**
- **Re-cap of Public Outreach Activities and City Council and Committee input**
 - Feedback Themes
- **Presentation of Survey Results**
 - 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
- **Presentation of Cut-Through Traffic Study Results**
- **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
- **Next Meeting Dates-6:00 p.m. to 8:00 p.m.**
 - Wednesday, February 28th
 - Wednesday July 31st
- **Next Steps, Action Items and Adjourn**

Eileen reviewed the agenda. She stated the purpose of the Stakeholder Committee by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the

- Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP.

Eileen also highlighted the role of the members as ambassadors for the effort. She mentioned the team's hope that members will help the city get the word out about future community input opportunities. She also stressed the desire to learn from each member's expertise and experience and that the Committee is a forum for collaboration. She highlighted the Committee would function by stressing the following points:

- The Committee is advisory to the city's staff and does not make final decisions on 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.

Eileen explained that this evening's meeting would be auto focused and that the next stakeholder meeting in February would focus on bicycle, pedestrian and transit elements.

She mentioned the next two stakeholder meeting dates have been chosen. They are February 28th and July 31st. Both meetings will be from 6:00 p.m. to 8:00 p.m. and will likely be held in the Council Chambers.

She then reviewed the community input themes from the lightly attended community meetings in November. She highlighted that the input received at the stations was similar between the English language community meeting and the one held in Spanish.

Committee stakeholders had the following questions:

- Why the "fire evacuation topic" was not highlighted in the review of themes? (Because it was not highlighted as many times as other topics. The topic was captured in the meeting summary for the meeting)

Robert recapped the on-line survey results which included 521 responses. The survey was in both English and Spanish. Only one person took the survey in Spanish.

He stressed the following take-aways from the survey:

- Approximately half the respondents are aged 55 and above.
- 40 percent of the respondents commute outside Morgan Hill for work/school.
- 87% of 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.
- The 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.

The community stakeholders asked the following questions and made the following observations on the outreach activities and the TMP more broadly:

- Would it be possible to see male/female breakdown by answer? (No, the respondents' sex was not asked, due to number of questions already being asked.)
- How many responses are really families responding versus individuals? (No way to know this.)
- How to increase responses beyond 1-2% of the city residents? Can we re-open the survey? (521 responses is a very good response rate, there will be another survey once the suggestions are formulated stakeholders can help get the work out then and city staff will also promote the survey more through additional channels.)
- What percentage of the city population is 55 and older? (One quarter of the population of Morgan Hill is 55 and older, one quarter is 18 and younger.)

The members were asked to respond to three questions by writing their personal observations on sticky notes and placing them up on the sheets for each question. The three questions were:

- 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?

Eileen then read each response and made observations about the themes or lack of themes in the responses.

These are the transcribed notes organized by question:

Question 1: Biggest Takeaway

People continue to think that congestion is due to housing.

People are concerned about congestion.

101 congestion what respondents thought the source is.

Lack of responses from the "under 55" age group: What social media was targeted? QR codes in public areas? Restaurants?

The respondents really care about congestion and growth limits. This is at odds with state law.

Not surprised with the results.

Need to enhance transit access/availability/frequency. Need to engage/activate safe walking points/lanes. Need to increase MoGo services.

Fewer people leaving Morgan Hill. Congestion mitigation projects are priority.

#1 Takeaway: Heavy orientation toward vehicles. Low level of walk/bike/transit.

Traffic calming on residential street is a concern.

Safety. No inclusion for emergency evacuation routes – fire, earthquake, flood, medical

We have a good representation of the population's concerns in this room.

Addressing minimal shoulder areas on undeveloped streets priority.

66% of respondents are employed and 39% work outside Morgan Hill. I believed the percentage of those that drive outside of MH to work would be higher.

Question 2: Biggest Surprise

Survey not representative of the population, with 50% over the age of 55.

Biggest surprise: None

Speed: No information about where.

That 55 plus do not currently bike in MH. Low reports of biking as a transportation mode, yet high on the list as a primary improvement.

Just exclusively car-dependent the town is. I knew cars rule MH, but I didn't think it was the essentially only mode. Extreme lack of walking and biking.

That 28%, or 3 out of 10 respondents, are retired. Normally avoid traveling during peak periods.

Number of residents willing to bike/other than auto transport.

Surprise: 39% travel outside of MH. Thought that would be higher.

Transportation (78%) was the primary concern vs. 101 cut-through at 56%.

No surprise – results what I expected.

Biggest surprise: 50% of respondents were over 55 years of age.

The talk about speed concerns – we took speed bumps off downtown Monterey and people seemed happy about that.

Low number of respondents under 55.

In spite of many city statements in recent years 50% blame growth for congestion and 50% want to limit growth as solution.

Lack of concern by younger residents. Emphasis on other modes of transport – biking, intercity transit.

Question 3: Implications for TMP Team

Education the community on what the congestion caused by.

We need new ways to limit congestion. Can't legally limit growth; so, recommend changing growth: High density housing, better biking, walking and transit. Seems like only option.

Impact – a lot of work needs to be done to encourage other transportation modes.

Development growth seems to be the blame (valid or not) for most transportation issues.

Effort requires a comprehensive/targeted solution. Not a Single Fix!

Focus on more transit capabilities. Get more from State roads.

Likely people don't realize they will be hindered in some way when something gets put in place.

Where do we find the money to resolve is the bigger issue.

Focus on congestion. I do NOT understand why survey data or more "participation" should be a concern. Congestion is an engineering problem.

Need significant changes – physical and mindset to move forward. Almost overwhelming.

Need heavy involvement in education and infrastructure for non-auto modes.

I think our focus syncs with respondents.

Robert reviewed the regional cut-through analysis study. He stressed the focus was regional traffic cut through related to US 101 not neighborhood traffic cut through related to schools and the like. He explained the study methodology, including why the data was from spring 2022, and highlighted some observations. Those take-aways include:

- 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.

The community stakeholders had the following questions:

- How does this issue fit into the TMP effort? (This is important context for the work of the TMP)
- What is the timeframe for the additional lane on US 101? (Unknown, likely a decade out.)
- How to communicate this information to the community? Is this going to be available? (There is a project website and the materials shared at these meetings and the public meetings are posted on-line and available to the public.)

The stakeholders were asked to work in groups and answer the following questions:

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

The stakeholders were asked not to “solve issues” but instead reflect on the data presented and its implications.

The information boards with the community input notes were placed around the room for reference. Stakeholders were also encouraged to add their own input if they had not participated in the community meeting. After about twenty minutes of discussion, the groups reported the following observations:

Group 1:

- Surprised about 40% of cut through traffic in the a.m.
- Surprised about Santa Teresa traffic from Bailey in p.m.
- Surprised about the eastside cut through traffic in the a.m., not following signs.
- Surprised that 26% of p.m. traffic is mainly residents.
- Monterey was not one of the main arteries as a cut through –which it was expected to be.
- Can completely stop MH growth and MH would still get almost the exact same amount of traffic so doesn’t change outcome.
- More lanes on US 101 does not support a decrease in traffic.
- Report shows us which roads to focus on to target cut-throughs.
- Not addressing key points now will create larger issues.
- Origin/destination input:
 - Doctor offices and medical offices/facilities
 - DePaul renovation and services
 - Parks and trails
 - Industrial campuses

Group 2:

- Congestion and speed are often related as people don't want to miss out;
- Surprised by the impact of regional growth on traffic patterns compared to what Morgan Hill can control and its growth which has a very small impact on congestion and cut through;
- Housing growth impacts, feel that the city is "stuck in the middle" of jobs to the north and housing to the south;
- Cut through happens on holidays, nights and weekends as well and is likely driven by apps people use showing alternatives to staying on US 101;

Group 3:

- What do we care about holistically, we should document;
- Hale extension implications and impacts—is it a feeder to more cut through?
- Implications of US 101 HOV lanes? What happens when EVs are no longer eligible for HOV lanes?
- What are traffic volumes on local roads in am/pm?
- What are assumptions about 101?
- What are assumptions about enhanced rail service to Gilroy?
- What are implications of reinstating rail service from Salinas to San Jose?
- Relationship of MH job growth to traffic?
- What is the impact of industrial sites on traffic?
What are the implications of all of this on MH and what are we going to do about it?

Action Items/future agenda items:

- Next Stakeholder Committee meeting February 28th 2024 at City Council Chambers at 6:00p.m. to discuss bike, pedestrian and transit issues.
- Stakeholder Meeting July 31st, 2024 will focus on solutions and policy ideas.

Meeting summary prepared by Eileen Goodwin, Apex Strategies.

Morgan Hill Transportation Plan

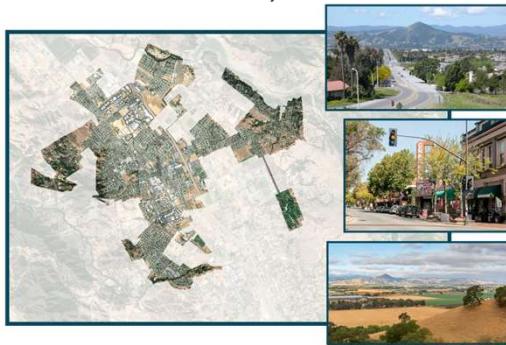


CITY OF MORGAN HILL

Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting #3

March 27th, 2024



Hexagon TRANSPORTATION CONSULTANTS, INC.

TOOLE DESIGN

apex STRATEGIES

KIER+WRIGHT

1

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

AGENDA

1. Welcome, Review of Agenda, and Introductions
2. Overview of Draft TMP Goals
3. Multimodal Analysis
 - Bicycle/Pedestrian Network (Existing/Gaps)
 - Bicycle/Pedestrian Safety Analysis (Hot Spots)
4. Traffic Operations Analysis
 - Transportation Demand Model
 - VTA Model & Structure
 - City-Specific Land Use Data
 - Traffic Operations
 - Intersection Peak-Hour Operations
 - Roadway segment Capacity Analysis
5. Workshop/Group Exercise
 - Street typologies definitions and Introduction
 - Allocation of roadway space exercise
6. Next Meeting Dates - 6:00 p.m. to 8:00 p.m.
 - Wednesday, April 17th
 - Wednesday, July 31st
7. Next Steps, Action Items and Adjourn

2



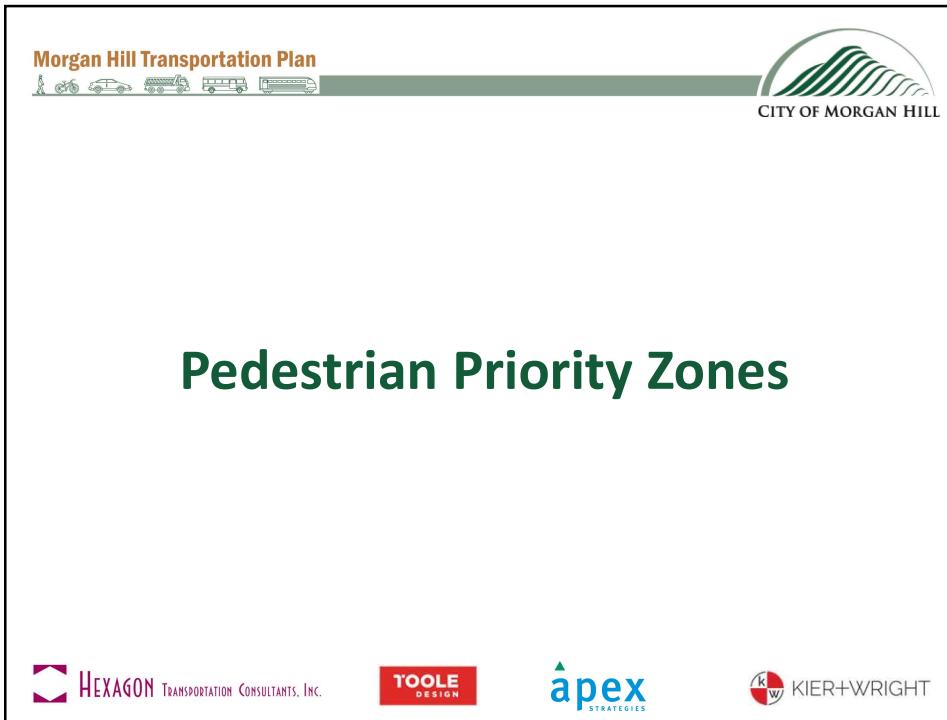
Role of Stakeholders Committee

- 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.

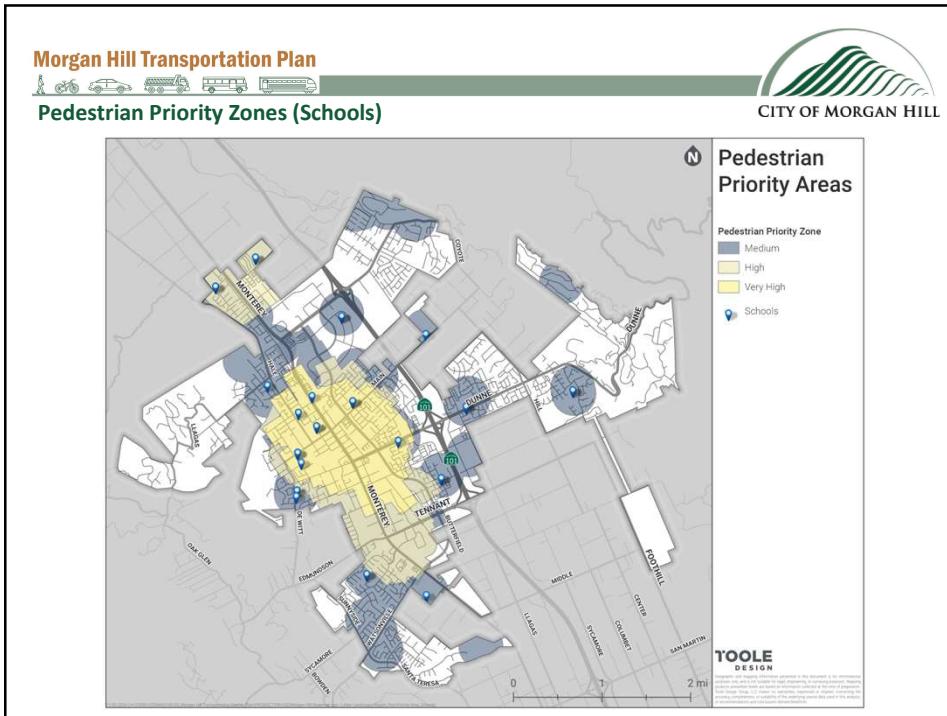


Overview of Draft TMP Goals

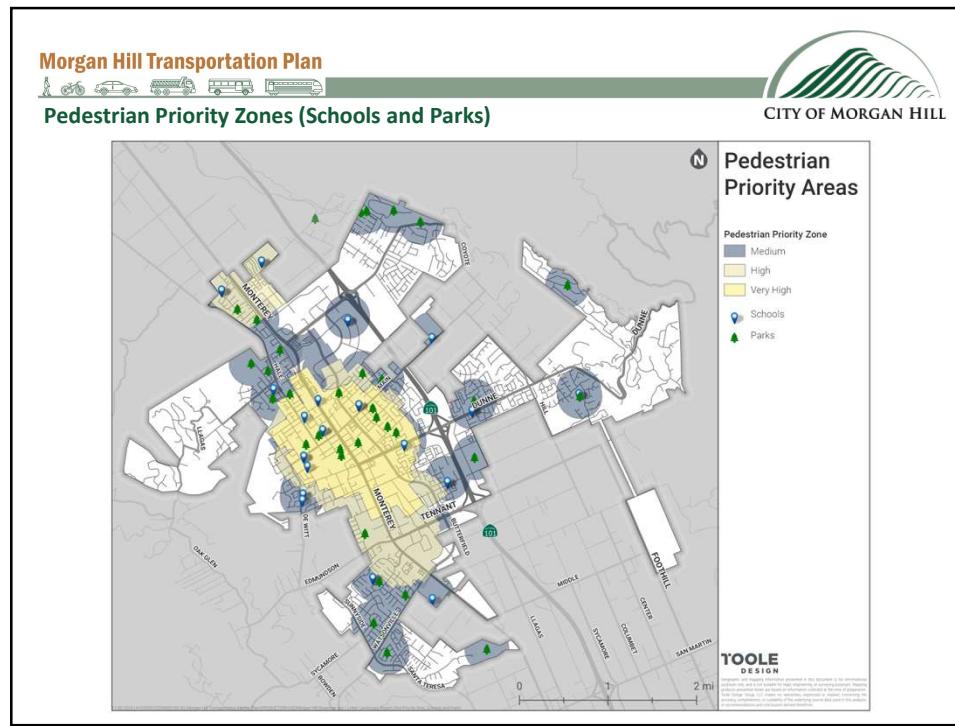
- **Safety** - Eliminate traffic fatalities and reduce the number of non-fatal collisions for all modes within the City.
- **Increased Transportation Options** – Provide a range of high-quality and comfortable bikeways, trails, pedestrian facilities, and local transit options to create a safe, connected, balanced, and convenient transportation system for all ages, abilities, and socioeconomic groups.
- **Access to Regional Transit Services and Local Destinations** – Enhance access to regional transit services and local destinations like Downtown, schools, parks, and services through improved multimodal connections and local transit options that enable more trips to take place without relying on a private vehicle.
- **Congestion Management** - Improve operations on city arterials to increase efficiency, reduce emissions, and minimize the extent of regional cut-through traffic on local streets.



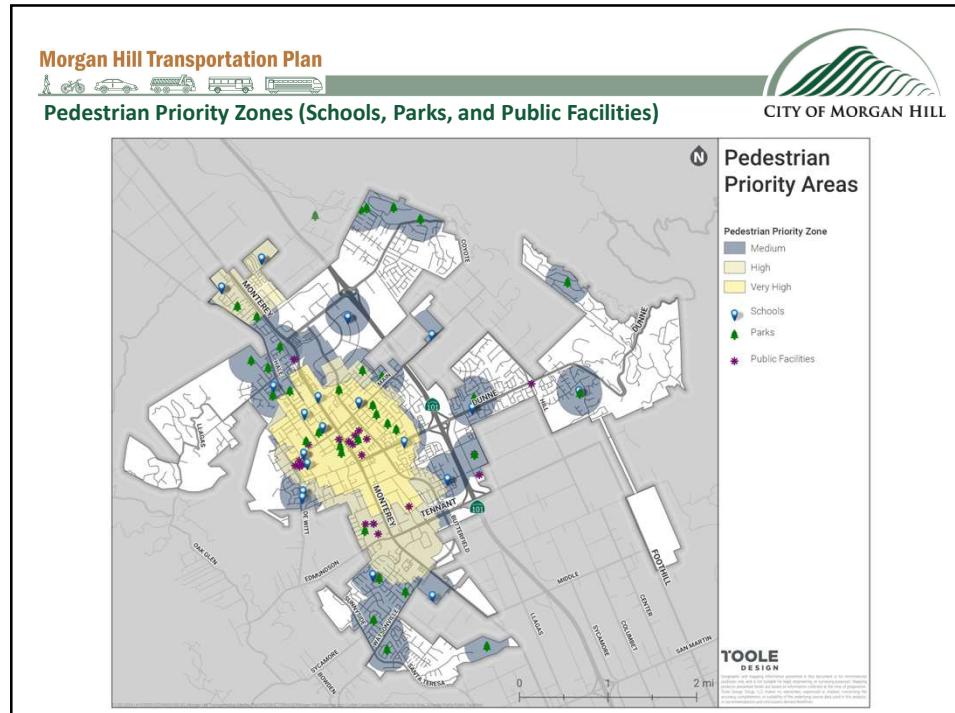
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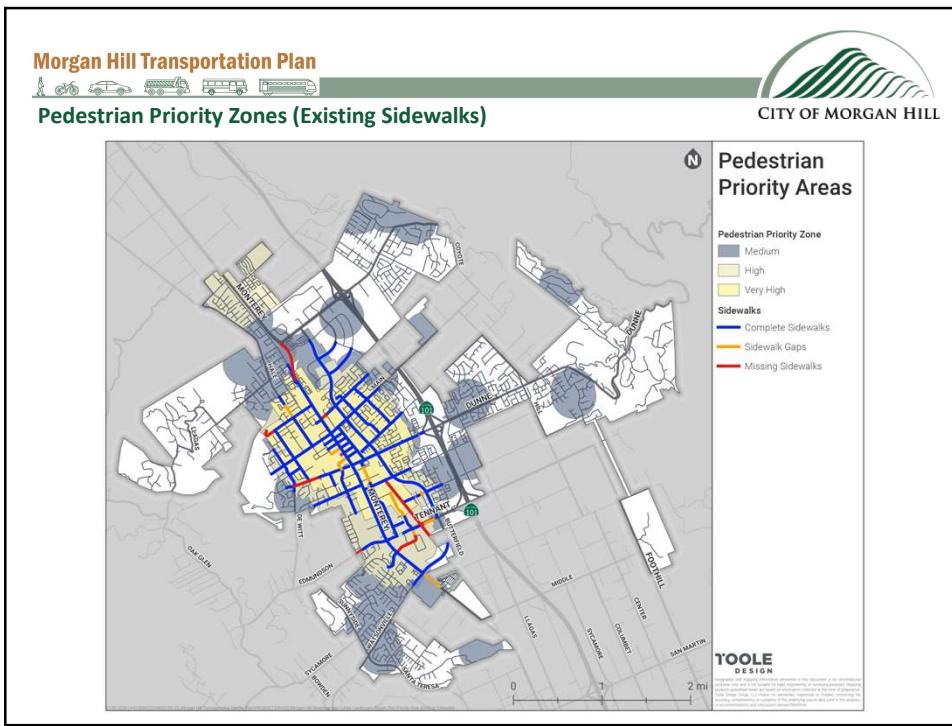
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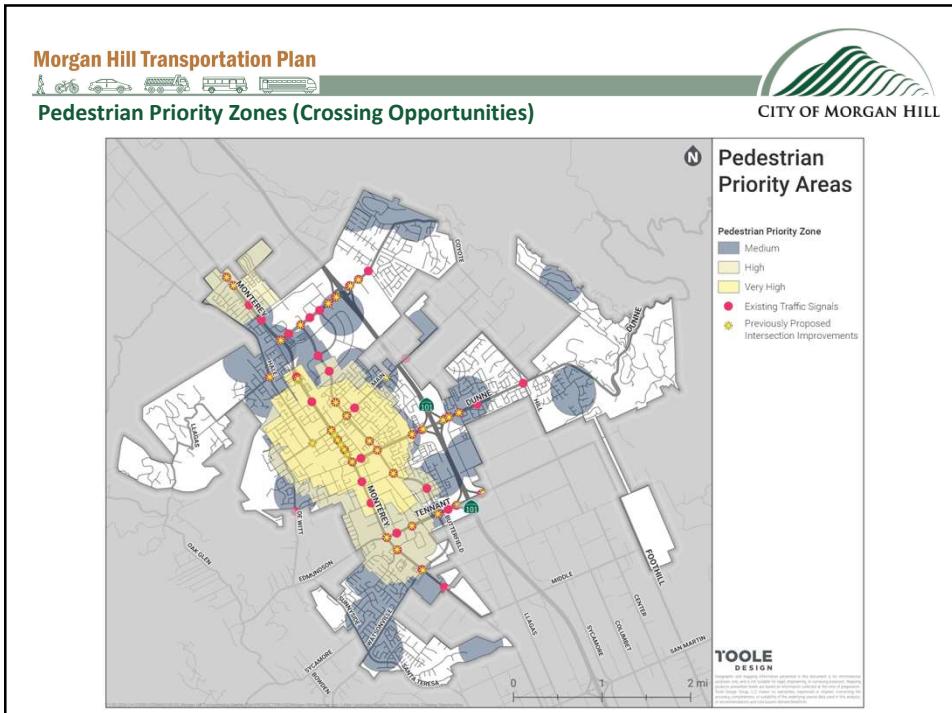
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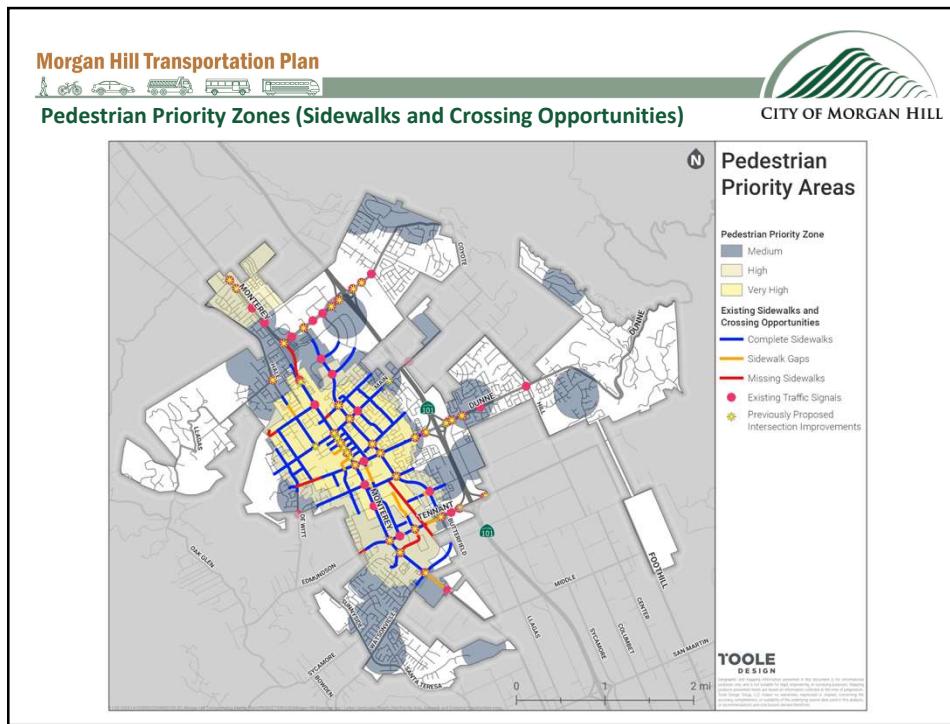
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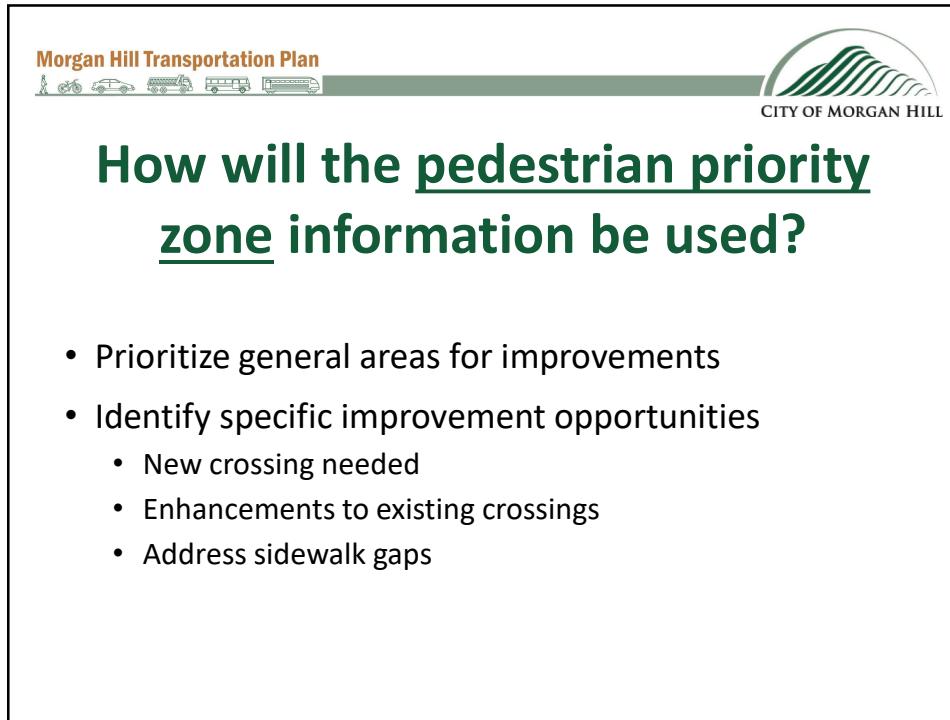
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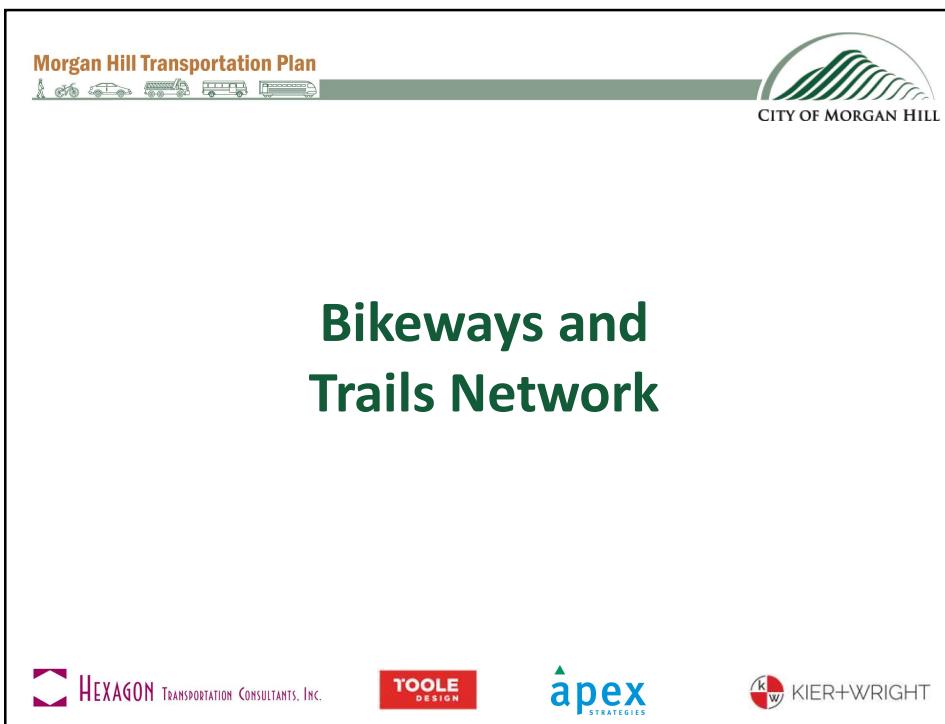
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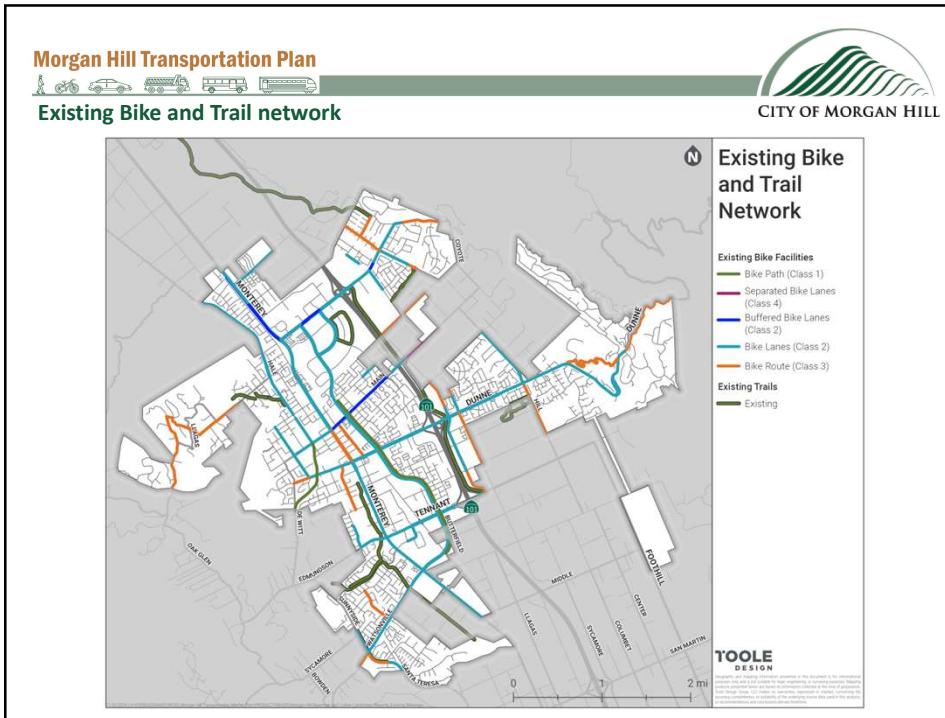
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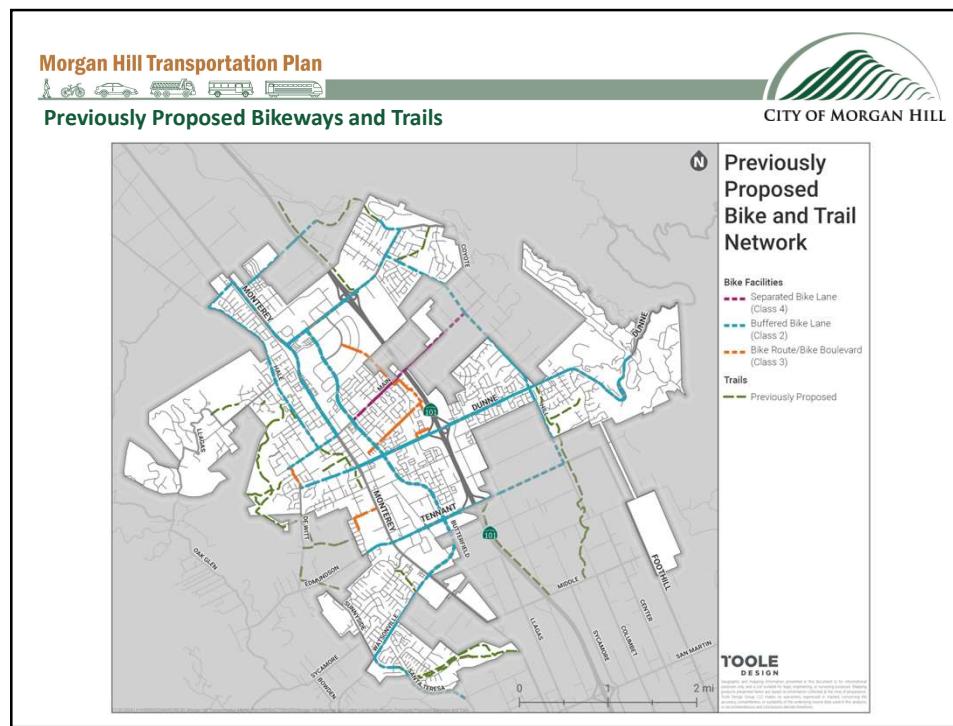
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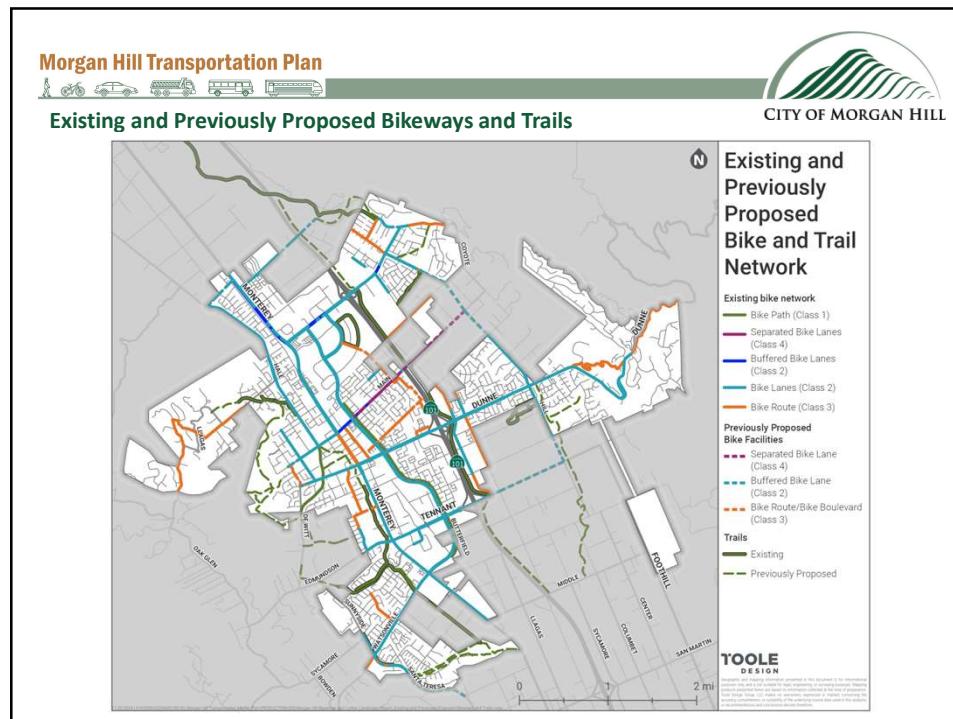
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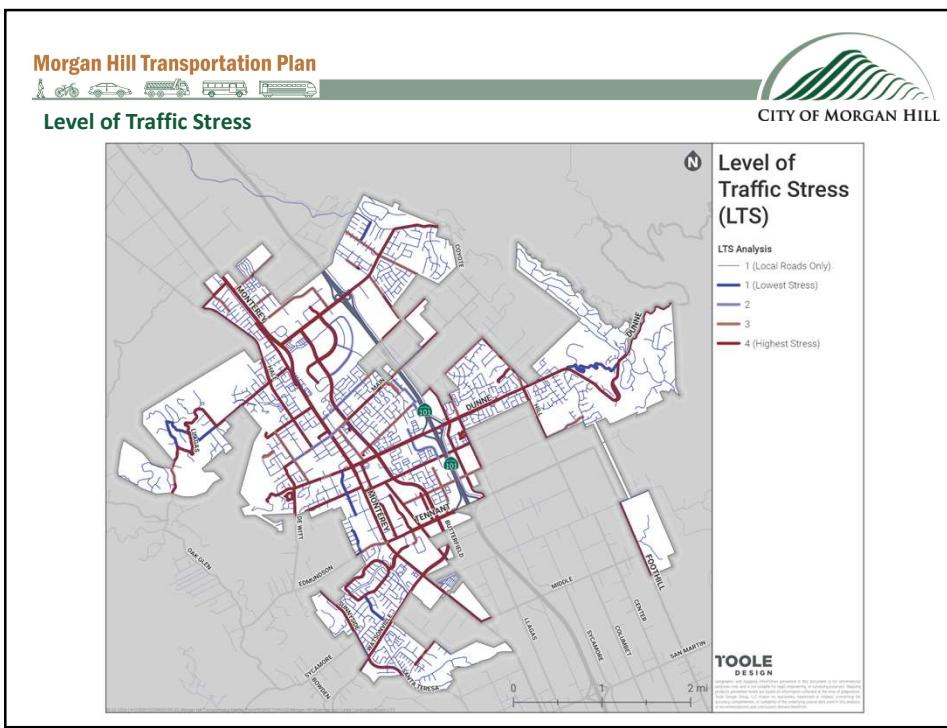
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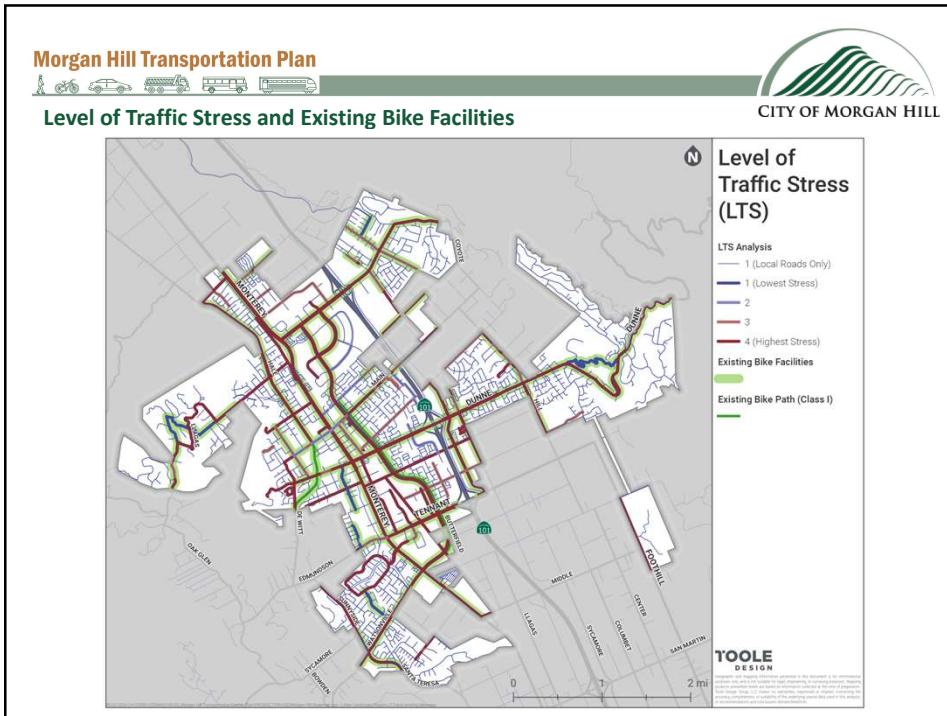
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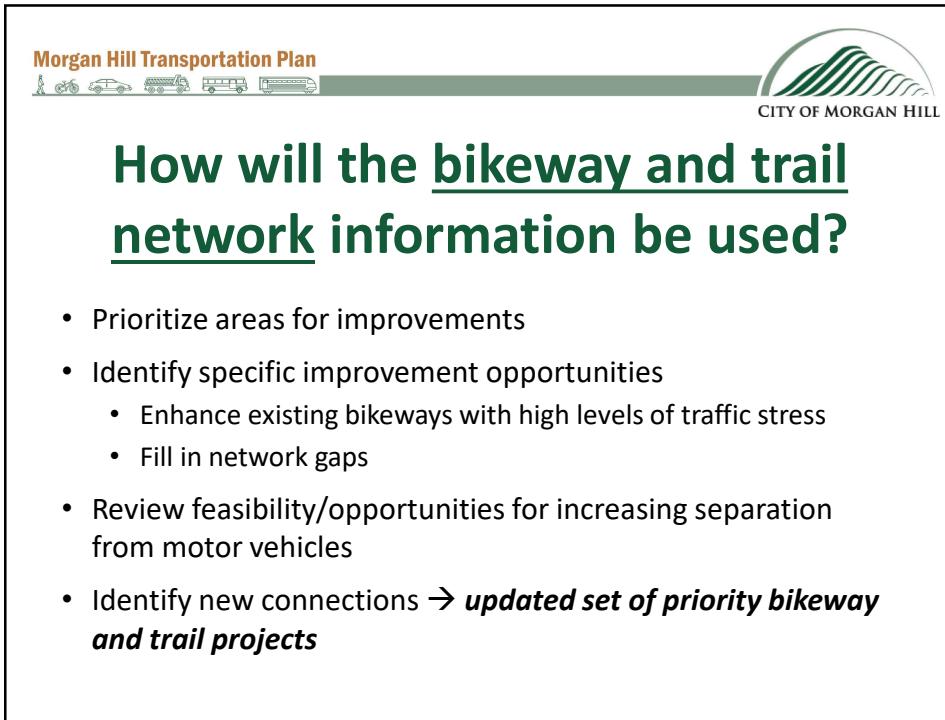
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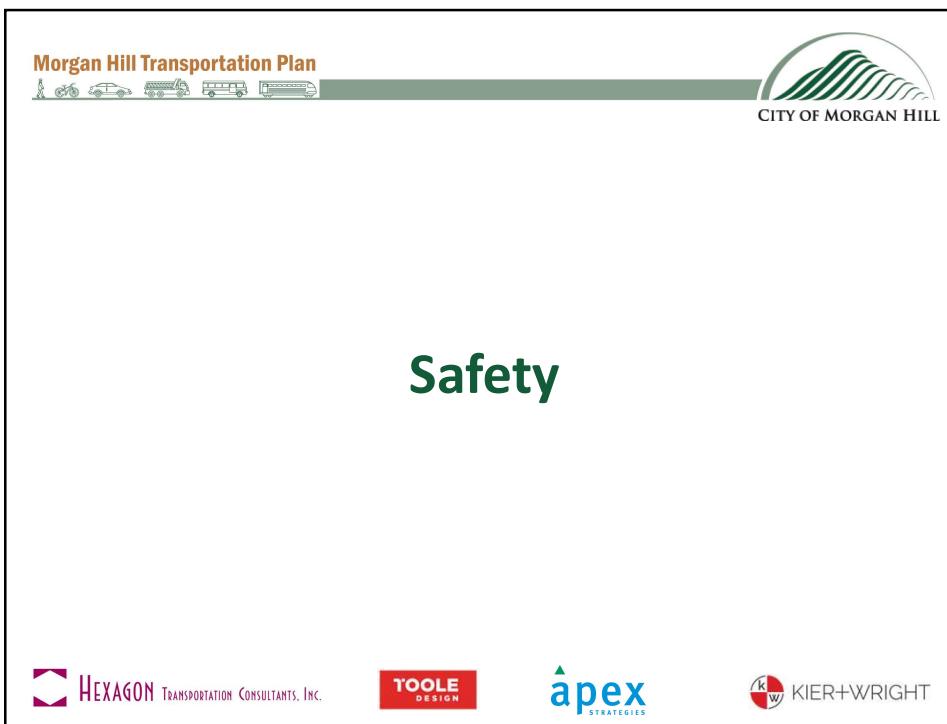
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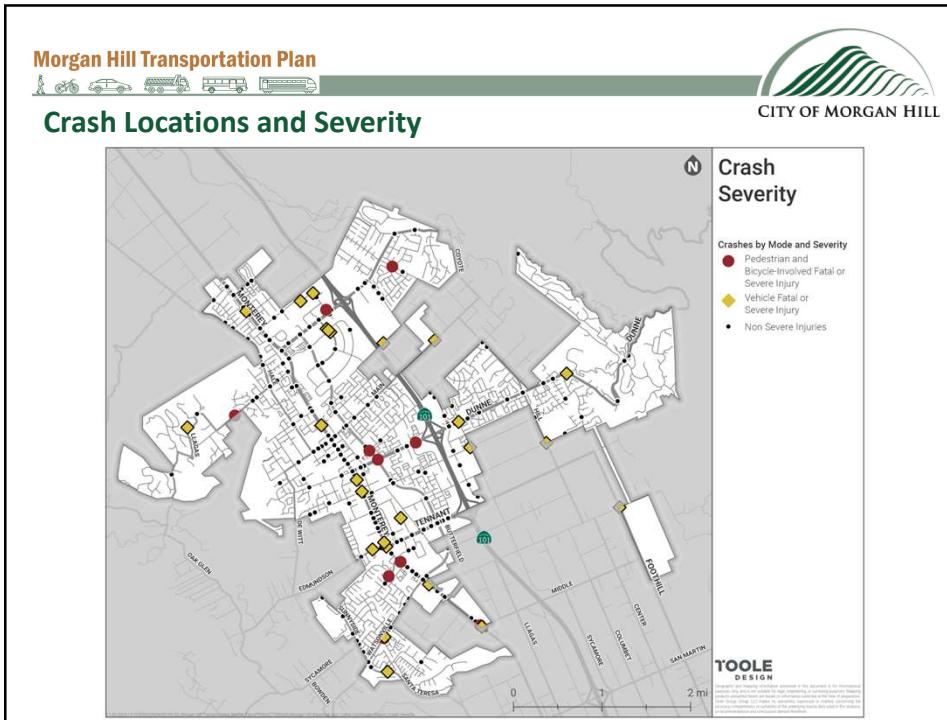
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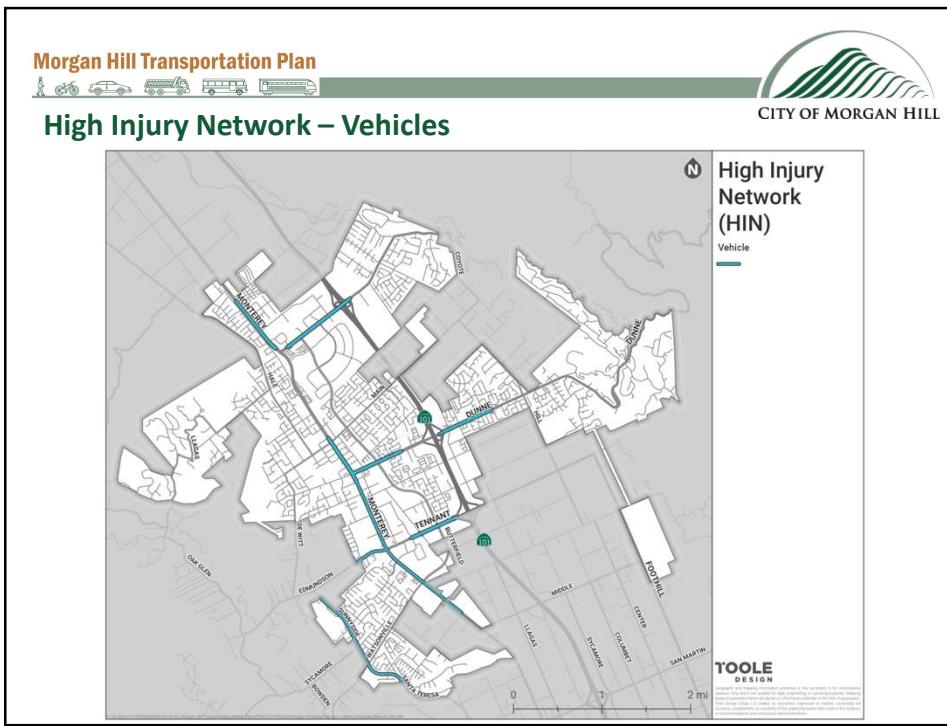
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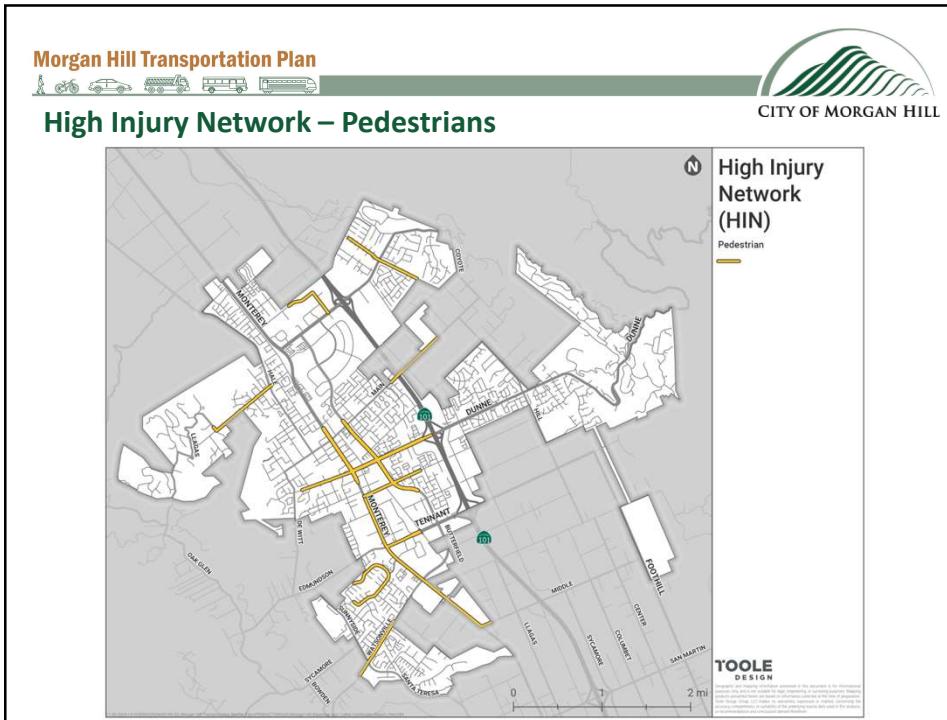
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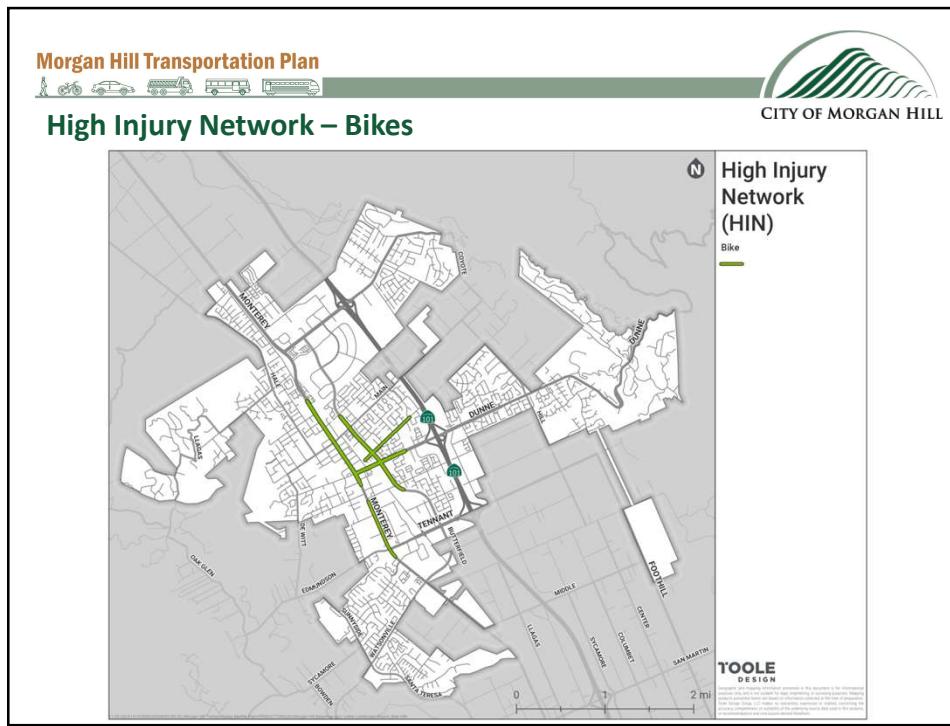
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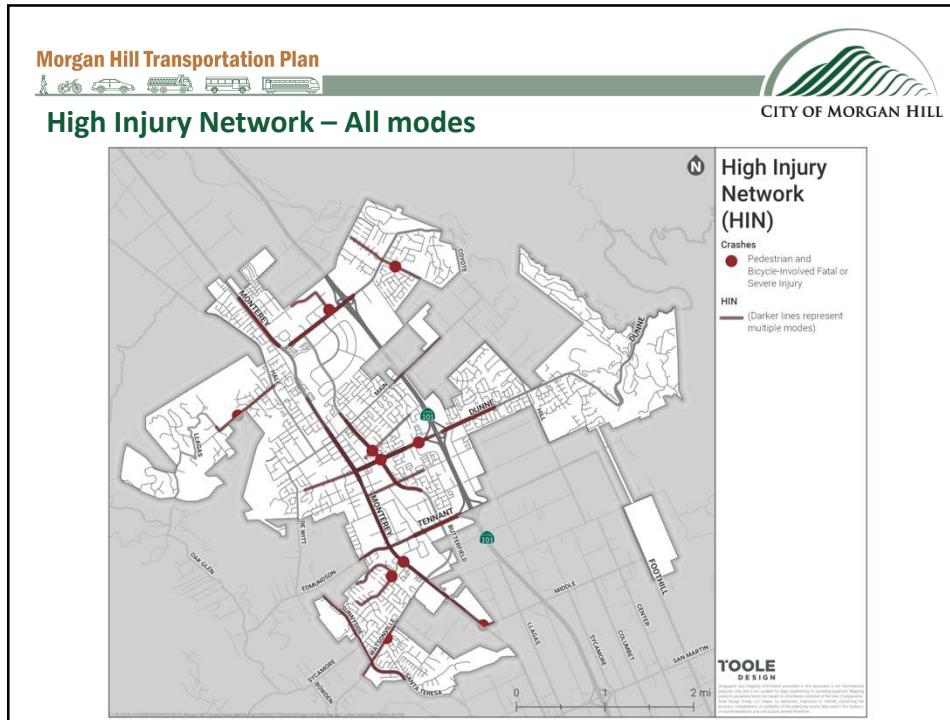
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How will the safety information be used?

