

1. TRANSPORTATION CONTEXT

This chapter presents the existing transportation services and facilities in the Station Area, identifies planned improvements, and discusses how to plan for and design better rail and bus transit service, bicycle and pedestrian circulation, street connectivity, parking, and use emerging technologies to enhance mobility to the Transit Center and throughout the Downtown. Throughout the chapter, toolboxes are provided at the end of each subject that describe tools the City may choose to use further improve transportation services and facilities in the Station Area.

The City of Morgan Hill has a very diverse and growing community with equally diverse transportation needs. The Downtown and Priority Development Area (PDA) are supported by a variety of transportation facilities and services that provide circulation and access for residents, business owners, employees, business customers and patrons as well as visitors. The Morgan Hill Transit Center is the basis for the PDA designation under Plan Bay Area and provides consistency with the 2040 Draft Plan (Plan Bay Area), which in turn makes it and the access to it the focal point of the following discussion of the transportation context for the Station Area Master Plan area.

To support the needs of the community and provide consistency with Plan Bay Area, the city streamlined the permitting process for housing within the Downtown boundary, and provides development standards that can achieve a variety of residential units within the PDA. Recently approved residential projects within the PDA boundary include a range of unit sizes from approximately 600 square feet to 1,600± square feet, affordable units varying from low income to moderate affordability, rental and ownership, and assisted living apartments as shown in Figure 1-1.

Figure 1-1: Recently Approved PDA Residential Development near Transit Services



Downtown Morgan Hill is aligned with SPUR¹ recommendations locating jobs and housing near transit within a walkable downtown. Based on widely accepted best practices in the field of transit-oriented development and SPUR’s 2017 report titled “Rethinking the Corporate Campus”, experts in the

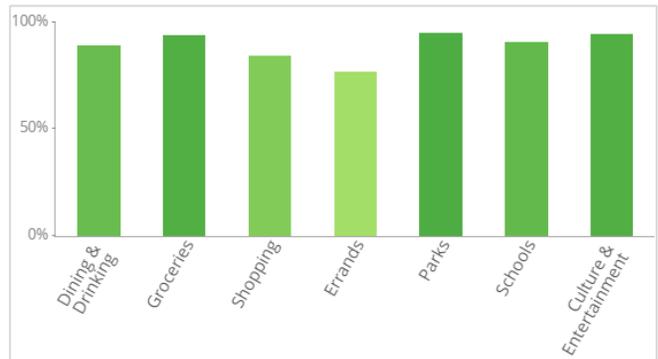


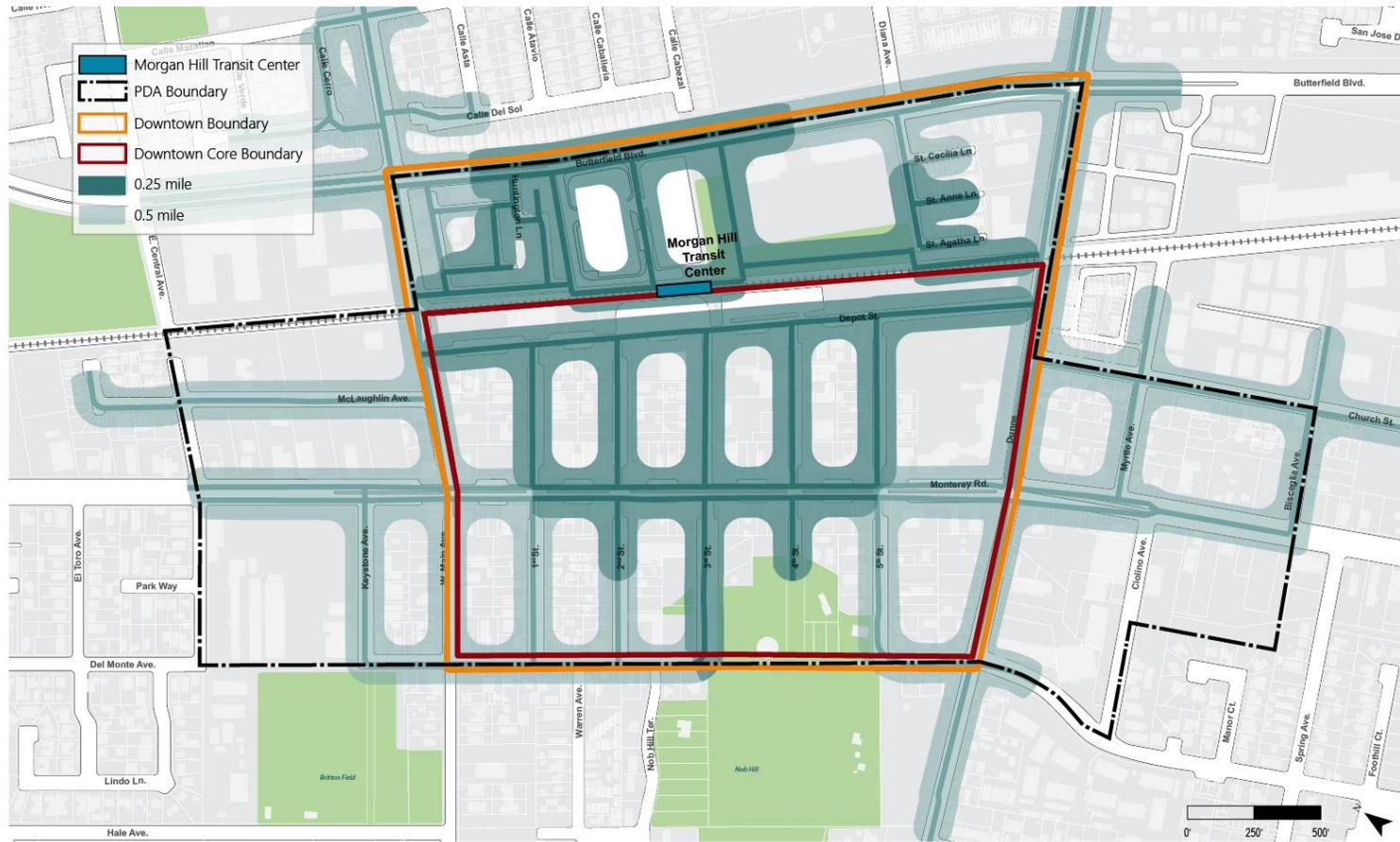
Figure 1-2: The walk score for Monterey Road at the intersection of 3rd Street and Monterey Road is based on the above categories.

field of transportation planning use the limit of an acceptable walking distance between a quarter-mile to a half-mile from public transit stop or parking area to their destination as a design guideline. Most of Morgan Hill’s Downtown and PDA area is within a half-mile walking distance of the station (about a 10-minute walk), and the Downtown Core is within a quarter-mile or 5-minute walk, as shown in **Figure 1-3**.

SPUR uses the Walk Score methodology (www.walkscore.com/methodology) to evaluate the walkability of downtowns by giving them a score between 0-100 based on walkable access to personal services, shopping, schools, etc. Downtown Morgan Hill has a walkability score of 86, which is considered very walkable. (See Figure 1-2.) Downtown Morgan Hill’s Transit Score, which evaluates how well an area is served by transit, is 42 or “some transit” at this time. This plan provides tools to further improve transportation services and facilities within the Station Area as Morgan Hill grows.

¹ The San Francisco Bay Area Planning and Urban Research Association (SPUR) “Rethinking the Corporate Campus” April 2017. SPUR is a member-supported nonprofit organization with offices in San Francisco, San Jose and Oakland that has an independent and holistic approach to solve urban issues.

Figure 1-3: Pedestrian Walk Sheds around the Morgan Hill Transit Center



Morgan Hill Transit Center

There are a single set of railroad tracks, owned by Union Pacific Railroad (UPRR), that traverse Morgan Hill in the north and southbound direction. UPRR operates freight service along these tracks. Caltrain and Amtrak operate passenger rail service on these same tracks through use agreements with UPRR. The Morgan Hill Transit Center serves as the South County Connection for all Major Transportation and relies on these tracks to serve the station.

The Center was created when the Santa Clara County Transportation District (SCCTD) adopted the San Jose to Gilroy Caltrain Extension project in 1989. The original plan had the station located at the south end of Morgan Hill's downtown, at the northeast intersection of the railroad tracks and East Dunne Avenue. In April of 1991, the former Morgan Hill Redevelopment Agency (MHRDA) requested SCCTD to consider the relocation of the proposed station, and center it within the Downtown. The request included an offer to assist in funding the undertaking as a joint project through acquisition of a park and ride site and paying for the construction of Butterfield in between Main Avenue and Dunne Avenue. The street construction would allow to access the park and ride site from Downtown and Butterfield.

Station Facilities

The Morgan Hill Transit Center is located along the east side of Depot Street, between Second and Fourth Streets. The Caltrain platform and loading area is on the east side of the tracks, adjacent to the Santa Clara Valley Transportation Authority's (VTA's) park-and-ride lot which is accessed from Butterfield Boulevard.

The City constructed the station building in 1994. It is located on the west side of the tracks and intended to be a visual landmark to indicate the station stop. Due to its location on the west side of the tracks, the building is not utilized for ticketing purposes and has been repurposed for commercial use. Pedestrians can cross the tracks at-grade to get from the west side to east side platform and City/VTA park and ride lot. The platform area features a spacious loading area for passengers with three shade shelters. The station provides two ticket machines, one Clipper Card reader, and designated waiting areas for passengers with disabilities who need boarding assistance. There are 15 bike lockers and a bicycle rack that can accommodate 12 bikes.

There are three parking areas near the station: The main Transit Center serving parking lot is the 6.07-acre City/VTA owned park-and-ride lot on the east side located off of Butterfield Boulevard. There are two public lots on the west side of the tracks off of Depot Street that mainly serve the neighboring restaurants and retail, but provide access to the Transit Center. These two public lots have a total of 114 vehicle parking spaces and eight U-shaped bicycle racks that accommodate one to two bicycles each.

Currently, there are 465 parking spaces for vehicles at the City/VTA lot. The lot serves as a park-and-ride lot for both public and private bus transit services, as well as Caltrain, and reaches parking occupancies above 85% of capacity on weekdays.

In 1994 the City of Morgan Hill Redevelopment Agency (RDA) entered into a cooperative agreement with Santa Clara County Transit District (now VTA) for development of the VTA Transit Center parking lot. In 2011, Governor Jerry Brown dissolved Redevelopment Agencies statewide, and established a process to liquidate their assets to the benefit of the taxing entities in respective counties. This process is managed by the Morgan Hill Oversight Board. The VTA (59%) and RDA (41%) have joint ownership of interests on the property and plan to keep the lot as a park-and-ride lot. The agreement provides VTA the first right of refusal to purchase the 41% interest should the RDA, now Morgan Hill Successor Agency, be required to sell the site. As discussed, this lot is heavily used and provides a central location for all transit services, which creates the Morgan Hill Transit Center. As the major South County Connection for all Major Transportation, the Transit Center supports critical transportation needs, and plans should consider improvements necessary to meet the future growth of these transit needs.

Disposition activities are governed by the Long Range Property Management Plan (LRPMP) adopted by the Morgan Hill Oversight Board on November 20, 2013. The LRPMP states that prior to development of the 2.07-acre RDA (41%) parcel that "the existing parking supply must be relocated first."

Should the Oversight Board require the sale of the property, the property would be redeveloped in a manner consistent with the Downtown Specific Plan. There are no plans for redevelopment of the lot at this time, however an appraisal of the property has been completed. Should redevelopment of the entire 6.07-acre parcel occur, VTA has a long-term obligation to Caltrain to provide 233 parking spaces that they would have to replace. Therefore, a condition of development would be to provide replacement public transit

parking for 465 former RDA spaces and Caltrain spaces within or near the new development.

Caltrain

Caltrain provides frequent daily passenger rail service between San Jose and San Francisco. (See Figure 1-4.) Limited service currently extends to Morgan Hill and Gilroy during peak commute hours with three northbound trains in the AM peak period (between 6:20 and 7:20 am) and three southbound trains in the PM peak period (between 5:10 and 7:30 pm) with 20- to 90-minute headways. Caltrain has an agreement with UPRR to use up to five slots. With the current train schedule, they are only using three. Caltrain is discussing if there is a need to add a fourth peak period train with Union Pacific Railroad and potentially adjust the train departure times to better meet Morgan Hill’s passenger demand.

Existing Ridership

Based on the *Caltrain 2015 Annual Passenger Count Key Findings* and 2016 passenger count data, the average number of weekday passenger boardings at the Morgan Hill station has increased over 70% in five years from 106 in 2011 to 183 in 2016. (See Figure 1-5.) The number of weekday passenger boardings by station in 2016 is presented in Appendix 1-B.

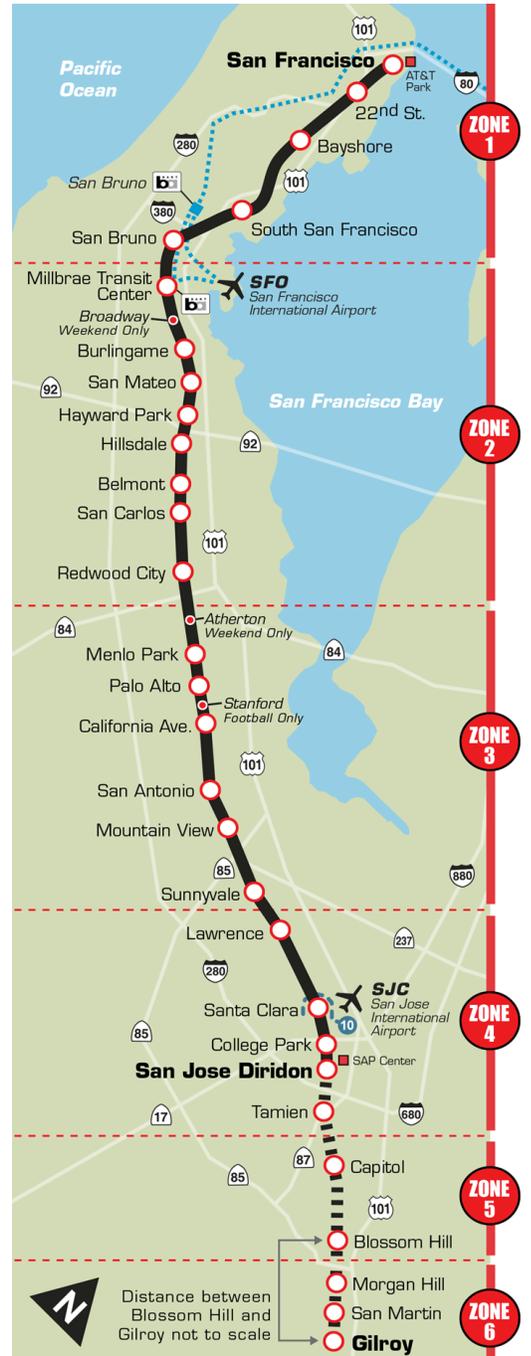


Figure 1-4: Caltrain system map

Based on the number of daily boardings, Morgan Hill is currently ranked 24th out of the 29 stations. The highest ranked station is San Francisco with 14,769 daily boardings followed by Palo Alto with 7,424 daily boardings. San Jose Diridon Station has 4,712 daily boardings. Gilroy and San Martin stations have 178 and 77 daily boardings, respectively.

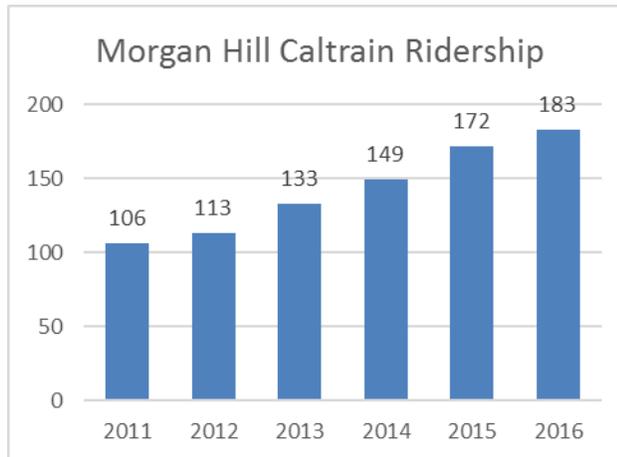


Figure 1-5: Average number of weekday passenger boardings at the Morgan Hill Caltrain Station

However, this assessment does not take into consideration the number of opportunities (numbers of trains) a rider can board. For example, Morgan Hill is served by six weekday trains while San Jose Diridon and San Francisco stations are served by 91 weekday trains. The effects of train frequencies, population and employment data, and Morgan Hill work place locations on train ridership are discussed in the following section.

Ridership Analysis

As part of this Station Area Master Plan, a ridership analysis prepared by Fehr & Peers (presented in Appendix 1-C and summarized below) was conducted to evaluate and compare Caltrain ridership at the Morgan Hill station with other Caltrain stations to assess the potential for increased Caltrain ridership and service. The analysis used Caltrain 2016 passenger data, Caltrain schedules, Association of Bay Area Governments (ABAG) population and employment data, and mobile device data to evaluate the following:

- Number of boarding passengers per train at each station on an average weekday
- Population and employment (and densities) per station
- Proportion of Morgan Hill morning worker trip destinations near Caltrain stations

Passengers per Train

Caltrain provided passenger boarding data for each station from surveys conducted in February 2016. The totals were then divided by the number of trains serving each station, to account for increased Caltrain service generating increased ridership. Stations south of the Tamien station, including Morgan Hill, are served by six trains each weekday, while San

Jose Diridon and San Francisco stations are served by 91 weekday trains. Stations south of Tamien host service in only one direction at the time, north in the a.m. and south in the p.m. Stations from Tamien north serve north and south services daily. The San Francisco station has the highest boardings per train with 162. Morgan Hill is in the middle with 31 boardings per train.

Population and Employment Data

Association of Bay Area Governments (ABAG) is a regional planning agency created by local governments to meet their planning and research needs and provides land use data. ABAG data (population and employment) from *Projections 2013* and the numbers of Caltrain stations were used to estimate population and employment per station for cities on the Caltrain corridor. San Jose and San Francisco have the highest population and employment figures per station, while Morgan Hill is in the middle. The geographic size of each city was used to estimate average population and employment densities per station in each city. The results of this analysis also show Morgan Hill in the middle of the ranking.

Morgan Hill Work Place Locations

Mobile device data was used to identify the probable work locations of people traveling out of Morgan Hill during the morning peak period on an average weekday. The percentage of locations near each Caltrain station was then used to estimate potential new Caltrain riders. The results are:

- 7% of the workplace locations are within a half-mile of a station
- 18% of the workplace locations are within one-mile of a station

These results were combined with American Communities Survey data on the number of residents who work outside of Morgan Hill to estimate potential new Caltrain riders. This analysis found that the potential number of people traveling from Morgan Hill and working in areas near Caltrain stations are:

- Within a half-mile: 880 people
- Within one-mile: 2,260 people

People with work locations within a half-mile are more likely to be potential Caltrain riders as they can reach their destination by walking from the station. People with work locations between a half-mile and one mile are less likely because they would need a bicycle, bus,

shuttle, or TNC (i.e. Uber or Lyft) to reach their destination. The number of potential Caltrain riders was estimated as 15% of those within a half-mile of a station and 5% of those between a half-mile and one mile. This shows a potential Caltrain ridership increase of 200 people (200 new average weekday boardings). These percentages are based on studies used to estimate ridership at other Caltrain stations.

Conclusions

Based on the numbers of passengers per train, population and employment per station, and population and employment densities per station, Morgan Hill ranks in the middle of all Caltrain stations. (See Figure 1-6.) Morgan Hill can embark on a public outreach program to attract the projected additional Caltrain riders. Part of the outreach effort could be to determine the optimal train departure and arrival times to maximize ridership.

Morgan Hill could also enlist Gilroy and San Martin in their efforts for increased Caltrain service. Similar analyses could be conducted to estimate the potential added ridership of those communities as more riders would create a more compelling case for added service.



Figure 1-6: Morgan Hill Caltrain station platform

Caltrain Modernization Project

The Caltrain Modernization Project (environmental clearance completed in January 2015) will electrify Caltrain to increase train frequencies and therefore the capacity of the system. It will have minimal impact on Morgan Hill since the electrification will end at a point approximately two miles south of Tamien Station in San Jose (approximately 18.5 miles north of Morgan Hill), at the end of the Caltrain right-of-way. It will not affect the tracks owned by UPRR between Tamien and Morgan Hill.

Double Tracking

There is one railroad track owned by UPRR South of San Jose. The Santa Clara Valley Transportation Authority (VTA) in Valley Transportation Plan 2040 (VTP 2040), the Long Range Transportation Plan for Santa Clara County, has a project (T14) to provide funding to double track portions of the Caltrain line between San Jose and Gilroy. Double tracking would allow passenger trains to bypass freight trains and decrease travel times. The project is currently on hold until the California High Speed Rail Authority completes the EIR/EIS for the San Jose to Merced project and identifies a preferred alignment. This project may gain additional importance should recent announcements of Google and Adobe expansions near San Jose's Diridon Station create new pressure to provide daytime shuttle services to Gilroy, to serve the south county employees seeking alternate transportation services to Diridon Station.

Capitol Corridor Extension to Salinas

The Transportation Agency for Monterey County (TAMC) is proposing to extend passenger rail service from Santa Clara County to Salinas. (See Figure 1-7.) It would not be an extension of Caltrain, but rather an extension of the Capitol Corridor intercity passenger rail service that is operated by Amtrak between Auburn and Sacramento to San Jose. As proposed, initially it would operate with two northbound trains in the morning and two southbound trains in the evening on weekdays, expanding



Figure 1-7: System map of existing and proposed Capitol Corridor passenger train service

to up to six trains in each direction if future demand is high enough. The platform at the Morgan Hill Transit Center would need to be lengthened from its existing length of 550 feet to 700 feet and canopied ticket stations would need to be added to accommodate this service.

This project is currently being designed (75% plans have been completed) and is seeking funding. Train operations are being coordinated with Union Pacific Rail Road, who owns the tracks.

High Speed Rail

The California High Speed Rail Authority (CHSRA) will provide high speed passenger rail service between San Francisco and Los Angeles. Service is currently planned to commence in 2029. The closest station would be in Gilroy.

Morgan Hill City Council formally adopted the position that the HSR alignment should be completely within the U.S. Highway 101 corridor/right-of-way. CHSRA is not considering this alternative route at the time of the writing of this report.