- Component of general project prioritization
- Identify specific improvement opportunities
- Reference document for future project development
- Inform upcoming Safety Action Plan

27



Questions

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Traffic Operations Analysis

Travel Demand Forecasting Model Update

- Utilizes entirely new Countywide Travel Demand Forecasting (TDF) model
- New traffic projections based upon current traffic conditions & land use data (existing, approved/pipeline development, & Planned General Plan)

Traffic Operations Analysis

- Intersection Peak Hour and Roadway Segment Capacity Evaluation
- Evaluation of Year 2023 and Future Year 2050 conditions

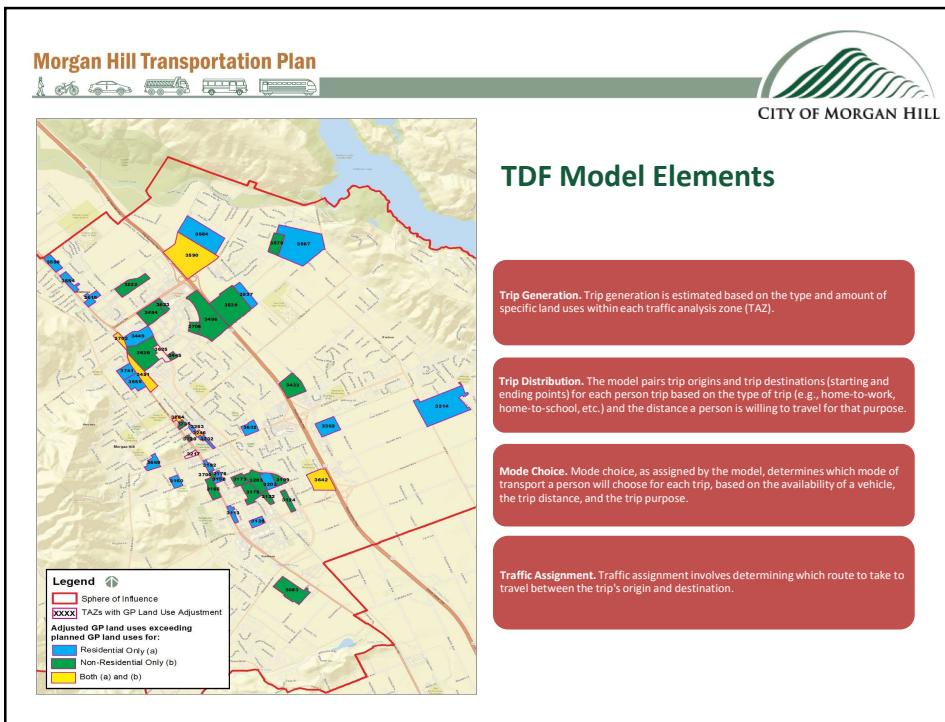
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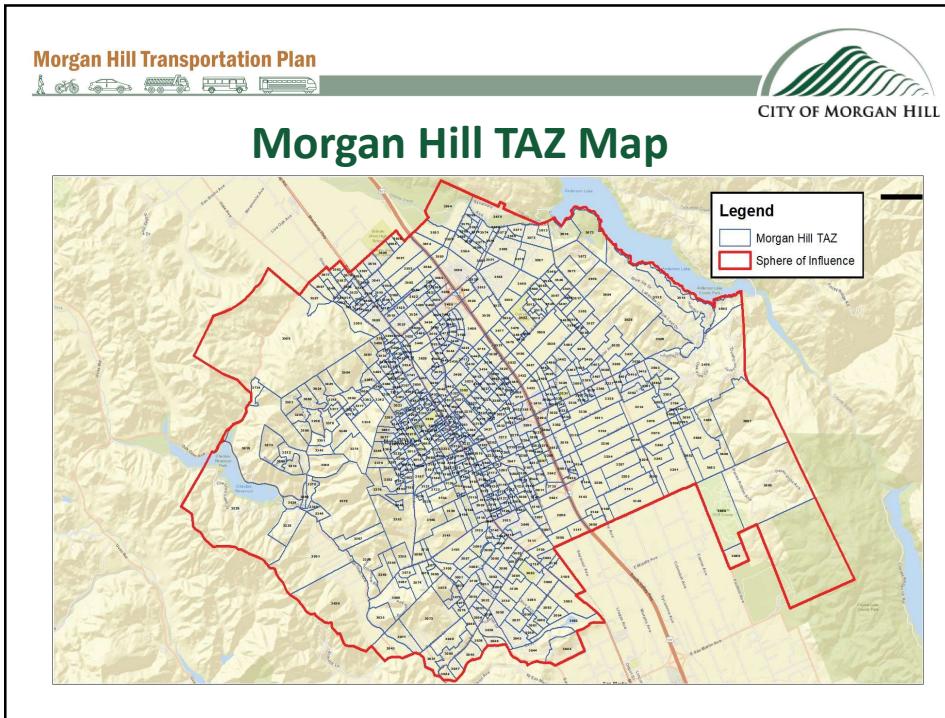
TDF Model Update

- Developed from VTA's countywide travel demand model
- The Morgan Hill model is a sub-area model of the VTA model
- Includes all cities and counties roughly bounded by southern Monterey County, eastern San Joaquin County, northern Sonoma County, and the Pacific Ocean.
- Reflects Adopted GP 2035 horizon year buildout development levels
 - Approved and Occupied development (post-2019)
 - Approved but unoccupied development
 - Known Pending (Pipeline) development
- Improved citywide travel demand forecasting vs. Old city GP TDF model
 - City GP model was limited to inter-city vehicular traffic forecasting
 - City GP model included minimal land use and network coding outside of City
 - Model update required to complete CEQA-compliant VMT evaluation

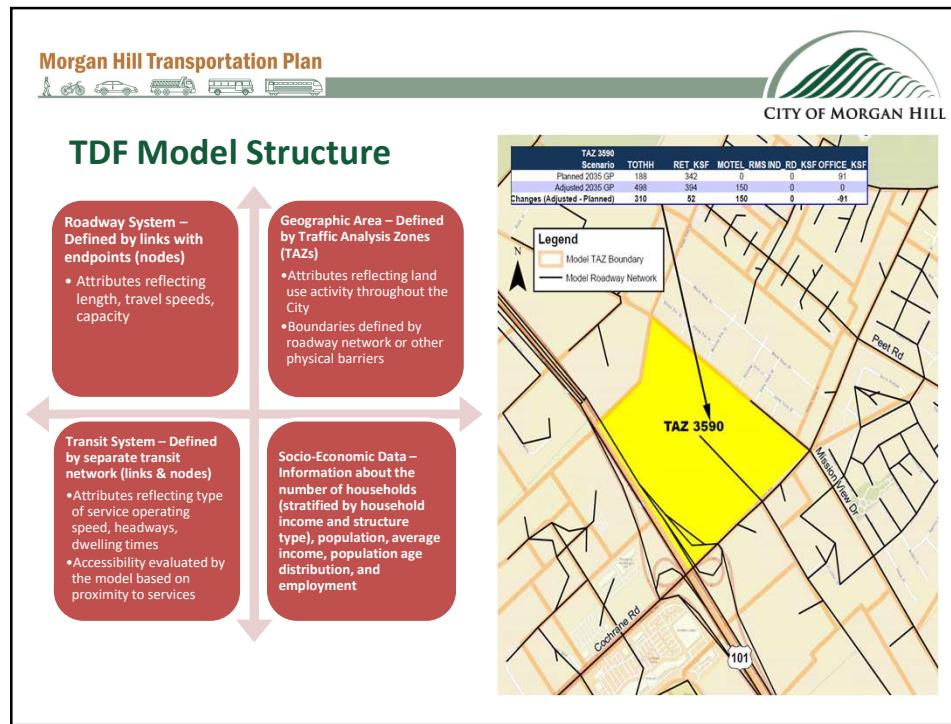
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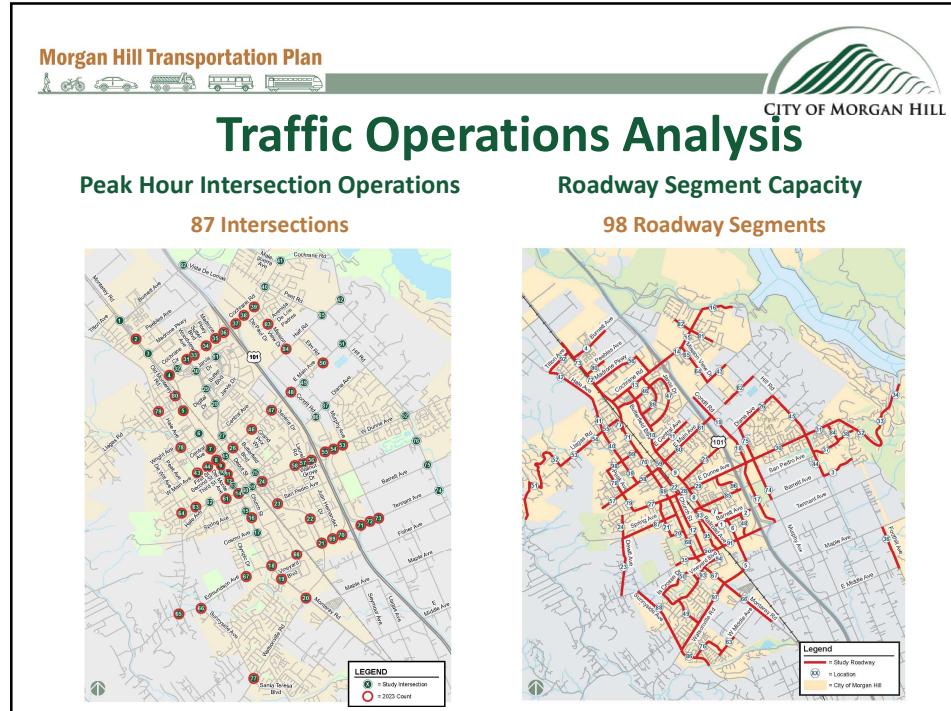
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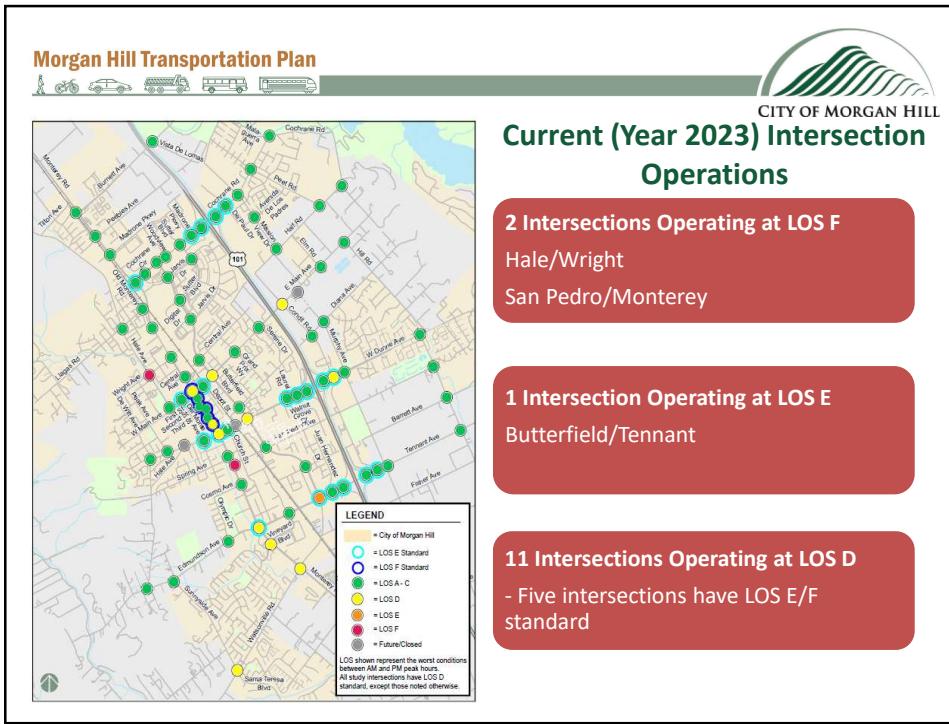
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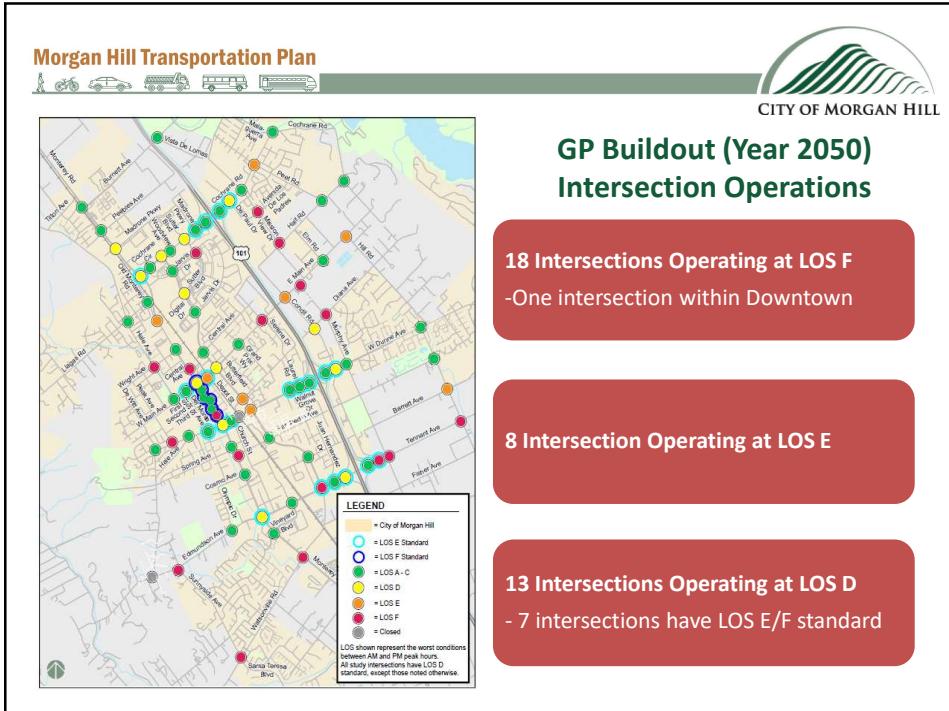
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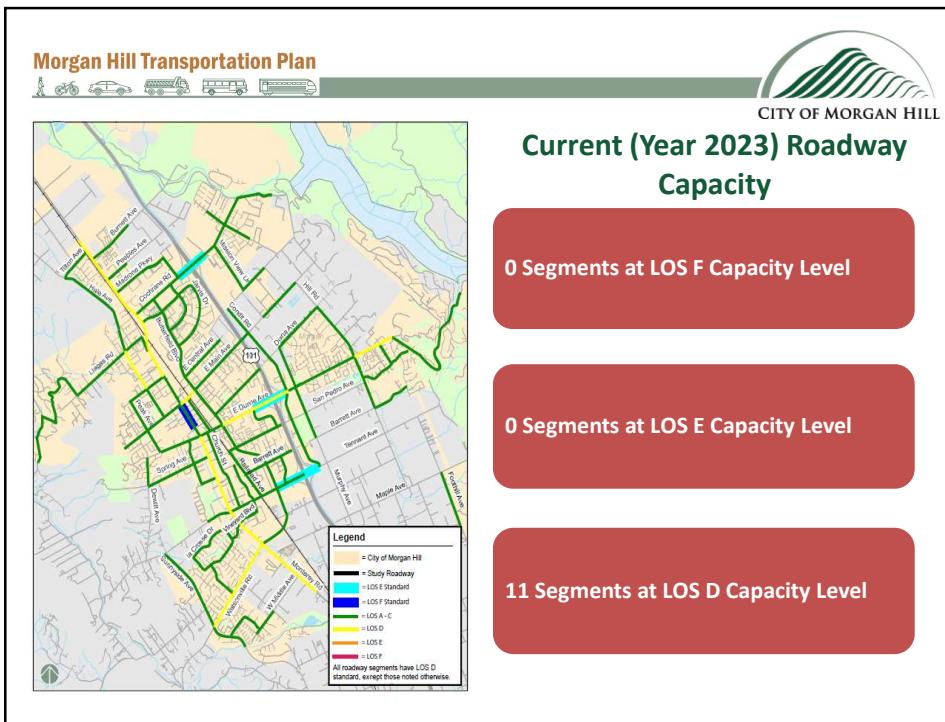
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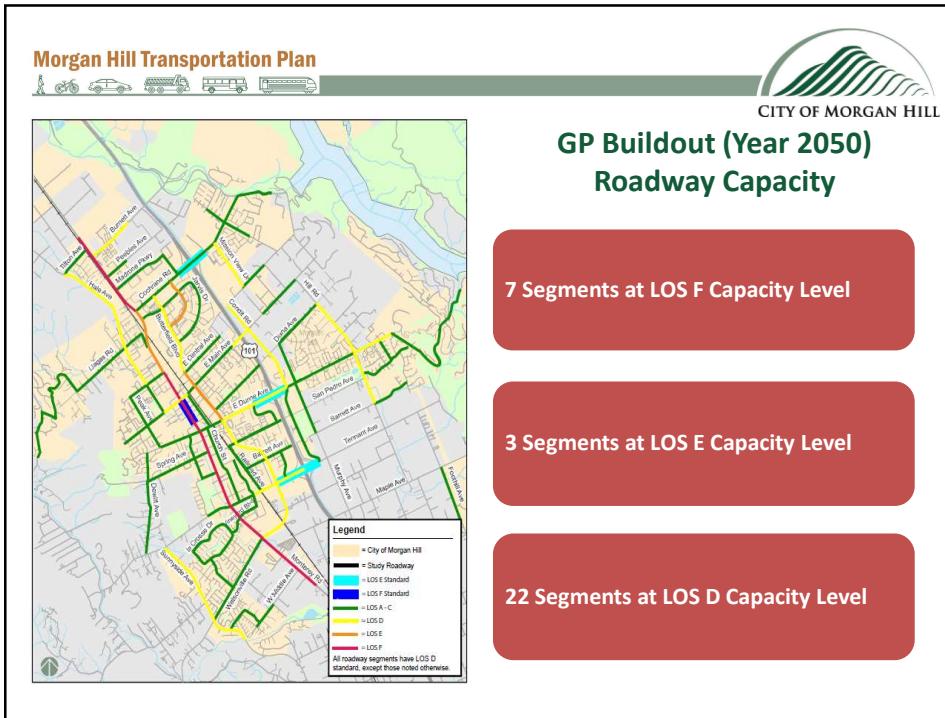
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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

Traffic Operations Analysis Summary

		2023	2050
Intersection	operating <i>close to</i> substandard level	7 (8%)	8 (9%)
	operating <i>at</i> substandard level	2 (2%)	24 (28%)
Segment	operating <i>close to</i> substandard level	11 (11%)	22 (22%)
	operating <i>at</i> substandard level	0 (0%)	10 (10%)

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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

Congestion Comparison

- Percent of Intersections operating below threshold for other jurisdictions under General Plan Buildout Conditions

Jurisdiction	% of intersections operating below standard
Morgan Hill (2050)	28%
Gilroy	38%
Los Gatos	0%
Sunnyvale	30%
Mountain View	19%

40



Questions

41



Street Typology Workshop

- Group Activity & Participation
- Limited to 30-Minute Exercise
- Identify Group Lead for Report Out

42



Street Typology Definitions

Purpose

- Define purpose and role of different streets that in Morgan Hill
- Linked to design guidance and improvement types
- Next step (after establishing definitions) → *apply designations to Morgan Hill roads*

Street Types

- Boulevard
- Community Corridor
- Main Street
- Neighborhood Street
- Rural Street

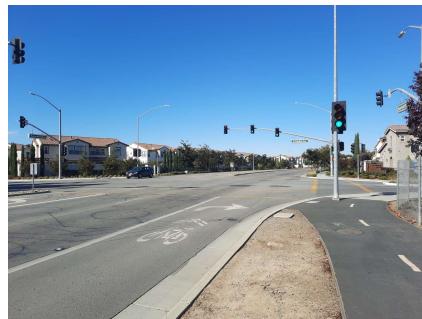
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Street Typology Definitions

Boulevard

- **Travel Patterns:** Higher speed and higher volume roadway that connects various parts of a city or region
- **Bikeway and Pedestrian Considerations:** Facilities require greater separation to be comfortable and useful
- **Land Uses:** May include commercial, residential, or recreational amenities along the route



Butterfield Boulevard

44



Street Typology Definitions

Community Corridor

- **Travel Patterns:** Primarily serves trips within the City of Morgan Hill
- **Bikeway and Pedestrian Considerations:** Accommodates all modes while prioritizing safety, convenience, and comfort of bicyclists and pedestrians
- **Land Uses:** Balances land access and mobility and passes through residential and mixed-use areas



45



Street Typology Definitions

Main Street

- **Travel Patterns:** Serves local and visiting traffic; Main Street are a place to drive to rather than drive through.
- **Bikeway and Pedestrian Considerations:** Promotes and encourages active transportation and improve overall accessibility and mobility for non-personal motor vehicle users; prioritizes safety, including lower vehicle speeds.
- **Land Uses:** Downtown and walkable areas



3rd Street

46



Street Typology Definitions

Neighborhood Street

- **Travel Patterns:** Supports short-distance trips and access to residential areas; prioritizes safety, lower vehicle speeds, and traffic volumes
- **Bikeway and Pedestrian Considerations:** Should meet the needs of people walking and biking of all ages and abilities.
- **Land Uses:** Provides local access to neighborhoods and residential areas.



Peet Road

47



Street Typology Definitions

Rural Street

- **Travel Patterns:** High speed roadways that primarily serve local traffic and trips and connects trips within the City
- **Bikeway and Pedestrian Considerations:** Facilities may require greater separation to be comfortable and useful
- **Land Uses:** May include both residential and rural/agricultural uses along the route



Diana Ave

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Morgan Hill Transportation Plan




Street Design Activity

- **Task:** Consider street redesign opportunities for two corridors:
 - Boulevard
 - Community Corridor
- **Key question:** How should *available* roadway space be allocated given the competing community priorities?
- Use the cut-out pieces on the table to design your own street

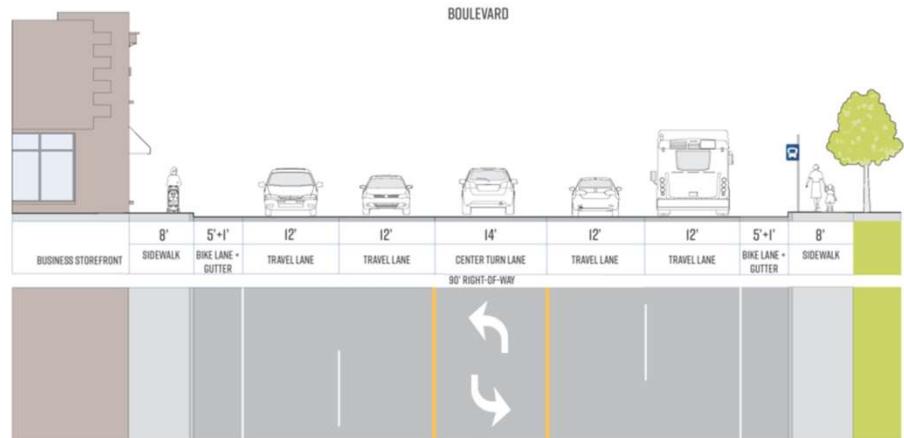
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Morgan Hill Transportation Plan



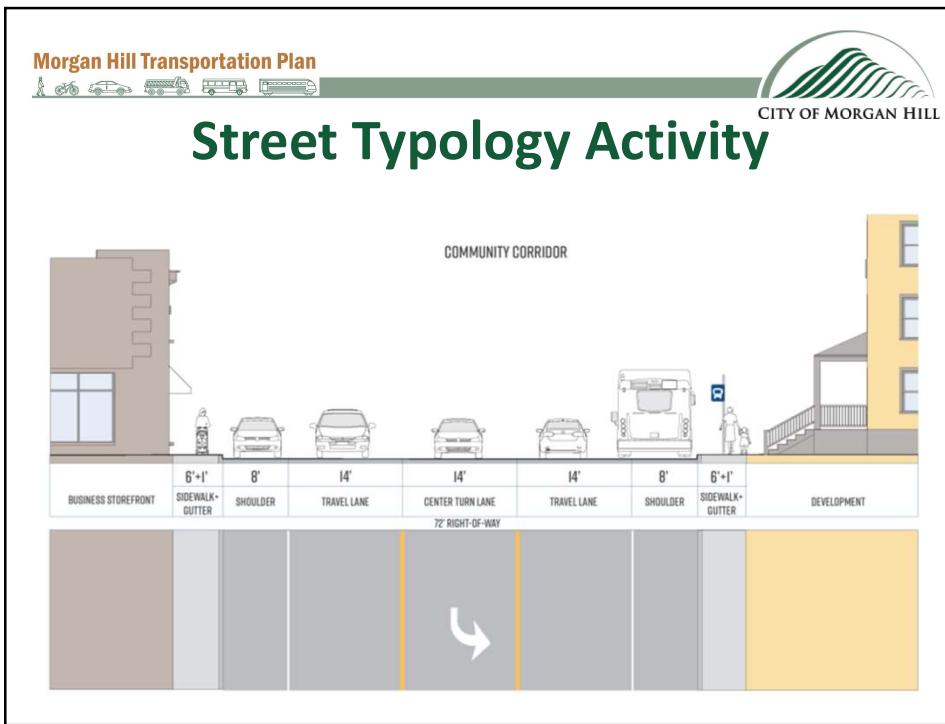

Street Typology Activity

BOULEVARD



BUSINESS STOREFRONT	8'	5'+1'	12'	12'	14'	12'	12'	5'+1'	8'	SIDEWALK	
	SIDEWALK	BIKE LANE + GUTTER	TRAVEL LANE	TRAVEL LANE	CENTER TURN LANE	TRAVEL LANE	TRAVEL LANE	BIKE LANE + GUTTER	SIDEWALK		
	90' RIGHT-OF-WAY										

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Preview of Stakeholder Meeting #4

- Discuss Designated Multi-Modal Street Typologies
- TMP Goals and Policies
- TMP Improvement Tool-Box Introduction
- TMP Improvement Prioritization Criteria
- Discussion of Available & Allocated Funding
- Workshop - Improvement Criteria Prioritization

Morgan Hill Transportation Master Plan

Stakeholders Meeting #3

Wednesday March 27th, 2024

City Hall

Meeting Summary

Meeting Attendees:

Stakeholders in Attendance

Name	Organization
Krista Rupp	Visit Morgan Hill
Doug Muirhead	
Joe Baranowski	Responsible Growth Coalition
Nick Gaich	Chamber of Commerce
John Moniz	Parks and Rec Commission
Dana Haberland	Senior Center Transportation Committee
Joe Mueller	Planning Commission
Wayne Tanda	Planning Commission
Matthew Lundy	
Armando Benevidas	

Stakeholders not in Attendance:

Name	Organization
Jake Thompson	
Elizabeth Schaus	
Doug Hall	
Catherine Ferris	
Claire Francis	
Adam Bradford	
Sofia Ruiz-McGinty	Youth Action Council
Elizabeth Munoz-Rosas	MHUSD Parent
John McKay	
Maureen Tobin	
Larissa Sanderfer	
Arjun Narayanan	Youth Action Council
Patricia Darling	
Chrystal Silva-Davis	Morgan Hill Unified School District

Agency Staff Attendees: City of Morgan Hill: Chris Ghione, Edith Ramirez, Jennifer Carman, Maria Angeles, Adam Paszkowski, Nicole Martin, Nolan Ugalde

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon, Project Manager, Shika Jain, Hexagon, Deputy Project Manager Aaron Sussman, Toole Design, Principal Planner, Ellie Gertler, Toole Design, Planner, and Eileen Goodwin, Apex Strategies, Facilitator.

Other Attendees: Three high school seniors attended the meeting for an hour each for class credit. Jim Moskus.

Meeting Summary:

Chris Ghione convened the meeting on behalf of the city, he thanked and welcomed the members of the Community Stakeholders group for the Transportation Master Plan effort (TMP).