CHSRA is considering two alternative alignments through Morgan Hill:

- **Embankment Downtown Alignment** – The HSR tracks would be on an embankment and run parallel to the UPRR tracks through the Downtown. Main Avenue and Dunne Avenue would be depressed to go under the tracks (both HSR and Caltrain/UPRR) known as grade separated. Depot Street and Church Street intersections would also be grade separated, partially depressing Depot Street and Church Street, or realigned to maintain their connections to Main Avenue and Dunne Avenue, or cul-de saced impacting Downtown circulation. Driveways to nearby properties would either be regraded or removed and alternative access would need to be provided to properties for circulation and life safety.
- **Elevated West Side of U.S. Highway 101 Alignment to Gilroy Station** - The HSR tracks would be elevated and run parallel to U.S. Highway 101 on the west side of the freeway and bypass the Downtown. For this alignment, the rail will be located far from Main Avenue and Dunne Avenue, therefore the crossings of the Caltrain/UPRR tracks would remain at-grade.

The alignments are being refined and will be evaluated through the environmental clearance process currently underway. A preferred alternative would be selected when the Draft EIR is circulated.

Hexagon Transportation Consultants, Inc. conducted an analysis of the land use, transportation, and construction impacts of HSR for the City of Morgan Hill. It is included in Appendix 1-D.

Freight Rail

Union Pacific Rail Road (UPRR) owns the railroad tracks that operate through the Downtown and provides rail freight services. Freight trains have varying lengths and travel at various days of the week and times of the day – there is no set schedule. Caltrain has an agreement with UPRR to use the tracks for passenger rail service. UPRR is considering adding a second set of tracks to increase rail capacity. (VTA is providing some funding as part of VTP project T14). Added train service due to the increased capacity will increase vehicular, transit, bicycle and pedestrian delays on Main Avenue and Dunne Avenue at the at-grade crossings.

Enhanced Crossings / Quiet Zone Goals

The PDA, Plan Bay Area Draft 2035 and SPUR's 2017 "Rethinking the Corporate Campus" encourage building housing and development near transportation because it provides benefits for both the transit services and the user due to convenient access to services. However, frequent horn blowing at rail crossings could discourage business and/or residents from locating near the Transit Center. In addition, as more and more visitors/residents and employees utilize downtown, the highest level of pedestrian auto safety should be ensured.

There are three public grade crossings within Downtown Morgan Hill where Federal regulations require rail vehicles to sound their warning horns for 15 to 20 seconds as they approach the crossing; the Morgan Hill Transit Center Pedestrian crossing, the East Main Avenue crossing, and the East Dunne Avenue crossing between Monterey Road and Butterfield Boulevard. The PDA and Downtown Specific Plan encourages a mix of uses within the Downtown including residential, office, and retail. The railroad warning horns can be disruptive to nearby residents and businesses, especially during evening and weekend hours. A solution for track crossings that run through dense, mixed-use areas that include residential uses is the establishment of an enhanced Safety Quiet Zone. A Safety Quiet Zone is a section of railroad line at least one-half mile in length that contains one or more grade crossings with enhanced safety improvements, where horns are not routinely sounded. There are two types of quiet zones that are applicable to Downtown Morgan Hill:

- Partial Quiet Zone – where horns are silenced for only a portion of the day, typically between 10 pm and 7 am

- Full Quiet Zone – where horns are silenced 24 hours a day

The ability to avoid sounding the horn in a Quiet Zone is made possible if sufficient pedestrian bicycle and automobile safety enhancements are made to the signal system and roadway.² They typically involve pedestrian and vehicle upgrades to the grade crossing equipment (flashing lights and gates, constant warning time devices, power on indicators, four-quadrant gate systems and alternative safety measures (such as photo enforcement) and roadway upgrades (channelization, medians, signing, and often ADA upgrades to sidewalks).

Based on information provided by the Federal Railroad Administration (FRA), because the absence of routine horn sounding increases the risk of a crossing collision, a public agency that desires to establish a Quiet Zone is required to mitigate this additional risk through additional physical safety improvements. Therefore, a public agency seeking to establish a Quiet Zone is required to finance the cost of engineering, construction, maintenance, and replacement of all of the required supplementary or alternative safety measures, in addition to accepting potential legal and liability considerations.

To establish a Safety Quiet Zone in the Downtown area, the City of Morgan Hill would need to contact the Union Pacific Railroad and enter into a preliminary engineering and a Quiet Zone warning devices agreement. The FRA flowcharts showing the processes to create a Quiet Zone using Supplemental Safety Measures (SSMs)³ or Alternative Safety Measures (ASMs)⁴ are contained in Appendix 1-E.

In January of 2017, the City Council approved a contract to research the enhancements that may be required if the City was going to move forward with establishing a Quiet Zone. Staff provided the Council with a report, which included potential safety enhancements with associated costs at their June 7, 2017 meeting. The Council received the report and

² The federal regulations which require train horns to be sounded, and which govern the establishment of quiet zones can be found on the Federal Railroad Administration's website at: <http://www.fra.dot.gov/Page/P0104>

³ SSMs include four-quadrant gates, medians or channelization devices, one-way street closures, permanent closures

⁴ ASMs include Modified SSMs (non-complying medians, three-quadrant gates), Engineered ASMs (geometric improvements), and Non-Engineered ASMs (programmed enforcement, photo enforcement, education, etc.)

put the project on hold until the CHSRA identifies the preferred alignment through Morgan Hill.

Rail Service Toolbox

Railroad tracks and railroad service to Morgan Hill are owned and operated by other agencies. Therefore, Morgan Hill will be required to collaborate with those agencies to increase rail service to the Downtown. Rail service improvement tools include:

- Working with Caltrain to improve service to Morgan Hill by adjusting train arrival and departure times, adding more commute period trains, establishing daytime north/south train shuttle services between Gilroy and Tamien Station allowing commuters to connect with Bullet Services to northern employment centers, adding commute period trains in the non-peak direction, adding midday and evening trains, and adding weekend service.
- Coordinating efforts with Gilroy and San Martin to support increased Caltrain service.
- Coordinating with TAMC regarding station improvements to extend the platform of the existing station and support funding for rail service to South County.
- Continuing to work with the CHSRA to ensure that the selected high-speed rail alignment supports the City's goals to stay within the U.S. Highway 101 corridor and minimizes impacts to the community.
- Continue railroad crossing enhancements consistent with quiet zones to support transit services by encouraging development near the Transit Center.
- Maintaining the at-grade pedestrian rail crossing at the station and working with Caltrain and UPRR to add state-of-the art safety features. If an at-grade crossing becomes infeasible in the future, replacing it with a well-designed under or over crossing.
- The CHSRA is scheduled to identify their preferred alignment in the first quarter of 2018. Depending on the alignment chosen, the city can determine if they should move forward with the safety enhancements to achieve quiet zones at that time.

Public and Private Bus Service

This section discusses public and private bus service in Downtown and serving the Morgan Hill Transit Center. Public bus service is provided by both the Santa Clara Valley Transportation Authority (VTA) and Monterey Salinas Transit (MST) (See

Figure 1-8). Private bus service is provided by shuttles that transport employees to high-tech companies located in Silicon Valley. Passengers board and deboard shuttles, VTA buses, and MST buses at the park-and-ride lot at the Morgan Hill Transit Center, which is located adjacent to the Caltrain station. The role of rideshare service providers, such as Chariot, Uber, and Lyft, and other transit services, are also discussed in this section.

Figure 1-8: Bus Route Map



Bus Routes

City of Morgan Hill



FEHR PEERS

Public Bus Service – VTA

The Santa Clara Valley Transportation Authority (VTA) operates local and express bus service, park-in-ride lots, and paratransit service in all jurisdictions within Santa Clara County, including Morgan Hill.

The main bus transfer facility for all VTA lines in Morgan Hill is located in the park-in-ride lot at the Morgan Hill Transit Center.

Existing Service

The VTA bus routes serving the Station Area (See Figure 1-9) include the following:

- **Express Route 168**, an express bus route, provides service during weekday peak commute periods between the Gilroy Transit Center and the San Jose Diridon Transit Center. In Downtown Morgan Hill, it operates along Butterfield Boulevard and Dunne Avenue, and serves the Morgan Hill Transit Center. Route 168 operates with approximately 30-minute headways between 6:00 to 8:00 am and 4:30 to 6:30 pm. Destinations and travel times for Route 168 are:
 - San Jose Convention Center: 37 minutes
 - San Jose Diridon Station: 47 minutes
 - Gilroy Transit Center: 25 minutes
- **Express Route 185** was initiated by VTA on in April 2017. While this report was being prepared. It operates during weekday commute periods between the Gilroy Transit Center and Mountain View and stops at the Morgan Hill Transit Center. It has three northbound buses in the morning on headways of 40 to 50 minutes and three southbound buses in the evening on 60-minute headways.
- **Express Route 121**, an express bus route, provides service during weekday peak commute periods between the Gilroy Transit Center and the Lockheed Martin Transit Center. In Downtown Morgan Hill, it operates along Butterfield Boulevard



Figure 1-9: VTA bus routes serving the Station Area

and Dunne Avenue, and serves the Morgan Hill Transit Center. Route 121 operates with 15- to 40-minute headways between 5:00 to 8:15 am, and with 15- to 50-minute headways between 4:00 to 7:15 pm. Destinations and travel times for Route 121 are:

- Gilroy Caltrain/Greyhound Station: 26 minutes
 - San Martin Caltrain Station and Park & Ride Lot: 12 minutes
 - Lockheed Martin Transit Center: 70 minutes
- **Community Bus Route 16**, a local community bus, provides limited weekday service between the Morgan Hill Civic Center and Burnett Avenue and serves Live Oak and Sobrato High Schools. In Downtown Morgan Hill, it operates along Main Avenue and serves four stops – two eastbound stops and two westbound. It stops at a bus terminus located on the north side Main Avenue just east of Hale Avenue. The transit center also serves as a park-and-ride lot and has 50 spaces, four bicycle lockers, and two bicycle racks. VTA has determined that the terminus is no longer needed, and is negotiating the sale of the property to Morgan Hill Unified School District. Route 16 currently operates with approximately 60-minute headways between 6:30 to 9:00 am and 2:00 to 5:00 pm.

Destinations and travel times⁵ for Route 16 are:

- Morgan Hill Civic Center: 9 minutes
- Main and Hale Bus Terminus: 4 minutes
- Live Oak High School: 4 minutes
- Sobrato High School: 20 minutes

The line does not currently connect to the Morgan Hill Transit Center or coordinate with other bus connections. The long 60-minute headways for these relatively short trips limit the utility of this route. The VTA within the Draft Next Network plan (described below) is reclassifying the route as a School Tripper, and reducing the times to school service start and end hours only.