Refreshments were provided at the meeting.

The meeting followed the following agenda:

- **Welcome, Review of Agenda, Role of the Stakeholder Group, and Introductions**
- **Overview of TMP Goals**
- **Multimodal Analysis**
 - Bicycle/Pedestrian Network (Existing/Gaps)
 - Bicycle/Pedestrian Safety Analysis (Hot Spots)
- **Traffic Operations Analysis**
 - Transportation Demand Model
 - VTA Model and Structure
 - City-specific Land Use Data
 - Traffic Operations
 - Intersection Peak Hour Operations
 - Roadway Segment Capacity Analysis
- **Work/Group Exercise**
 - Street Typologies, Definitions, Introduction to Activity
 - Allocation of Roadway Space exercise
 - Group Report Out
- **Next Meeting Dates-6:00 p.m. to 8:00 p.m.**
 - Wednesday, April 17th
 - Wednesday July 31st
- **Next Steps, Action Items and Adjourn**

Eileen reviewed the agenda. She stated the purpose of the Stakeholder Committee by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP.

She also stressed the desire to learn from each member's expertise and experience and that the Committee is a forum for collaboration. She highlighted the Committee would function by stressing the following points:

- The Committee is advisory to the city's staff and does not make final decisions on 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.

Eileen explained that this evening's meeting would be focused on bicycle and pedestrian elements primarily. She mentioned that the Team added an additional Stakeholder Group Meeting due to the amount of information and desire for community feedback, she mentioned the next two stakeholder meeting dates have been chosen. They are April 17th and July 31st. Both meetings will be from 6:00 p.m. to 8:00 p.m. in the same location as this evening's meeting.

Chris Ghione presented the draft TMP Goals: Safety; Increased Transportation Operations; Access to Regional Transit Service and Local Destinations; and Congestion Management. Stakeholders were encouraged to review the draft language and come prepared for a discussion at the next meeting. There were no comments from the stakeholders on this item.

Aaron Sussman utilized a series of map slides to explain the pedestrian priority zones. He explained that the zones would be used to help prioritize needed improvements such as where new crossings were needed; enhancements to existing crossings; and address sidewalk gaps.

Ellie Gertler made a similar presentation with maps to explain the Bikeways and Trailways Network. She explained that this network information would be used to prioritize areas for improvements. She further explained that the information identified areas where there are gaps; areas of high traffic stress for users; and opportunities to increase separation of bike users from motor vehicles. She indicated the process would culminate with an updated set of priorities for bike and trailway projects.

Aaron reviewed the high injury network and safety issues with the group using a set of maps. He explained this effort would culminate with a set of prioritized improvements that would inform the upcoming Safety Action Plan effort.

The stakeholders had the following comments and questions on the three presentations:

- What can be done to make Llagas Road safer? (Speed management, signage, separation are all tools that can be used)
- If safety is the goal, how can we measure that? (Crashes and near misses)
- How do the Morgan Hill streets rate compare to peers on safety? (We can bring some analysis to the April meeting)
- Currently there are three ways to get data on street safety but they don't really measure near misses. How do we capture that? (We have predictive tools so we can predict given street typologies how near misses may occur due to speed, street design, and traffic volumes)
- What transportation grants has the city received? Tell us more about the Safety Action Plan and other efforts. (Morgan Hill has several grants underway including one focused on Monterey Corridor, the Safety Action Plan is about to start, and a sidewalk assessment they will all help inform the TMP and vice versa).
- This is very rich data. How can we make it digestible for the lay person? How will we speak to the community about this and prioritize this information and projects? (We will be diving into criteria and prioritization at the next meeting.)

Robert reviewed the regional traffic model that VTA utilizes and a city specific land use model that takes into account planned and foreseen growth including pending (pipeline) development. He utilized an example of a single Traffic Analysis Zone (TAZ) within Morgan Hill to show how the model inputs work. He shared model results of current 2023 intersection operations in Morgan Hill compared to forecasted 2050 model results for the same intersections. He also compared roadway segment capacity for the same two timeframes. Robert shared a table that showed intersection and traffic segment operation changes over time by percentage. He also gave a comparison of congestion comparisons to four peer jurisdictions for General Plan Buildout Conditions.

The community stakeholders asked the following questions and made the following observations on this item:

- Does the analysis assume new roadway improvements? (Yes, it assumes build out as detailed in the memo provided)
- Does it show 2023 plus build out plus growth? (Yes, there are several scenarios that are analyzed)
- Does it show where things break down? May I get this data? (Yes, we can make that available so you can see where and when things break down.)
- To confirm, there is approved projects plus pipeline projects in the model? (Yes)
- Does this data also have bike data or is it just vehicles? (This operations data is just about vehicles. But the model does break it down by mode. The model is based on person trips and assigns modes.)

Aaron presented information on the city's street typologies: Boulevard, Community Corridor, Main Street, Neighborhood Street and Rural Street. Stakeholders were asked to decide how differing roadway widths should be allocated between vehicles, pedestrians, bicyclists, car parking, landscaping, bus pull outs, and lighting. Two types of streets typology base maps were provided, one for a generic boulevard and one for a generic community corridor condition. Groups were given game pieces of to scale layouts of traffic lanes at various widths, types of bike lanes, various sidewalk widths, and other elements to mix and match as appropriate. The groups were given approximately twenty minutes for their street building and then there was a ten-minute report out for the two groups.

The following priorities and observations were made by each group:

Group One:

Community Corridor: Used buffered bike lanes, lots of landscaping, higher protection for pedestrians and bikes, looked at travel lane widths for cars but it was a trade off with beautification which the group wanted. Group One wanted a landscaped median. Safety was most important. Used a bus shelter piece.

Boulevard: Ran out of time to finish but made progress with wanting to keep traffic moving, landscaping on the left side only. Provided a two-way bike path. Group One felt two-way bike path would be more effective use of space. Reduced sidewalk width to 6' from 8' to keep traffic moving. No bus shelter was utilized because it took up too much space.

Group Two:

Community Corridor: Wanted to slow traffic down so chose 10' lanes instead of 12' lanes but it was pointed out that 10' lanes may not be safe due to the number of large SUV's in Morgan Hill. The 10' lanes would be a challenge for SUV's. Chose bike lanes on each side of the road. Tried to accommodate parking. When asked by the other group, this group indicated that bus shelters would be appropriate although they hadn't provided them.

Boulevard: Higher speed necessitated more protection for bikes. The group didn't like center turn lanes so wanted landscaping instead.

After the activity the stakeholders indicated that the exercise was effective in demonstrating the trade-off between modes and amenities. In addition, stakeholders were also given comment cards that asked for individual input related to the group exercise. Participants were asked to suggest typologies for up to three Morgan Hill Streets by name and participants were asked to provide up to three suggestion priorities in the ways to lay out local streets. Many people provided feedback at the meeting. Some members asked for the card to be sent electronically so they could fill it out and

send it back in after further consideration. Chris agreed to make it available and asked for the comment cards back by April 3rd.

Action Items/future agenda items:

- Benchmark Morgan Hill Street safety against peers for April meeting.
- Chris to distribute Comment Card to stakeholders and stakeholders are asked to return the comments by April 3rd.
- Data to be made available to those who want to look into it further, by individual request through Chris Ghione.
- Next Stakeholder Committee meeting April 17th, 2024 at City Council Chambers at 6:00 p.m. to discuss goals, draft policies, TMP Improvement tools, prioritization criteria, and funding availability.
- Stakeholder Meeting July 31st, 2024 will focus on solutions and policy ideas and the Draft TMP document.

Meeting summary prepared by Eileen Goodwin, Apex Strategies.

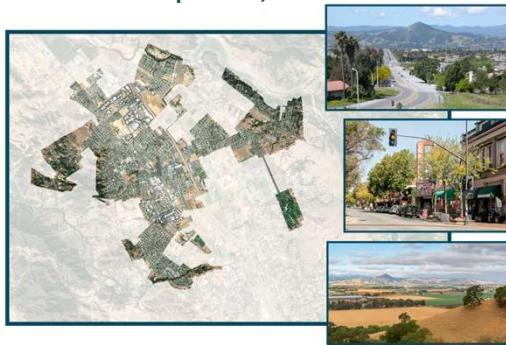
Morgan Hill Transportation Plan




Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting #4

April 17th, 2024



 **Hexagon** TRANSPORTATION CONSULTANTS, INC.

 **TOOLE**
DESIGN

 **apex**
STRATEGIES

 **KIER+WRIGHT**

1

Morgan Hill Transportation Plan




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

2

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.

3

Morgan Hill Transportation Plan


‘Where we are’ in the TMP Process



4

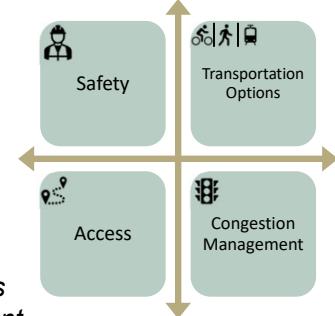
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Recap of Previous Meeting

- 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



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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

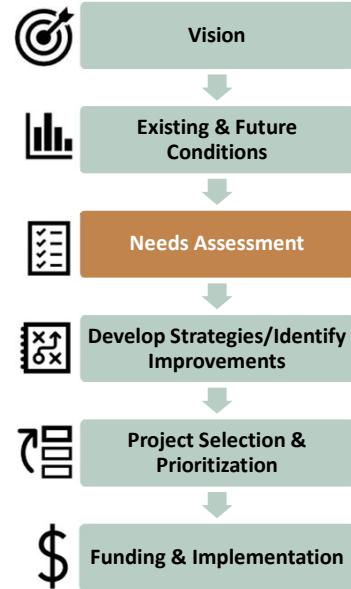


What we Heard...

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



Morgan Hill Transportation Plan



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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	SPEDS
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

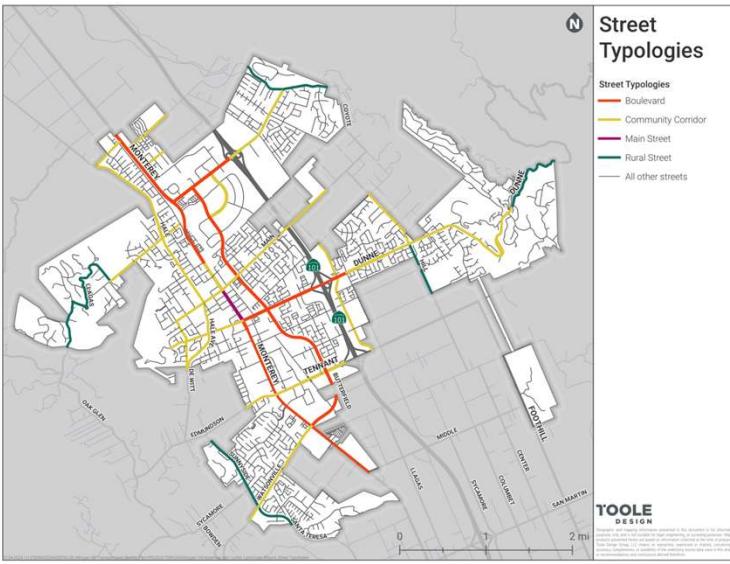
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Street Typologies Network



Street Typologies

- Boulevard
- Community Corridor
- Main Street
- Rural Street
- All other streets

TOOLE DESIGN

Geometric and traffic dimensioning presented in this document is for information purposes only and is not a formal engineering plan. It is the responsibility of the engineer to verify all dimensions and traffic control measures. The City of Morgan Hill is not responsible for any errors or omissions in this document. The City of Morgan Hill is not responsible for any damages resulting from the use of this document.

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Street Typologies

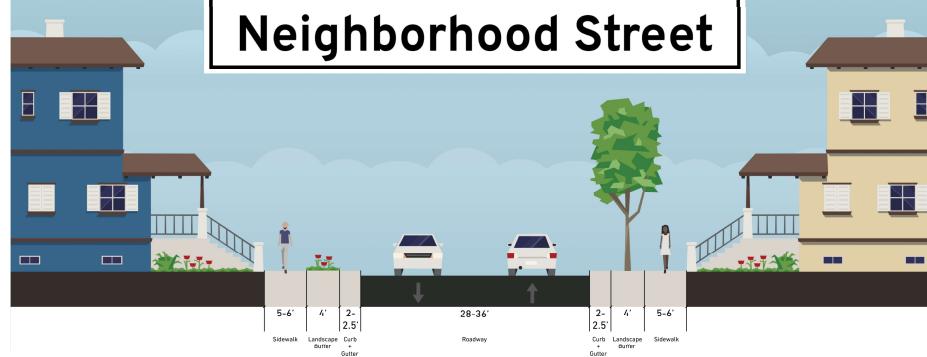
Example Cross Sections

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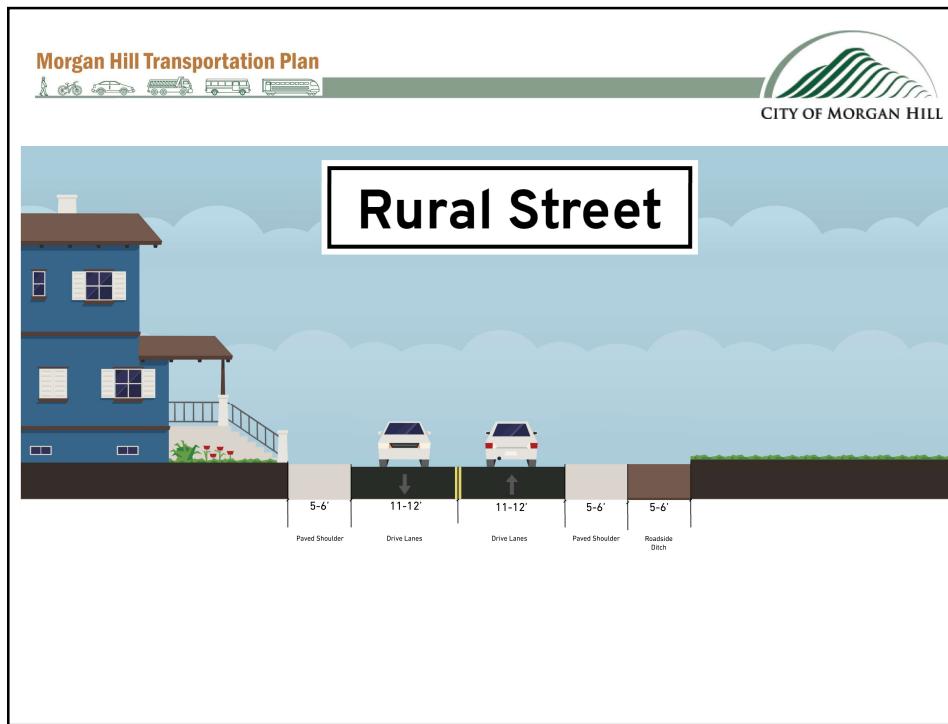


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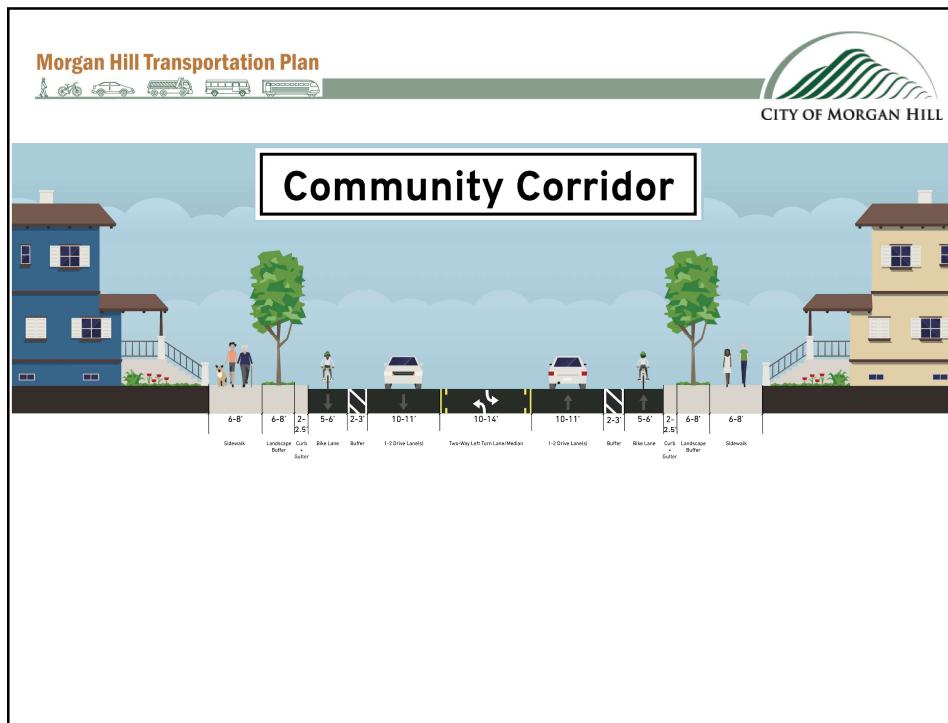
Neighborhood Street



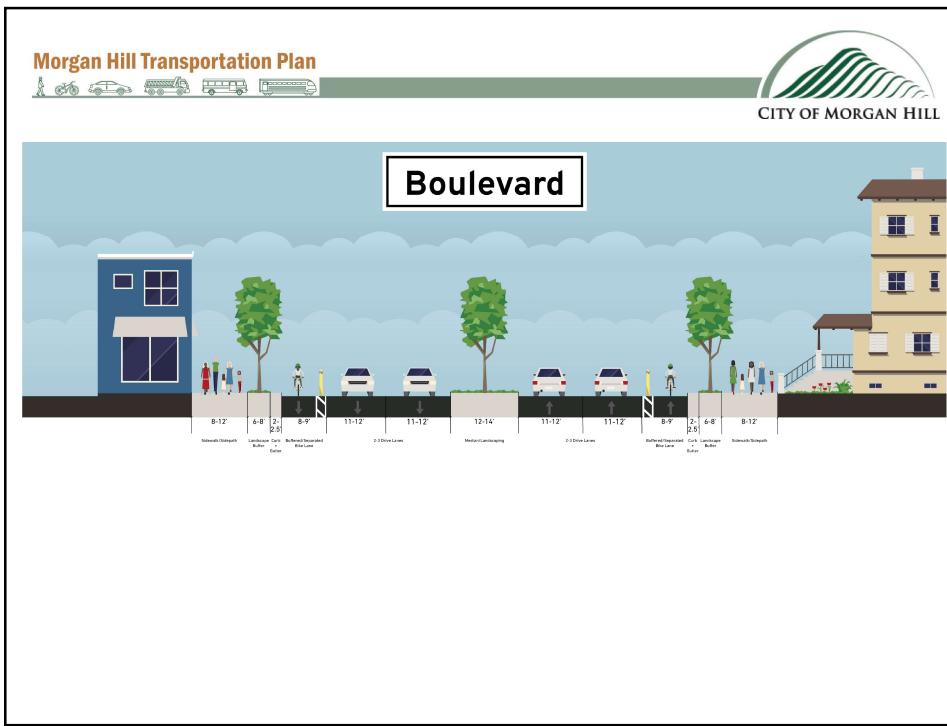
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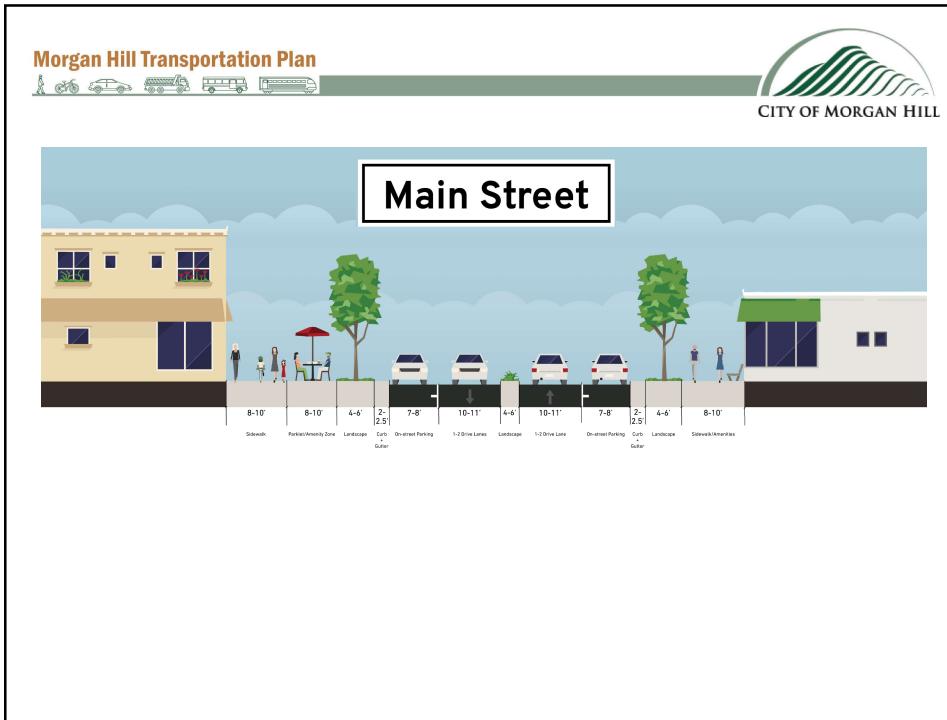
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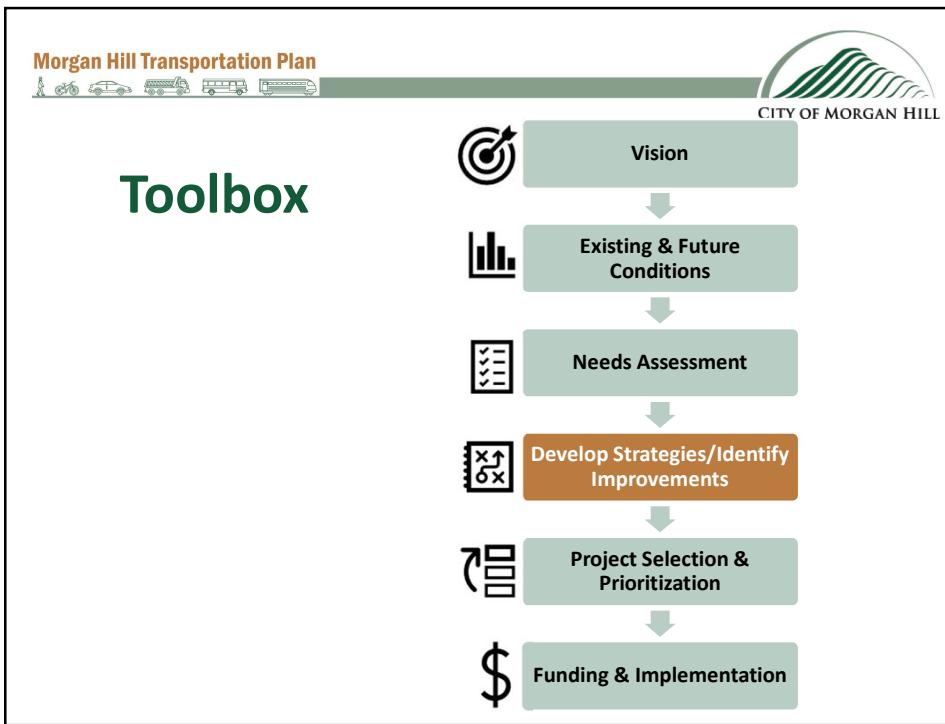
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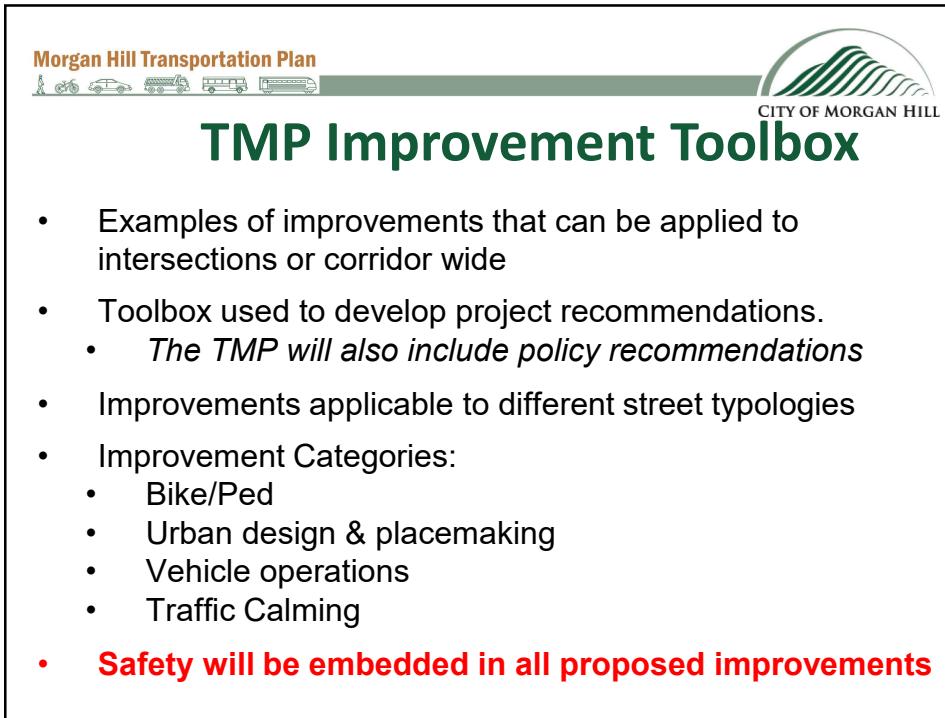
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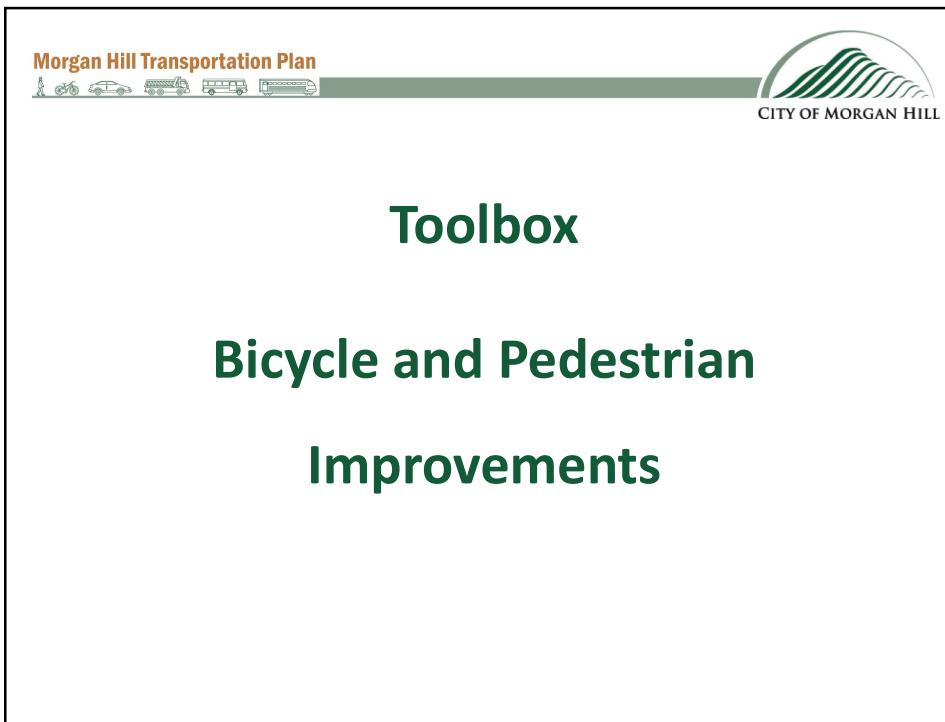
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Pedestrian Refuge Island



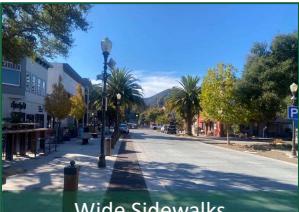
Street trees/landscaping



Transit Stop Amenity



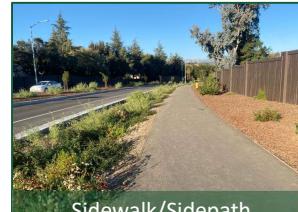
Wide Sidewalks



Trail Connections



Sidewalk/Sidepath



Pedestrian Improvements

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Toolbox

Urban Design/Placemaking

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On-street Parking



Parklets



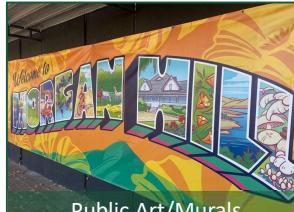
Sidewalk Amenities



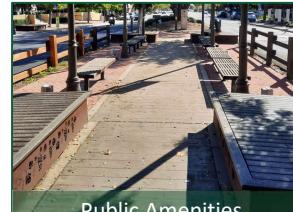
Signage and Wayfinding



Public Art/Murals



Public Amenities



Urban Design/Placemaking

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Toolbox

Vehicle Operations

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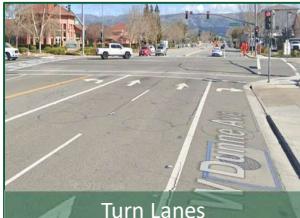
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All Way Stop Control 

Roundabouts 

Signals 

Turn Lanes 

Signal Timing 

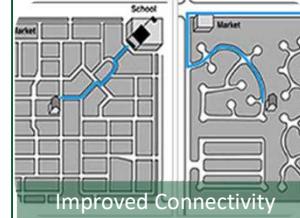
Vehicle Operations - Intersection

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Signal Synchronization 

Improved Connectivity 

Vehicle Operations - Corridor

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Toolbox

Traffic Calming

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Radar Speed Feedback Sign



Signing & Striping



Median Island



Curb Extension



Chicane



Road Diet

Traffic Calming

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Traffic Circle 

Textured Pavement 

Speed humps/cushions/lumps 

Speed Tables/Raised Crosswalk 

Raised Intersection 

Barriers, Forced-turn islands 

Traffic Calming

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Divertors 

Closures 

One-Way Streets 

Traffic Calming

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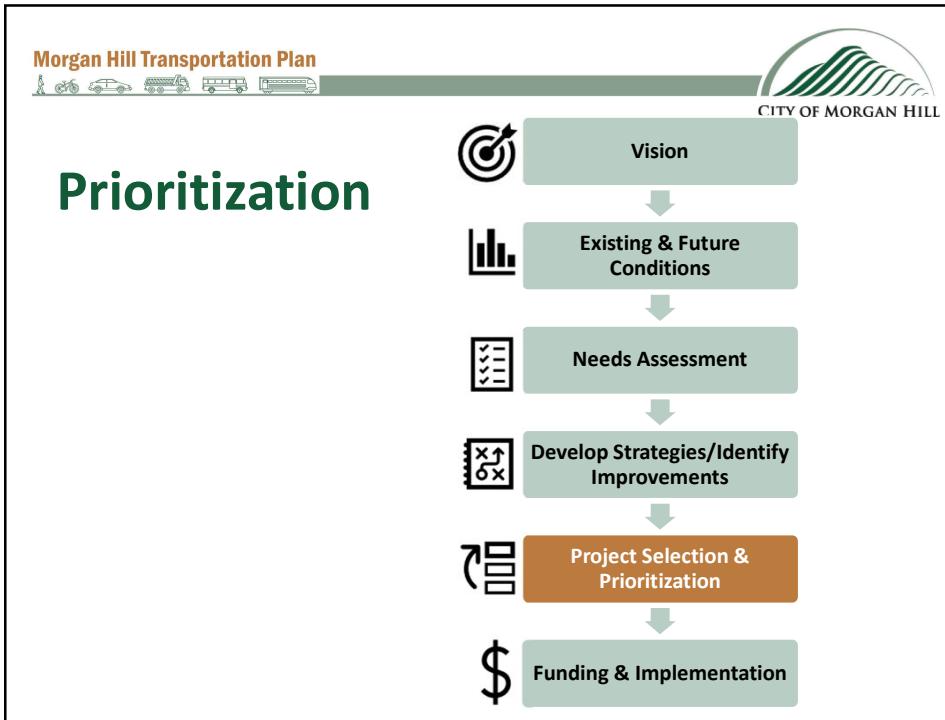
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Regional Cut-through

- 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




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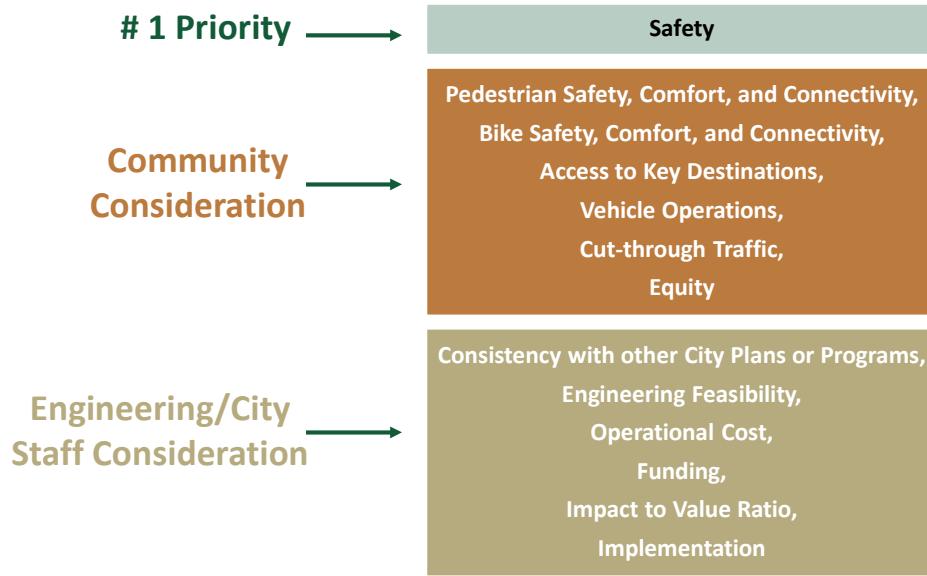


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Overview of Project Prioritization

- 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*

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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**

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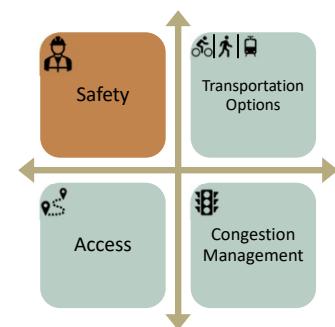


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Priority - Safety

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*



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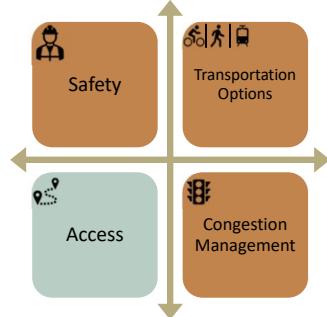
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Pedestrian Safety, Comfort, and Connectivity

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*



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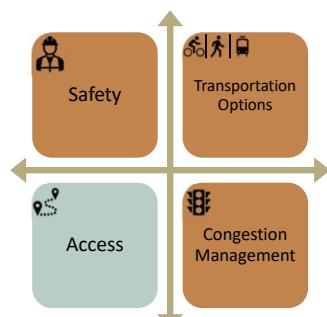
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Bicycle Safety, Comfort, and Connectivity

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)*

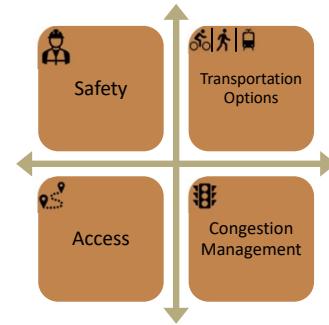


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Access to Key Destinations

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*

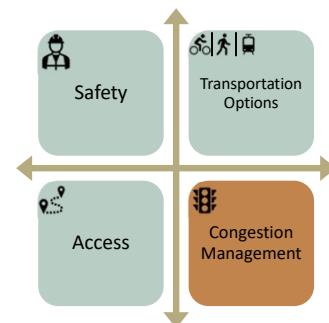


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Vehicle Operations

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*



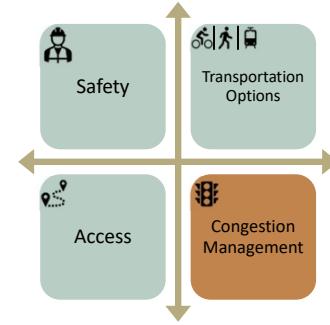
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Cut-Through Traffic

Project Evaluation Criteria:

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



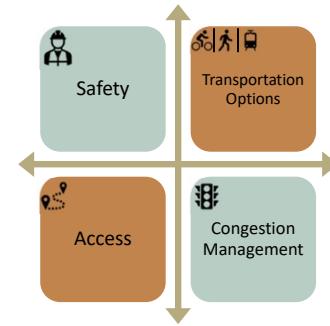
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Equity

Project Evaluation Criteria:

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



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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*

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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*

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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]

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Workshop

- **Discussion of TMP goals**
 - Discuss goals & actions/strategies as a group
 - Try to identify two issues (addition/removal)
- **Prioritization Criteria Ranking & Weighting**
 - Rank Criteria by jar order (1-6)
 - May identify one additional criteria (jar)
 - Weight each criteria using marbles
- **Toolbox Improvements on Street Typology Map**
 - Apply toolbox categories using colored dots
 - Write or use post-its to note specifics
 - Use table to propose changes to up to three street typologies.

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Morgan Hill Transportation Plan




Workshop

Draft TMP Goals

Goal TMP-1: Safety. Eliminate traffic fatalities and reduce the number of non-fatal collisions for all modes within the City.

Goal TMP-2: Increased Transportation Options – Provide a range of high-quality and comfortable bikeways, trails, pedestrian facilities, and local transit options to create a safe, connected, balanced, and convenient transportation system for all ages, abilities, and socioeconomic groups.

Goal TMP-3: Access to Regional Transit Services and Local Destinations – Enhance access to regional transit services and local destinations like Downtown, schools, parks, and services through improved multimodal connections and local transit options that enable more trips to take place without relying on a private vehicle.

Goal TMP-4: Congestion Management - Improve operations on city arterials to increase efficiency, reduce emissions, and minimize the extent of regional cut-through traffic on local streets.

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Morgan Hill Transportation Plan




Workshop

Project Prioritization & Evaluation Criteria

1	Pedestrian Safety, Comfort, and Connectivity	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	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
2	Bike Safety, Comfort, and Connectivity	Improves and/or provides new bicycle facilities along bike/ped priority corridors Improves comfort and/or provides new connections across US 101 network Accommodates other modes of micromobility (e.g. e-bikes)	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
3	Access to Key Destinations	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	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations, Goal TMP-4: Congestion Management
4	Vehicle Operations	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 modeshift for the purpose of reducing VMT	Goal TMP-4: Congestion Management
5	Regional Cut-through Traffic	Includes pre-determined set of traffic calming techniques that reduce regional cut-through traffic	Goal TMP-4: Congestion Management
6	Equity	Proximity to high levels of higher density housing/low-income housing	Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations

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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**

Morgan Hill Transportation Master Plan

Stakeholders Meeting #4

Wednesday April 17th, 2024

City Hall

Meeting Summary

Meeting Attendees:

Stakeholders in Attendance

Name	Organization
Krista Rupp	Visit Morgan Hill
Doug Muirhead	
Jake Thompson	
Maureen Tobin	
John Moniz	Parks and Rec Commission
Dana Haberland	Senior Center Transportation Committee
Joe Mueller	Planning Commission
Larissa Sanderfer	

Stakeholders not in Attendance:

Name	Organization
Joe Baranowski	Responsible Growth Coalition
Nick Gaich	Chamber of Commerce
Wayne Tanda	Planning Commission
Matthew Lundy	
Elizabeth Schaus	
Doug Hall	
Catherine Ferris	
Claire Francis	
Adam Bradford	
Sofia Ruiz-McGinty	Youth Action Council
Elizabeth Munoz-Rosas	MHUSD Parent
John McKay	
Armando Benevidas	
Arjun Narayanan	Youth Action Council
Patricia Darling	
Chrystal Silva-Davis	Morgan Hill Unified School District

Agency Staff Attendees: City of Morgan Hill: Chris Ghione, Jennifer Carman, Maria Angeles, Adam Paszkowski, Nicole Martin, Nolan Ugalde, Captain Ray Ramos

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon, Project Manager, Shika Jain, Hexagon, Ellie Gertler, Toole Design, Planner, and Eileen Goodwin, Apex Strategies, Facilitator.

Other Attendees: None

Meeting Summary:

Refreshments were provided at the meeting.

The meeting followed the following agenda:

- **Welcome, Review of Agenda, Role of the Stakeholder Group, and Introductions**
- **Where we are in the TMP Process**
- **Recap of Previous Meeting**
- **Multimodal Street Typologies**
- **TMP Improvement Tool Box**
- **Prioritization Criteria**
- **Work/Group Exercise**
 - TMP Goals
 - Group Report Out
 - Prioritization Criteria Ranking and Weighting
 - Group Report Out
 - Reviewing Street Typologies and Applying Tool Box improvements to maps
 - Group Report Out
- **Next Meeting Dates-6:00 p.m. to 8:00 p.m.**
 - Wednesday July 31st (Tentative)
- **Next Steps, Action Items and Adjourn**

Eileen reviewed the agenda. She stated the purpose of the Stakeholder Committee by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP by promoting upcoming community meetings and city committee and council meetings to their networks.

She also stressed the desire to learn from each member's expertise and experience and that the Committee is a forum for collaboration. She highlighted the Committee would function by stressing the following points:

- The Committee is advisory to the city's staff and does not make final decisions on 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.

Eileen explained that the next meeting date is tentatively set for July 31st. The meeting will be from 6:00 p.m. to 8:00 p.m. in the same location as this evening's meeting. The topics would include a draft set of goals, actions and policies and a funding discussion.

Eileen and Robert explained the three workshop sessions for input later in the meeting one on goals, one on improvement prioritization criteria and one utilizing the maps and types of projects that might be implemented. Robert explained the process for each session and what the team was hoping to have specific stakeholder input on.

Robert, utilizing PowerPoint slides, explained where we are in the TMP process and summarized the input received at and after the last meeting.

He highlighted group feedback suggesting street typologies for certain Morgan Hill roadways and feedback prioritizing roadway right-of-way for:

- #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

Ellie presented color coded maps showing the suggested typologies for Morgan Hill streets. She explained the maps would be part of one of the workshop sessions later in the meeting. She also reviewed the various street widths using cross sections and elements they could potentially support as rural roads, main streets, boulevards and community corridors.

Specific feedback and questions on the typologies included:

- Are there “best practices for certain street widths and elements within those widths such as lanes? (Yes)
- How do Morgan Hill streets fit those best practices now? (Pretty well, there are existing bike facilities and such. In other places there is no ability to secure additional right-of-way due to proximity of buildings so in some places solutions may be less than ideal)
- How much more work to get to best practices? (There could be quite a bit as there are gaps in bike lanes, places where lanes are not buffered, etc.)
- What about landscaping and aesthetics and heat island effects? (Landscaping to provide shade is part of the “tool box” we will be touching on next)
- Monterey Road is a good example of a road that changes context throughout the city, and it involves a Project Development Area designation as well as existing form-based coding on file. How does that fit with the boulevard designation? (All of that is part of the process and will be considered)
- Will this effort develop a checklist for development? (No, that is not anticipated)
- I want these plans to be implementable. (Comment noted)

Shika and Ellie presented types of projects that could address bike and pedestrian issues, placemaking, vehicle operations, traffic calming and regional cut-through traffic.

- Can we add additional ideas? (Yes)

Robert gave a presentation highlighting the criteria that would be used to screen and prioritize projects suggested by the TMP. He stressed that safety is the number one criterion and would be part of any project developed. He also explained that criteria would be developed that would consider and prioritize community considerations and also additional criteria that address engineering and city staff concerns such as cost to value ratios.

- There were no questions or comments related to this item.

The group was asked to spend time at their tables discussing and potentially editing the goals for the TMP. These goals were discussed at the prior meeting and definitions of these goals were sent ahead of this meeting as “homework” for the group to prepare them for this discussion. The draft TMP Goals are: Safety; Increased Transportation Operations; Access to Regional Transit Service and Local Destinations; and Congestion Management.

The groups were asked to focus on two or three big ideas from their discussions.

First group to speak:

- Vision zero should be added to safety and projects should be forced to mitigate for safety even during construction such as placement of temporary fences that can impede pedestrians.
- If education programs are to be used, then the city should come up with a way to measure the results so they can see if efforts are working.
- Monterey Road deserves a marketing effort to slow speeders and change behavior.

The second group to speak focused on:

- Goal #4 and the impacts of cut through travel on the east side of town especially and it impacts all residents.
- The impact of waze and google maps on sending people through town when they are on regional routes.
- The need for strategies for cut-through traffic.

The next activity was for the two groups to use twenty marbles and six jars to rank and prioritize by weight the criteria. Safety was not a separate jar because it is always the top criteria and there was a blank jar to add new criteria if the group chose to do that.

The first group to report out (second team to report above) had the following ranking and weighting:

- Pedestrian safety, comfort, and connectivity (5)
- Vehicle operations (4)
- Bicycle safety, comfort, and connectivity (5)
- Access to key destinations (5)
- Equity (0)
- Regional cut-through (1)

The second group to report out (first team to report above) had the following ranking and weighting:

- Pedestrian safety, comfort, and connectivity (6)
- Regional cut-through (5)
- Vehicle operations (4)
- Bicycle safety, comfort, and connectivity (4)
- Access to key destinations (1)
- Equity (0)

There were no new criteria added by either group. Equity was not weighted by either group. The project team added up the jars to create final counts.

- A stakeholder commented that under vehicle operations category bicycle signal time should be considered as the modes are all connected.

The final workshop item was to take the city maps and suggest edits to the draft typologies shown for the streets and begin the place ideas for capital projects at intersections or along corridors.

The first group to report out (same as the first for the second activity) had the following observations:

- No typology changes for the streets.
- The group highlighted areas for traffic calming.
- Traffic calming is desired at schools.
- Hill Road is an important community corridor.
- East Dunne between Hill Road and Gallop Drive has excess right-of-way and could be made into a linear park. This linear park treatment could also apply to Watsonville Road and Llagas Road.

The second group to report out (same as the second group for the second activity) had the following observations:

- Northside of town has many pedestrian and bicycle network gaps that should be closed.
- Sobrato High School has a need for a pedestrian crosswalk to cross Burnett Avenue.
- There is a need for pedestrian crossings near the sports complex.
- There is a need to link pedestrian walkways on the east side of Monterey Road to users of the Community Park.
- Watsonville Road is straight and wide needs pedestrian crossing at trails and there should be roundabouts at intersections.

Eileen closed out the meeting highlighting the next steps and the upcoming meetings related to the project. She explained that stakeholders were welcome to attend these and support the project.

Draft Goals, Strategies, & Actions taken to:

Planning Commission May 14th at 7 p.m.

Parks & Recreation Commission May 21st at 7 p.m.

City Council May 16th at 6 p.m.

Planned Stakeholder Meeting #5 — 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

Action Items/future agenda items:

- Additional input from stakeholders is encouraged and stakeholders are asked to return the comments by April 24rd.
- Next Stakeholder Committee meeting July 31st (tentative),

Meeting summary prepared by Eileen Goodwin, Apex Strategies.

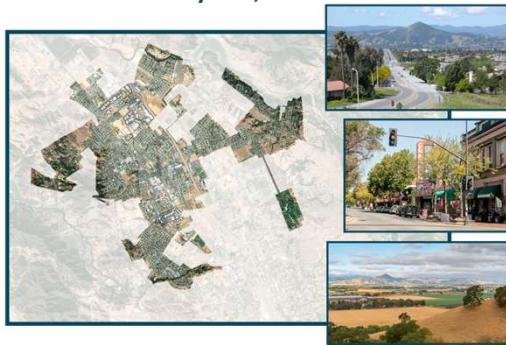
Morgan Hill Transportation Plan



Morgan Hill Transportation Master Plan

Stakeholders Committee Meeting #5

July 31st, 2024



Partners:

-  Hexagon Transportation Consultants, Inc.
-  TOOLE DESIGN
-  apex STRATEGIES
-  KIER+ WRIGHT

1

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

AGENDA

1. Welcome, Review of Agenda, and Introductions
2. 'Where we are' in the TMP Process
3. Recap of Previous Meeting
4. Funding Overview
5. Improvements Selection Process
6. Citywide Initiatives
7. Workshop/Group Exercise & Report back
8. Next Steps, Action Items and Adjourn

2

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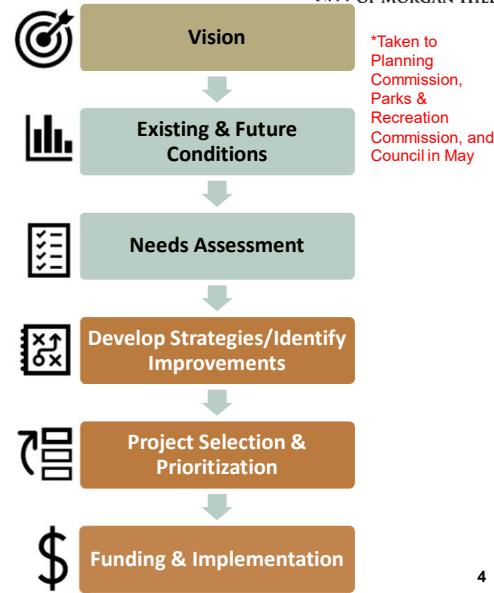
Role of Stakeholders Committee

- 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.

3

3

‘Where we are’ in the TMP Process



4

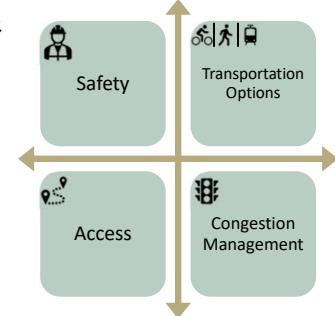
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Morgan Hill Transportation Plan



Recap of Previous Meeting

- Discussion of TMP Goals, Strategies & Actions
- Overview of Street Typologies and Improvements Toolbox
- Overview of Prioritization Criteria



5

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Morgan Hill Transportation Plan



Transportation Funding Overview

- Morgan Hill Background
- Existing Funding
- Potential New Funding Options

6

6

Morgan Hill Budget Background

- City Funding has two types of funding available:
 - Discretionary
 - Restricted Use
- Both types of Funds have been significantly reduced for transportation use over the past decade.

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Available Funding

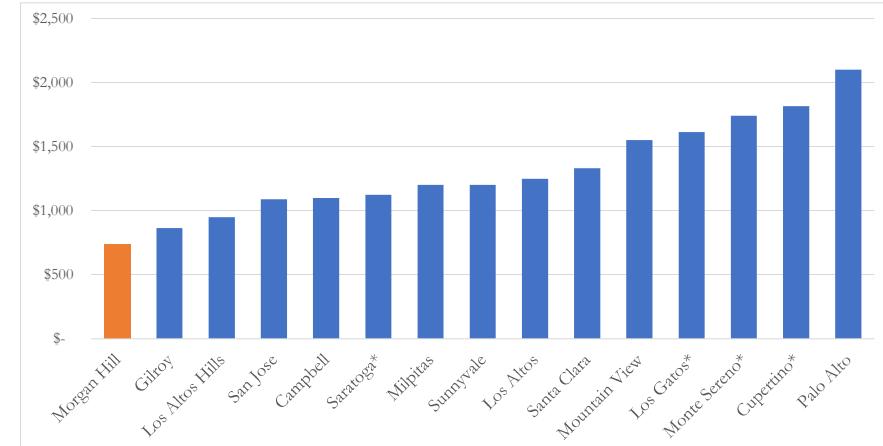
- Discretionary Funds
 - General Fund (Tax Dollars)
 - **Former RDA Funds (Eliminated)**
- Restricted Use
 - State/Regional Transportation Funds
(Gas Taxes, Countywide Sales Tax, Vehicle License Fees, etc.)
 - **Former RDCS Funds (Eliminated)**
 - Grant Funding
 - Development Impact Fees

8

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Morgan Hill Budget Background

Per Capita Tax Revenue Comparison



9

9

Secure Existing Funding



Roadway Rehab
Primarily Restricted
 Repair Streets, Sidewalks and Bridges. Improved roadway striping for peds and bikes is often included in rehab projects.



Development Impact Funds
 Widening Roads, Improving Intersections, New Roads and Facilities. Former RDCS funding to Uses must have a nexus to impacts from new development. be exhausted in 6 years.



Safety Improvements
 Sidewalk Repairs. Ped & Bike Safety.

10

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Morgan Hill Transportation Plan



Grant Funding

- Regional, State and Federal Grant Priorities
 - Multi-model uses
 - Greenhouse Gas Reductions
 - Disadvantaged Communities
- Morgan Hill Grant Competitiveness is Limited
 - Higher income community, no disadvantaged census tracks
 - Roads are very safe comparatively



Secured Grant Funding Improvements
Monterey Road Improvements and Resurfacing

11

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Morgan Hill Transportation Plan



Potential Future Funding

- VMT Mitigations via CEQA
 - Potential public transportation funding
 - Potential multi-modal improvement funding
- Redistribution of General Fund Discretionary Funds
 - Limited availability without drastically cutting other City programs
- New Revenues
 - Voters can approve taxes and/or bonds dedicated to improving transportation infrastructure.
 - Continue to compete for grant funding

12

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Non-Infrastructure Funding

- MOGO – Last Mile Transit Service Grant
 - \$750,000 Annually
 - Very small fare recovery
 - Grant ends in early 2025
 - City looking to find future grant funding
- Bike and Pedestrian Encouragement Funding
 - \$35,000 annually from 2016 VTA Measure B
 - Not for physical improvements, used to encourage alternate transportation modes (bike/walk)

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Federal Grant Funding

- 101 Expansion Planning Funding - \$500,000
 - For Planning of 101 Expansion
 - Work with VTA on Express Lane Extension to Gilroy
- High Speed Rail Grade Separation Design - \$1 million
 - Intended to design grade separations.
 - City will have designs if HSR reaches Morgan Hill
- Quiet Crossing at Railroad Tracks - \$500,000
 - Funding to improve railroad crossing equipment in Downtown, which would eliminate the need for train horns to sound.
- Other Funding

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Funding Conclusion

- Will outpace resources currently available.
- Opportunities for new funding will be important.
- Prioritization will be a key.

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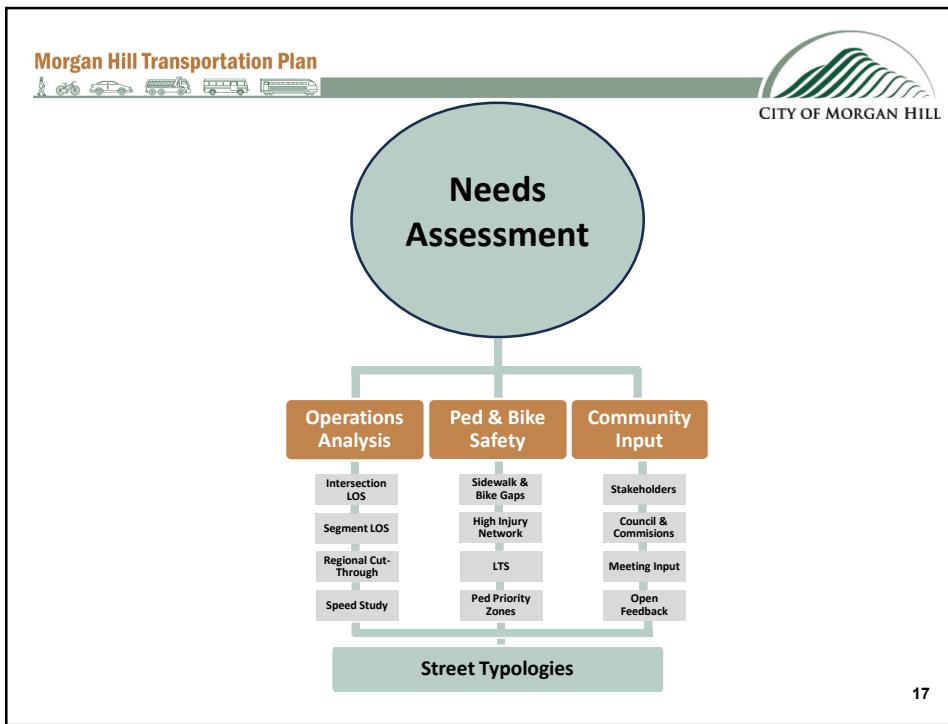
Improvement Selection Process

Needs
Assessment

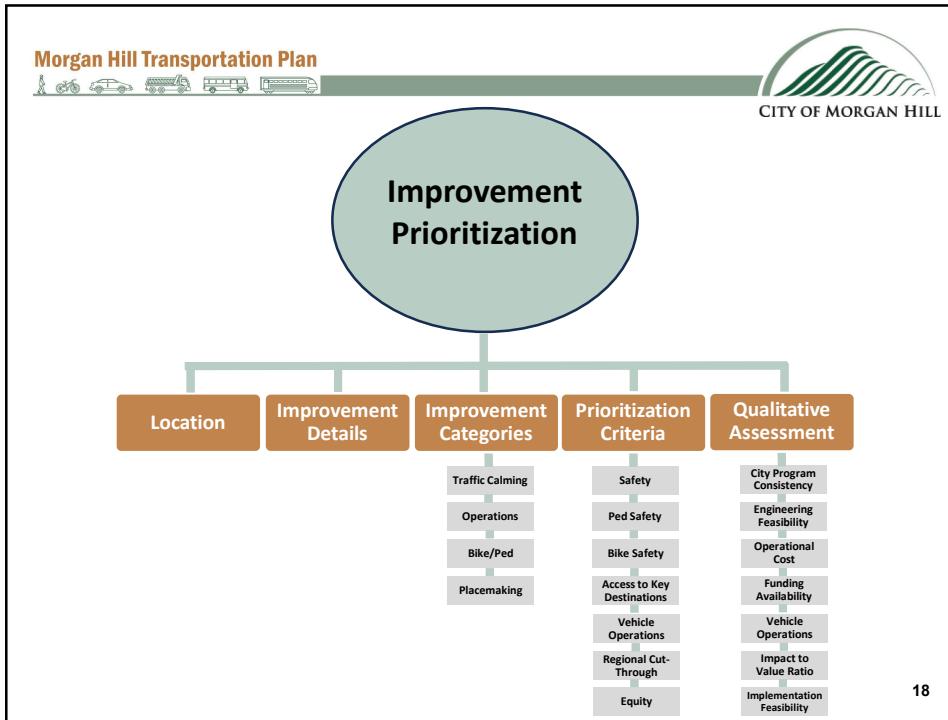
Improvements
Selection

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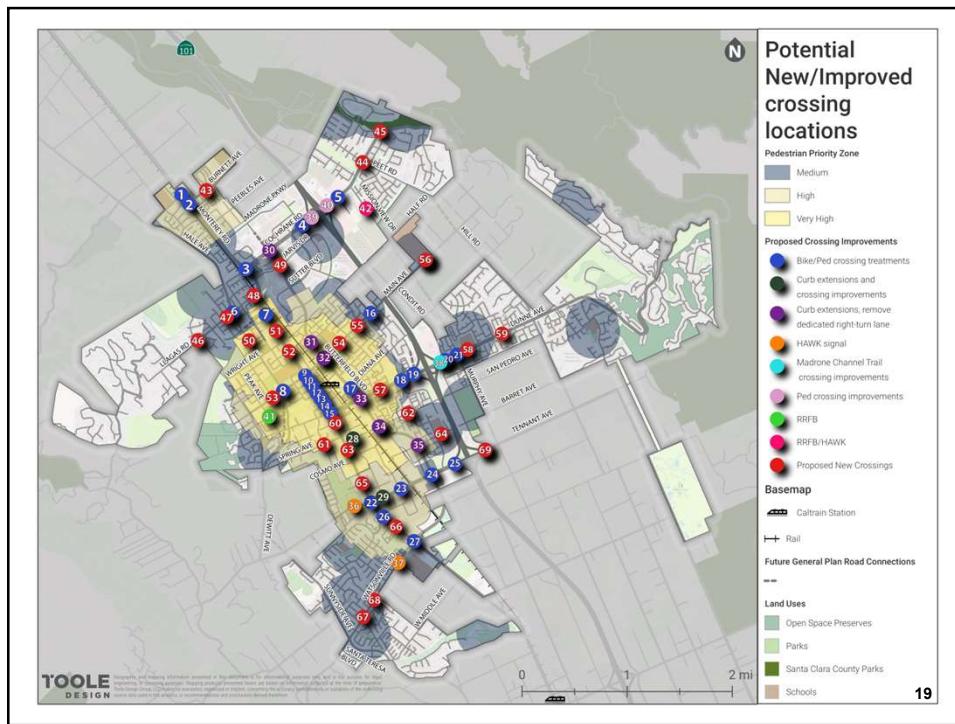
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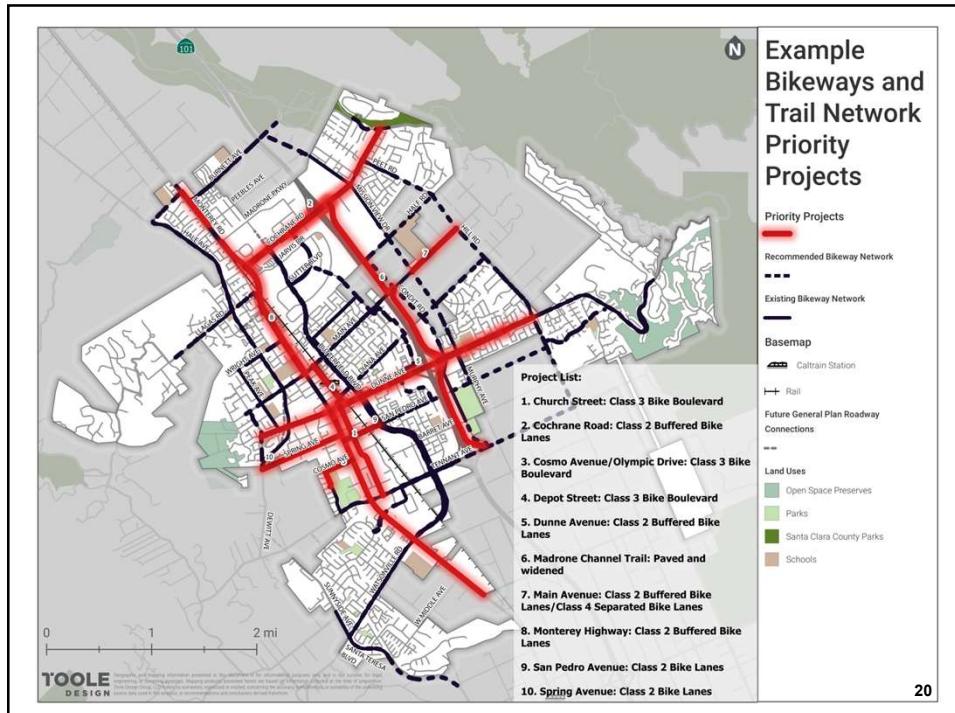
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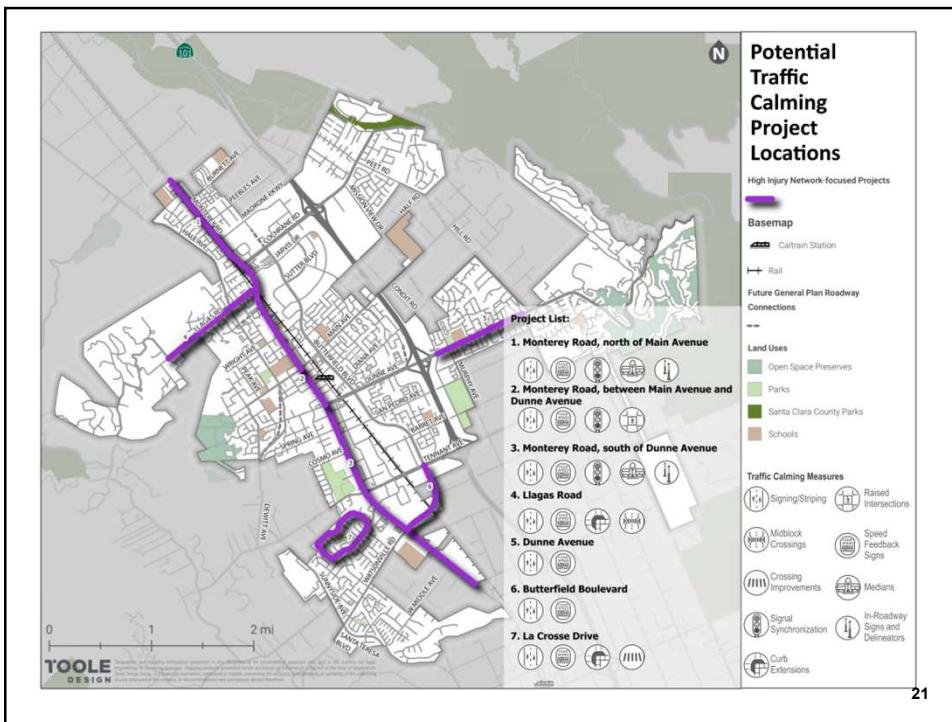
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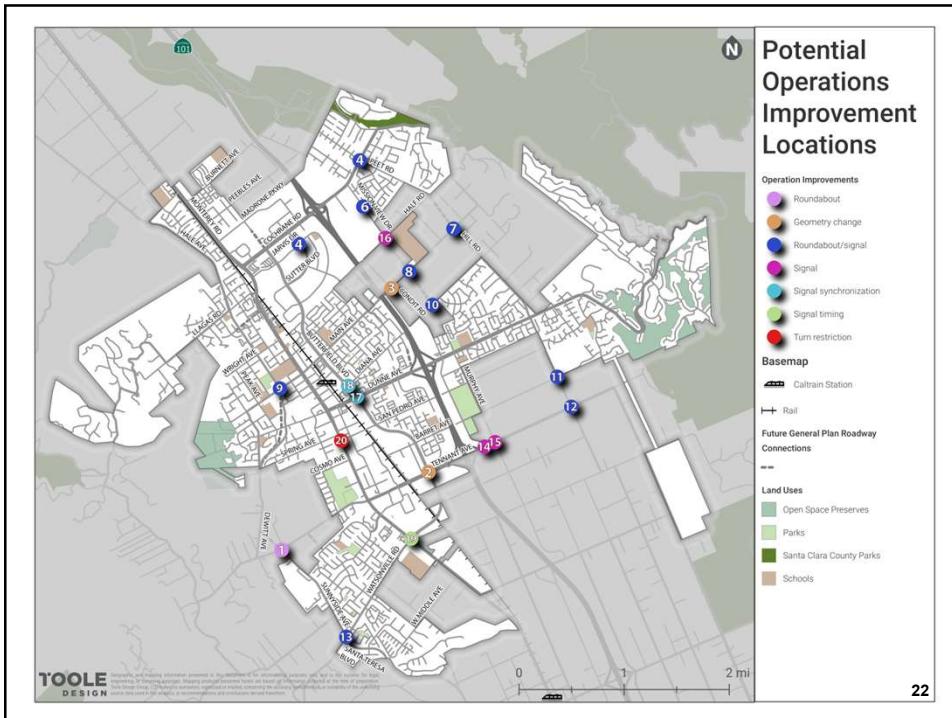
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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

City Initiatives



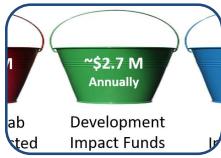
Education/Marketing



Safety Programs



Multimodal Programs



Funding Sources



Maintenance

23

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

City Initiatives

Education/Marketing		
1	Improve communication of Transportation Programs	<input type="radio"/>
2	Develop educational materials for bike/ped/vehicle safety	<input type="radio"/>
3	Develop educational materials for driver education	<input type="radio"/>
4	Develop materials to promote TDM efforts to Businesses	<input type="radio"/>
5	Develop materials to promote transportation options to tourists	<input type="radio"/>
6	Detail alternative transportation options on City's webpage/social media	<input type="radio"/>
7	Develop educational materials for maintenance by property owners	<input type="radio"/>

No Funding
 Potential funding/limited funding
 Funding Available

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Morgan Hill Transportation Plan



City Initiatives

Safety Programs

8	Safe Routes to School Walk Audits	<input type="radio"/>
9	Develop a Comprehensive Safety Plan	<input checked="" type="radio"/>
10	Develop traffic calming standards	<input type="radio"/>

No Funding

Potential funding/limited funding

Funding Available

25

25

Morgan Hill Transportation Plan



City Initiatives

Multimodal Programs

11	Update Design Guidelines for New Development	<input checked="" type="radio"/>
12	Update Construction Guidelines to accommodate bicyclists and pedestrians	<input type="radio"/>
13	Enhanced Pedestrian and Bicycle Detection	<input type="radio"/>
14	Adaptive Traffic Control System (ATCS) Operations and Maintenance	<input type="radio"/>
15	Create Complete Street Design Guidelines	<input type="radio"/>
16	Update Transportation Analysis Policy and Guidelines	<input type="radio"/>
17	Develop a TDM policy and program	<input checked="" type="radio"/>
18	Develop a Transportation Monitoring Program	<input type="radio"/>
19	Program to fill sidewalk gaps	<input type="radio"/>

No Funding

Potential funding/limited funding

Funding Available

26

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City Initiatives

Funding Sources		
20	Develop a Multi-modal/VMT Impact Fee	<input type="radio"/>
21	MoGo Transit Program or Alternate Program	<input checked="" type="radio"/>
22	Ballot Measure	<input type="radio"/>
Maintenance		
23	Pavement Rehabilitation	<input checked="" type="radio"/>
24	Landscape Maintenance	<input checked="" type="radio"/>
25	Maintaining of existing and new bike facilities	<input type="radio"/>
26	Maintaining of existing and new sidewalks	<input type="radio"/>

No Funding

Potential funding/limited funding

Funding Available

27

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Workshop

- Prioritize Improvements based on limited funding [40 mins]
 - Report back [5 mins]
- Pick top 5 Initiatives [10 mins]
 - Report back [5 mins]

28

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Exercise #1

- Each map shows a high-level magnitude of cost associated with implementing a project:
 - \$ (0-\$500K) – 1 point
 - \$\$ (\$500K-\$1M) – 3 points
 - \$\$\$ (\$1M-\$1.5M) – 7 points
 - \$\$\$\$ (\$1.5M+) – 10 points
- Each group has 50 points that they can spend on implementing projects shown on the 4 maps (Min. 10 points must be multi-modal)
- Optional Bonus Points for tax initiative – 25 points
- Report out the projects you would implement in the limited budget and why?

29

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Exercise #2

- Propose adjustments (edits/additions/removals) to the draft TMP programs & Initiatives
- Discuss as a group and select your top 5 programs
- Report out the programs/initiatives you have selected and why along with any major proposed changes?

30

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Next Steps & Schedule

- Identification of TMP Improvement Funding – **July-August**
- Identification of selected TMP Improvements & Strategies/Actions – **July-August**
- Community Meeting (English & Spanish) – **August 29th**
- Online Survey – **Late August/Early September**
- Focus Group Meetings – **Early September**
- Tentative Stakeholder Meeting #6 – **September 25th**
- Draft TMP Plan – **Fall**

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Morgan Hill Transportation Master Plan

Stakeholders Meeting #5

Wednesday July 31st, 2024

City Hall

Meeting Summary

Meeting Attendees:

Stakeholders in Attendance

Name	Organization
Krista Rupp	Visit Morgan Hill
Doug Muirhead	
Nick Gaich	Chamber of Commerce
Wayne Tanda	Planning Commission
John Moniz	Parks and Rec Commission
Dana Haberland	Senior Center Transportation Committee
Joe Mueller	Planning Commission
Armando Benevidas	
Lisa Kay Dugan	
Saied Zargar	Parks and Rec Commission

Stakeholders not in Attendance:

Name	Organization
Joe Baranowski	Responsible Growth Coalition
Larissa Sanderfer	
Jake Thompson	
Maureen Tobin	
Matthew Lundy	
Elizabeth Schaus	
Doug Hall	
Catherine Ferris	
Claire Francis	
Adam Bradford	
Sofia Ruiz-McGinty	Youth Action Council
Elizabeth Munoz-Rosas	MHUSD Parent
John McKay	
Arjun Narayanan	Youth Action Council
Patricia Darling	
Chrystal Silva-Davis	Morgan Hill Unified School District

Agency Staff Attendees: City of Morgan Hill: Chris Ghione, Edith Ramirez, Jennifer Carman, Adam Paszkowski, Maria Angeles, Nolan Ugalde, Captain Ray Ramos

Consultant Project Team Staff Attendees: Robert Del Rio Hexagon, Project Manager, Shikha Jain, Hexagon, Ellie Gertler, Toole Design, Planner, and Eileen Goodwin, Apex Strategies, Facilitator.

Other Attendees: None

Meeting Summary:

Refreshments were provided at the meeting.

The meeting followed the following agenda:

- **Welcome, Review of Agenda, Role of the Stakeholder Group, and Introductions**
- **Where we are in the TMP Process**
- **Recap of Previous Meeting**
- **Funding Overview**
- **Improvements Selection Process**
- **Citywide Initiatives**
- **Work/Group Exercise**
- Prioritize Improvements based on limited funding
 - Report back
- Pick top 5 Initiatives
 - Report back
- **Next Meeting Dates-6:00 p.m. to 8:00 p.m.**
 - Community Meeting August 29th (Thursday) at Morgan Hill Community Center
- **Next Steps, Action Items and Adjourn**

Eileen reviewed the agenda. She stated the purpose of the Stakeholder Committee by utilizing the following points:

- Build community knowledge about the project and project process.
- Hear perspectives from a range of community members.
- Incorporate community ideas, needs and preferences into the Transportation Master Plan (where appropriate and feasible)
- Develop community support for proposed TMP by promoting upcoming community meetings and the upcoming survey to their networks.

She also stressed the desire to learn from each member's expertise and experience and that the Committee is a forum for collaboration. She highlighted the Committee would function by stressing the following points:

- The Committee is advisory to the city's staff and does not make final decisions on 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.

Eileen explained that the next meeting date is Thursday August 29th. This will be a Community Meeting held at the Community Center from 6:00 p.m. to 8:00 p.m. She explained that the meeting would simultaneously offer information in Spanish and English. The Committee was urged to use their networks to encourage attendance and participation at the meeting. The topics would include a draft set of goals, initiatives and projects for community review.

Robert, utilizing PowerPoint slides, explained where we are in the TMP process and summarized the input received at and after the last meeting. There were no questions from attendees regarding either of his agenda items.

Chris gave an overview of transportation funding in Morgan Hill. He explained that there are two types of funds available: Discretionary and Restricted Use. He gave an overview of how those funds have been utilized and stressed that both types of funds have been reduced through elimination of certain funding mechanisms. He gave an overview of the Morgan Hill budget compared to other cities in Santa Clara County where Morgan Hill is ranked lowest in per capita tax revenue. Chris highlighted existing funding coming into transportation annually, including gas tax, developer fees, and grant funding.

Chris reviewed future funding mechanisms as well as non-infrastructure funding and federal grants coming to the city. He concluded by stressing that prioritization of projects would be key to deliver priority projects with limited funding available.

The stakeholders had the following questions:

- Does “Express Lane” mean paid? (Yes, for those not in 3-plus carpools or on transit)
- Will the fees generated from express lanes go back to Morgan Hill? (No, they go to VTA and used for expansion of express lanes on Highway 101. That said, in the future, post expansion, perhaps Morgan Hill would receive funds for bike lanes and pedestrian improvements out of the revenues generated.)
- You paint a bleak picture, has anyone looked at what amount of funding we need to deliver the projects we want? (Yes, that is part of the TMP effort we will be developing that number for the list of priority projects.)
- Will additional taxes be needed? (Prioritization is our first strategy but additional revenue would allow us to do more.)
- What level would a tax need to pass? (Right now, if it is restricted to transportation projects only, an initiative would need 2/3 to pass. There is a ballot measure on this November’s ballot to drop the threshold to 55% for transportation taxes. If the tax is identified to go to the general fund and is not

restricted then it is a majority but then there isn't the certainty it would go to transportation projects.)

Robert reviewed the improvement selection process and reminded stakeholder attendees of the meeting that the large universe of potential projects was emailed ahead of the meeting for their review and comment. This large list will be prioritized using the criteria and goals previously discussed with the group. The City staff and the project team will be working in the next few weeks to get the list down to a manageable number of projects for consideration. There were no stakeholder questions or comments for this item.

Shikha reviewed 26 existing and potential initiatives broken into the following five categories:

- Education/marketing
- Safety Programs
- Multimodal Programs
- Funding Sources
- Maintenance Efforts

The stakeholders had the following questions/observations:

- How much of this is already happening/ (Just the items with the black dots)
- Safety Plans—what are they? (They are a deeper dive into areas with high collisions and more depth of analysis into what can be done to prevent accidents. Usually, the safety plans are created as step one in a two-step process with the second step achieving grant funding to implement the proposed solutions.)
- School walk audits should be coordinated with the School District and volunteers should help accomplish them. (The city has worked with the School District in the past on walk audits.)

Exercise #1

The first workshop session included stakeholders working in groups to prioritize projects based on limited funding with a points budget of 50 points and projects assigned values of points based on their cost to implement. Groups were given an optional increase of 25 additional budget points if they chose to implement a tax initiative.

The following priorities were articulated by the three groups:

- There should be an added column to prioritize high, medium and low projects so we can see if the projects are moving the meter forward.

Group 1:

- Spent their 50 points on both roundabouts: Tilton and Hale, Santa Teresa and Watsonville Road; Traffic Calming on Llagas, and Safety improvements.

Group 2:

- Did not get all 50 points spent in time allotted, but did spend funds on: Signal synchronization—Dunne, Llagas, and LaCross, extended sidewalks to bike on for Live Oak High School and the elementary school (El Toro) on Main Street; pedestrian improvements on Cochrane and the underpass of Highway 101; traffic calming around all schools

Group 3

- Did not get all 50 points spent, but did spend budget on: Operations on Edmonton, Sunnyside, projects 11- Hill/Barrett, 13 – Watsonville/Santa Teresa/Sunnyside; new crossings projects 41 – Peak/Alkire, 43 – Burnett/Greenwood and 56 – Main and Live Oak High School; added a new location not on the map at Condit and MH Aquatics Center and gave it three \$\$\$, Traffic calming on Monterey north of Main Street and LaCrosse.

None of the groups took advantage of the additional budget allocation tied to a tax initiative. When asked why not the following reasons were offered:

- Taxes raise the cost of housing which makes housing less affordable;
- Taxes are controversial and multiple taxes should be looked at—the utility tax proposal in the past failed;
- There are other more pressing things that need to be addressed over transportation;
- Police and fire are more important expenditures;
- Lots of restrictions on return to source makes it hard;
- There is a budget deficit already, funding should go to police and fire.

Exercise #2

The second workshop focused on the potential initiatives (not already being undertaken) the city could take on to support the TMP goals. The groups were asked to pick their top five (5) the following initiatives were mentioned by one or more of the groups:

- Improve communication of Transportation Programs.
- Safe Routes to School Walk Audits (3).
- Adaptive Traffic Control System Operation and Maintenance (3)
- Filling Sidewalk gaps (2).
- Maintaining existing and new bike facilities.
- Develop educational materials for drivers' education.
- Create Complete Streets guidelines.
- Added a new item about tracking any marketing and communications program with user stats so that results can be measured—which should go for any initiative.
- Create traffic calming standards.
- Create construction guidelines for construction projects involving VTA and PG&E.

An additional comment was offered regarding implementation of any initiatives where hiring an additional traffic engineer could potentially take on many if not all of these initiatives in a cost-effective manner. And while the budget cycle is complete for this fiscal year it should be considered for next year.

Action Items/future agenda items:

- City to provide information to stakeholders to help them promote the upcoming community meeting on August 29th. Include a notice in Spanish, since the meeting will be offered in English and Spanish.
- City to confirm the September 25th stakeholder meeting.

Meeting summary prepared by Eileen Goodwin, Apex Strategies.

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Morgan Hill Transportation Master Plan

City Council Meeting November 15th, 2023



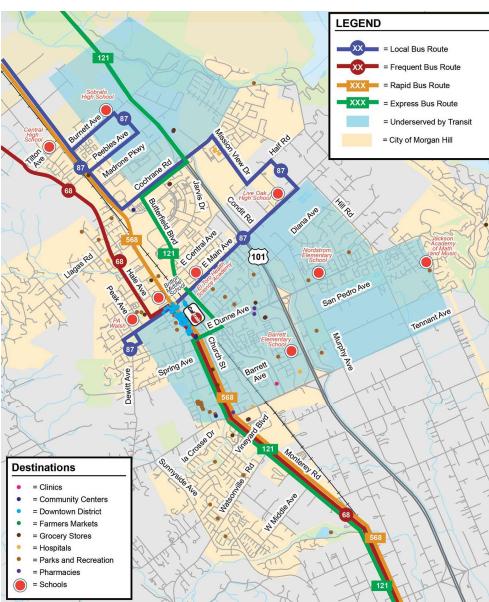
Hexagon TRANSPORTATION CONSULTANTS, INC. **TOOLE** DESIGN **apex** STRATEGIES **KIER+WRIGHT**

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL



Why Does Morgan Hill Need a TMP?