- **Local Route 68**, a regional bus route, provides service between the Gilroy Transit Center and the San Jose Diridon Transit Center. In Downtown Morgan Hill, it operates along Monterey Road and Main Avenue, and serves four stops – two

⁵ The closest stop to Morgan Hill Transit Center is Main & Calle Mazatan (9-minute walk). This stop is not included as a timepoint on VTA's schedule; therefore, these are approximate travel times between stations that do not include the 9-minute walking time.

northbound stops and two southbound stops. This route does not stop at the Transit Center. Route 68 operates on weekdays and weekends with 15- to 60-minute headways between 4:00 am and 1:30 am. Destinations and travel times⁶ for Route 68 are:

- Gilroy Transit Center: 30 minutes
- Santa Teresa Light Rail Station: 28 minutes
- Capitol Caltrain Station: 63 minutes
- Santa Clara Light Rail Stations (Downtown San Jose): 78 minutes
- San Jose Diridon Station: 84 minutes

The number of passengers boarding and disembarking VTA buses at the stops in and near the Transit Center are presented in Table 1-1. Approximately 100 passengers board and disembark buses at the Main and Hale park-n-ride lot each weekday. The stops at the Morgan Hill Transit Center and the stops on Monterey Road near Dunne Avenue have relatively consistent daily passenger counts throughout the week ranging from 40 to 130 daily passengers.

| Bus Travel Dir. | Street Name | Cross Street | Stop Loc. ¹ | Weekday | | Saturday | | Sunday | |
|-----------------|---------------|---------------|------------------------|---------|------|----------|------|--------|------|
| | | | | Ons | Offs | Ons | Offs | Ons | Offs |
| S | Monterey Road | Dunne Avenue | FS | 62 | 54 | 44 | 36 | 38 | 34 |
| N | Monterey Road | Dunne Avenue | FS | 36 | 23 | 28 | 25 | 20 | 23 |
| S | Monterey Road | Third Street | FS | 26 | 12 | 8 | 17 | 8 | 14 |
| N | Monterey Road | Third Street | NS | 3 | 10 | 6 | 5 | 5 | 4 |
| W | Main Avenue | Monterey Road | FS | 17 | 33 | 24 | 25 | 20 | 23 |
| E | Main Avenue | Monterey Road | NS | 18 | 20 | 10 | 29 | 12 | 22 |

⁶ The closest stop to Morgan Hill Transit Center is Monterey & 3rd (3 to 5-minute walk). This stop is not included as a timepoint on VTA’s schedule; therefore, these are approximate travel times between stations that do not include the walking 5-minute time.

Table 1-1: VTA Bus Stop Passenger Counts (October 2015)

| | | | | | | | | | |
|---|--|-----------------------|----|-----|----|----|----|----|----|
| W | Morgan Hill Transit Center Park-n-Ride Lot | | | 47 | 45 | 63 | 40 | 50 | 29 |
| E | Morgan Hill Transit Center Park-n-Ride Lot | | | 69 | 63 | 43 | 36 | 39 | 37 |
| W | Main Avenue | Butterfield Boulevard | FS | 0 | 1 | 0 | 0 | 0 | 0 |
| E | Main Avenue | Monterey Road | FS | 11 | 1 | 0 | 0 | 0 | 0 |
| W | Main and Hale Park-n-Ride Lot | | | 114 | 1 | 0 | 0 | 5 | 0 |
| E | Main and Hale Park-n-Ride Lot | | | 0 | 92 | 0 | 0 | 0 | 0 |

Notes:

1. Stop Location: FS = Far Side of intersection NS = Near Side

Access Paratransit

VTA also provides a paratransit service, called Access, to individuals with physical, visual, or cognitive disabilities who cannot use its local bus or light rail transit services. This door-to-door service is provided when and where VTA local bus and light rail service is available using contracted sedan, accessible van, and taxi companies. However, service times vary and can be quite a long wait.

Planned Service Changes

The Transit Ridership Improvement Program, approved by VTA in May 2017, is an agency-wide effort by VTA to increase ridership and make public transit faster, more frequent, and more useful for Santa Clara County travelers. Part of this program includes increasing service in areas of high fare box recovery and reducing or eliminating service in areas of low fare box recovery. Jarrett Walker and Associates assessed VTA's current services and created three network design concepts that address ridership and coverage goals. VTA obtained community input on three network design concepts and transit network design priorities. The goal of this plan is to focus service on ridership and more frequent trips versus coverage. This plan reduces existing bus service in Morgan Hill with Route 68 service on 15 to 30-minute headways and Route 16 reclassified to serve school trips only, retaining its 60-minute headways. This transit disinvestment removes the City's "Community of Concern" area from access to the east west transit services. VTA is working on a Core Connectivity Study to help fill in the gap from a decrease or discontinuance of transit services. The Core Connectivity Study will explore service models that are more compatible

with each City’s development patterns. Models may include partially contributing limited dollars to city shuttle programs, requiring a local funding match for service and partially subsidizing first and last mile trips via on-demand services (i.e., Uber, Lyft, etc.). Recommendations of the Core Connectivity Study will take the form of a competitive grant requiring cities who desire services to compete against other agencies and will be considered by VTA’s Board of Directors in Summer or Fall of 2017. Refer to the Public Bus Service toolbox and Recommended Improvements Chapter within this document for recommended steps the city can take to work with VTA on best service models for Morgan Hill.

Public Bus Service - MST

Monterey Salinas Transit (MST) operates bus service primarily in Monterey County, and provides express bus service to Morgan Hill and San Jose. There is one MST route in the Station Area:

- **MST Route 55** provides bus service between the San Jose Diridon Transit Center and the Monterey Transit Plaza. In Downtown Morgan Hill, it operates along Dunne Avenue and Butterfield Boulevard, and serves the Morgan Hill Transit Center. MST Route 55 operates 7 days a week with two trips in the morning and two trips in the afternoon each day. Destinations and travel times for Route 55 are:
 - Monterey Transit Plaza: 80 minutes
 - Gilroy Caltrain Station: 17 minutes
 - San Jose Diridon Station: 45 minutes

Public Bus Service Toolbox

As with passenger rail service in Morgan Hill, public bus service is provided by other agencies. Therefore, Morgan Hill will need to collaborate with those agencies to increase bus service. Bus service improvement tools include:

- Working with VTA through the Core Connectivity Study to identify appropriate services and improved service levels in Morgan Hill.
- Working with VTA to provide subsidized Transportation Network Companies (TNCs) rides (described below) as low-cost transportation to transit-captive individuals (individuals who do not own or have access to a car).

- Working with MST to improve service levels in Morgan Hill.
- Adding enhancements to bus shelters (benches, lighting, weather protection, etc.) to provide comfortable environments for bus passengers while they wait.

Private Shuttles

The Morgan Hill Transit Center park-and-ride lot serves not only VTA and MST buses, but also private buses operated by technology companies such as Apple, Facebook, and Amazon. (See Figure 1-10.) The lot includes 465 parking spaces for vehicles and 15 bicycle lockers and typically reaches parking occupancies above 85% of capacity on weekdays. During the 1-hour period from 7:00 to 8:00 am on Tuesday, July 5, 2016 five private shuttles were observed picking up passengers. Among the five private shuttles, three were Apple shuttles, one was an Amazon shuttle, and one was a Facebook shuttle. On May 1 through May 3, 2017, between the hours of 6:00 and 7:30 am, Apple shuttles arrived every 25 minutes and had approximately 60+ passengers total, Facebook shuttles came about every 20 minutes and had roughly 7+ passengers per bus, and one Amazon shuttle came and had approximately 7+ passengers.



Figure 1-10: Private buses in VTA's park and ride lot

Private Rideshare and Bus Services

Transportation Network Companies (TNCs) use online-enabled platforms to connect passengers with drivers using their personal, non-commercial, vehicles. TNCs include on-demand services such as Uber and Lyft, their carpooling divisions of UberPool and Lyft Line, and Scoop Technologies - another carpool service. Due to a limited supply of drivers in south county, it can be difficult to find rides using these types of services in Morgan Hill. In the future, however, these service platforms may become more prevalent.

Other communities throughout the Bay Area are using TNC services to support more traditional bus service. The Livermore-Amador Valley Transit Authority (LAVTA) has entered into agreements with Lyft and Uber to provide service to customers in low density areas where it is not feasible to operate fixed-route bus service and in areas where their buses cannot operate. The cities of Foster City and San Mateo have partnered with Scoop Technologies to provide subsidized carpool trips to anyone who works or lives in either community.

Private Rideshare and Bus Service Toolbox

Transportation Network Companies and private bus service offer flexible transportation alternatives to Morgan Hill, especially for individuals who do not own or have access to a vehicle. Some related tools include:

- Working with TNCs to develop a campaign to increase the supply of drivers, possibly attracting those who currently volunteer as drivers for charities such as Meals on Wheels, to increase the supply of TNC vehicles and services.
- Working with VTA to provide subsidized TNC rides to areas without frequent transit service.
- Exploring opportunities with private shuttle companies to provide additional services in Morgan Hill.

Parking

This section provides information on the parking supply and demand within the Downtown Specific Plan area based on information from the “Morgan Hill Downtown Parking Conditions Study”, prepared by Hexagon Transportation Consultants, Inc. and dated February 26, 2016 and current development proposals.

Parking Supply

The acceptable walking distance limit standard from parking locations to destinations is within a quarter-mile to a half-mile. This standard is used throughout the United States and has been a standard in California for all types of urban environments since the late 1980's.

Figure 1-11 demonstrates these walking distances from public and commercial privately-owned parking lots to the center (Monterey Road and Third Street) of Morgan Hill’s Downtown core. The map clarifies that there is access to parking within an acceptable walking distance (within a quarter mile) situated throughout Downtown. This map also helps highlight where potential future parking could be located. Refer to the Recommended Improvements Chapter of this plan for more information on sustainable parking within the Downtown.

The parking supply in the Downtown Morgan Hill Specific Plan boundary comprises on-street parking spaces and public and private off-street parking spaces (spaces in lots or parking structures). After the construction of current developments, there will be 2,575 parking spaces in Downtown Morgan Hill, as shown in 1-2⁷ and illustrated on Figure 1-12. This figure also includes the block numbers used in the table. Among these spaces, 911 are in private lots, 1,238 are in public lots (including the 271-space parking structure), and 426 are on-street spaces. Within the Downtown Core (not including the spaces on Block 16 in the VTA and Courthouse lots) there are 1,837 spaces with 638 in private lots, 773 in public lots, and 426 on-street spaces.

Most of the on-street spaces have no time limits. Spaces on the block faces on Monterey Road between Main Avenue and Third Street and some spaces on Main Avenue, First Street, and Second Street have two-hour time limits. All the spaces in the new parking structure have a three-hour time limit.

| Table 1-2: Downtown Parking Supply Summary ¹ | | | | | | |
|---|------------|--------|-------|-----------|--------|----------|
| Block# | Off-Street | | | On-Street | Total | |
| | Private | Public | Total | Total | Public | By Block |
| <i>Downtown Core</i> | | | | | | |
| 1 | 88 | 0 | 88 | 28 | 28 | 116 |
| 2 | 15 | 0 | 15 | 38 | 38 | 53 |
| 3 | 179 | 50 | 229 | 23 | 73 | 252 |
| 4 | 24 | 271 | 295 | 38 | 309 | 333 |
| 5 | 38 | 24 | 62 | 40 | 64 | 102 |
| 6 | 0 | 240 | 240 | 42 | 282 | 282 |
| 7 | 51 | 74 | 125 | 28 | 102 | 153 |

⁷ This is Table 1 from the Hexagon study that has been updated at the time of writing this report to show changes in the parking supply based on development proposals.

| Table 1-2: Downtown Parking Supply Summary ¹ | | | | | | |
|---|------------|--------------|--------------|------------|--------------|--------------|
| 8 | 0 | 40 | 40 | 0 | 40 | 40 |
| 9 | 72 | 21 | 93 | 42 | 63 | 135 |
| 10 | 43 | 41 | 84 | 43 | 84 | 127 |
| 11 | 43 | 12 | 55 | 38 | 50 | 93 |
| 12 | 23 | 0 | 23 | 19 | 19 | 42 |
| 13 | 12 | 0 | 12 | 15 | 15 | 27 |
| 14 | 50 | 0 | 50 | 32 | 32 | 82 |
| <i>Subtotal</i> | <i>638</i> | <i>773</i> | <i>1,411</i> | <i>426</i> | <i>1,199</i> | <i>1,837</i> |
| <i>VTA and Courthouse Parking</i> | | | | | | |
| 16 | 273 | 465 | 738 | 0 | 465 | 738 |
| Total | 911 | 1,238 | 2,149 | 426 | 1,664 | 2,575 |

Notes:

¹ For more detail, see Table F-1 in the Appendix 1-F

Parking Supply Rates and In-Lieu Fee

The Downtown Specific Plan, adopted in 2009, includes required parking rates for new development within the Commercial Business District (CBD) and the Downtown High-Density Residential (D-R4) zones. Those rates are as follows:

| Downtown Parking Rates | | |
|-------------------------|-------------------------|---|
| Retail | Office | Residential |
| 2.8 spaces / 1,000 s.f. | 4.0 spaces / 1,000 f.g. | 1.0 space per unit < 600 s.f. 1.5 spaces per unit >600, < 1,350 s.f. 2.0 spaces per unit > 1,350 s.f. |

All the other zones within the Downtown are to follow the parking requirements within the Zoning Ordinance in the Municipal Code.