Planning City's Transportation System For:

- Plan for New Development
- Travel for all Residents & Modes of Travel
- Comprehensive Review of Transportation
- Identify Funding Mechanisms for Improvements

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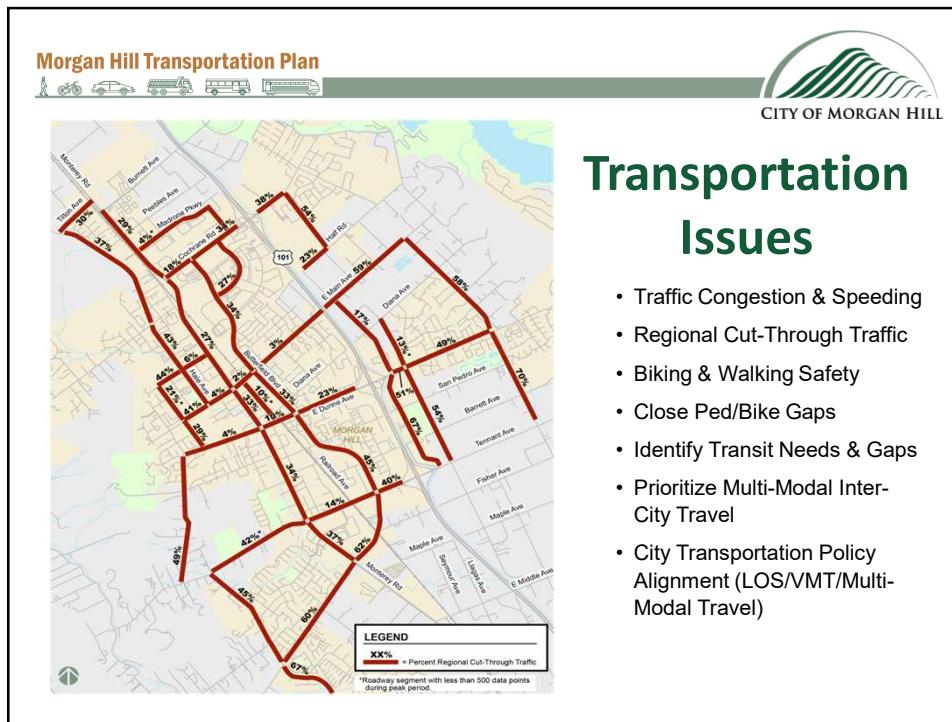
Council's Role in TMP Development

- Provide Insights & Feedback that Councilmembers are Receiving from Residents
- Review & Approve Speed Survey/Updating Speed Limits
- Adopt Policies and Create Priorities
- Develop and Review Funding Opportunities for Improvements
- Approve a Capitol Improvement Plan in Alignment with Available Funding
- Approve Final Transportation Plan

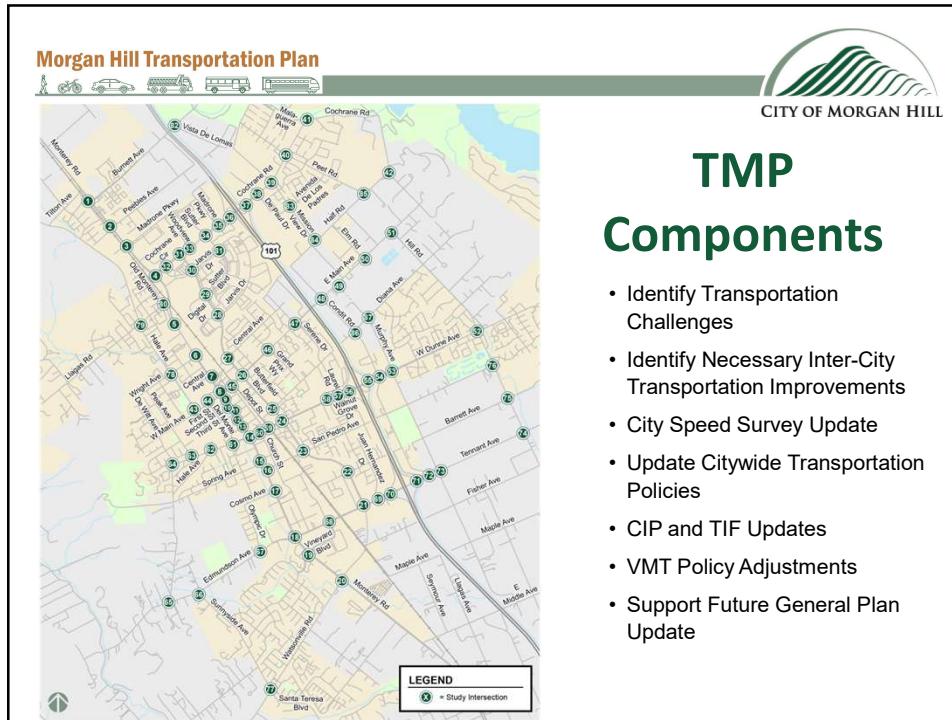
Consultant Team

- **Apex Strategies - Public Outreach Facilitator**
 Develop Community Outreach Plan; Assist with Development of Website, Meeting Notices/Materials, and Outreach Survey; Facilitate and Support for Community Meetings/Stakeholder Group/Workshops
- **Hexagon Transportation Consultants - Team Lead**
 Role/Responsibility – Traffic Operations Analysis, Speed Surveys, and TIF/CIP Analysis
- **Toole Design - Multi-Modal Lead**
 Role/Responsibility – Vision Zero and Complete Street policies and street design guidelines, Develop a list of multimodal projects to be included in the City's CIP
- **Kier & Wright – Civil**
 Assist with Reviewing Feasibility of Civil Improvements and Cost Estimates





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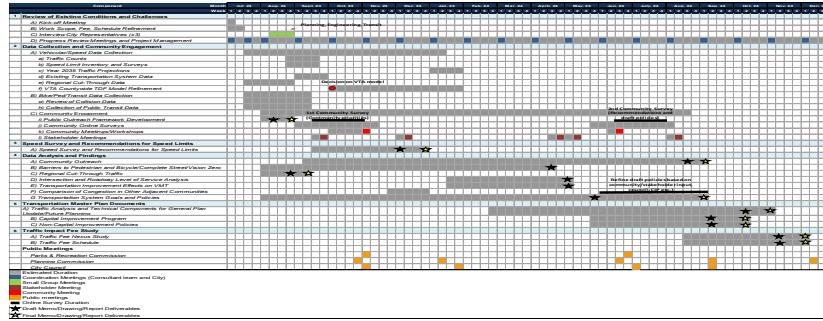
Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Project Timeline

- Work Initiated June 2023
- Estimated 17-18 Month Schedule
- Anticipated Completion Fall 2024



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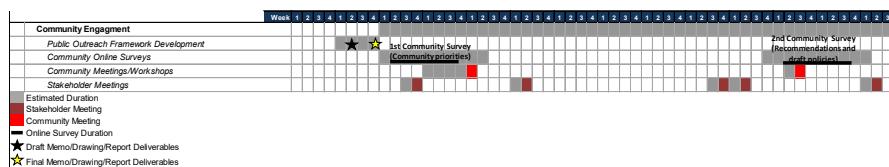
Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Community Engagement Framework

- City Staff Discussion Sessions
- Stakeholder Meetings
- Community Meetings/Workshops
- On-Line Community Survey
- Periodic City Council/Planning Commission Updates



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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Stakeholder Meeting Wrap



Held Sept. 20th



22 Attendees & City Staff



Project Intro. & Purpose



Stakeholder Intros & Background



Transportation Priorities for Community

Stakeholder Transportation Priorities & Concerns:

- Speeding & Safety
- Traffic Flow/Congestion
- Regional Cut-Through
- Transit Accessibility
- Biking/Walking Safety
- Encourage Use of Public Transit
- MH Roads for MH Residents
- Emergency Response Times
- Connectivity to Trans. Outside MH

9

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Community Meeting Wrap



Held Nov. 8th



25 Attendees



Project Intro., City Staff



Consultants



Schedule & Purpose



Workshop

Community 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



10

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

On-Line Community Survey

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

Initial Survey – 225 Responses

37% 55+ 22% Retired	44% Commute Outside of MH	87% Drive Alone
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11

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Project Information

Project Website

www.morganhill.ca.gov/TMP

- Contact Information (TMP@morganhill.ca.gov)
- Meeting Dates and Times
- Background Material

On-Line Community Survey

Link: <https://www.surveymonkey.com/r/RR7ZCT3>

- 10-15 minute survey
- Citywide Transportation System Use, Issues, and Concerns

12

Council Feedback

- What are Your Transportation Priorities?
- Are There Other Issues That May Not Be Identified?

13

Community Workshop Session

Five Stations:

- Vehicle Speeding Hot Spots
- Transit Service Origin/Destination
- Pedestrian Conditions
- Existing Bikeways and Trails
- Safety Conditions – Observed Crash Locations & High Injury Networks

14

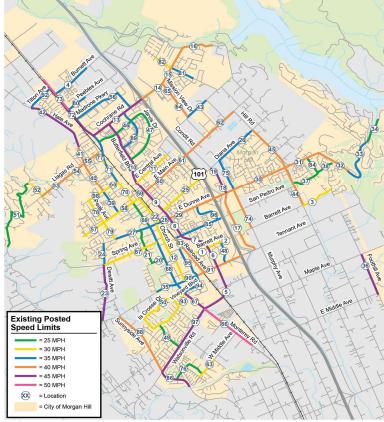
Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Vehicle Speeding/Safety Hot Spots

Study Locations and Existing Posted Speed Limits



Existing Posted Speed Limits

- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH

Legend:

- Red circle: indicates speeding issue
- Yellow circle: indicates location of observed accident or near-miss
- Yellow square: note other streets & safety concerns

TOOLE DESIGN apex KIER+WRIGTH

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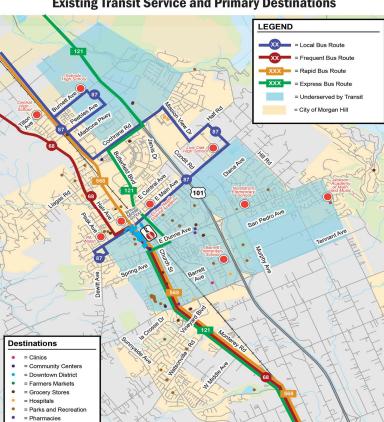
Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Transit Service Destinations-Origins

Existing Transit Service and Primary Destinations



Legend:

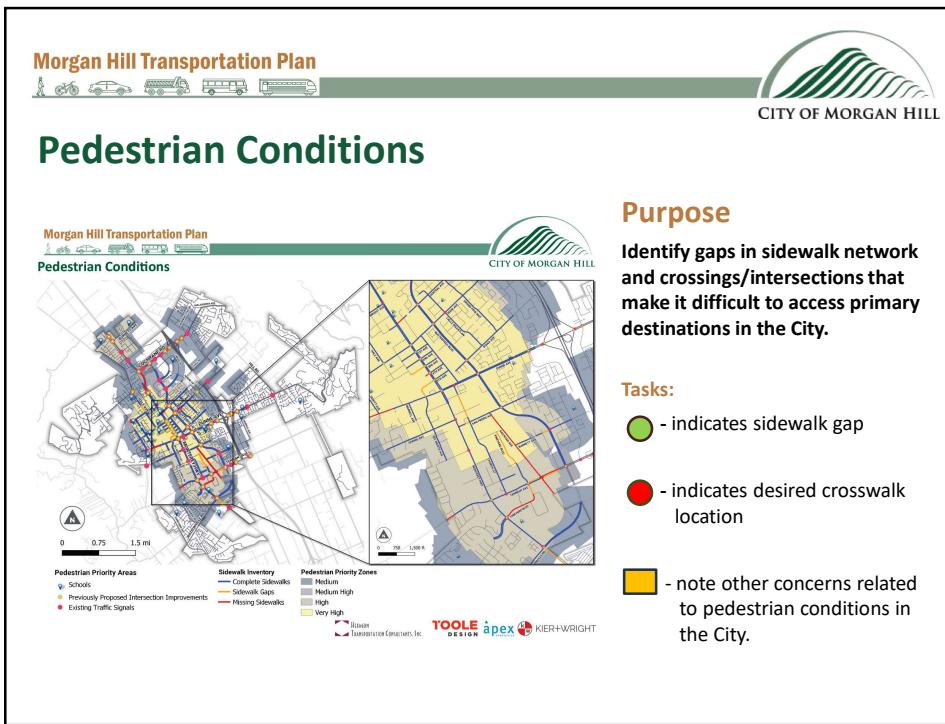
- Local Bus Route
- Frequent Bus Route
- Rapid Bus Route
- Express Bus Route
- Underserved by Transit
- City of Morgan Hill

Destinations:

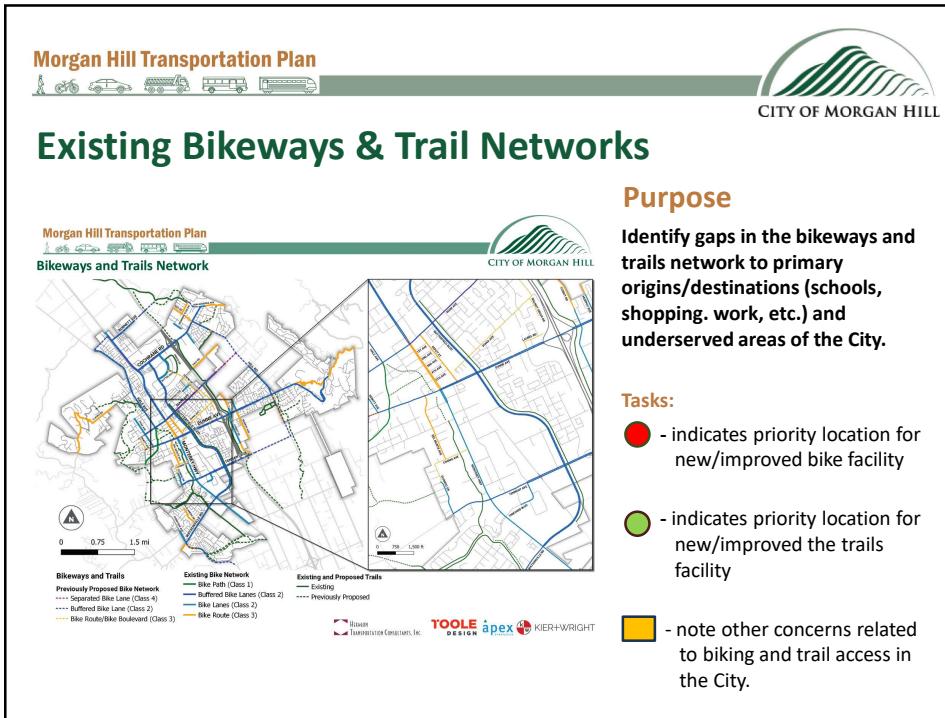
- Clinic
- Community Centers
- Downtown
- Farmers Markets
- Grocery Stores
- Hospital
- Parks and Recreation
- Restaurants
- Schools

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16



17



18

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

High Occurrence Crash Locations

Purpose

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

Tasks:

- - indicates location where you feel unsafe driving
- - indicates location where you feel unsafe walking or biking
- - note other comments/concerns

Safety Conditions

Collisions

High Injury Network: Vehicles Only

High Injury Network: Bike and Pedestrian

Crash Severity

- Total Severe Injury
- Other Injuries

TOOLE DESIGN **ápex** **KIER-WRIGHT**

Blaser Transportation Creations, Inc.

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Morgan Hill Transportation Master Plan

Parks & Recreation Commission Meeting Nov. 21st, 2023



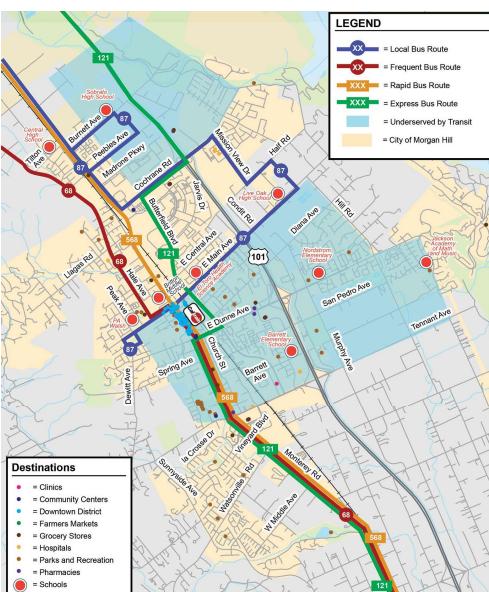
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Morgan Hill Transportation Plan



CITY OF MORGAN HILL



Why Does Morgan Hill Need a TMP?

Planning City's Transportation System For:

- Plan for New Development
- Travel for all Residents & Modes of Travel
- Comprehensive Review of Transportation
- Identify Funding Mechanisms for Improvements

2



PRC Role in TMP Development

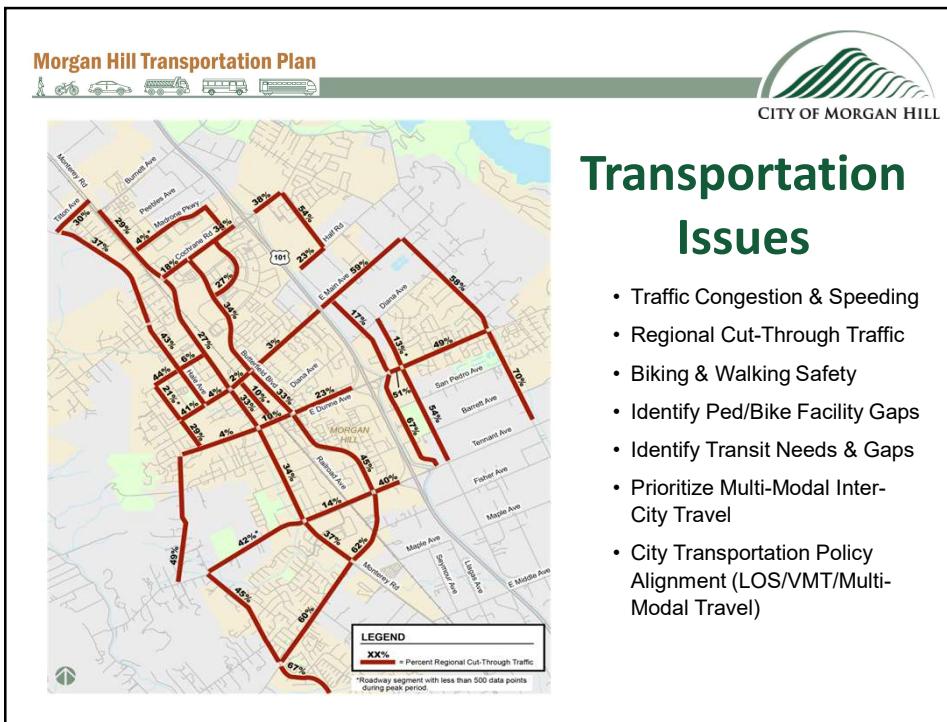
- Provide Insights & Feedback that Commissioners are Receiving from Residents
- Provide Input on Proposed Policies



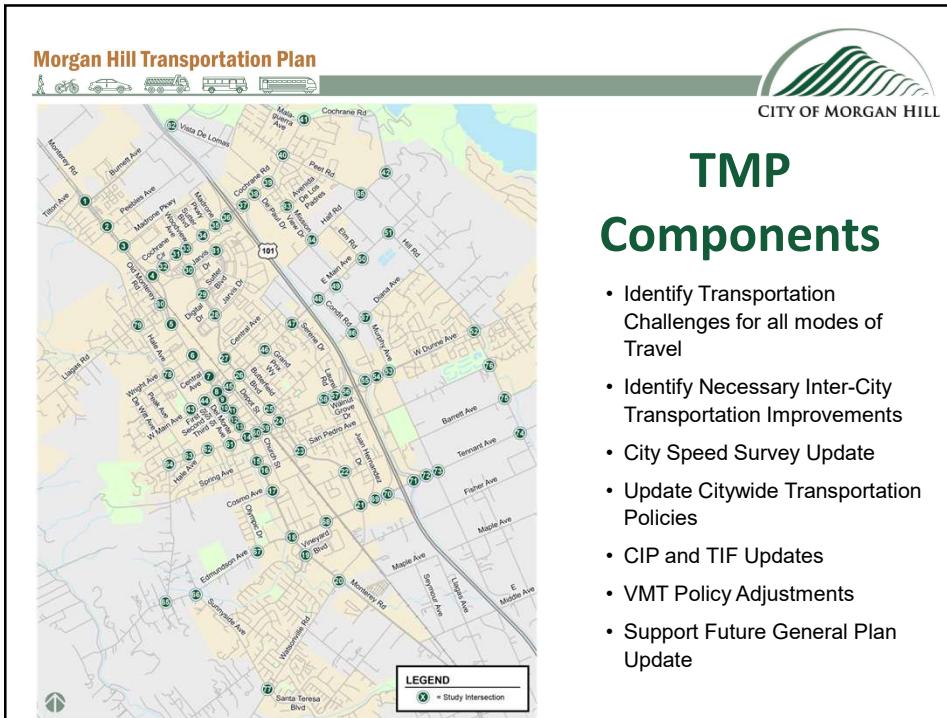
Consultant Team

- **Hexagon Transportation Consultants – Team Lead**
Role/Responsibility – Traffic Operations Analysis, Speed Surveys, and TIF/CIP Analysis
- **Toole Design – Multi-Modal Lead**
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- **Kier & Wright – Civil**
Assist with Reviewing Feasibility of Civil Improvements and Cost Estimates





5



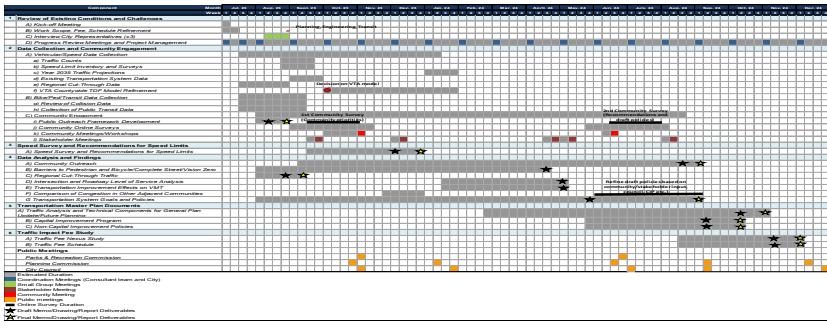
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Morgan Hill Transportation Plan



Project Timeline

- Work Initiated June 2023
- Estimated 17-18 Month Schedule
- Anticipated Completion Fall 2024



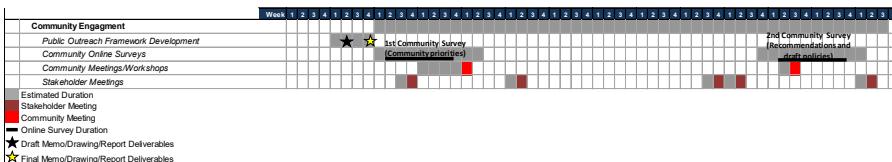
7

Morgan Hill Transportation Plan



Community Engagement Framework

- City Staff Discussion Sessions
- Stakeholder Meetings
- Community Meetings/Workshops
- On-Line Community Survey
- Periodic City Council/Planning Commission Updates



8

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Stakeholder Meeting Wrap



Held Sept. 20th



22 Attendees & City Staff



Project Intro. & Purpose



Stakeholder Intros & Background



Transportation Priorities for Community

Stakeholder Transportation Priorities & Concerns:

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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Project Intro., City Staff



Consultants



Schedule & Purpose



Workshop

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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CITY OF MORGAN HILL

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PRC Feedback

- What are Your Transportation Priorities?
- Are There Other Issues That May Not Be Identified?

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Morgan Hill Transportation Master Plan

Planning Commission Meeting December 12th, 2023



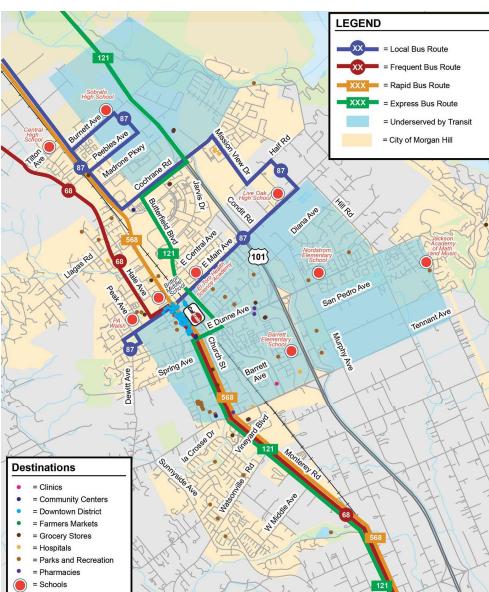
Hexagon TRANSPORTATION CONSULTANTS, INC. **TOOLE** DESIGN **apex** STRATEGIES **KIER+WRIGHT**

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL



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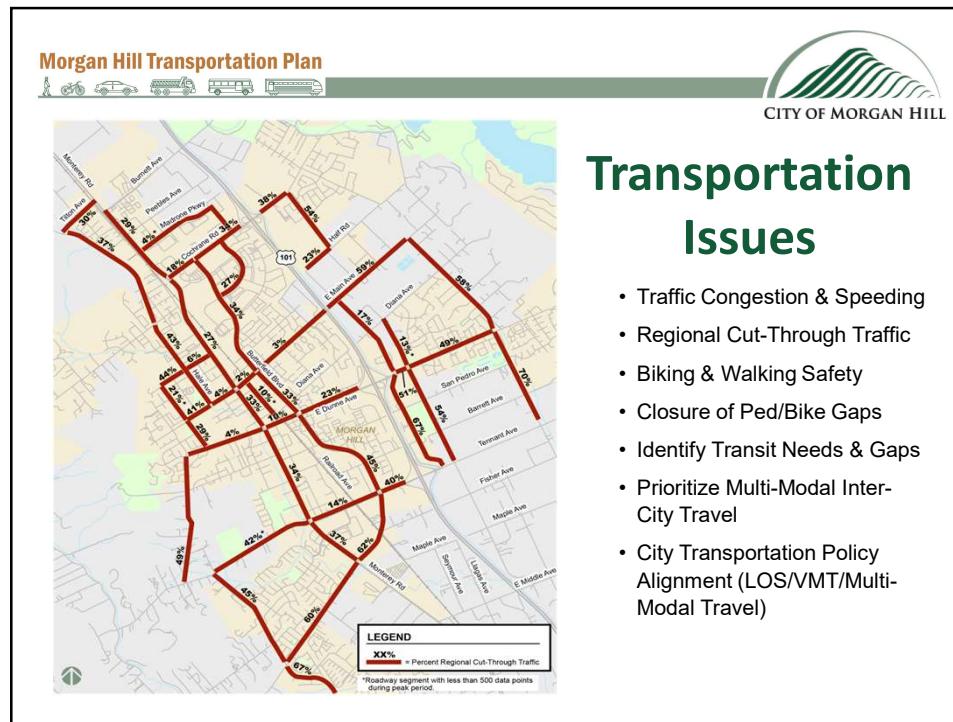
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- Provide Insights & Feedback that Commissioners are Receiving from Residents
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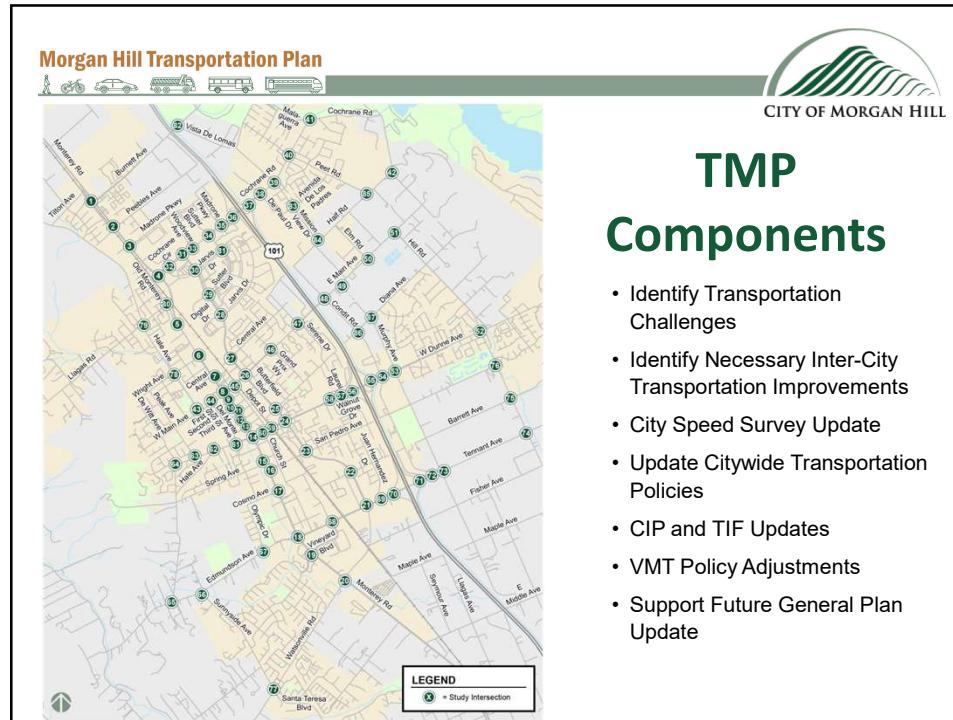
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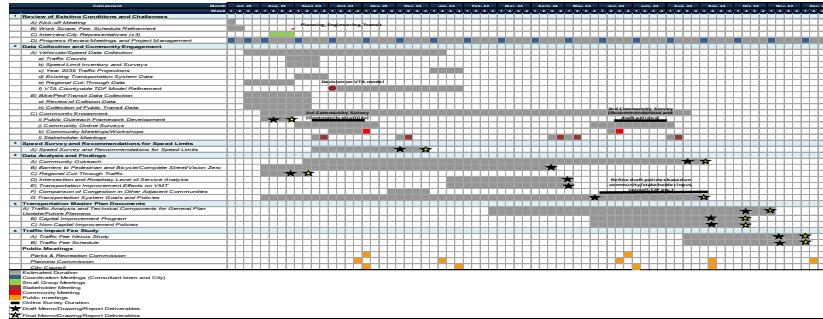
Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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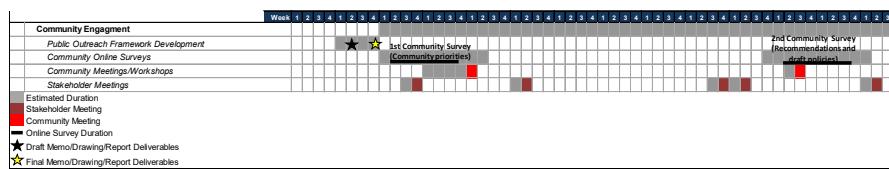
Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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Held Sept. 20th



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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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Project Intro.,
City Staff
Consultants



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Community Transportation Concerns

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL

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Morgan Hill Transportation Plan



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Planning Commission Feedback

- What are Your Transportation Priorities?
- Are There Other Issues That May Not Be Identified?



City Council, Planning Commission, and Parks and Recreation Commission Meeting Minutes

November/December 2023

The City staff and consultant team received input on the Transportation Management Plan (TMP) from the City Council on November 13th, 2023, the Planning Commission on December 13th, 2023, and the Parks and Recreation Commission on November 12th, 2023. Since the comments fall under specific themes of mobility concerns and several comments overlap between the three meetings, the comments have been tabulated under the mobility concern categories along with a column identifying the meetings in which the comments were made, and a column specifying actions to be taken by the project team.

Public Outreach

Comment	Comment By	Action	Notes
Make sure that Stakeholders represent all areas, age groups etc. diverse groups – City to send list of stakeholders to council.	City Council, Planning Commission	City to send list of stakeholders to Council	City to follow up.
Include emails/phone calls received from neighbors when considering improvements.	City Council	Emails being collected via project email address and general City submittals.	No further action required.
In addition to community outreach, conduct neighborhood outreach to understand pain points like speeding issues, bed/bike issues etc. One way of conducting neighborhood meetings could be by reaching out to HOAs.	City Council	Confirm with City staff that separate City meetings are not feasible from a project cost perspective and anticipated participation.	Discuss with City Staff.
Plan should address mobility for most vulnerable groups in a meaningful way i.e. residents of all ages and abilities.	City Council	Review applicability of all proposed improvements and policies for the disabled. Highlight current and opportunities for enhanced services for seniors and the disabled.	Toole Input.
Conduct survey in Spanish.	City Council	Survey is available in Spanish via the project website.	No further action required.
Record stakeholder meetings.	City Council	Not feasible due to facility constraints. Summaries of each stakeholder meeting will be made available on the City website.	No further action required.
Concerned about timing of public meeting in June/July due to vacations. Schools start in mid-August.	Planning Commission	2 nd community meeting will be planned for August.	No further action required.
Concerned that community input is not sufficient and not	Planning Commission	Review notification methods for the second	Team Discussion

representative of the City's population. Suggestions to consider engagement of the school district, leveraging non-profit organizations to reach a greater audience for community input, target neighborhoods or businesses with high numbers of Spanish-speaking workers, use of social media for advertising (Facebook, NextDoor, local ads on YouTube), advertise surveys in English and Spanish local newspapers.		community meeting and survey with City staff.	
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Multimodal and Safety Improvements

Comment	Comment By	Action	Notes
Tie Vision Zero into the plan.	City Council	The City's Vision Zero Plan as well as recommendations for Vision Zero plan revisions will be considered as part of the TMP.	No further action required.
Prioritize SRTS	City Council	SRTS plans as well as recommendations for plan revisions will be considered as part of the TMP	No further action required.
Improve safety around biking and walking trails.	City Council	Ped & bike safety at trail access points will be reviewed and recommendations developed as part of the TMP	No further action required.
Develop biking routes that have more eyes on the road.	City Council	Ped & bike safety on roadways will be reviewed and recommendations developed as part of the TMP.	No further action required.
Consider developing biking and walking trails to wineries along the backroads.	City Council	Origin and destination points of peds and bikes will be reviewed and recommendations developed as part of the TMP.	No further action required.
Include learnings from MOGO – talk about patterns, times, ages, routes.	City Council	MOGO usage and opportunities for expansion and focused service areas will be reviewed and recommendations developed as part of the TMP.	No further action required.
Connect bike paths to neighboring jurisdictions.	City Council	Connections to regional trails and bikeways on roadways at City limits will	No further action required.

		be reviewed and recommendations developed as part of the TMP.	
Consider use of other micro-mobility options and co-ordinate with the police department for safe use	City Council	Opportunities for use of micro-mobility services based on trip origin destination will be reviewed and recommendations developed as part of the TMP.	No further action required.
Concerns regarding safety at Butterfield and East Central - S- curve awareness east central and Butterfield. - Near misses with kids crossing streets at Butterfield and East Central – looking for safety improvements.	Parks & Rec Commission	Intersection of Butterfield and East Central for safety improvements will be reviewed as part of the speed surveys study and the TMP.	No further action required.
Consider the train connection to Monterey that has been discussed in the past.	Planning Commission	Identify a need for improved connection to regional train service as a <u>goal</u> in the TMP. TMP will not include evaluation of need and implementation of regional transportation improvements.	No further action required.
Plan for a continuous bicycle network including improving connections between the east and west side of the City.	Planning Commission	The Citywide bicycle network will be reviewed and opportunities to close gaps and improve bicycle facilities will be considered.	No further action required.
Consider protected bike lanes along key corridors.	Planning Commission	Maintenance will be considered when planning for protected bike lanes.	No further action required.
Consider improving bus stops with shade structures, seating, and lighting.	Planning Commission	Identify a need of coordination with VTA to improve bus stops as a <u>goal</u> in the TMP.	No further action required.
Consider safety when identifying improvements i.e. plan for roundabouts, emergency response etc.	Planning Commission	The feasibility of roundabouts when identifying intersection improvements will be reviewed. Identify preemptive signal timing to improve emergency response times along arterials as a <u>goal</u> in the TMP.	No further action required.
Consider possibility of downgrading Monterey Road	Planning Commission	Possibility of Monterey Blvd as a priority corridor for non-auto users will be reviewed.	No further action required.

Analyze collision data and provide information on whether crashes are a real or perceived issue.	Planning Commission	Collision analysis will be completed and a comparison of crash rates with crash rates in other similar cities will be included.	No further action required.
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Congestion Concerns/Roadway Improvements

Comment	Comment By	Action	Notes
Concerns on US 101 cut-through traffic and mitigating or eliminating cut-through traffic.	City Council, Parks and Rec Commission, Planning Commission	Cut-through study will be completed. Feasibility to implement measures to reduce cut-through to be discussed with City.	No further action required.
Consider traffic calming improvements like roundabouts and bulbouts to reduce cut-through traffic.	City Council, Planning Commission		No further action required.
Generally consider adding roundabouts where feasible.	City Council, Planning Commission		No further action required.
Concerns about Monterey Road and traffic will be managed along this roadway after planned development is completed.	City Council		No further action required.
Distinguish cut-through traffic on local streets versus arterials and consider different strategies for local versus regional cut-through traffic.	Planning Commission	Traffic calming policies for localized cut-through issues within residential areas will be reviewed as part of the TMP.	No further action required.
Ask specifically if there are concerns about cut-through traffic on local streets vs major streets in the next survey or community meeting	Planning Commission	Identify traffic calming policies as a <u>goal</u> in the TMP.	Discuss with City Staff
Analyze congestion (drop-off and pick-up) around schools due to additional growth	City Council, Planning Commission	Intersection operations near schools will be reviewed and recommendations developed as part of the TMP.	No further action required.
Potential to slow down the pace of development if it leads to worse LOS or VMT	Planning Commission	The TMP will not address City policies on growth.	No further action required.
Analyze impact of projects under construction on TMP	Planning Commission	The TMP will utilize an updated TDF model, which will incorporate approved and pipeline development.	No further action required.
Ensure that the City doesn't have a patchwork of infrastructure as a result of new development	Planning Commission	The TMP will not evaluate project specific development and required improvements.	No further action required.
Need to set expectations to the public about the timeline for improvements identified in the plan.	Planning Commission	Implementation timing for those improvements identified within the TMP will be identified as part of their incorporation in the CIP.	No further action required.

Housing is being developed faster than expected. What if it comes earlier than the buildout year being considered?	Planning Commission	The TMP is not addressing land use plans or GP development levels.	No further action required.
Consider development on the border of the City in the study	Planning Commission	The TMP will not evaluate project specific development and required improvements.	No further action required.
Consider development from builder's remedy projects in the plan	Planning Commission	The TMP will not evaluate project specific development outside of their incorporation in the TDF model land use data.	No further action required.

Speeding Concerns

Comment	Comment By	Action	Notes
Slow traffic in Downtown (add stop signs?).	City Council	ET&S study will be completed. The study will identify roadways where vehicle speeds exceed posted speed limits. PD will be included in review of data and recommendations.	No further action required.
Slow Cochrane, Butterflied, Tilton, San Pedro between Walnut Grove and Butterfield, Dunne Ave.	City Council		No further action required.
Have PD has share lists of areas of concern for speeding.	City Council		No further action required.
Consider collecting speed data through speed signs.	Planning Commission	Would consider as part of traffic calming policy.	No further action required.
Consider automated speed enforcement.	Planning Commission	Not currently legal in California to use speed cameras for speed enforcement.	No further action required.

Funding

Comment	Comment By	Action	Notes
Provide list of funding sources for planning commission to provide feedback.	Planning Commission	TMP will review funding sources for the identified improvements	No further action required.
State funding sources/questions about relationship between VMT policy and limitations on ways funding can be utilized.	Planning Commission		No further action required.

General

Comment	Comment By	Action	Notes
Provide budget for TMP including staff time	City Council	Budget table for consultant team was provided to City during project scoping. City staff to provide applicable data to Council.	City to follow up.

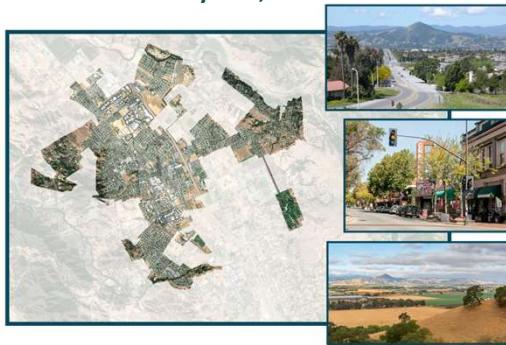
Identify evaluation criteria for prioritization of improvements for CIP	Planning Commission	Must discuss improvement ranking matrix (categories for prioritization and selection.	Toole Coordination. Set-up meeting for discussion,
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Morgan Hill Transportation Plan



Morgan Hill Transportation Master Plan

City Council Meeting #2
May 15th, 2024



 **Hexagon** TRANSPORTATION CONSULTANTS, INC.

 **TOOLE**
DESIGN

 **apex**
STRATEGIES

 **KIER+WRIGHT**

1

Morgan Hill Transportation Plan



Council's Role in TMP Development

- Provide Insights & Feedback that Councilmembers are Receiving from Residents
- **Review & Approve Speed Survey/Updating Speed Limits**
- **Adopt Goals & Actions and Create Priorities**
- Review Funding Opportunities for Improvements
- Approve a Capitol Improvement Plan in Alignment with Available Funding
- Approve Final Transportation Plan

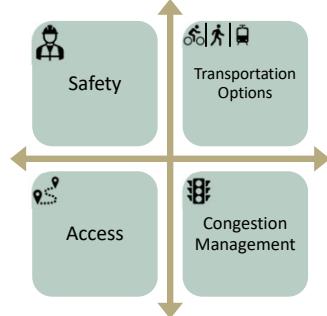
2

Morgan Hill Transportation Plan



Recap of Previous Meeting

- Overview of Need & Purpose for TMP
- Introduction of Consultant Team
- General TMP Scope and Components:
 - *Anticipated Schedule*
 - *Community Outreach and Stakeholder Committee*
- Feedback on bike, ped, safety, and traffic operations issues



3

Morgan Hill Transportation Plan



Stakeholders Meetings

- Three meetings since last report
- Presented & discussed data, evaluation, & analysis:
 - Community Survey Results
 - Regional Cut-Through Study
 - Bike/Ped Network Gaps & Safety
 - New TDF Model
 - Traffic Operations
 - Goals, Strategies, & Actions
 - Street Typologies
 - Improvement Toolbox
 - Improvement Prioritization Criteria
- Each meeting included a Group Workshop to provide opportunity for feedback on topics of meeting



4

Morgan Hill Transportation Plan



Stakeholder & Community Feedback

On-Line Survey

- Perceived link of Housing Growth to congestion and – Limit Growth vs. State laws
- Can't legally limit growth; so, recommend changing growth: High density housing, better biking, walking and transit.
- Need to enhance transit access/availability/frequency
- Heavy orientation toward vehicles. Low level of walk/bike/transit. Increase walk/bike/transit
- Need heavy involvement in education and infrastructure for non-auto modes.
- Safety. No inclusion for emergency evacuation routes – fire, earthquake, flood, medical
- Need significant changes to travel habits

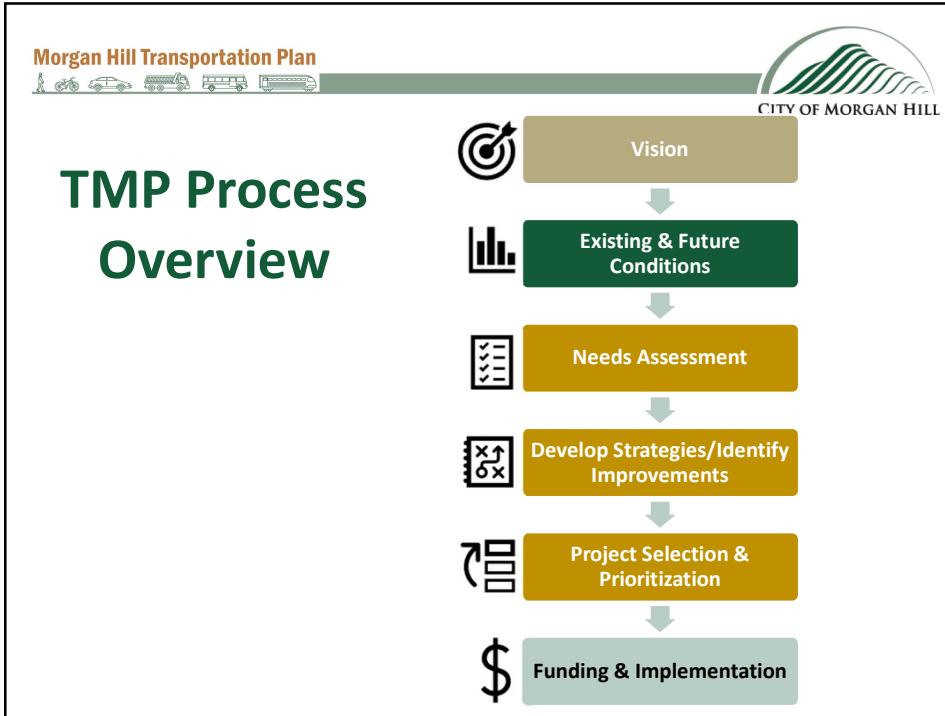
Goals, Strategies, & Actions

- Add Vision zero to safety.
- Projects should mitigate for safety during construction
- Implement traffic calming near schools
- Implement marketing efforts to slow speeders and change behavior
- Measure effectiveness of education programs
- Need strategies to reduce regional cut-through traffic
- Use excess roadway right-of-way for non-auto-oriented improvement
- Close pedestrian and bicycle network gaps
- Address needed pedestrian crossings near the sports complex, schools, and parks

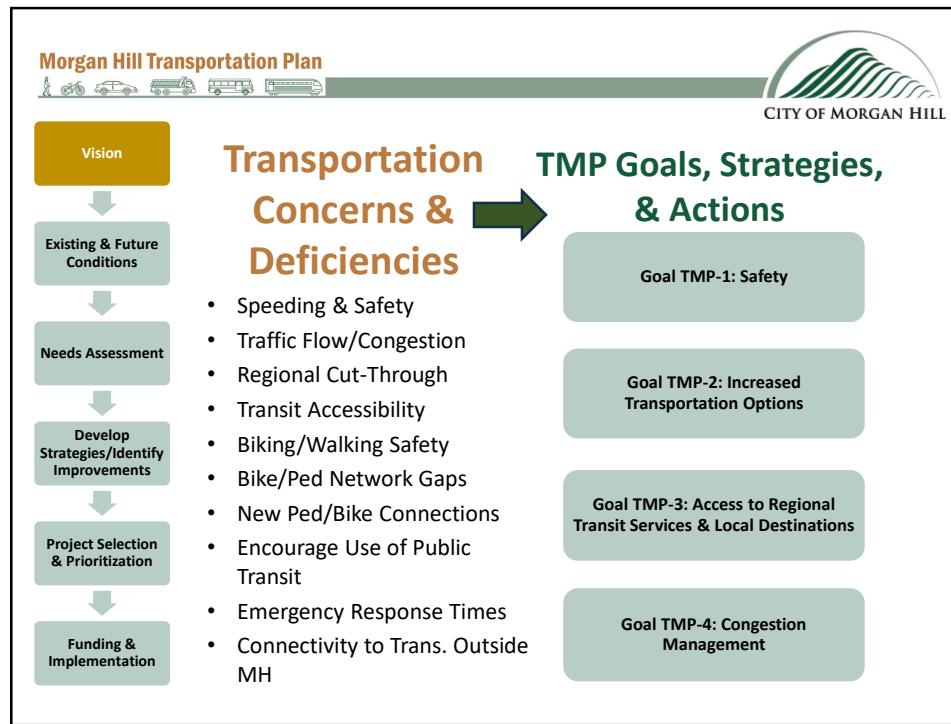
Improvement Prioritization

- Pedestrian safety, comfort, and connectivity
- Vehicle operations
- Bicycle safety, comfort, and connectivity
- Regional cut-through

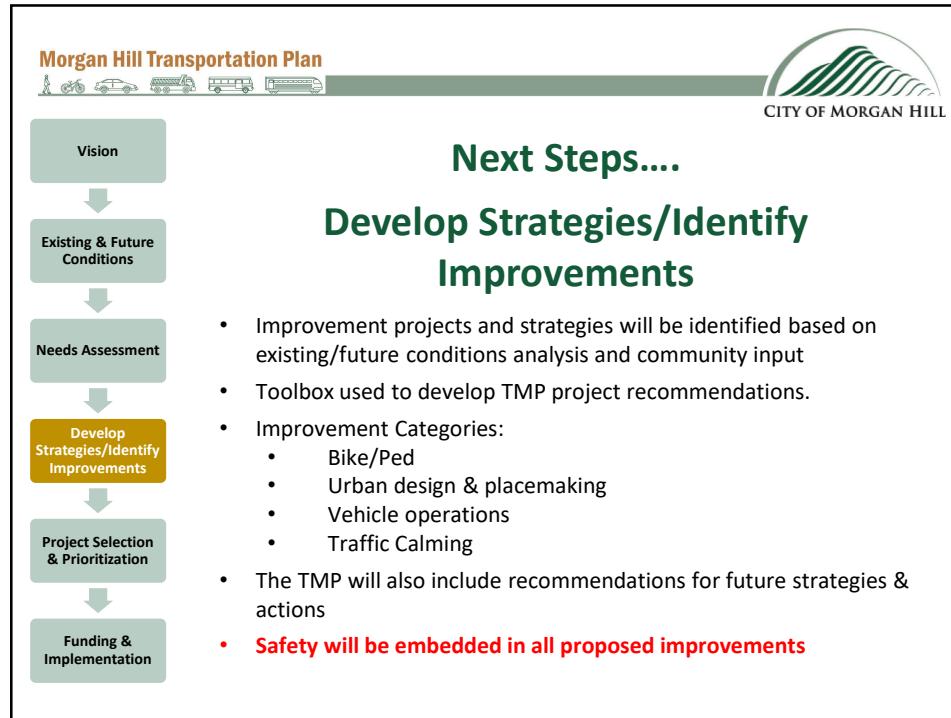
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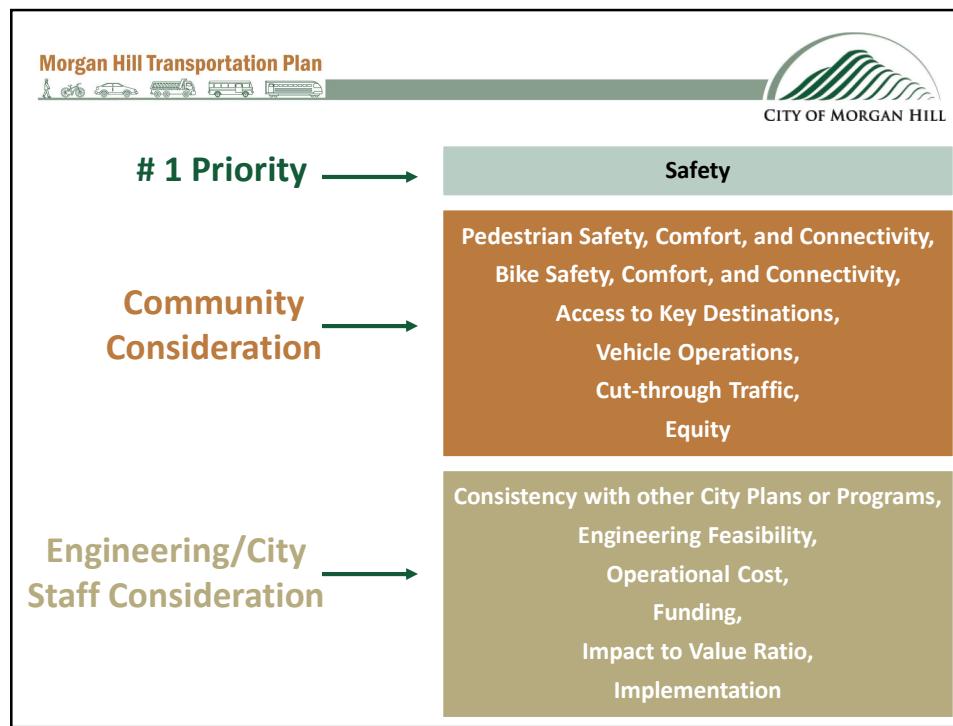
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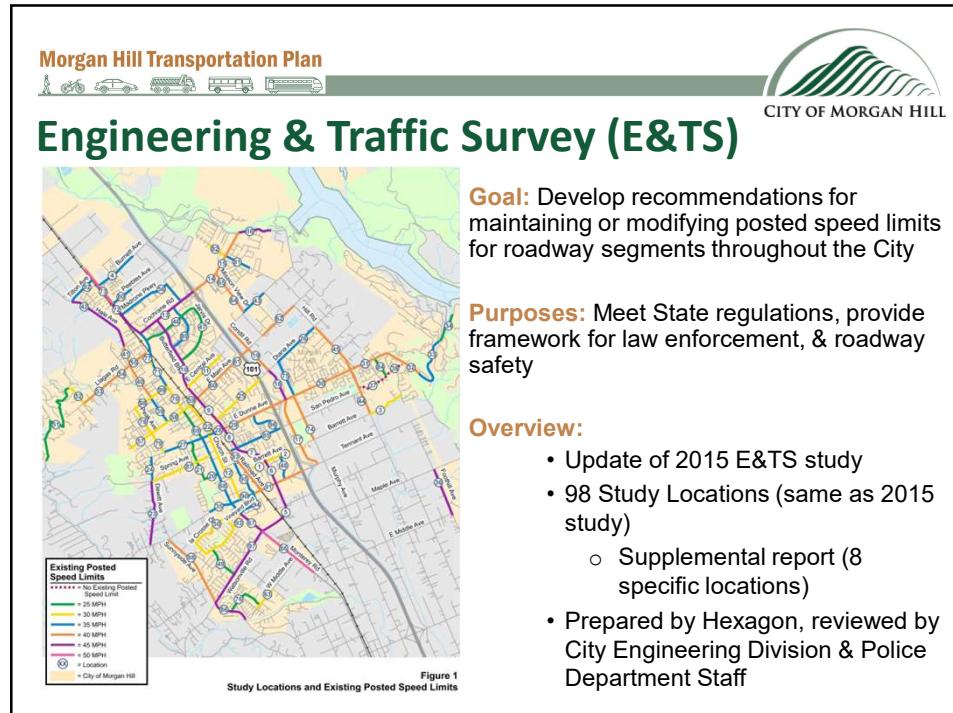
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Morgan Hill Transportation Plan



CITY OF MORGAN HILL



Speed Limit Regulations & Guidelines



- E&TS required by the State of California for speed limit enforcement
 - California Vehicle Code (CVC)
 - California Manual on Uniform Traffic Control Devices (CA MUTCD)
- E&TS General Requirements:
 - Prevailing speeds as determined by traffic engineering measurements,
 - Collision records, and
 - Highway, traffic, and roadside conditions not readily apparent to the driver

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Morgan Hill Transportation Plan



CITY OF MORGAN HILL



Speed Limit Establishment Criteria



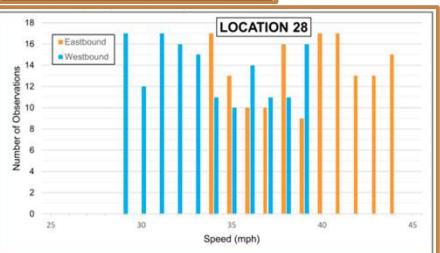
- Generally posted speed limit is established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic
 - Code allows for additional rounding down by 5 mph under certain conditions
- E&TS and posted limit recommendations should consider:
 - Adjacent bicycle and pedestrian traffic
 - Roadway characteristics, shoulder conditions, grade, alignment, and sight distance
 - The pace speed
 - Roadside development and environment
 - Parking practices
 - Reported collision
 - Speed zoning/speed of adjust roadway segments
 - Bicycle and pedestrian safety of vulnerable groups such as children and seniors

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Morgan Hill Transportation Plan



Data Collection & Evaluation

- Data collected August through November in 2023
- Radar used for speed measurements
- Machine tube counts used for daily volumes and collision rates
- Collision history reviewed for each segment for a 5-year period
- Measured 85th percentile speeds exceed posted speed limit on all but 5 segments
- Measured 85th percentile speeds exceed posted speed limit by greater than 5 mph on 28 segments

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Morgan Hill Transportation Plan



Recommendations & Conclusions



- Individual E&TS worksheets prepared for each study segment to summarize the analysis and results and provide ease of use for City staff and Police Department
- E&TS study recommends a reduction in the posted speed limit by 5 mph at five locations
- Updated E&TS will allow for enforcement of speed limits

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Next Steps & Schedule

- Identify list of potential improvements and strategies - **Early Summer**
- Finalize Goals and Improvement Prioritization - **Early Summer**
- Additional Community outreach to garner feedback on preferred improvements and strategies - **Late Summer**
- Prioritize improvements and strategies - **Early Fall**
- DRAFT TMP – **Late Fall**

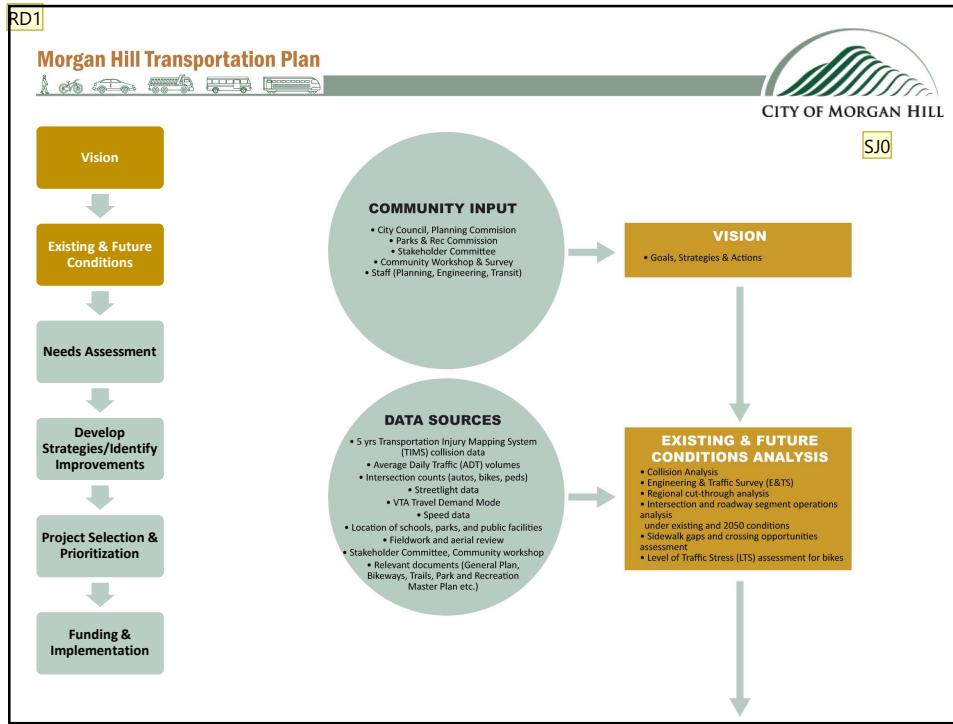
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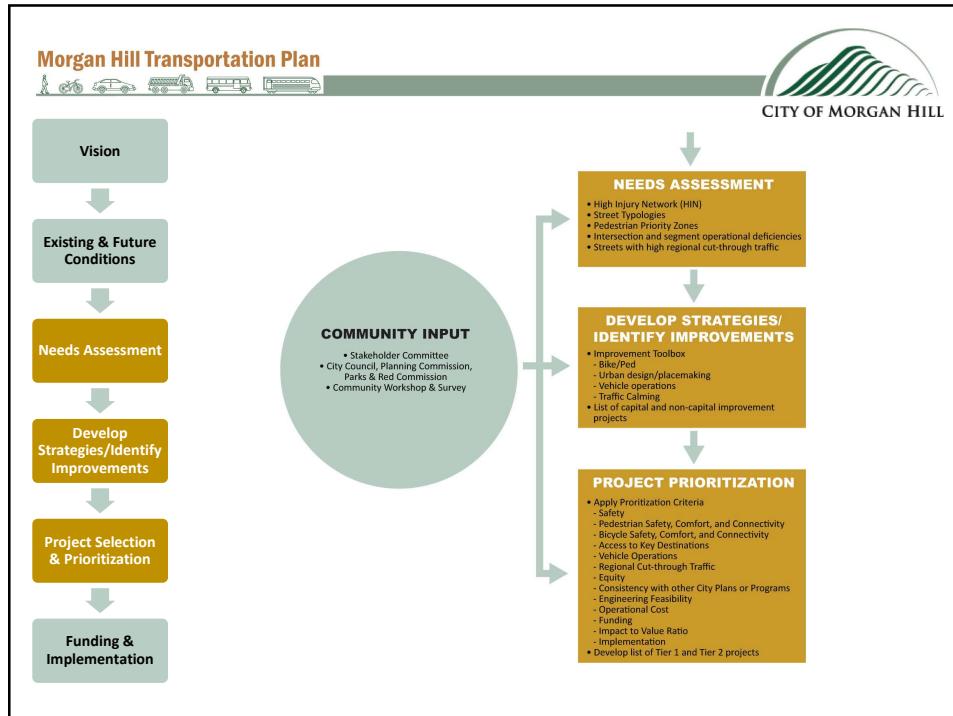
Feedback

- **TMP Goals**
 - Additional Goals and/or adjustments?
 - Additional Strategies & Actions?
- **Prioritization Criteria**
 - Additional Criteria to Consider?
 - Suggested Prioritization of Criteria?
- **Engineering & Traffic Survey**
 - Questions

16



17



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Slide 17

SJ0 In the Community Input Circle, make Planning Commission its own Bullet
Shikha Jain, 2024-05-03T18:29:20.633

SJ0 0 Under data sources there is a typo - ' VTA Travel Demand Model'
Shikha Jain, 2024-05-03T18:30:22.632

SJ0 1 Under existing and future conditions analysis update formatting for "Intersection and roadway segment operations analysis under existing and 2050 conditions"
Shikha Jain, 2024-05-03T18:31:52.603

RD1 Slides 41-44 used as support for feedback discussion
Robert Del Rio, 2024-05-04T23:19:43.114

Morgan Hill Transportation Plan




CITY OF MORGAN HILL

Draft TMP Goals

Goal TMP-1: Safety. Eliminate traffic fatalities and reduce the number of non-fatal collisions for all modes within the City.

Goal TMP-2: Increased Transportation Options – Provide a range of high-quality and comfortable bikeways, trails, pedestrian facilities, and local transit options to create a safe, connected, balanced, and convenient transportation system for all ages, abilities, and socioeconomic groups.

Goal TMP-3: Access to Regional Transit Services and Local Destinations – Enhance access to regional transit services and local destinations like Downtown, schools, parks, and services through improved multimodal connections and local transit options that enable more trips to take place without relying on a private vehicle.

Goal TMP-4: Congestion Management – Reduce travel time and improve vehicular throughput on city streets by improving intersection and corridor operations, minimizing the extent of regional cut-through traffic, and encouraging mode shift.

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Morgan Hill Transportation Plan




CITY OF MORGAN HILL

Project Prioritization & Evaluation Criteria

1	Pedestrian Safety, Comfort, and Connectivity	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	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
2	Bike Safety, Comfort, and Connectivity	Improves and/or provides new bicycle facilities along bike/ped priority corridors Improves comfort and/or provides new connections across US 101 network Accommodates other modes of micromobility (e.g. e-bikes)	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
3	Access to Key Destinations	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	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations, Goal TMP-4: Congestion Management
4	Vehicle Operations	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 modeshift for the purpose of reducing VMT	Goal TMP-4: Congestion Management
5	Regional Cut-through Traffic	Includes pre-determined set of traffic calming techniques that reduce regional cut through traffic	Goal TMP-4: Congestion Management
6	Equity	Proximity to high levels of higher density housing/low-income housing	Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations

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City Council Meeting Minutes

May 15, 2024

- Are the signals along Butterfield Blvd currently signalized. Is there an opportunity to enhance those in the future.
Action: The TMP will review opportunities to add or enhance signal synchronization along corridors in the City.
- Collision analysis shows that Monterey Road has a lot of collisions. We should identify improvements to traffic safety along Monterey Road, including reducing speed limits in Downtown.
Action: Speed limits were reviewed as part of the E&TS study. The study did not support reducing the speed limits in Downtown however, this will continue to be monitored in the future.
- Online survey does not capture enough responses from the younger families in the City that commute to work or pick-up/drop-off kids to school. Strategies to engage more people where feedback is missing should be considered.
Action: The draft plan in the summer will provide an opportunity to get feedback from more people and get specific feedback on neighborhoods. The stakeholder group also includes representatives from the various segments of the community including youth, parents, and retirees, as well as from different geographies in the City. Additional strategies like focus groups meetings with schools, neighborhoods etc. to engage commuters, young parents, and HOAs will be considered.
- Plan should include actions to improve safety for pedestrians crossing the road at Hale Ave, Watsonville Ave etc. especially to bus stops, as well as specific improvements around schools and daycare centers to prevent collisions.
Action: TMP will review community input, community requests from the last ten years, as well as data analysis like collision analysis and identifying pedestrian priority zones that include schools and other points of interest in the City when developing project improvements. These improvements will be prioritized for grants and implementation.
- Does the study look at citation data from the police department?
Action: The E&TS study does not look at citation data. It follows state law criteria for setting speed limits. The TMP the goals and strategies will include police enforcement but will not dictate how the police enforces speed limits.
- Will the study consider including roundabouts to reduce cut-through traffic?
Action: The feasibility of roundabouts when identifying intersection improvements will be considered along with other intersection control.
- Lot of collisions on Butterfield Blvd. Butterfield Blvd has walking paths along it and high-density housing, but a lot of cars are speeding. Are there opportunities to reduce speed there?
Action: Improving bike/ped safety will be reviewed as part of the TMP. Butterfield Blvd has high traffic volumes and high speeds, therefore, opportunities to improve separation between bicycles and peds will be considered. Speed limits were reviewed as part of the E&TS study. The study did not support reducing the speed Butterfield Blvd however, this will continue to be monitored in the future.
- Speeds should be reduced at Malaguerra Avenue to Cochrane Avenue.
Action: Speed limits were reviewed as part of the E&TS study. The study did not support reducing the speed Malaguerra Avenue however, this will continue to be monitored in the future.
- Can traffic calming measures like speed bumps be used to reduce speeds in Downtown?
Action: The TMP will review traffic calming measures to slow speeds in Downtown as well other areas.
- Can technology be introduced to enforce speed limits?
Action: There is currently a pilot study on enforcement through speed cameras in 3 cities. There might be an opportunity in the future once the pilot is completed to use speed cameras for enforcement.

- Dunne Avenue should be included as a focus area for reviewing speed limits in the future.
Action: Dunne avenue will continue to be monitored for reducing speed limits.
- In addition to enforcement, opportunities to manage speeding issues should be considered.
Action: The TMP will review potential traffic calming measures where there are speeding issues.
- Signages should be added at wildlife crossings.
Action: TMP will not include evaluation of need and implementation of signage for wildlife crossings.
- Signal synchronization should be used on Butterfield Boulevard to improve traffic flow. Furthermore, signage should be used to encourage traffic to use Butterfield Boulevard instead of Monterey Road.
Action: TMP will review improvements to Butterfield Boulevard to improve traffic flow.
- Butterfield Blvd should be prioritized for safety improvements.
Action: The TMP will review collision data, bike/ped activity, traffic volumes, speeds etc. on all streets to prioritize improvements.

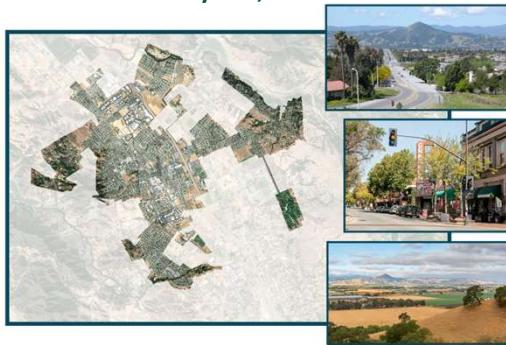
Morgan Hill Transportation Plan



Morgan Hill Transportation Master Plan

Parks & Recreation Commission #2

May 21st, 2024



 **Hexagon** TRANSPORTATION CONSULTANTS, INC.

 **TOOLE**
DESIGN

 **apex**
STRATEGIES

 **KIER+ WRIGHT**

1

Morgan Hill Transportation Plan



PRC's Role in TMP Development

- Provide Insights & Feedback that Commissioners are Receiving from Residents
- Provide Input on Proposed Policies

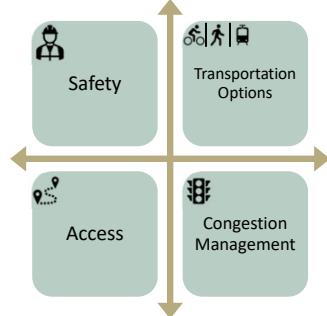
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Morgan Hill Transportation Plan



Recap of Previous Meeting

- Overview of Need & Purpose for TMP
- Introduction of Consultant Team
- General TMP Scope and Components:
 - *Anticipated Schedule*
 - *Community Outreach and Stakeholder Committee*
- Feedback on bike, ped, safety, and traffic operations issues



3

Morgan Hill Transportation Plan

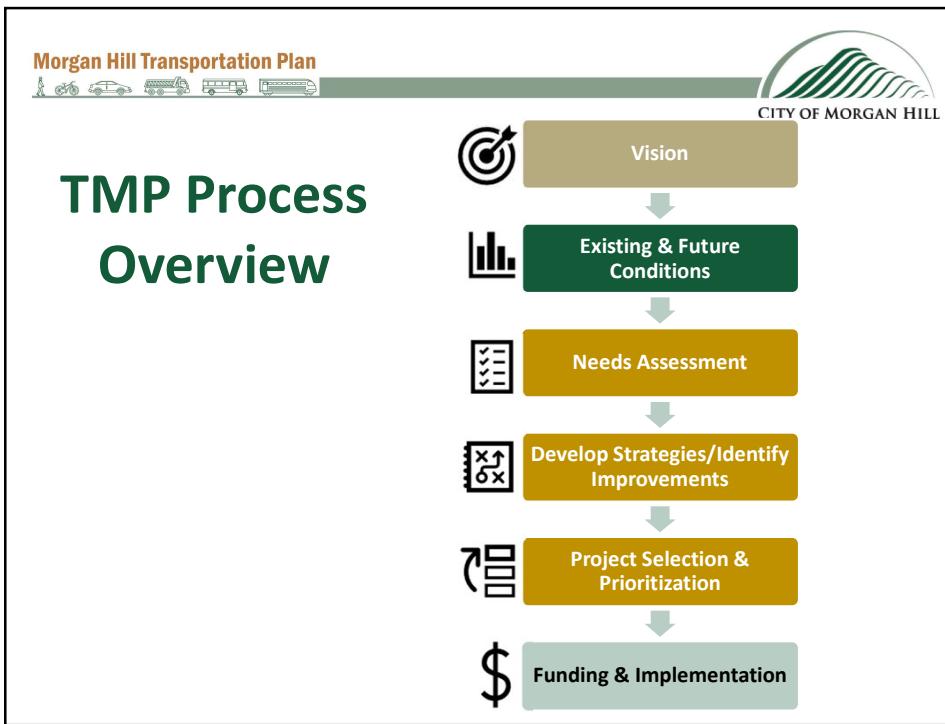


Stakeholders Meetings

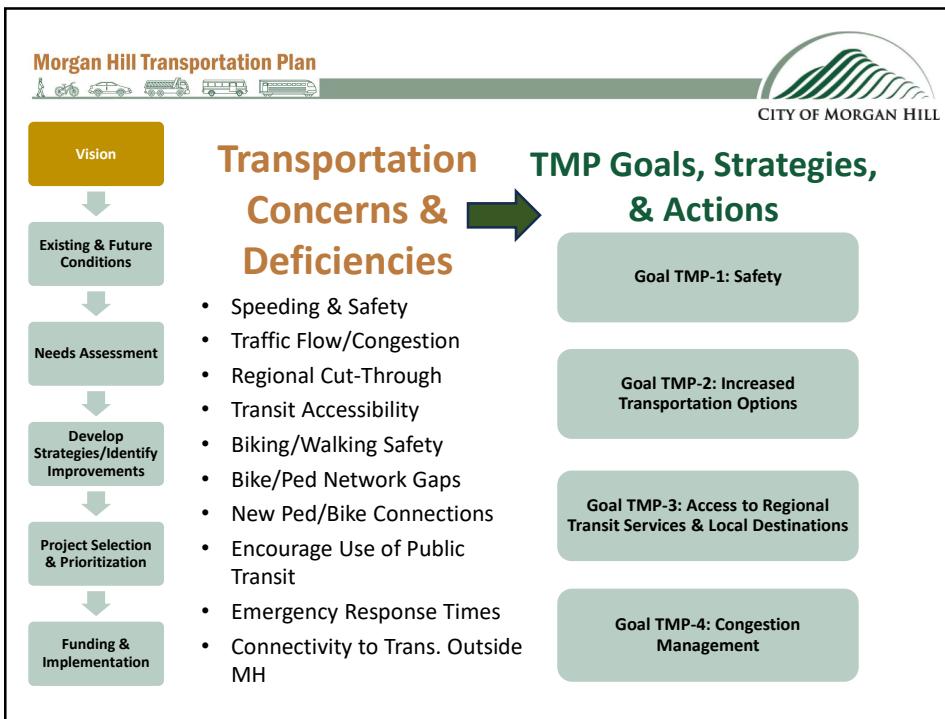
- Three meetings since last report
- Presented & discussed data, evaluation, & analysis:
 - Community Survey Results
 - Regional Cut-Through Study
 - Bike/Ped Network Gaps & Safety
 - New TDF Model
 - Traffic Operations
 - Goals, Strategies, & Actions
 - Street Typologies
 - Improvement Toolbox
 - Improvement Prioritization Criteria
- Each meeting included a Group Workshop to provide opportunity for feedback on topics of meeting



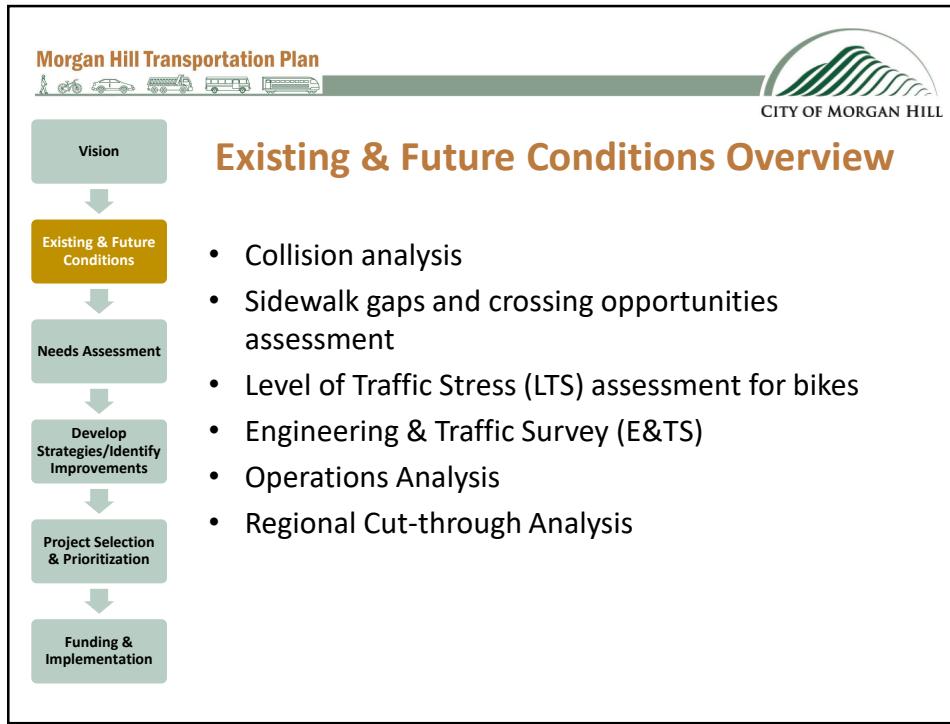
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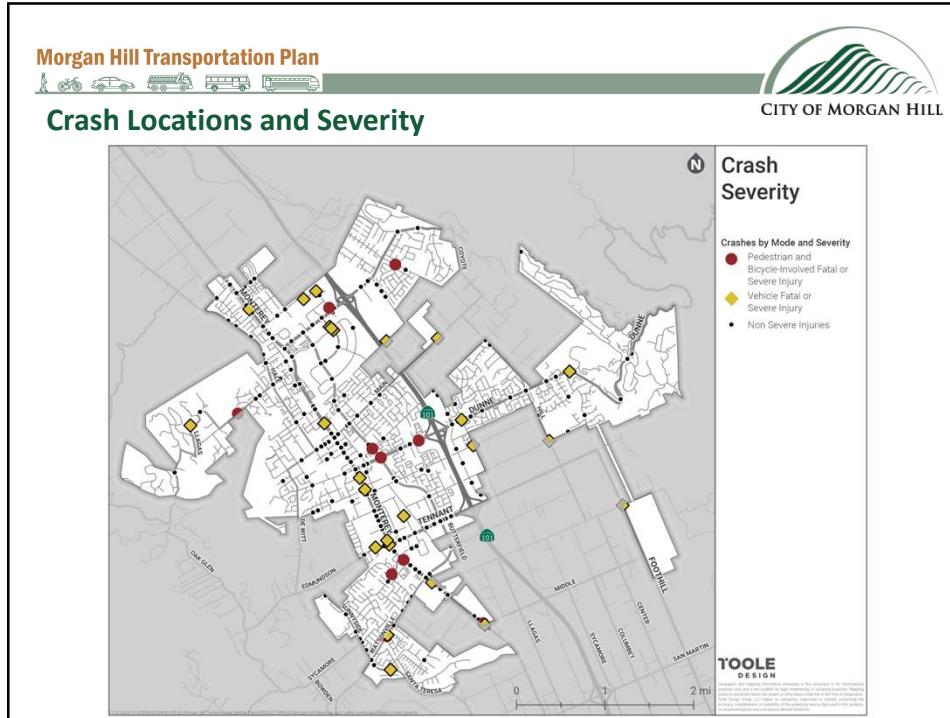
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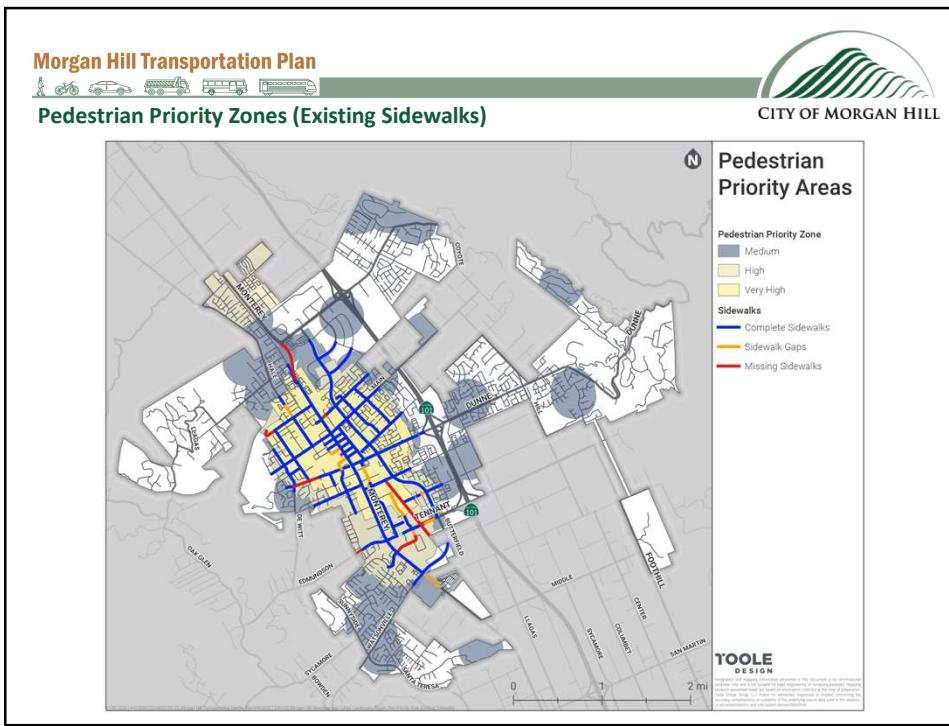
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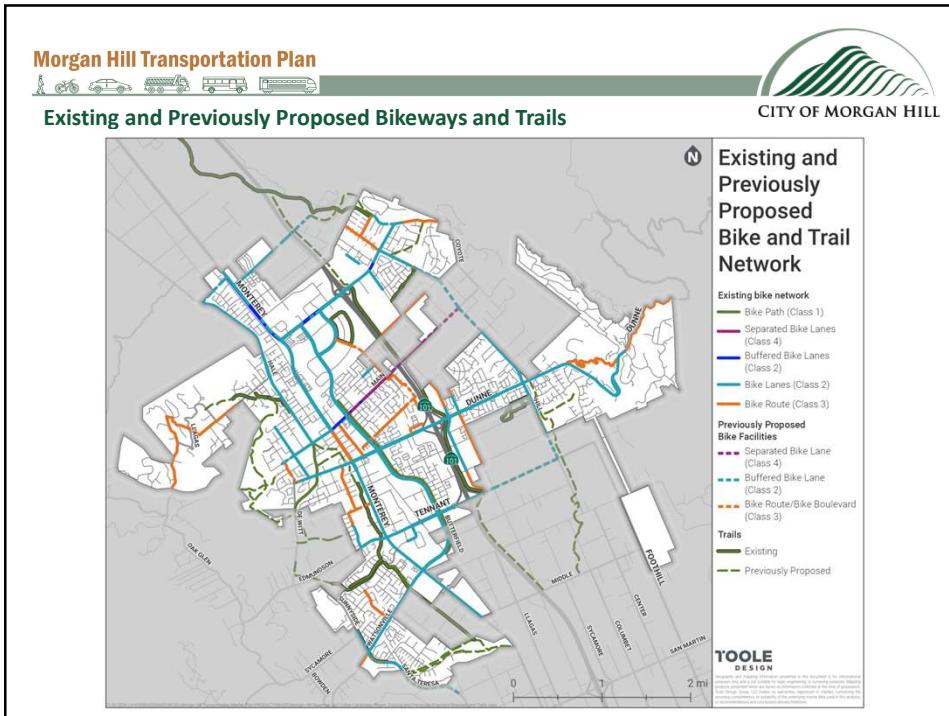
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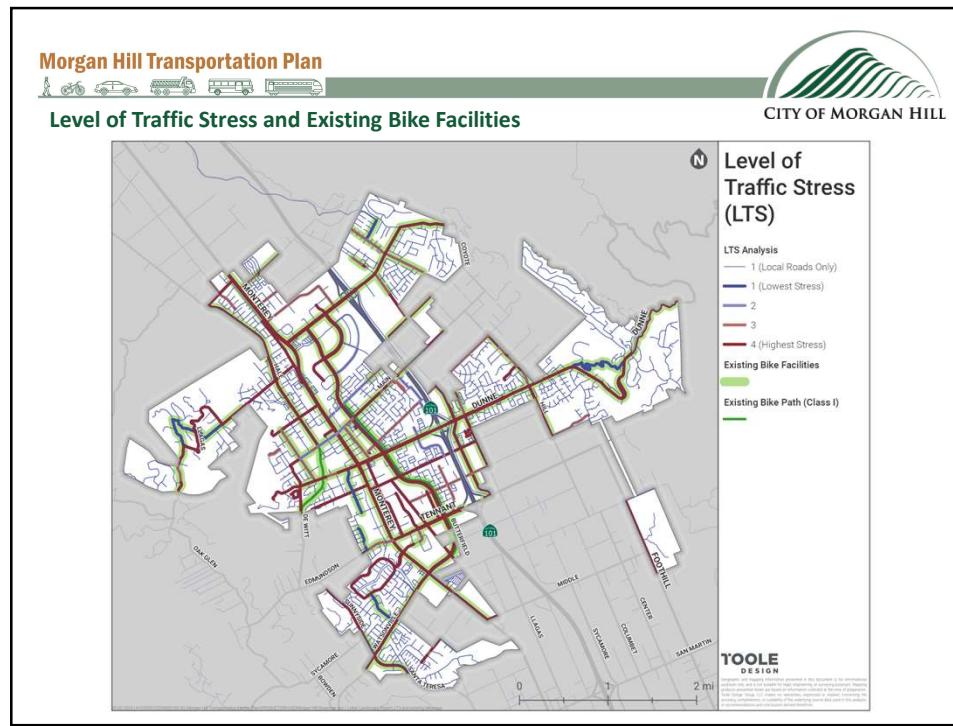
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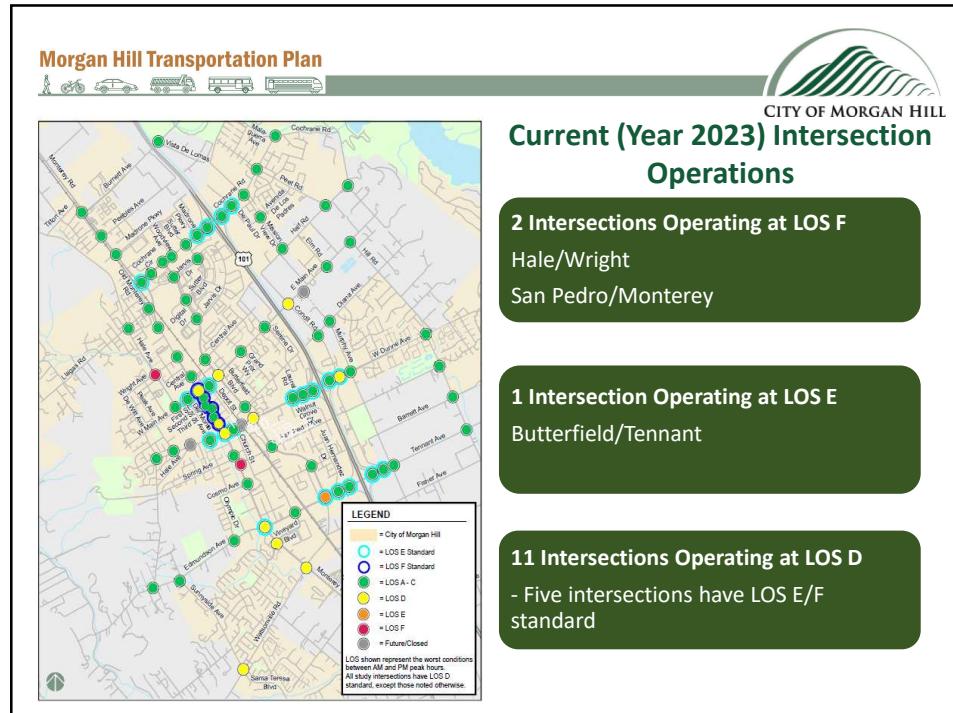
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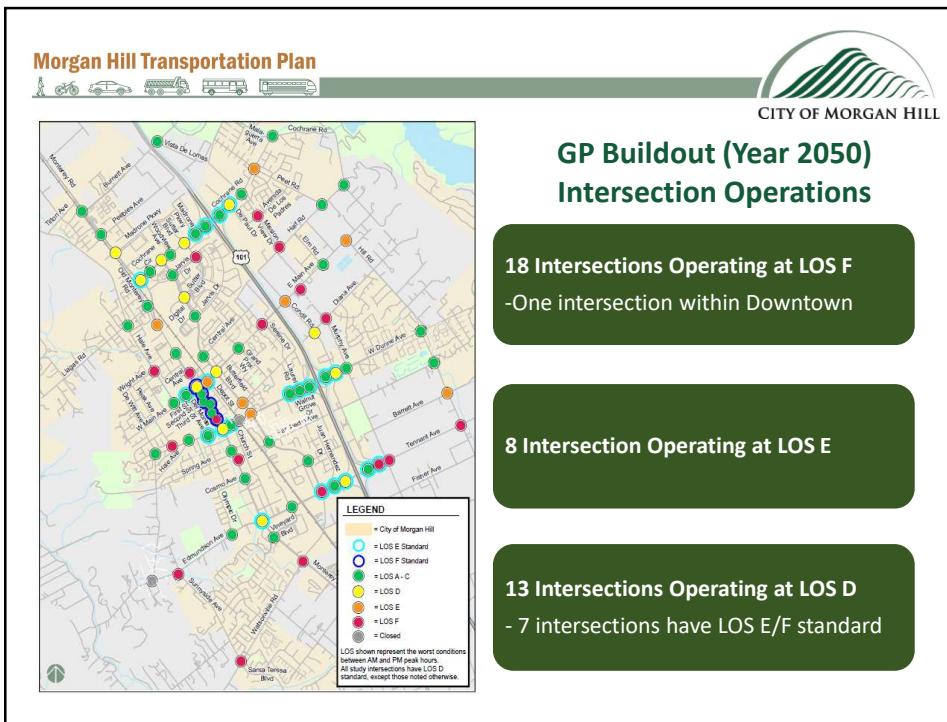
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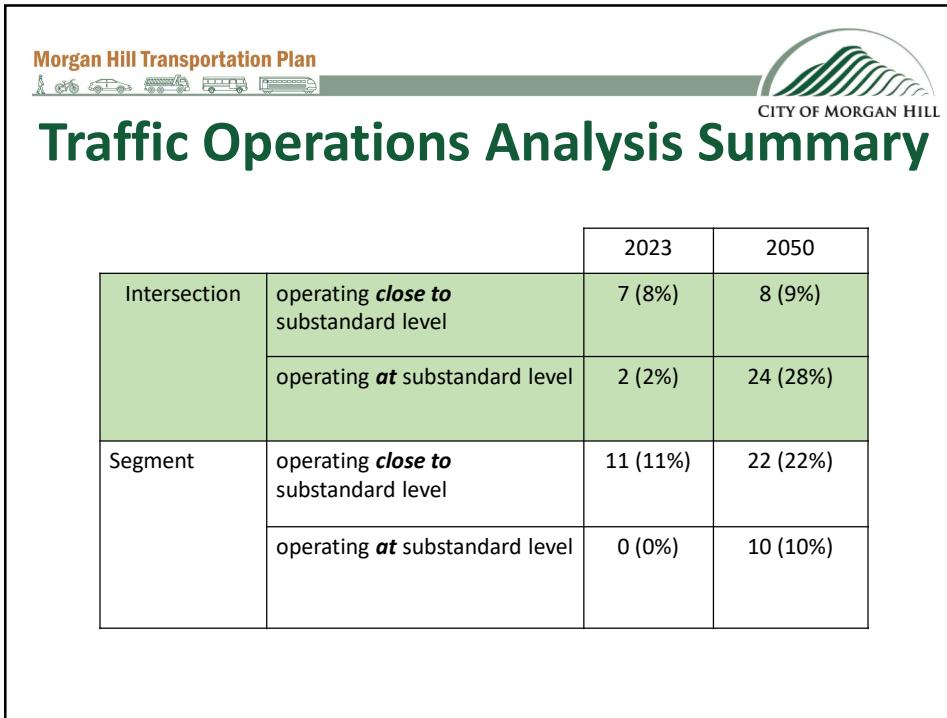
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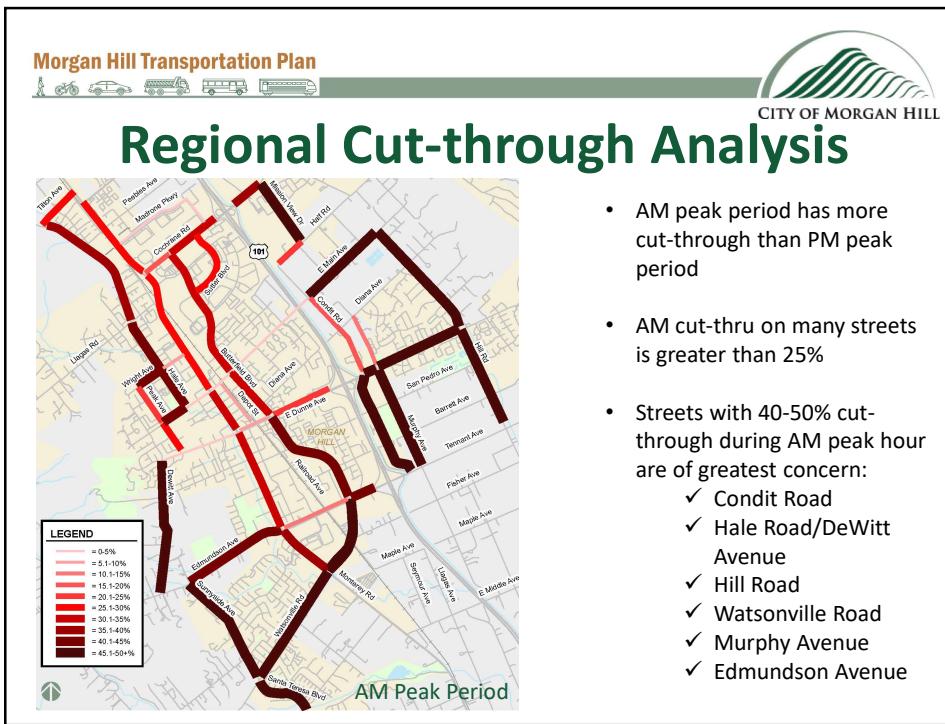
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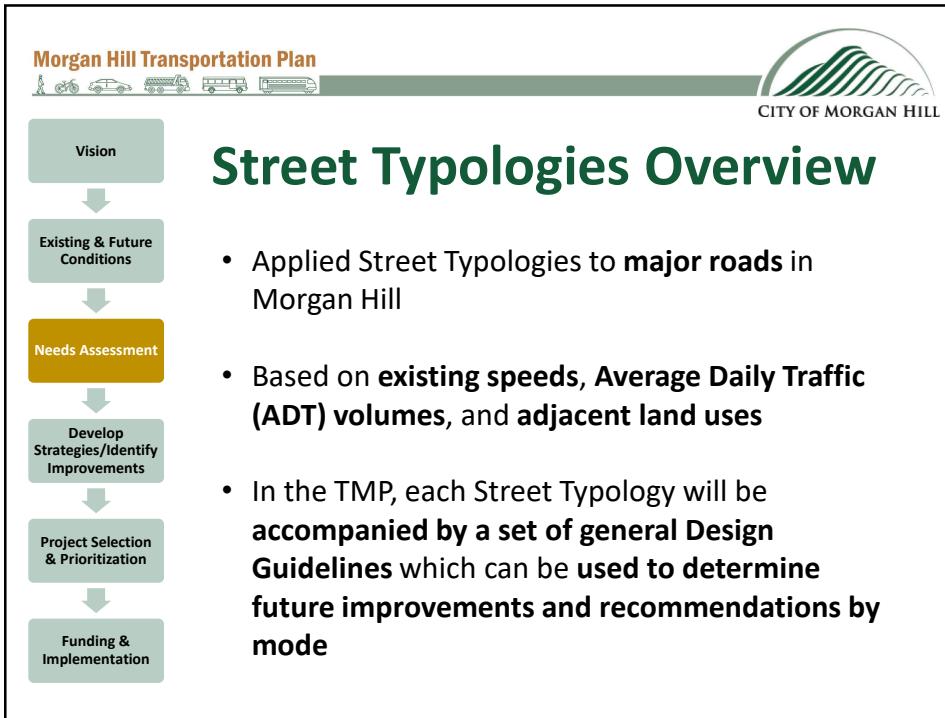
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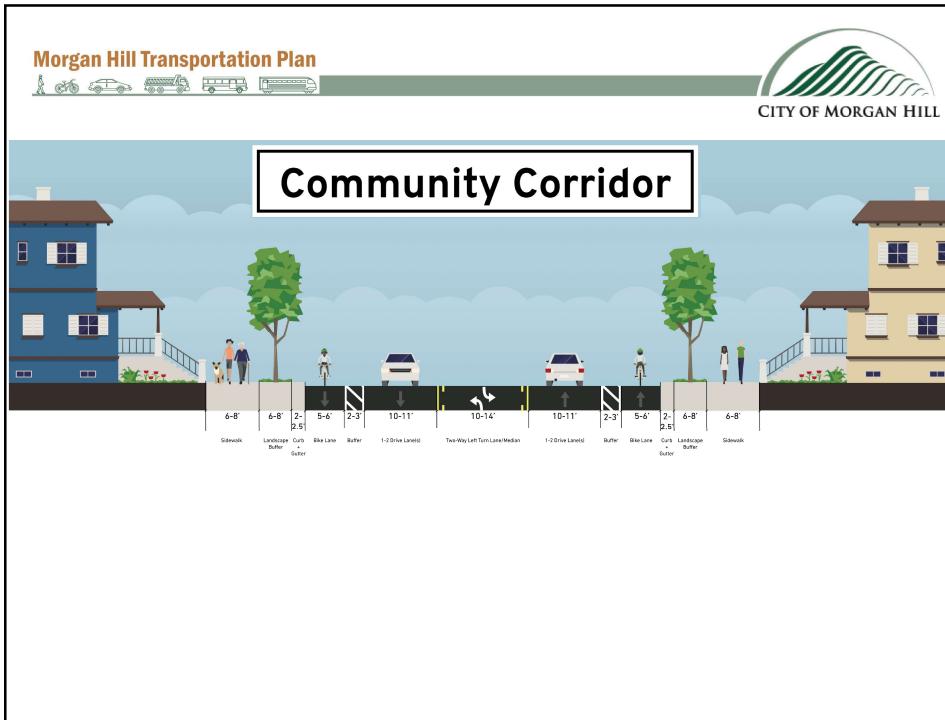
Morgan Hill Transportation Plan