To assist and encourage redevelopment within the Downtown, a resolution was passed on June 5, 2013 to allow for a parking-in-lieu fee for all non-residential projects, and exempts non-office commercial uses from all parking requirements (including the in-lieu-fee). This standard is valid as long as the parking surplus remains within the scope of the Downtown Specific Plan and/or parking demand does not exceed an 85% occupancy rate.

Figure 1-12: Downtown Parking Facilities

Morgan Hill Downtown Parking Conditions Study



LEGEND

- = Private Parking
- = Public Parking
- = Private/Public Use Agreement
- XX = Lot Number
- (XX) = (Number of Spaces)
- ⊗ = Block Numbers



Accessible Parking

The California Accessibility Regulations, within Chapter 11 of the California Building Code, govern accessible parking standards on private and public parking lots. Every lot, private or public, is required to have a minimum of one accessible parking space. The requirements are as follows: one parking space per every 25 spaces up to 100 (e.g., 4 accessible spaces are required for a 100-space parking lot), one accessible parking space per every 50 spaces after 100 up to 200 spaces, and one accessible space per every 100 spaces after 200 up to 1,000 spaces.

Within the Downtown Specific Plan boundary, there are a total of 42 parking lots, 12 are public lots and 30 are private, with a total of 75 accessible spaces dispersed throughout the Downtown. The City parking lots comply with or exceed current standards for the number of accessible spaces. Some of the older, private parking lots do not in that they were constructed prior to accessibility requirements. The non-conforming lots are the older smaller lots that mainly front onto side streets and are dispersed throughout the Downtown. However, the total number of accessible parking spaces compared to the total supply of parking presents a net excess of 4 accessible parking spaces.

The State of California does not require on-street accessible parking spaces (See Figure 1-13) and currently there are two on-street accessible parking spaces within the Downtown. The City has shown an interest in increasing the number of accessible parking spaces or adding on-street accessible spaces along Monterey Road. Depending on the level of accessibility on-street parallel parking may require a full



Figure 1-13: On-street accessible parking spaces

redesign of the sidewalk and street to meet the required slope access to the sidewalk. The incorporation of permanent on-street parallel parking could be studied when the City revisits the Monterey Road lane reduction (one northbound lane and one southbound lane) between Main Avenue and Dunne Avenue. If there is a demand for accessible parking within the Downtown, there are other immediate options to consider, while studying permanent facilities. These include:

1. Temporary accessible parking (see Figure 1-14) for special events where the amount of the accessible parking spaces needed could exceed the ones available in all public and private parking lots; or
2. Provide accessible parking drop off location(s) immediately adjacent to Monterey Road which could serve as a dual purpose (valet opportunity) while keeping on-street parallel parking intact.

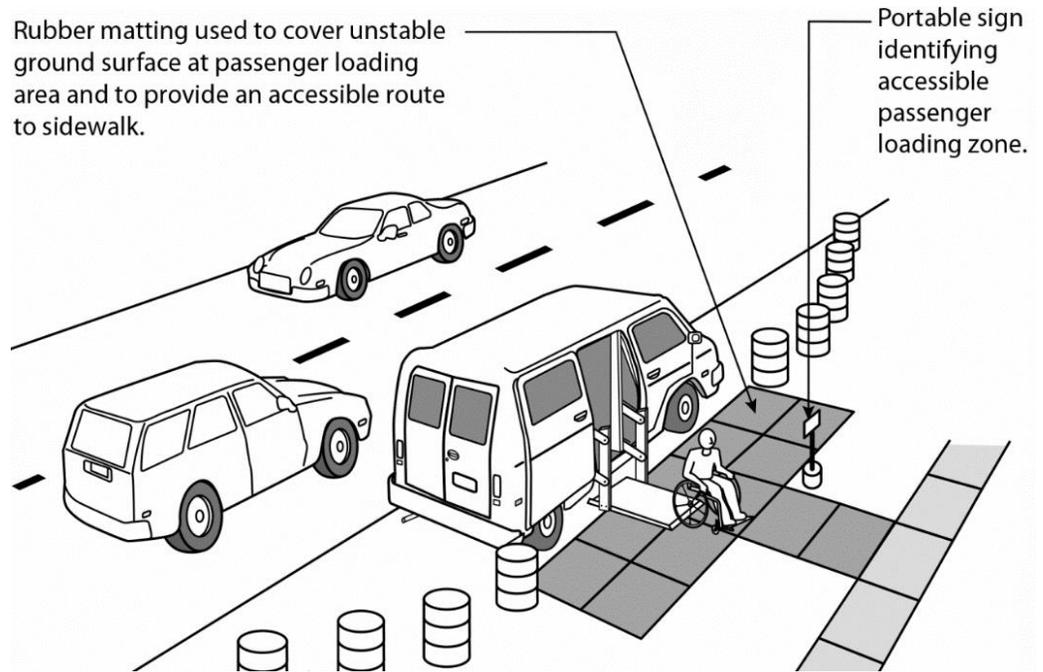


Figure 1-14: Illustration of temporary passenger loading zone (Source: ADA National Network, A Planning Guide for Making Temporary Events Accessible to People With Disabilities, 2015)

Parking Demand

Existing Parking Demand

Parking demand in Downtown Morgan Hill varies depending on time of day and day of the week with the peak demand occurring on Friday evenings. Based on the Hexagon study, on Friday evenings 39% of the spaces are occupied (66% of the on-street spaces and 33% of the off-street spaces, not including the parking structure⁸ or the County Courthouse lot). Parking areas are considered to be “full” when the parking occupancy reaches 85%, based on an industry-accepted rule-of-thumb. Therefore, even at peak times there is excess parking in the Downtown.

The 271-stall parking structure has a relatively low parking demand. Based on site visits conducted at 1:30 pm and 8:30 pm on a weekday in the Fall of 2016, only 30 to 45 vehicles were parked at the structure. The VTA lot has 465 spaces with 330 to 335 parked vehicles during the day and 33 to 45 parked vehicles during the evening on a weekday. The high weekday parking demand is due to its use as a park-and-ride lots for Caltrain, VTA and MST buses, and shuttles to private companies.

Conclusions

In general, parking demand in Downtown Morgan Hill is currently below the parking supply. Parking shortages can occur along Monterey Road and East and West Fifth Streets and in parking lots within close proximity to Monterey Road in-between Second and Third Streets (east and west) and the lot on West Fifth Street. During the Friday evening peak demand period, street parking that is “full” includes the west side of Monterey Road between Main Avenue and Fourth Street and both sides of Fifth Street west of Monterey Road. The lots that are full during this time period are Lots 7, 10/10A, 11, 16/16A, 17, 19, 21, 26, 27 and 28.

If the Transit Center VTA lot is redeveloped for other purposes than parking, the 330 to 335 parked vehicles during the day would be displaced throughout the surrounding neighborhoods and within downtown. In addition, this would put the percentage of occupied parking within Downtown over 85%. Keeping the VTA park and ride lot as the

⁸ The parking structure was not yet open during the surveys.

intended use is critical to support the future growth of the Transit Center and the success of Morgan Hill Downtown,

Future Parking Demand

Hexagon Transportation Consultants considered the added parking demand based on development applications on file with the City at the time of the parking study. Those developments included Barley Place (16 dwelling units, 2,500 square feet (sf) of retail space, and 3,500 sf of restaurant space), Monterey and Third (12,000 sf of retail space), Granada Hotel (17,000 sf of market and restaurant space, a 60-room hotel with 200-person capacity event space, and remodeled Granada theater with 290 seats), and Depot Station (28 townhomes and 5,500 sf of commercial space). More recent developments include Edes Gallery and Restaurant (10,000 sf of art gallery, wine bar and restaurant space), Sunsweet with 83 apartments, 6,800 sf of retail space, and 1,200 sf of office space), 4th Street Wine Bar (3,500 sf of restaurant space and 7,800 sf patio/bocce courts in Phase 2). The parking supplies provided by these developments are included in Table 1-2. Their parking demands were estimated as part of this plan.

Some of these developments will accommodate their parking demands by the parking spaces that they are providing, and others will employ onsite as well as valet parking services. Some of the developments are exempt from providing parking on-site and others will not be providing sufficient parking to accommodate their peak demands⁹. Table F-2 in Appendix 1-F presents the number parking spaces provided by each development, the peak parking demand generated by each development during the peak parking period - Friday evenings, and the projected increase in demand for public spaces which is 248 spaces.

Conclusions

According to the 2016 Hexagon Study, the peak parking demand for publicly owned spaces is 781 spaces with 648 in the Downtown Core. As a result of new development, the demand in the core is projected to increase to 896 spaces. There are 1,199 public spaces so the peak occupancy on Friday evenings is projected to be 75% when there is an event at the Granada Hotel. The occupancy rate is much lower when spaces in the VTA and Courthouse lots are included. Therefore, there will be a sufficient amount of parking in the Downtown

⁹ Developments using public parking include Leal Vineyard, Depot Station, Sunsweet, Monterey and Third, 4th Street Wine Bar, Barley Place, and Edes Gallery.

after the completion of the future development projects identified above. See the Recommended Improvements chapter for future parking solutions once the Downtown achieves an 85% or higher parking occupancy rate.

Parking Enforcement

As Downtown continues to grow, the amount of readily available parking will decrease, and to help patrons, visitors, and residents find the available parking spaces, it is important to have a parking strategy. A good parking strategy should encourage parking turnover and get the right people in the right parking spaces. For example, the two-hour parking zones have been created to ensure there are available parking spaces throughout the day for visitors and patrons along the main street of Downtown (primarily located on Monterey Road between Main Avenue and Third Street). The on-street parking demand in the two-hour spaces show these spaces to be fully occupied during the peak hours of the day. Enforcing the time limits would free up these spaces and redirect patrons, business owners, and employees planning to stay longer than a quick two-hour trip to park within the public parking lots.

Another parking strategy is to work with the downtown businesses and owners to identify logical unified valet parking stations. This would allow patrons visiting any business the opportunity to drop their vehicle off at one location, and pick their car up at any of the valet stations downtown. This option could go one step further and offer free valet parking for downtown employees to help free up parking spaces in prime downtown locations.