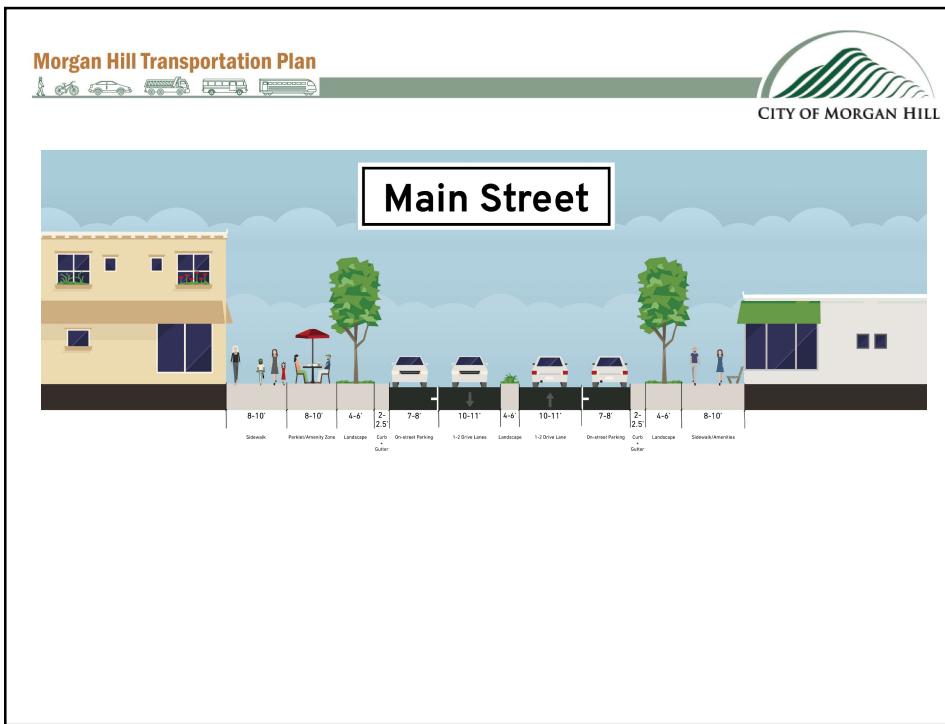
Street Typologies

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
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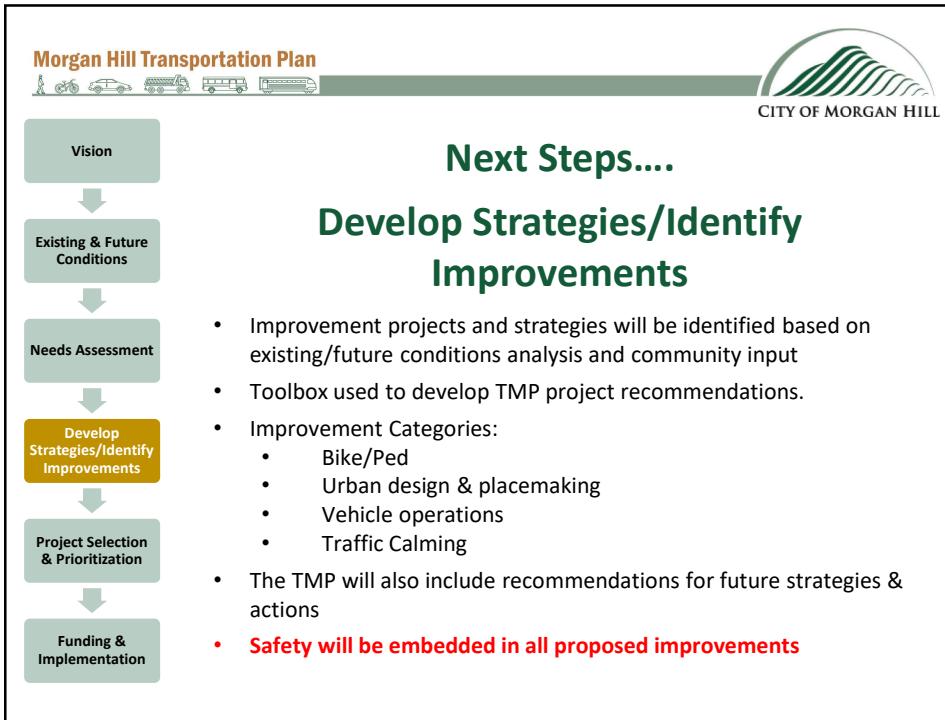
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Morgan Hill Transportation Plan



Bicycle Improvements



Sidepath

Buffered Bike Lane

Bike Lane

Separated Bike Lane

Enhanced Crossings

Protected Intersection

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Morgan Hill Transportation Plan



Pedestrian Improvements



Pedestrian Refuge Island

Street trees/landscaping

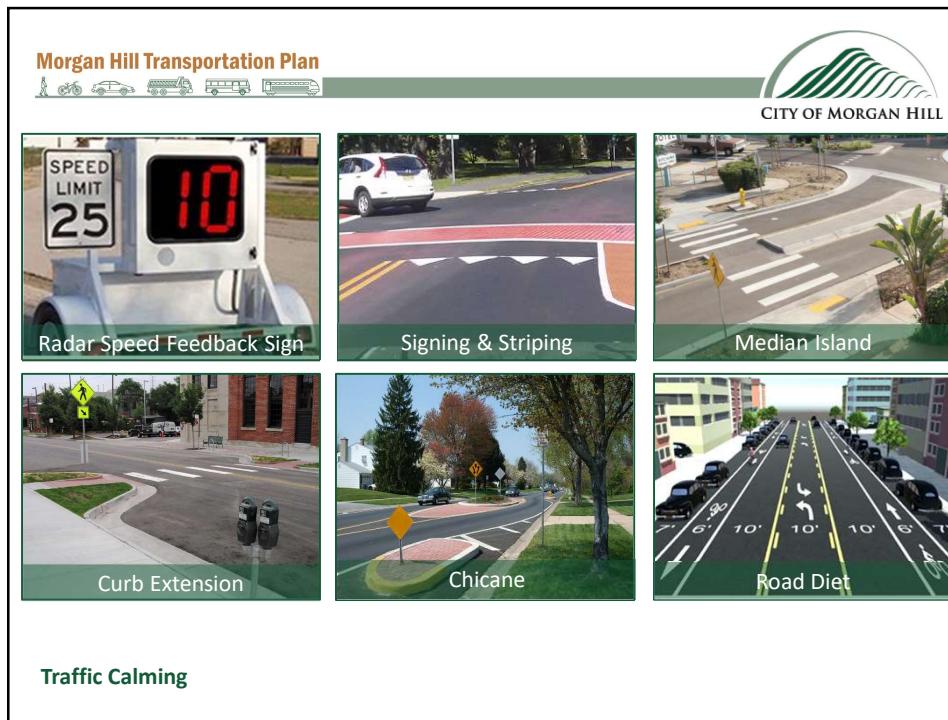
Transit Stop Amenity

Wide Sidewalks

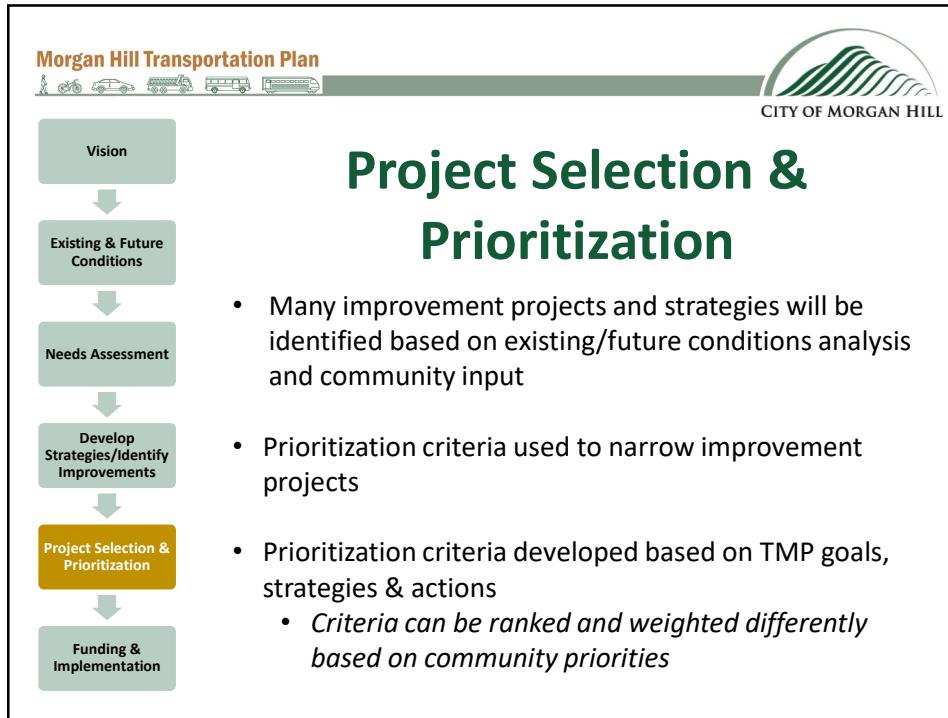
Trail Connections

Sidewalk/Sidepath

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23



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Next Steps & Schedule

- Identify list of potential improvements and strategies - **Early Summer**
- Finalize Goals and Improvement Prioritization - **Early Summer**
- Additional Community outreach to garner feedback on preferred improvements and strategies - **Late Summer**
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25



Feedback

- **TMP Goals**
 - Additional Goals and/or adjustments?
 - Additional Strategies & Actions?
- **Prioritization Criteria**
 - Additional Criteria to Consider?
 - Suggested Prioritization of Criteria?

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Parks and Recreation Commission Meeting Minutes

May 21, 2024

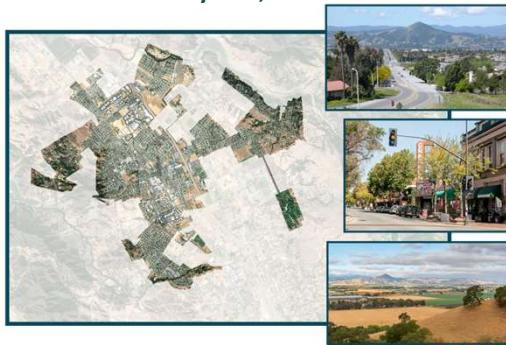
- What is the long-term plan to address regional cut-through traffic?
Action: Recommendations for reducing regional cut-through traffic will be considered as part of the TMP.
- Include proposed builders remedy projects in the County near Morgan Hill as part of the traffic operations analysis.
Action: Hexagon will review if the growth projected by the builder's remedy projects in the County is greater than the County General Plan buildout.

Morgan Hill Transportation Plan



Morgan Hill Transportation Master Plan

Planning Commission Meeting #2
May 14th, 2024



 **Hexagon** TRANSPORTATION CONSULTANTS, INC.

 **TOOLE**
DESIGN

 **apex**
STRATEGIES

 **KIER+ WRIGHT**

1

Morgan Hill Transportation Plan



Planning Commission's Role in TMP Development

- Provide Insights & Feedback that Commissioners are Receiving from Residents
- Review & Approve Goals, Strategies & Actions
- Review Identified Transportation Improvement Priorities
- Review Funding Opportunities for Improvements
- Approve a Capital Improvement Plan in Alignment with Available Funding
- Approve Final Transportation Plan

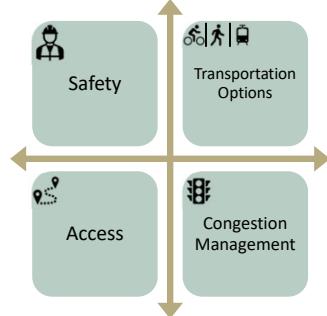
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Morgan Hill Transportation Plan



Recap of Previous Meeting

- Overview of Need & Purpose for TMP
- Introduction of Consultant Team
- General TMP Scope and Components:
 - *Anticipated Schedule*
 - *Community Outreach and Stakeholder Committee*
- Feedback on bike, ped, safety, and traffic operations issues



3

Morgan Hill Transportation Plan



Stakeholders Meetings

- Three meetings since last report
- Presented & discussed data, evaluation, & analysis:
 - Community Survey Results
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 - Bike/Ped Network Gaps & Safety
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 - Traffic Operations
 - Goals, Strategies, & Actions
 - Street Typologies
 - Improvement Toolbox
 - Improvement Prioritization Criteria
- Each meeting included a Group Workshop to provide opportunity for feedback on topics of meeting



4

Morgan Hill Transportation Plan



CITY OF MORGAN HILL

Stakeholder & Community Feedback

On-Line Survey

- Perceived link of Housing Growth to congestion and – Limit Growth vs. State laws
- Can't legally limit growth; so, recommend changing growth: High density housing, better biking, walking and transit.
- Need to enhance transit access/availability/frequency
- Heavy orientation toward vehicles. Low level of walk/bike/transit. Increase walk/bike/transit
- Need heavy involvement in education and infrastructure for non-auto modes.
- Safety. No inclusion for emergency evacuation routes – fire, earthquake, flood, medical
- Need significant changes to travel habits

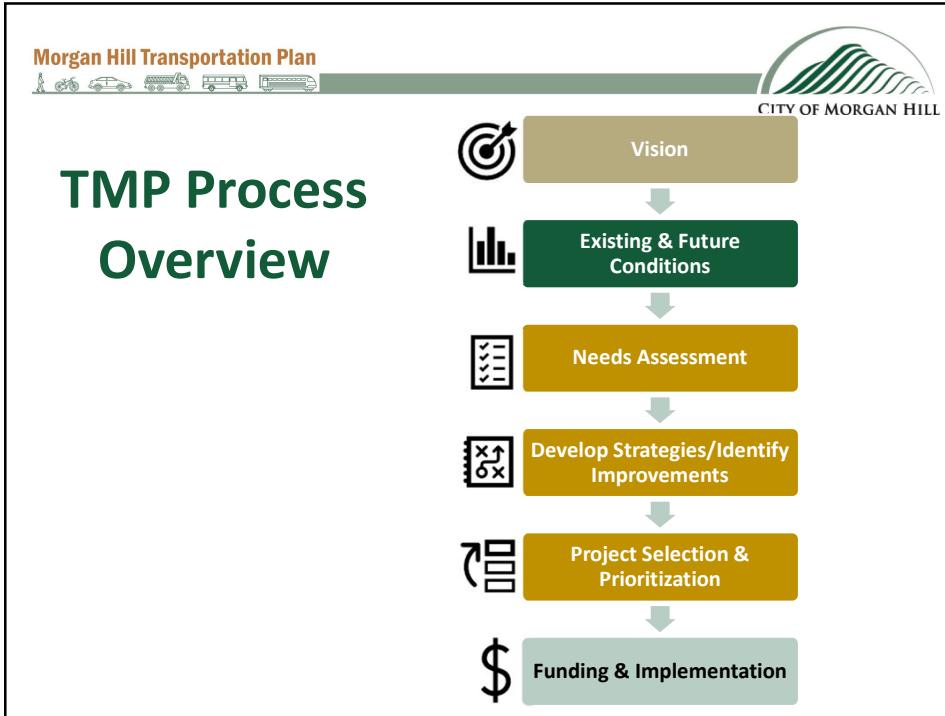
Goals, Strategies, & Actions

- Add Vision zero to safety.
- Projects should mitigate for safety during construction
- Implement traffic calming near schools
- Implement marketing efforts to slow speeders and change behavior
- Measure effectiveness of education programs
- Need strategies to reduce regional cut-through traffic
- Use excess roadway right-of-way for non-auto-oriented improvement
- Close pedestrian and bicycle network gaps
- Address needed pedestrian crossings near the sports complex, schools, and parks

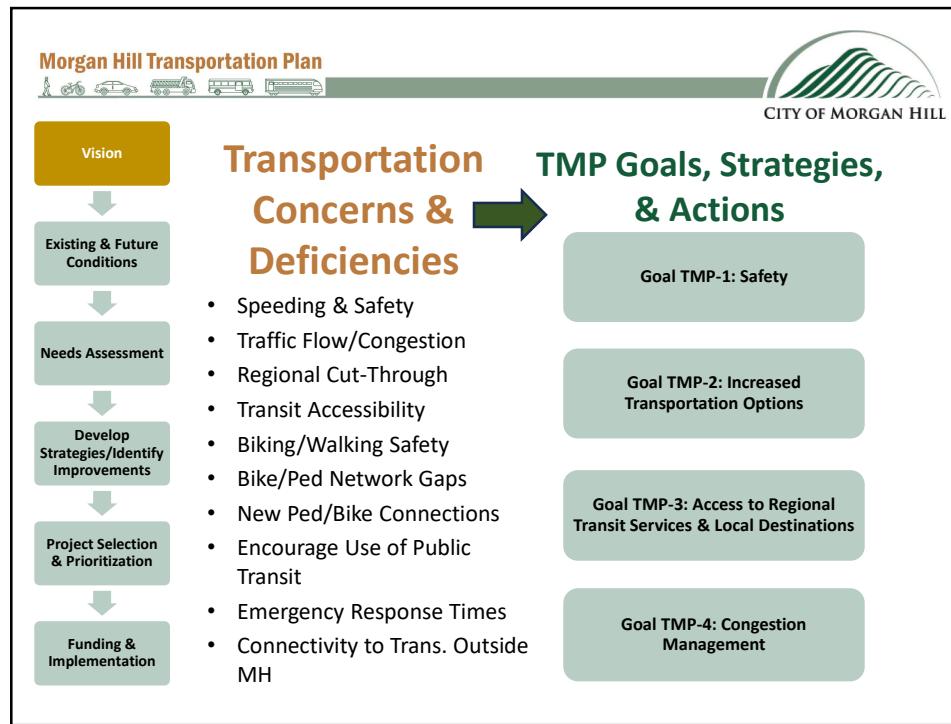
Improvement Prioritization

- Pedestrian safety, comfort, and connectivity
- Vehicle operations
- Bicycle safety, comfort, and connectivity
- Regional cut-through