Parking Toolbox

Recommendations to alleviate locational parking shortages from the 2016 Hexagon study and other parking management tools are:

- Conducting a marketing campaign to advertise locations of available parking, such as the parking garage
- Monitoring the parking supply and demand on a regular basis by conducting studies to assess changes in parking characteristics
- Introducing resident parking permits may alleviate some parking needs for downtown residents on residential side streets

- Encouraging residents to use their off-street parking spaces/garages for vehicle parking, and not for other types of storage, by organizing neighborhood clean-out days with free hauling service
- Enforcing existing time limits along two-hour parking zones
- Expanding the area of the two-hour parking zone south along Monterey Road to ensure that the prime parking spaces are not used by employees or other long-term parkers
- Installing parking meters on downtown streets to encourage more turnover as well as serve as enforcement for time limits. Money collected from the meters could go into a parking benefit district.
- Increasing or removing the parking time limits in the parking garage to encourage long-term parking to be located there
- Creating private-public partnerships to allow public parking in private lots during weekday evenings, on weekends, and during special events
- Working with property owners to improve the lighting and pavement conditions of private parking lots
- Working with private property owners and business to identify appropriate locations for a unified valet parking system
- Coordinating with businesses and designating appropriate dual valet and accessible parking drop-off areas on public streets for businesses that offer these services
- Working with private property owners to bring non-conforming parking lots into compliance with accessible parking spaces when lots redeveloped or building permits are required for improvements
- Improving parking wayfinding signage and installing signs (at facility entrances or at gateways to the Downtown) that indicate the number of available spaces in large public parking facilities
- Reinstating an in-lieu fee for all types of new development or creating a parking benefit district for all redevelopment within Downtown as a funding program for future public parking facilities. Refer to Recommended Improvements Chapter of this Plan.
- Creating a Parking Benefits District (PBD) which would ensure all revenue generated by parking meters, residential parking permits, or new development

will be used directly for improvements to the Downtown PDA future parking needs

- Identifying locations for new public parking lots or structures to increase the supply when demand exceeds the practical capacity (85 percent of supply). Refer to Recommended Improvements Chapter of this Plan

Car Share and Autonomous Vehicles

Car Share

Car share is a model of car rental where people rent cars for short periods of time, often by the hour. They are attractive to customers who make only occasional use of a vehicle, such as those who commute to work by transit, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day (e.g. a pick-up truck for moving a large piece of furniture). While there are no car sharing companies currently serving Morgan Hill, other parts of Santa Clara County and much of the Bay Area are served by Zipcar, and Oakland and San Francisco are served by Getaround. The factors that can make a particular location attractive to a car sharing company include proximity to public transit and other alternative transportation modes, high population/housing density, low automobile ownership, an affluent population, difficult parking, a mix of land uses, and a local partner/champion(s), such as government, transit agency, property owners, or developers. In the future, more of these factors may be present in Morgan Hill and create greater opportunities for car sharing. This could reduce the need for privately-owned vehicles and reduce the number of parking spaces needed to store them.

Autonomous Vehicles

Many companies are currently developing automated and autonomous vehicle technologies. Initial technologies include automatic braking, collision avoidance, and driver assisted parking with the goal of ultimately creating fully autonomous or driverless vehicles. The use of autonomous vehicles is likely to increase in future decades, after this technology has matured and is in more widespread use, and liability and security issues have been satisfactorily addressed. Autonomous vehicles have the potential to facilitate or improve business models of mobility as a service, including carsharing, e-hailing, ride hailing services, real-time ridesharing, etc. all contributing to reduce the need for private car ownership.

One of the biggest anticipated effects of autonomous vehicles will be reduced parking demand and therefore the need for fewer parking spaces, as the vehicles will be on the roadway system constantly moving passengers or goods instead of being parked. Therefore, the need for future parking supplies should be monitored to understand how autonomous vehicles affect parking demand and new parking facilities should be designed as flexible spaces to accommodate other uses when not needed for parking vehicles.

Roadways

This section describes major roadways in the Station Area, a typology for the streets in the area, operating conditions of key roadway segments and intersections, traffic calming devices and wayfinding, and planned improvements. The roadway locations are shown on

Figure 1-21.

Roadway Descriptions



Figure 1-15: Monterey Road

Monterey Road, the main boulevard through Downtown Morgan Hill, is a four-lane, divided arterial roadway with separate left-turn lanes at intersections and on-street parking. (See Figure 1-15.) The speed limit on Monterey Road is 25 miles per hour (mph) between Main Avenue and Dunne Avenue in Downtown and 35 mph outside of the Downtown.



Figure 1-16: Main Avenue

Main Avenue is a two-lane roadway that extends east from Dewitt Avenue at the west end to Hill Road on the east side of the city and forms the northern boundary of the Downtown area. (See Figure 1-16.) The roadway is posted at 30 mph. Left-turn pockets are provided only at its intersection with Depot Street in the Downtown.



Figure 1-17: Dunne Avenue

Dunne Avenue, east of Monterey Road, is a four-lane, divided arterial that extends eastward from this intersection, through a partial-cloverleaf interchange at U.S. Highway 101, and up into the eastern foothills. (See Figure 1-17.) Dunne Avenue, west of Monterey Road, narrows to a two-lane, undivided roadway and extends westward past the intersection of Peak Avenue and up into the western foothills. The roadway is posted at 35 mph and is signalized at intersections with major cross streets. Dunne Avenue forms the southern boundary of the Downtown area.



Figure 1-18: Butterfield Boulevard

Butterfield Boulevard is a four-lane, divided arterial that extends northward from South Monterey Road at Watsonville Road to Cochrane Road and acts as a downtown bypass route for north-south through traffic. (See Figure 1-18.) Butterfield Boulevard forms the eastern boundary of the Downtown area and is a primary north-south roadway within the city. The street is posted at 45 mph and includes signalized intersections at major cross streets. Left-turn pockets are provided at its intersection with Main Avenue. Butterfield Boulevard also provides access to VTA’s park-and-ride lot at the Morgan Hill Transit Center.

Depot Street is a two-lane, north-south roadway east of Monterey Road that extends south from Main Avenue to Dunne Avenue. The roadway is posted at 30 mph. Stop signs are provided along Depot Street at its intersection with Third Street, Main Avenue, and Dunne Avenue. It has sidewalks and bike lanes along most of its length.



Figure 1-19: Del Monte Avenue

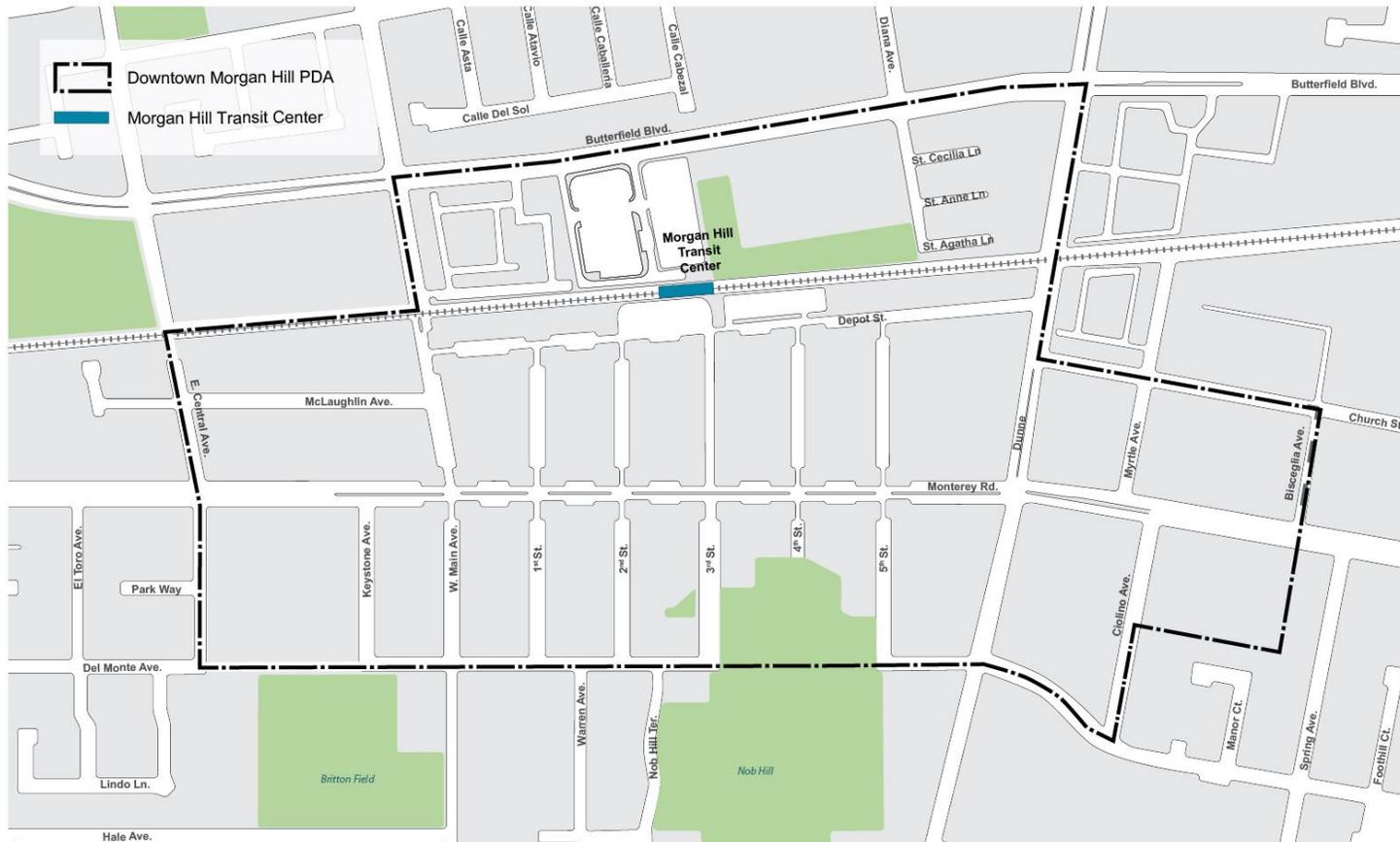
Del Monte Avenue is a two-lane, north-south discontinuous roadway west of Monterey Road. It forms the western boundary of the Downtown area. (See Figure 1-19.)



Figure 1-20: Third Street

Third Street is a two-lane, east-west roadway south of Second Street. (See Figure 1-20.) This street extends east from Del Monte Avenue to Monterey Road and continues east to Depot Street, where access to the Morgan Hill Transit Center and Depot Street parking area is provided. The segment between Monterey Road and Depot Street is designed as a shared use street with wide sidewalks to support pedestrian travel and narrow lanes to slow vehicle traffic. The intersection of Third Street and Monterey Road has a center landscaped median preventing eastbound and westbound through traffic. There is a one-lane bridge over West Little Llagas Creek between Monterey Road and Del Monte Avenue.

Figure 1-21: Existing Roadway System



Existing Roadway System

City of Morgan Hill



FEHR PEERS

Street Typology

In order to link the multi-modal street design recommendations and suggested considerations for further improvements included in Chapters 2 and 3 with all streets located in the Station Area, this Plan categorizes the area’s streets into the following four street types: Downtown Boulevard, Local Street, Arterial Street, and Transit Connector, as shown on

Figure 1-23.

Each of these street types includes areas on either side of the roadway that are designed to accommodate the travel of pedestrians to and from the Transit Center and between the many destinations in the Downtown, including to and from existing parking facilities. In addition to walking, the pedestrian realm accommodates other pedestrian-related activities and streetscape elements, such as café and other seating, window shopping along retail frontages, bicycle parking, wayfinding signage, and street trees and landscaped planter strips that buffer pedestrians on sidewalks from moving traffic. While Chapter 2 focuses in greater detail on improvements in the pedestrian realm, Chapter 1 includes typical cross sections for each street type that, among accommodations made for other modes, indicate the space available for further pedestrian realm improvements along Downtown streets. The cross sections distinguish between different areas within the pedestrian realm, including the Frontage Area, Through Area, Furnishing Area, and the sidewalk-adjacent Buffer Area (see Chapter 2 for a more detailed description of each of these pedestrian realm areas).

Downtown Boulevard – Monterey Road between Main and Dunne Avenues is the main business corridor in Downtown and a primary pedestrian route. The abutting commercial land uses, 12-foot wide sidewalks, landscaped median, and abundant street furniture create a pedestrian-friendly main street or boulevard ambiance unique to Downtown. (See Figure 1-24 for the existing cross-section.) In the future, the City of Morgan Hill may consider converting the outside vehicle lanes into buffered bike lanes to achieve consistency with the Bikeways, Trails, Parks and Recreation Master Plan. The cross-section of this alternative is shown on Figure 1-25.

Local Street – First, Second, Fourth, and Fifth Streets are two-lane roadways with residential and small business frontages. They primarily provide access to their adjacent land uses for vehicles, bicyclists, and pedestrians alike. (See Figure 1-26.)

Arterial Street – Dunne Avenue, Main Avenue, and Butterfield Boulevard as well as the portions of Monterey Road beyond Main and Dunne Avenues, are wider streets with faster moving traffic that border on and lead to the Downtown area. Their purpose is to accommodate vehicle traffic between the Downtown and other sections of Morgan Hill. Pedestrian and bicycle rider comfort and safety along these arterials mainly depends on the buffer that is provided between bicycle lanes and sidewalks and fast-moving vehicle traffic in the travel lanes. (See Figure 1-27.)

Transit Connector – Third Street and Depot Street are downtown-serving streets. Both have a unique configuration and function distinct from other street types in the Station Area. Third Street is configured as a “Shared Street”¹⁰ and serves as the main pedestrian connection between the Morgan Hill Transit Center and Downtown. (See Figure 1-22.) It is also recognized as a pedestrian priority street given its unique curb-less right-of-way.

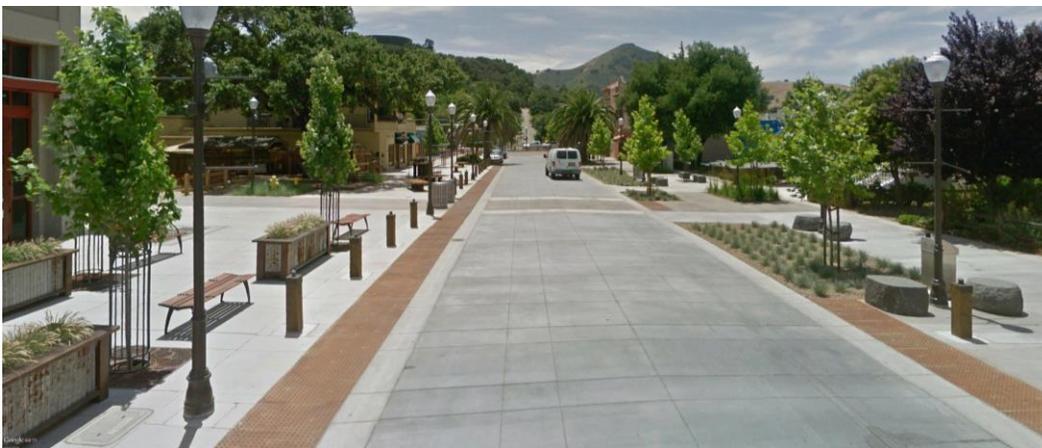


Figure 1-22: Shared Street between Morgan Hill Transit Center and Downtown. Source: Google Streetview

Depot Street provides direct access to the Morgan Hill Transit Center by connecting Main Avenue to Dunne Avenue. While the street provides vehicle access to the parking lots and drop off area at the Transit Center, it is also a major pedestrian transit access corridor throughout most of its length, with sidewalks and curb bulbouts at intersections that shorten pedestrian crossing distances. In addition, Depot Street has bike lanes throughout

¹⁰ A Shared Street is a street where the boundaries between people walking, cycling, and driving are eased or eliminated, resulting in a slower and otherwise less vehicle-dominated environment that is more engaging and active with street life. Shared streets typically have no curbs and are a single horizontal surface, sometimes using textured and colored paving, landscape, benches, light poles, and other street furniture to indicate where different users have preference.

most of its length creating a north-south bicycle facility in the Downtown. The cross-section is shown on Figure 1-28.

An alternative cross-section that increases the number of on-street parking spaces is shown on Figure 1-29. The drawback of this configuration is that vehicular and bicycle traffic is restricted to one direction. Since there is no parallel roadway to accommodate the other direction, bicycle and vehicular circulation and access would be reduced. Implementing this alternative cross section would require further study of Depot Street's role and design as a major, downtown-serving transit access street (Transit Connector).

Figure 1-23: Downtown Morgan Hill Street Typology

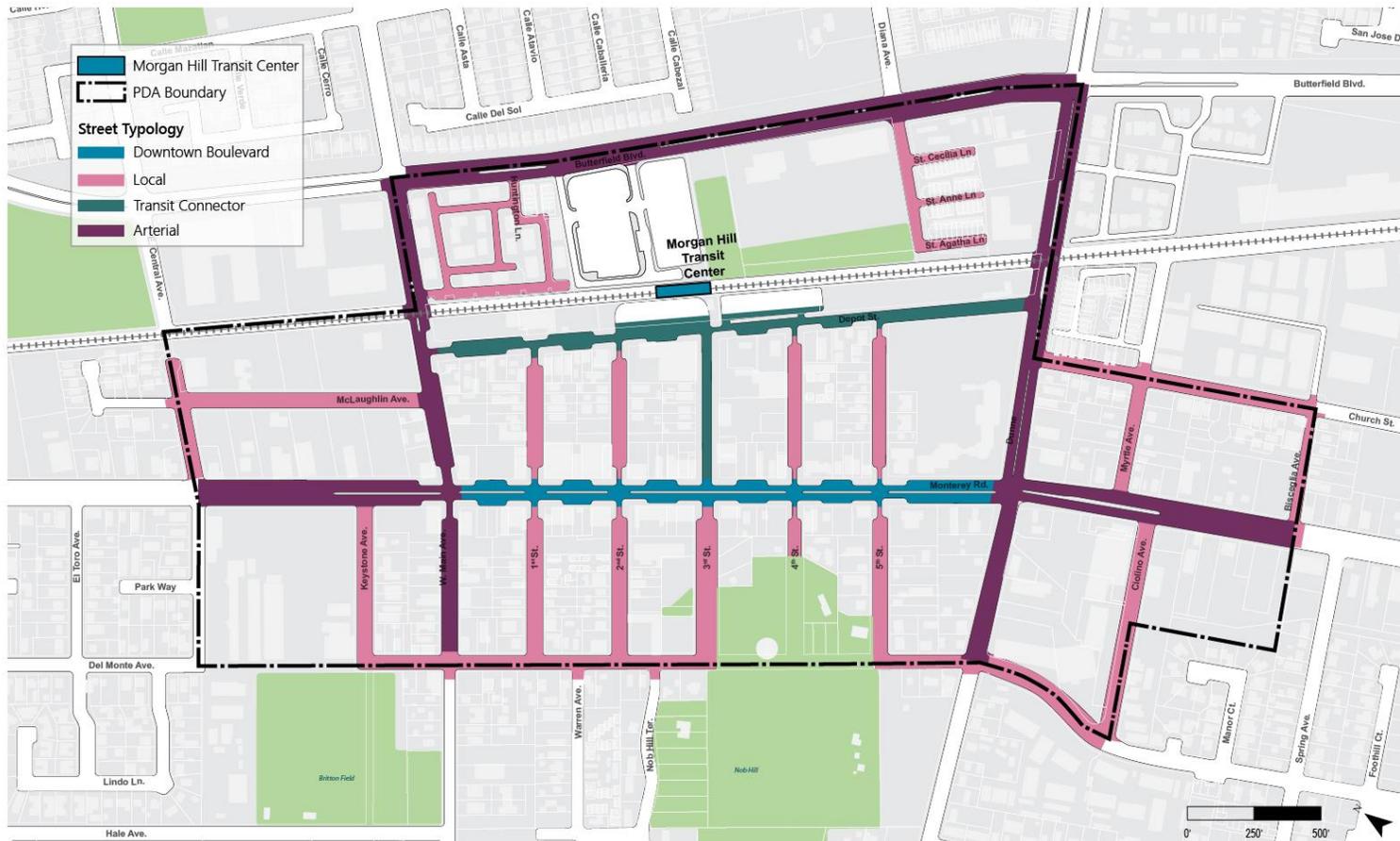


Figure 1-24: Downtown Boulevard Street – Typical Section (Example One)

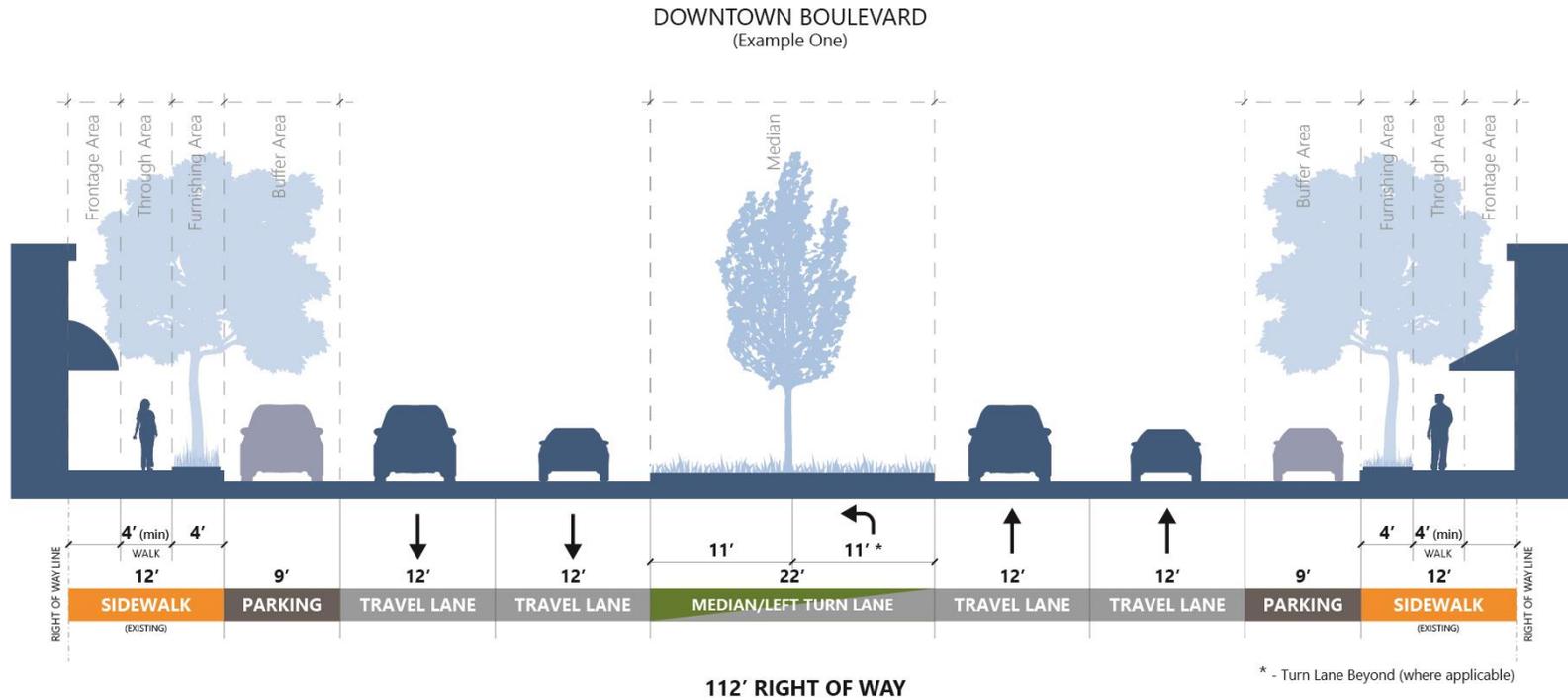


Figure 1-25: Downtown Boulevard Street – Typical Section (Example Two)