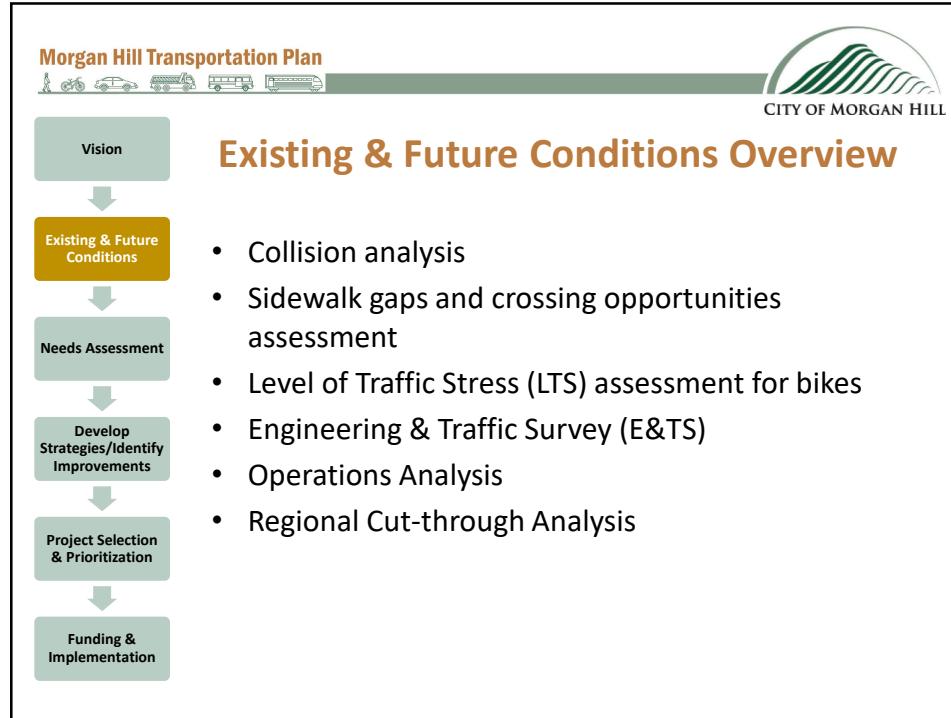
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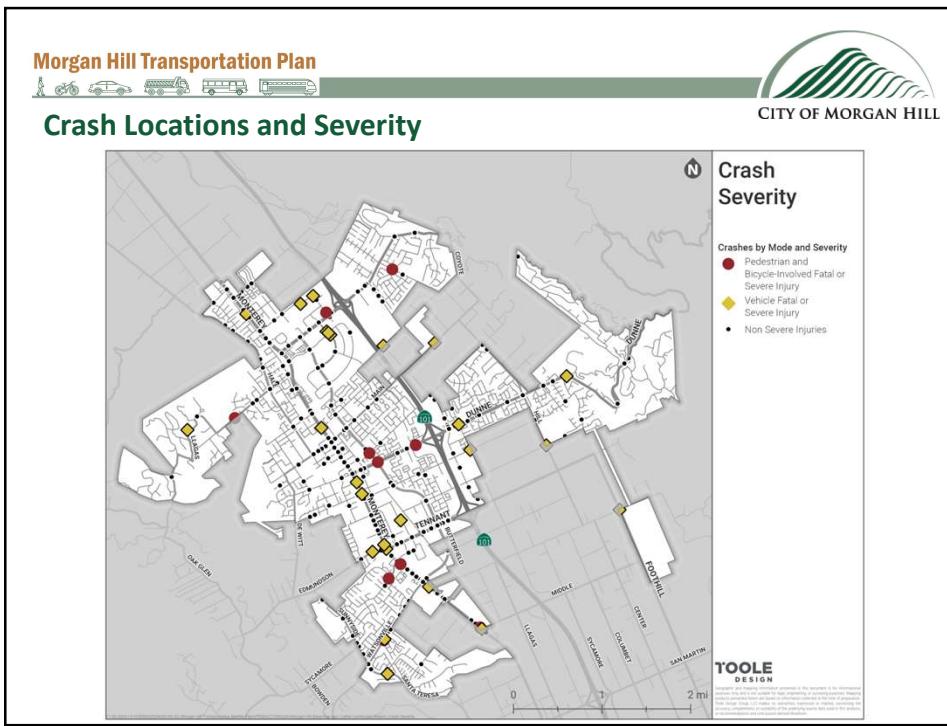
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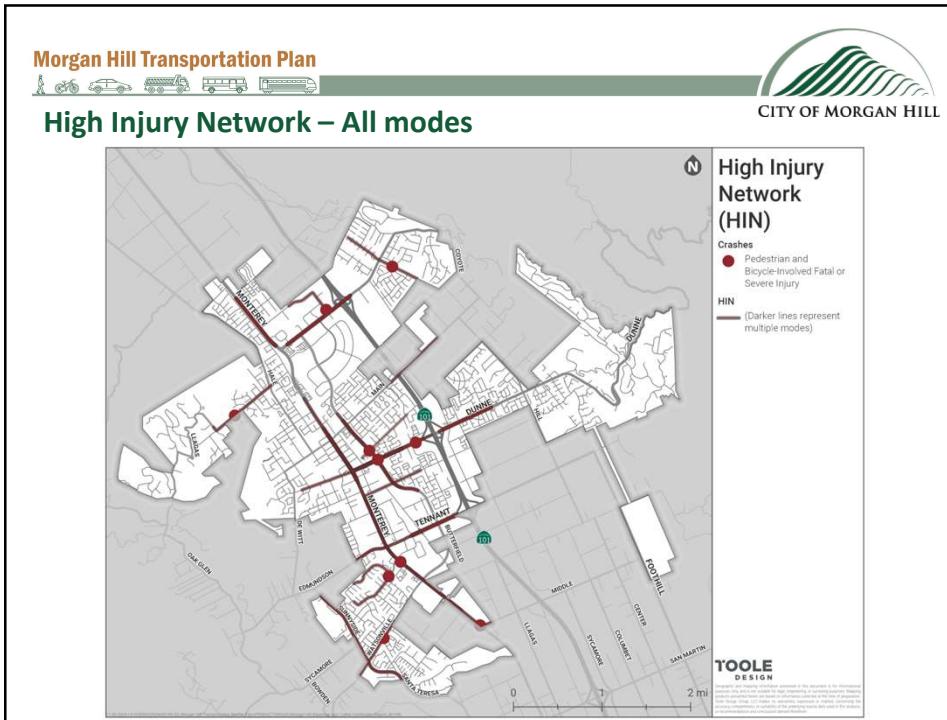
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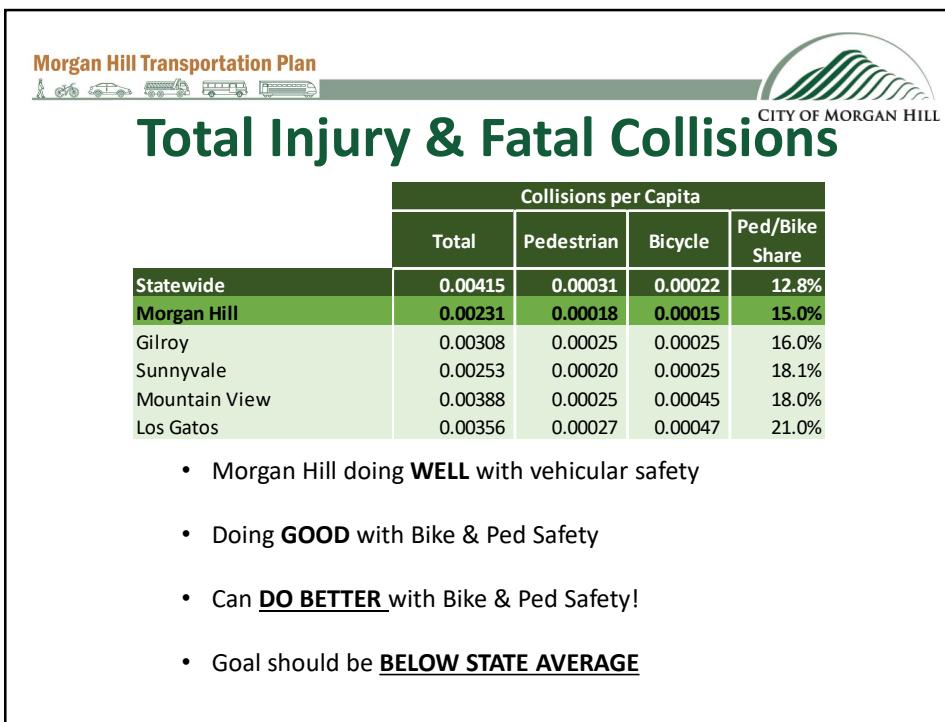
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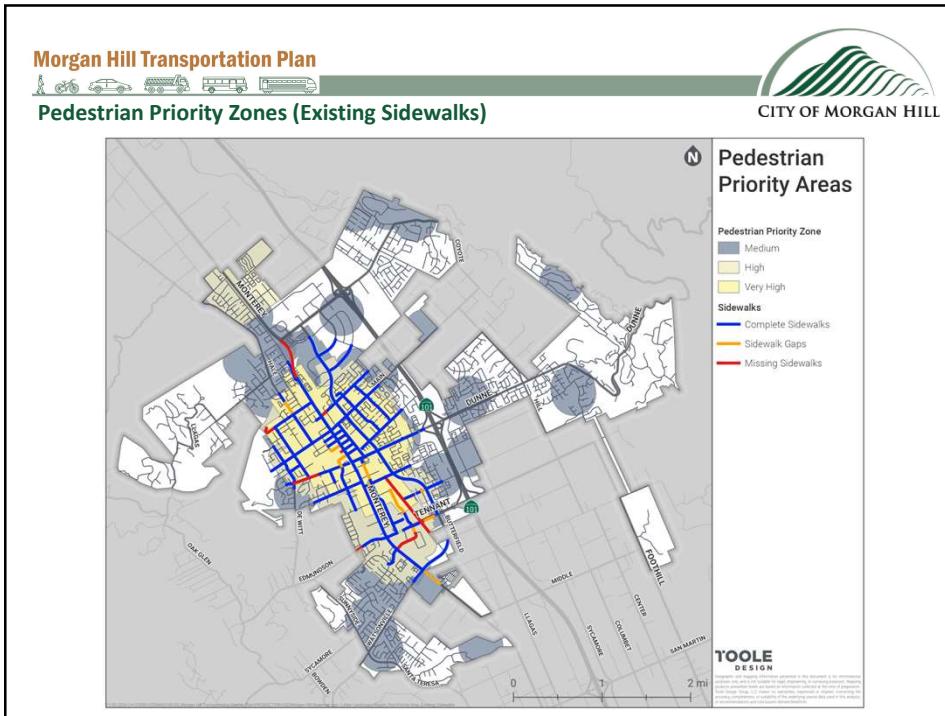
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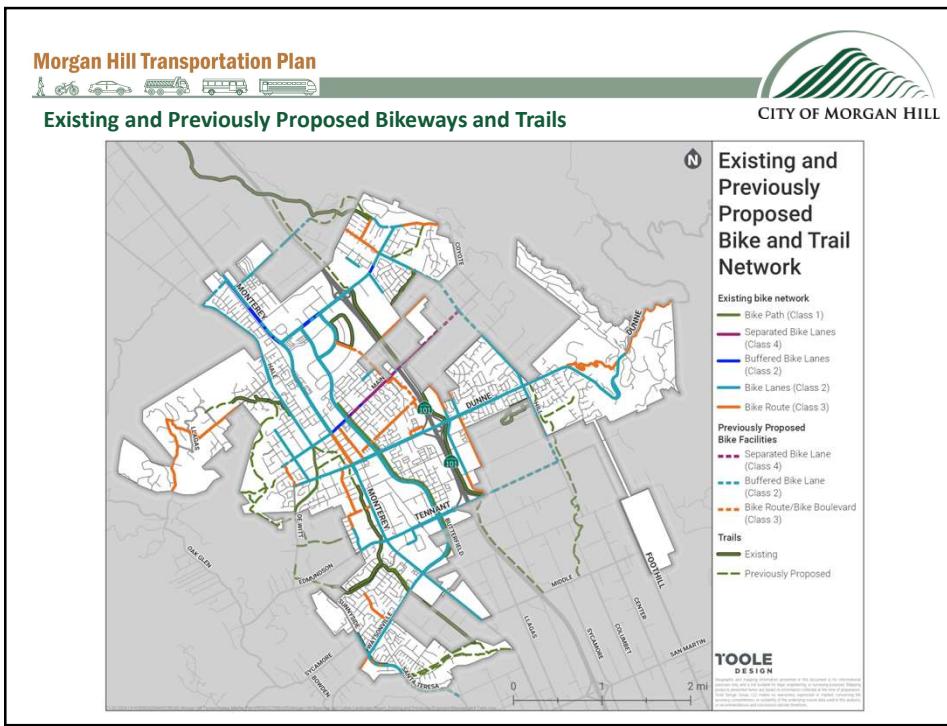
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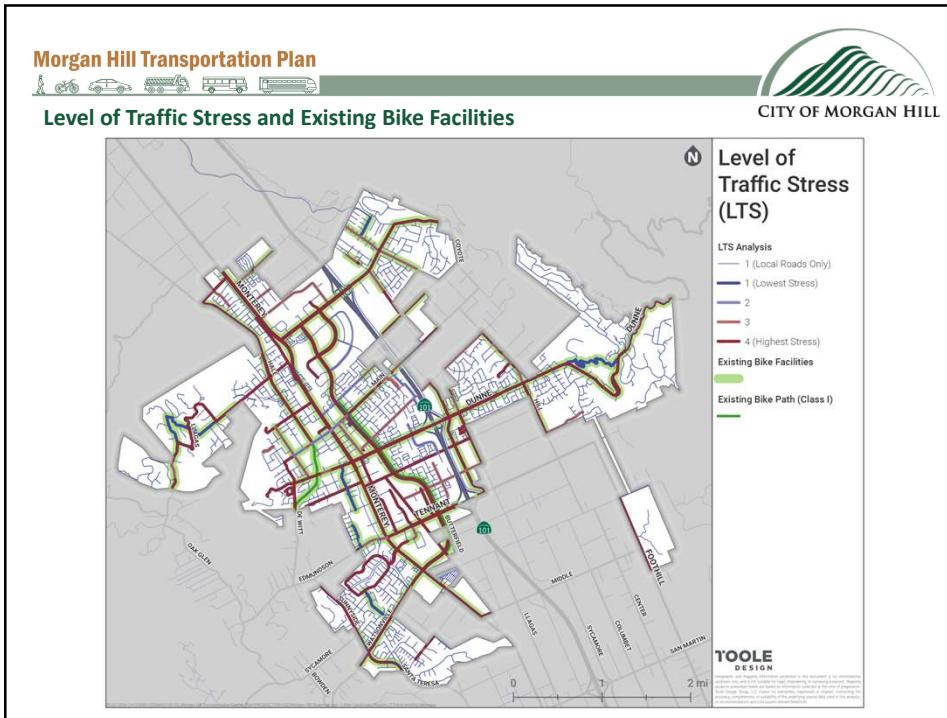
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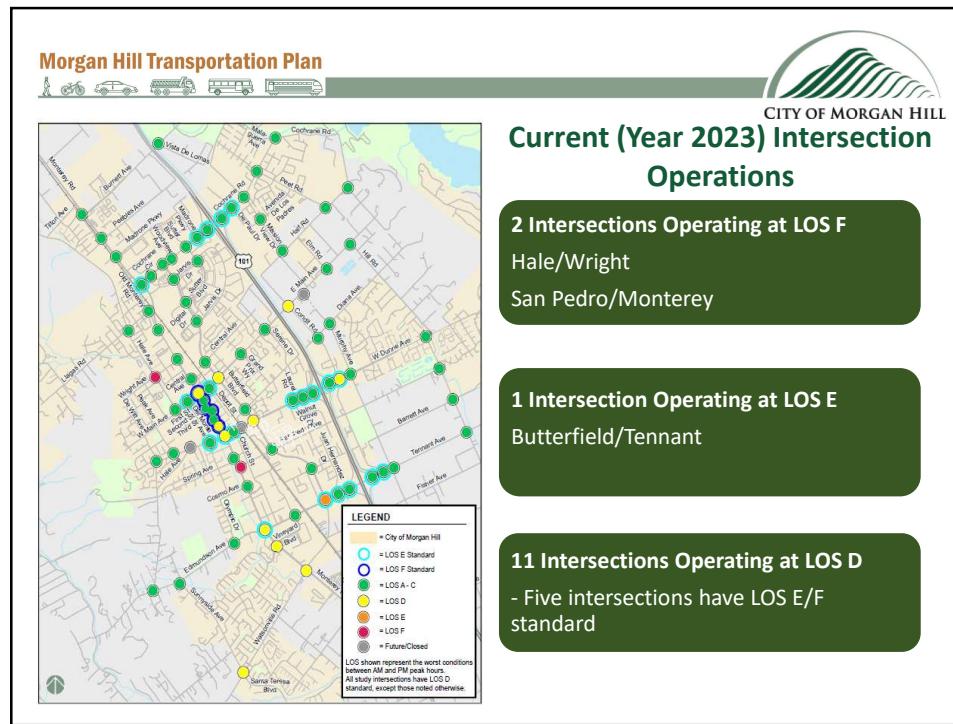
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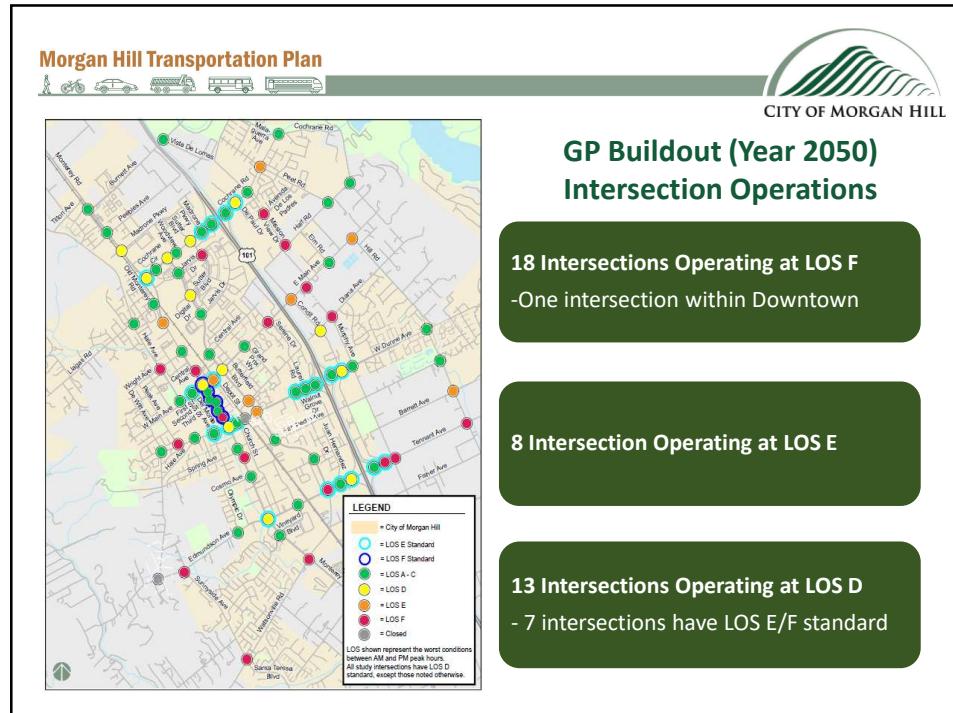
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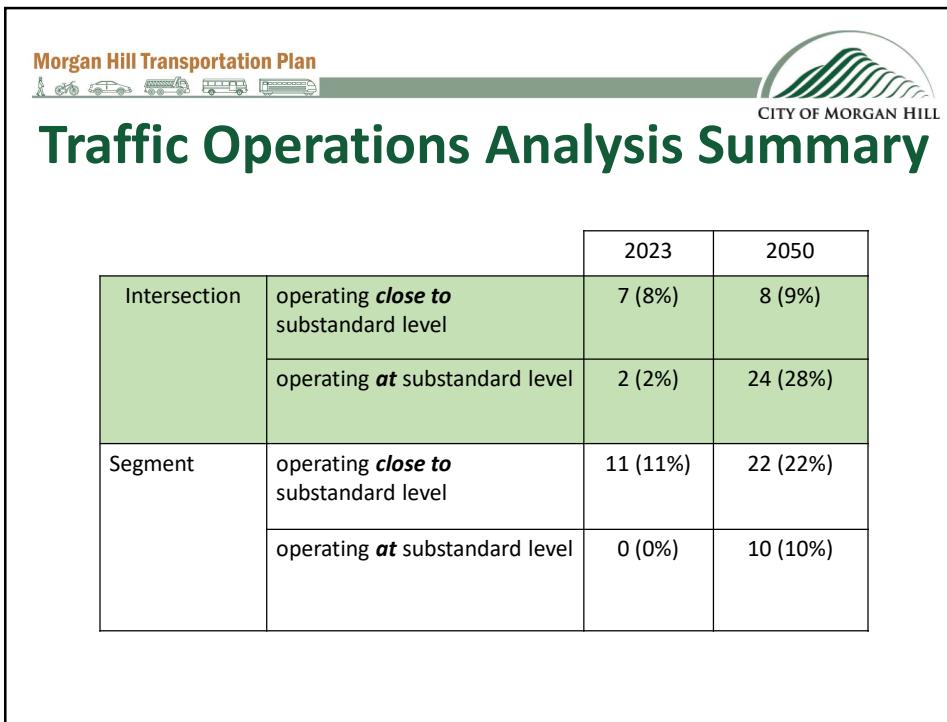
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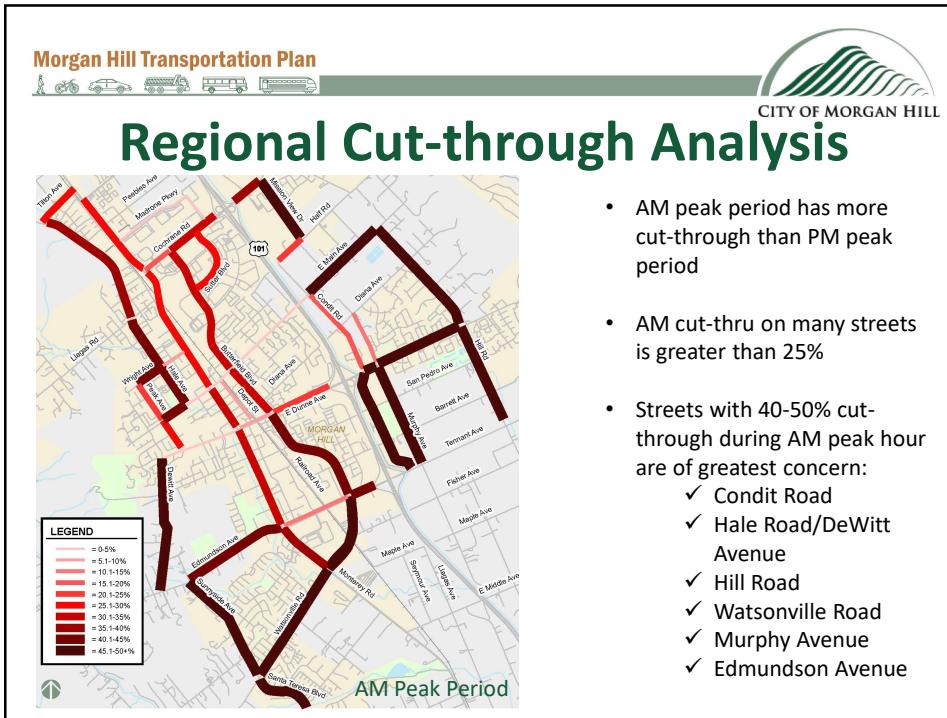
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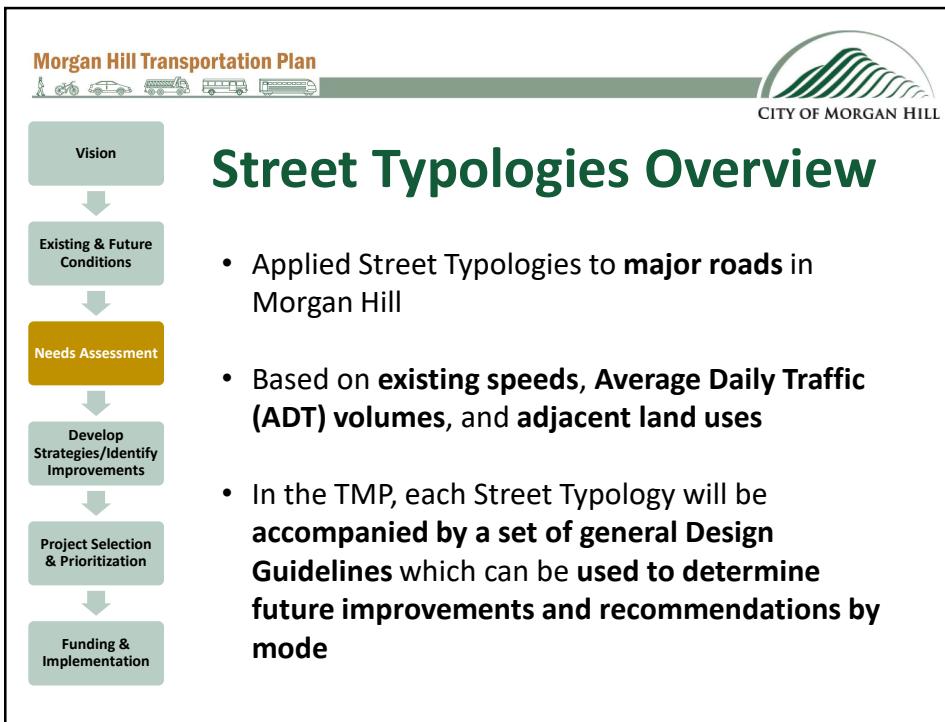
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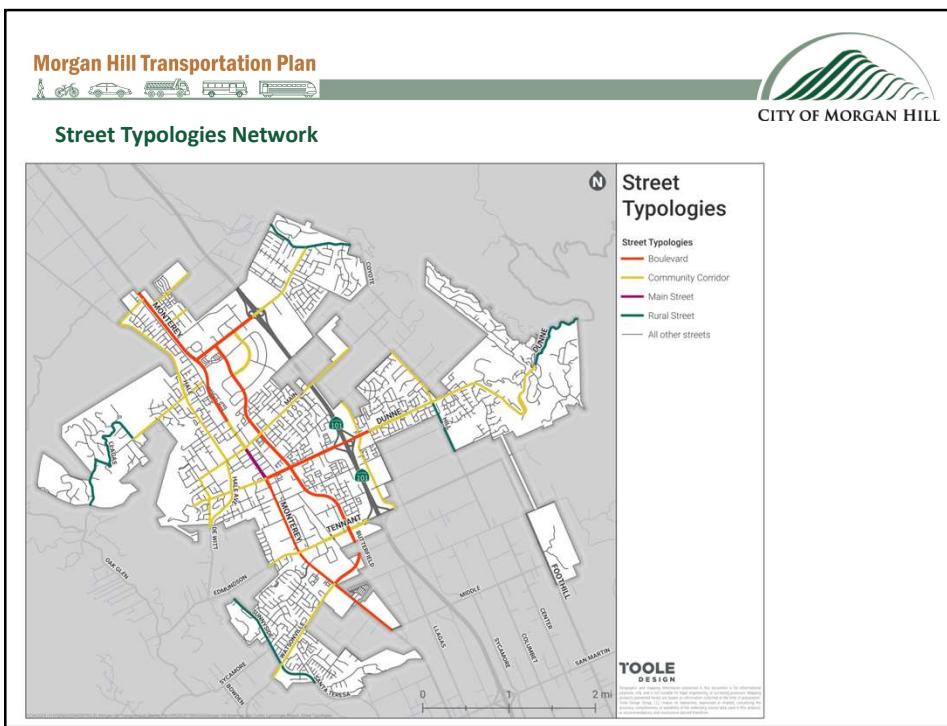
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Morgan Hill Transportation Plan

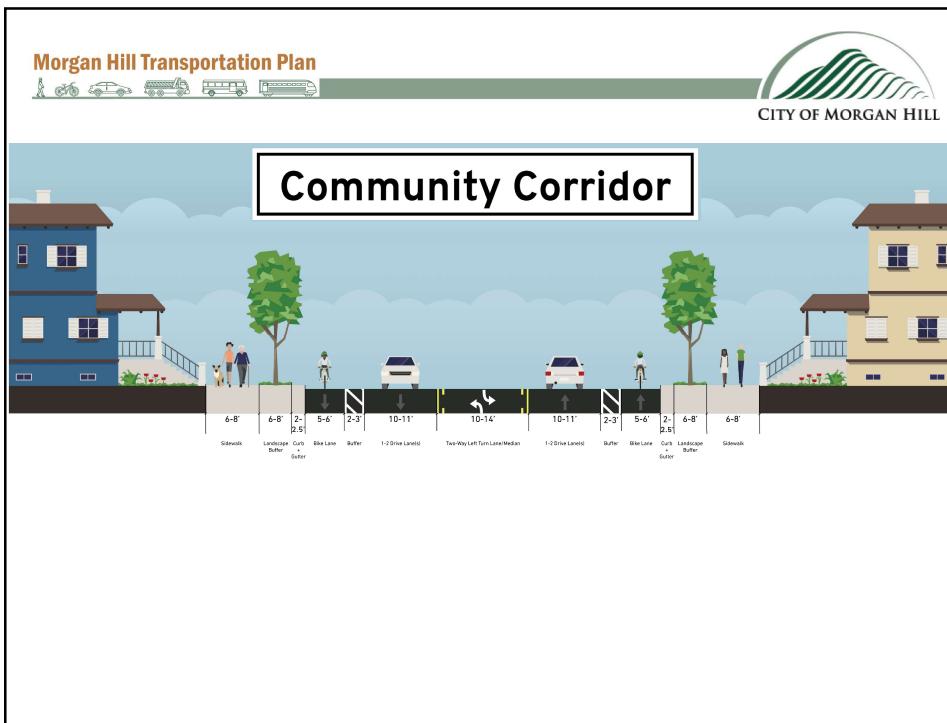
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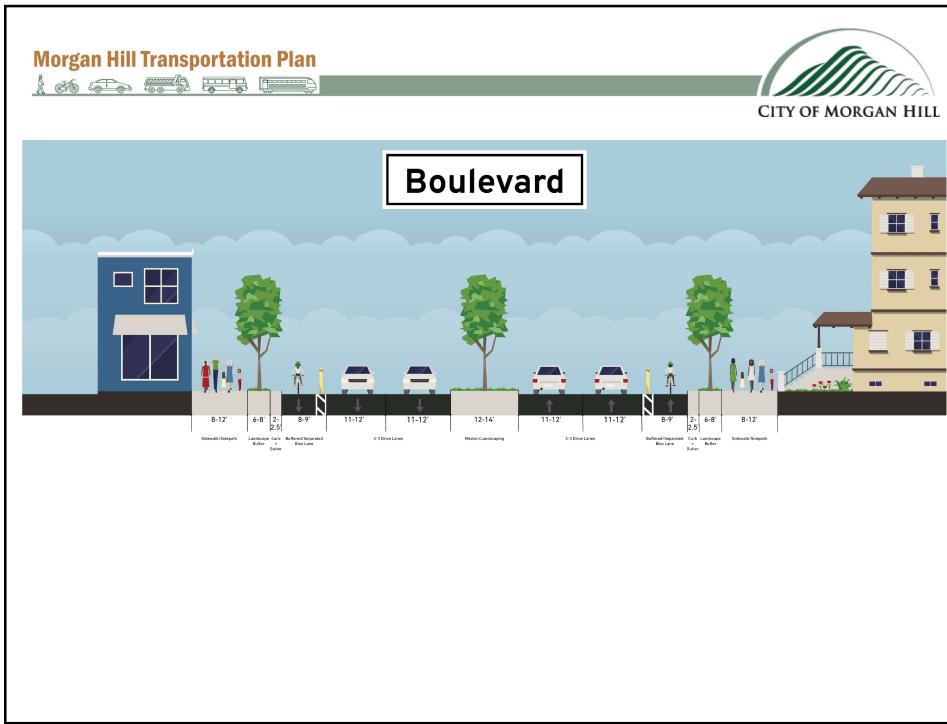
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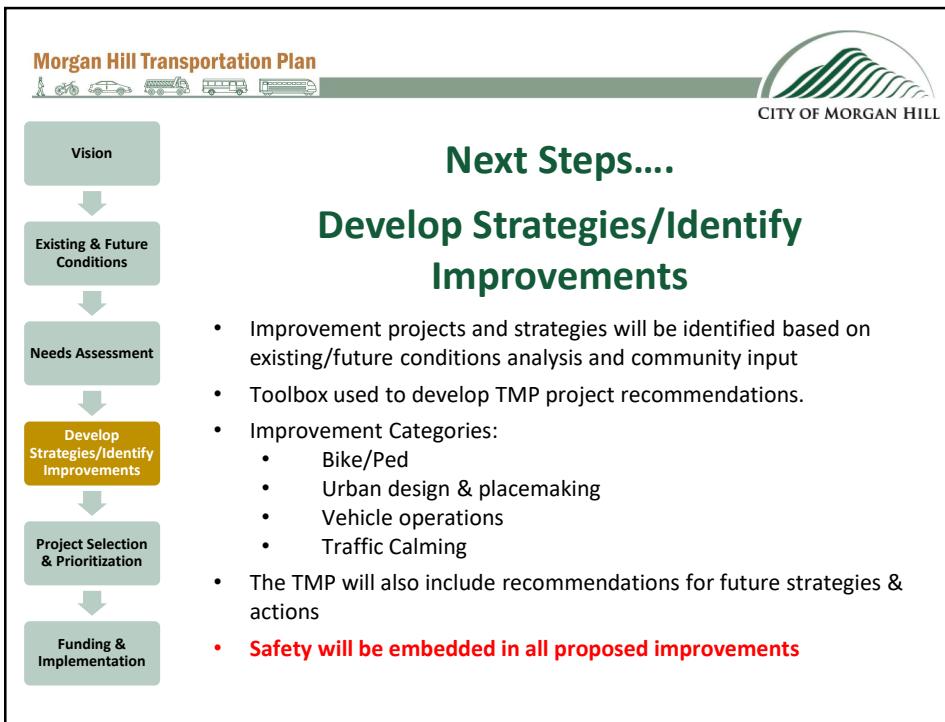
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Morgan Hill Transportation Plan




Pedestrian Improvements

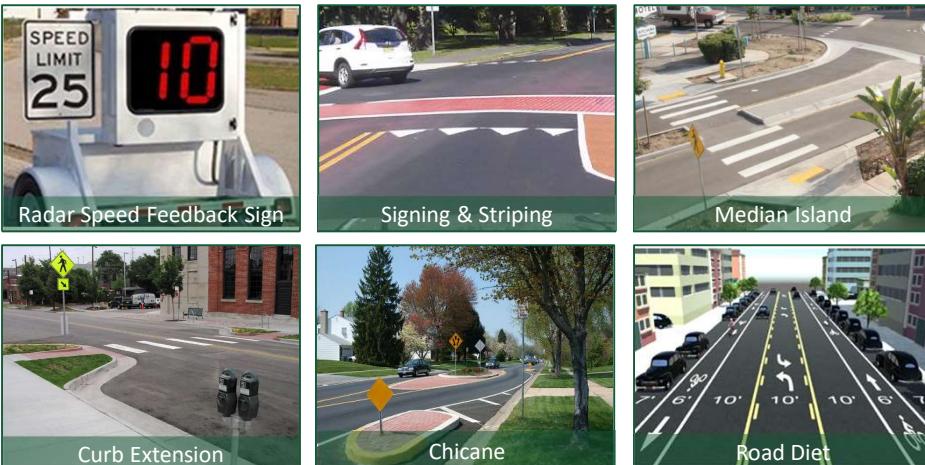


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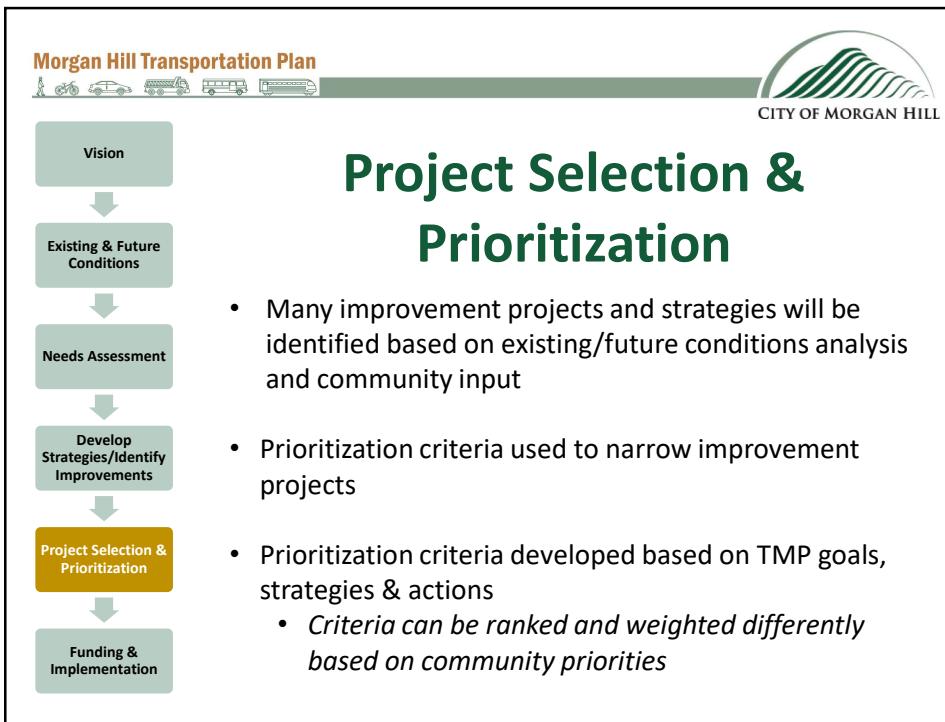
Morgan Hill Transportation Plan



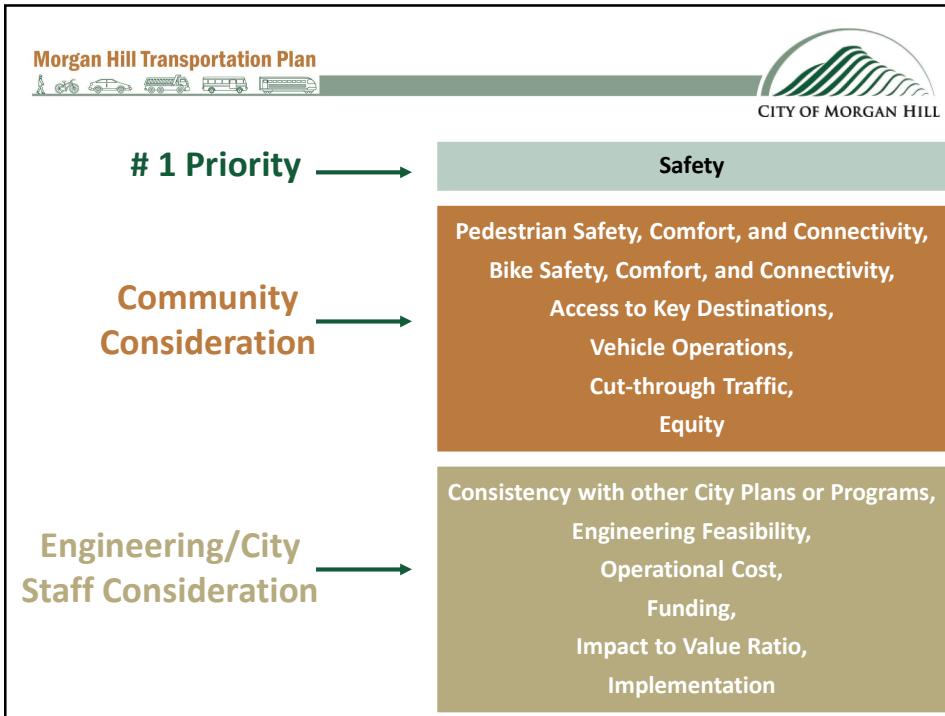

Traffic Calming



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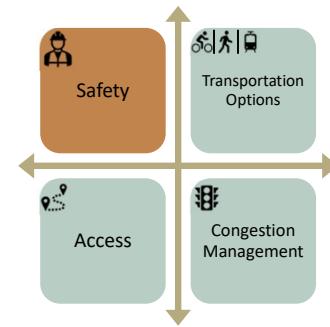
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Priority - Safety

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*



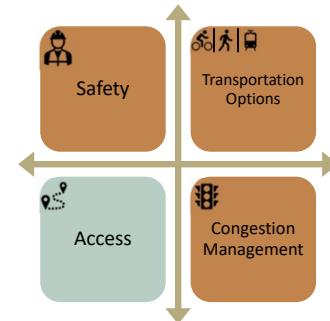
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Pedestrian Safety, Comfort, and Connectivity

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*

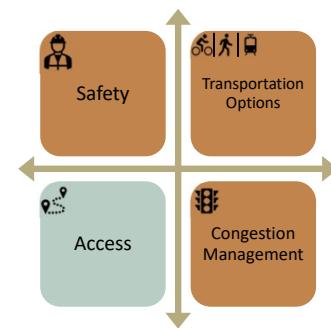


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Bicycle Safety, Comfort, and Connectivity

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)*

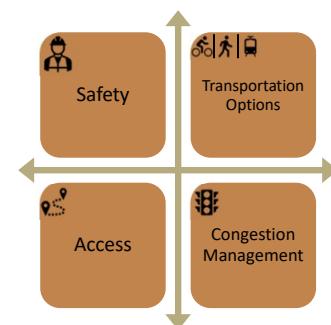


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Access to Key Destinations

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*



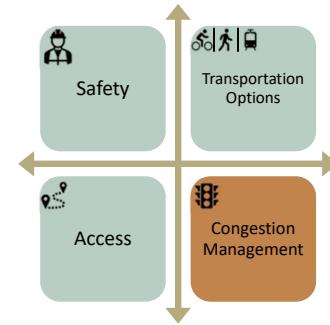
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Vehicle Operations

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



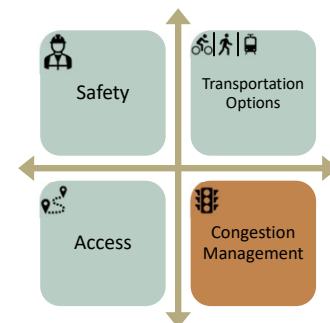
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Cut-Through Traffic

Project Evaluation Criteria:

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



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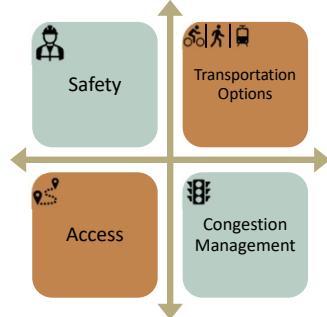
Morgan Hill Transportation Plan



Equity

Project Evaluation Criteria:

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



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Morgan Hill Transportation Plan



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*

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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*

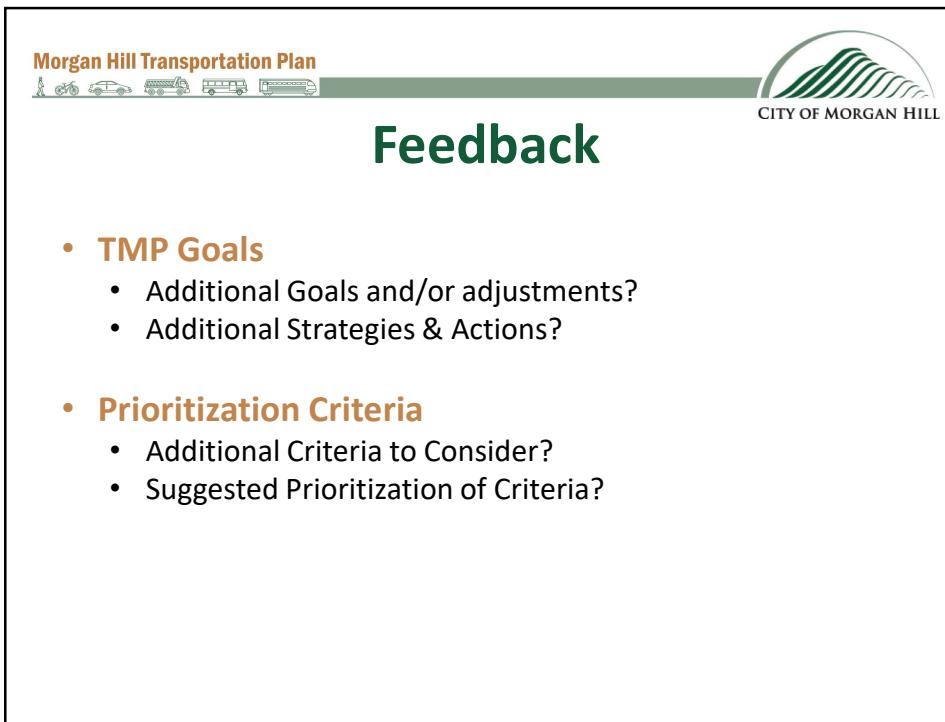
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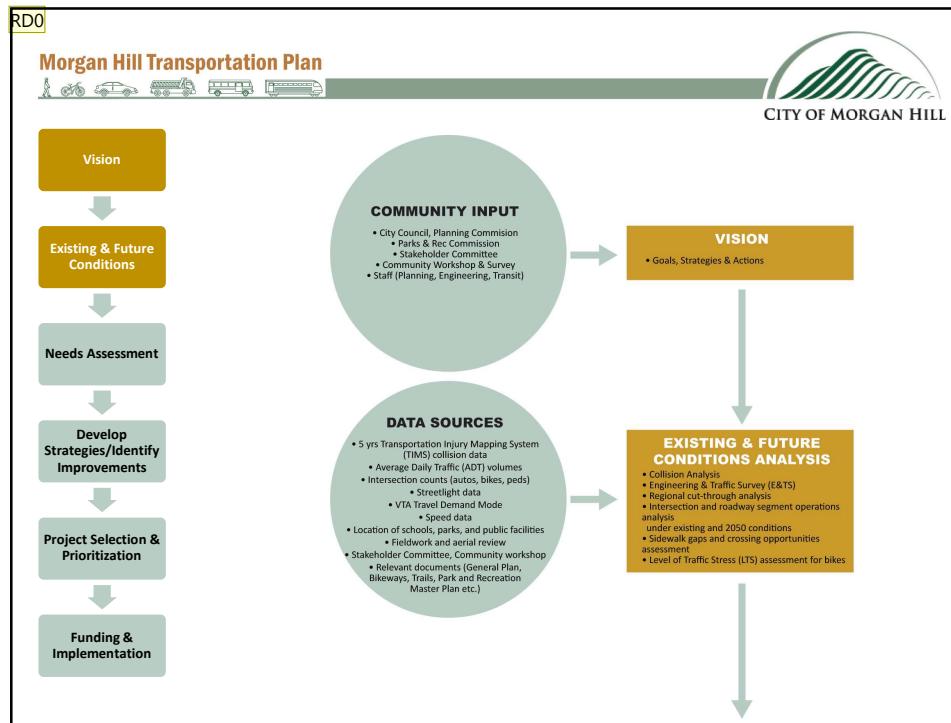
Next Steps & Schedule

- Identify list of potential improvements and strategies - **Early Summer**
- Finalize Goals and Improvement Prioritization - **Early Summer**
- Additional Community outreach to garner feedback on preferred improvements and strategies - **Late Summer**
- Prioritize improvements and strategies - **Early Fall**
- DRAFT TMP – **Late Fall**

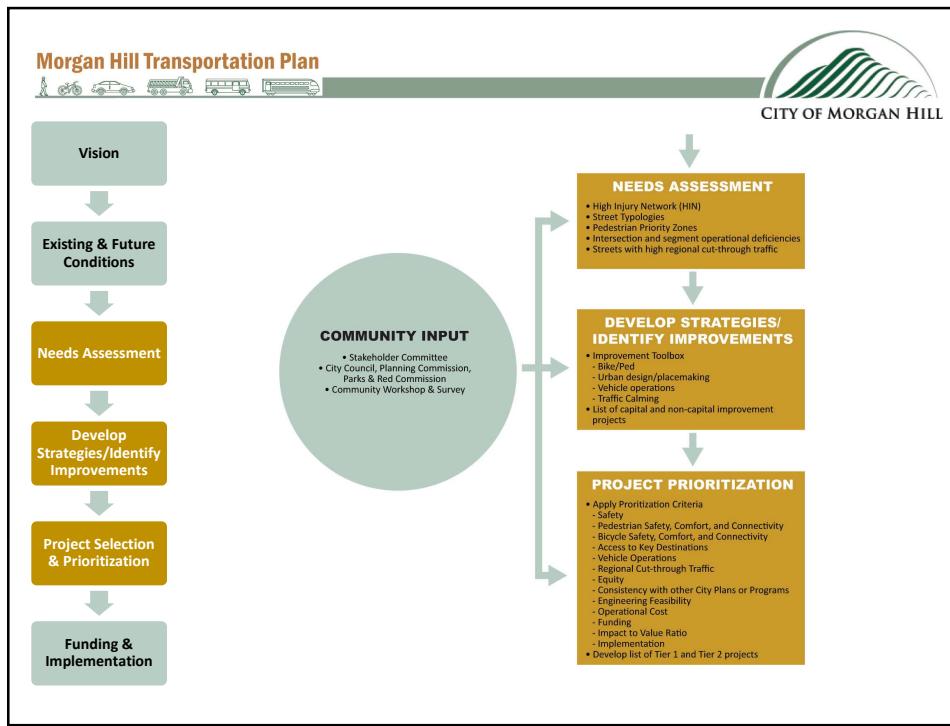
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Morgan Hill Transportation Plan



Project Prioritization & Evaluation Criteria

1	Pedestrian Safety, Comfort, and Connectivity	Improves ped safety, comfort, and/or closes network gaps in ped priority zones	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
		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	
2	Bike Safety, Comfort, and Connectivity	Improves and/or provides new bicycle facilities along bike/ped priority corridors	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-4: Congestion Management
		Improves comfort and/or provides new connections across US 101 network	
		Accommodates other modes of micromobility (e.g. e-bikes)	
3	Access to Key Destinations	Location of the project is within 1/2 mile of an identified destination like a school, park, Downtown, or services	Goal TMP-1: Safety, Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations, Goal TMP-4: Congestion
		Improves first mile/last mile connections to the Morgan Hill Caltrain station and local bus stops.	
		Improves access and safety to trailheads	
4	Vehicle Operations	Reduces travel time and improves vehicle throughput along City streets for inner city trips	Goal TMP-4: Congestion Management
		Improves/adds street connections based on projected growth in the city (All new street connections will be designed with bike/ped facilities)	
		Encourages modeshift for the purpose of reducing VMT	
5	Regional Cut-through Traffic	Includes pre-determined set of traffic calming techniques that reduce regional cut-through traffic	Goal TMP-4: Congestion Management
6	Equity	Proximity to high levels of higher density housing/low-income housing	Goal TMP-2: Increased Transportation Options, Goal TMP-3: Access to Regional Transit Services and Local Destinations



Planning Commission Meeting Minutes

May 14, 2024

- Hear from neighbors that cut-through is an issue. What is the long-term plan to address cut-through traffic?
Action: Recommendations for reducing cut-through traffic will be considered as part of the TMP.
- How will bike/ped connections be improved between the eastside and the westside across US 101 for e.g. from the westside across the 101 to the Aquatic Center?
Action: Improving bike/ped connections between the eastside and the westside across US 101 has been included as a strategy in the TMP and project recommendations will be identified in the TMP.
- On the 101 expansion, even if it happens, given the growth that is happening south of us, the improvement in congestion is only going to be temporary. Since 101 north of Morgan Hill was widened to 4 lanes, it was easy going north for a little while and congestion has increased since. Fear is that in the next general plan cycle, we will see more growth than the 2035 projection, resulting in more congestion and poor intersection level of service.
Action: No Action
- We get conflicting inputs on reducing traffic versus improving multimodal facilities. Are the inputs that we are getting from the survey and stakeholder group realistic and representative of different points of view?
Action: The balanced benefits of TMP improvements and strategies will be evaluated with safety of all transportation system users being priority.
- Project implementation is difficult and we need to look for strategies and actions to implement projects where issues are already known.
Action: Feasibility of improvements and strategies identified as part of the TMP will be considered when prioritizing implementation.
- Monterey downtown as well as other parts of the city feel unsafe due to speeding traffic and require traffic calming.
Action: Recommendations for improving traffic safety and traffic calming will be considered as part of the TMP.
- Existing bike lanes in the City are dangerous and erratic. Parking is allowed next to bike lanes and dooring can be a danger. Segregate bikes and cars as much as possible.
Action: The Citywide bicycle network will be reviewed and opportunities to close gaps and improve bicycle facilities will be considered. Maintenance will be considered when planning for protected bike lanes.
- We should set measurable goals which are easier to meet based on the specific measures that we will implement.
Action: The TMP will discuss ongoing monitoring of improvements to determine effectiveness.
- We should dive deeper into why collisions occurred so that we can recommend appropriate improvements.
Action: Primary Collision factors will be reviewed in detail when developing project recommendations for improvements along the high injury network.
- When making decisions for prioritization, we should consider the benefit of one project type compared to the other.
Action: Impact to value ratio will be considered when prioritizing projects for the TMP.
- The plan should consider innovation recommendations to solve the transportation problems in the City.
Action: Innovation recommendations will be considered when developing projects for the TMP.
- Transportation issues/traffic data in the City should be looked at on an on-going basis. The City should invest in the position of a traffic engineer.
Action: The TMP will discuss ongoing monitoring of improvements. Monitoring could be conducted by a consultant hired by the City or by City staff by increasing internal resources. Strategies may include additional City staff position(s) who may focus on transportation safety.

- Consider pursuing legislation to allow the City to use speed enforcement cameras around residential areas, schools, senior facilities, downtown, and bike routes.
Action: TMP will review options for speed enforcement.
- What will we do about Monterey Road in Downtown now that Hale Avenue will be open soon. This will be a big transportation issue for the city.
Action: Traffic conditions in the City, including traffic on Monterey Road in Downtown, are analyzed in the TMP under the General Plan Buildout scenario, which includes the completion of the Hale Avenue extension.
- Set goals and measures of effectiveness for MoGo, for bicycle usage, and TDM programs. Set targets and measure the progress of EV charging stations.
Action: The TMP will discuss ongoing monitoring of improvements to determine effectiveness. EVs are not included in the scope of the TMP.
- Consider bringing a ballot measure to the community and ask if there is interest in funding transportation improvements so that staff is not constricted by grants.
Action: The TMP will include ballot measures as a funding option.