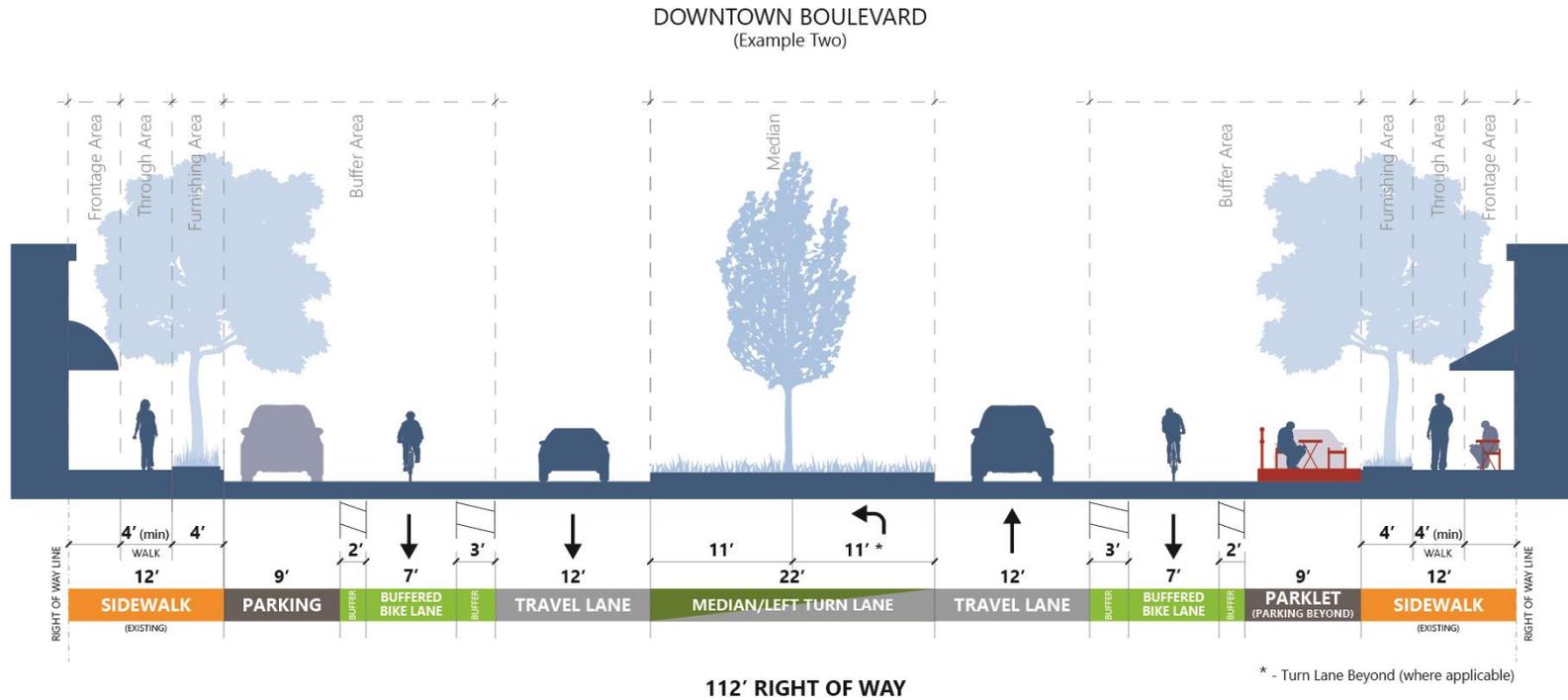


Figure 1-27: Arterial Street – Typical Section

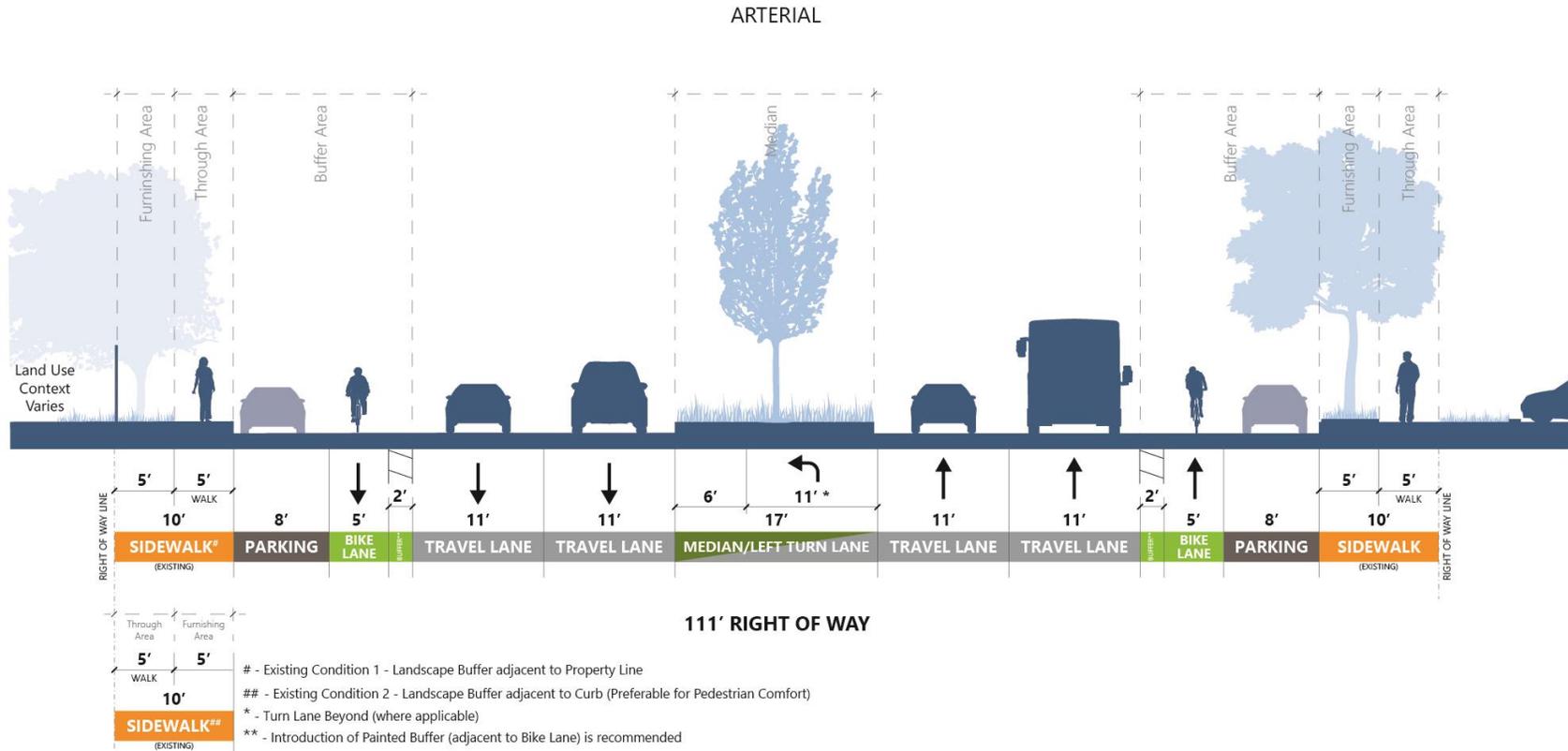


Figure 1-28: Transit Connector Street – Typical Section

TRANSIT CONNECTOR
(Depot Street - Example One)

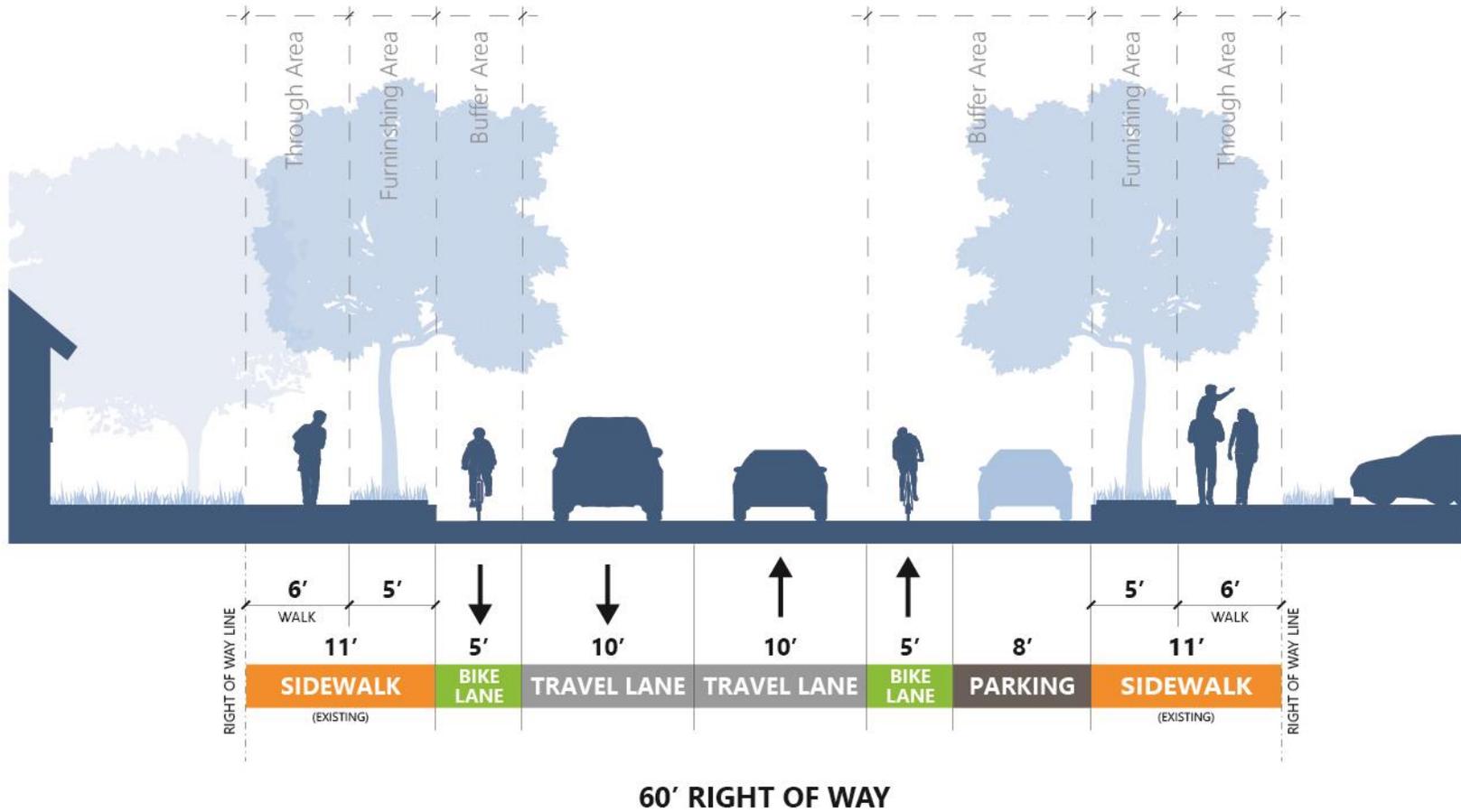
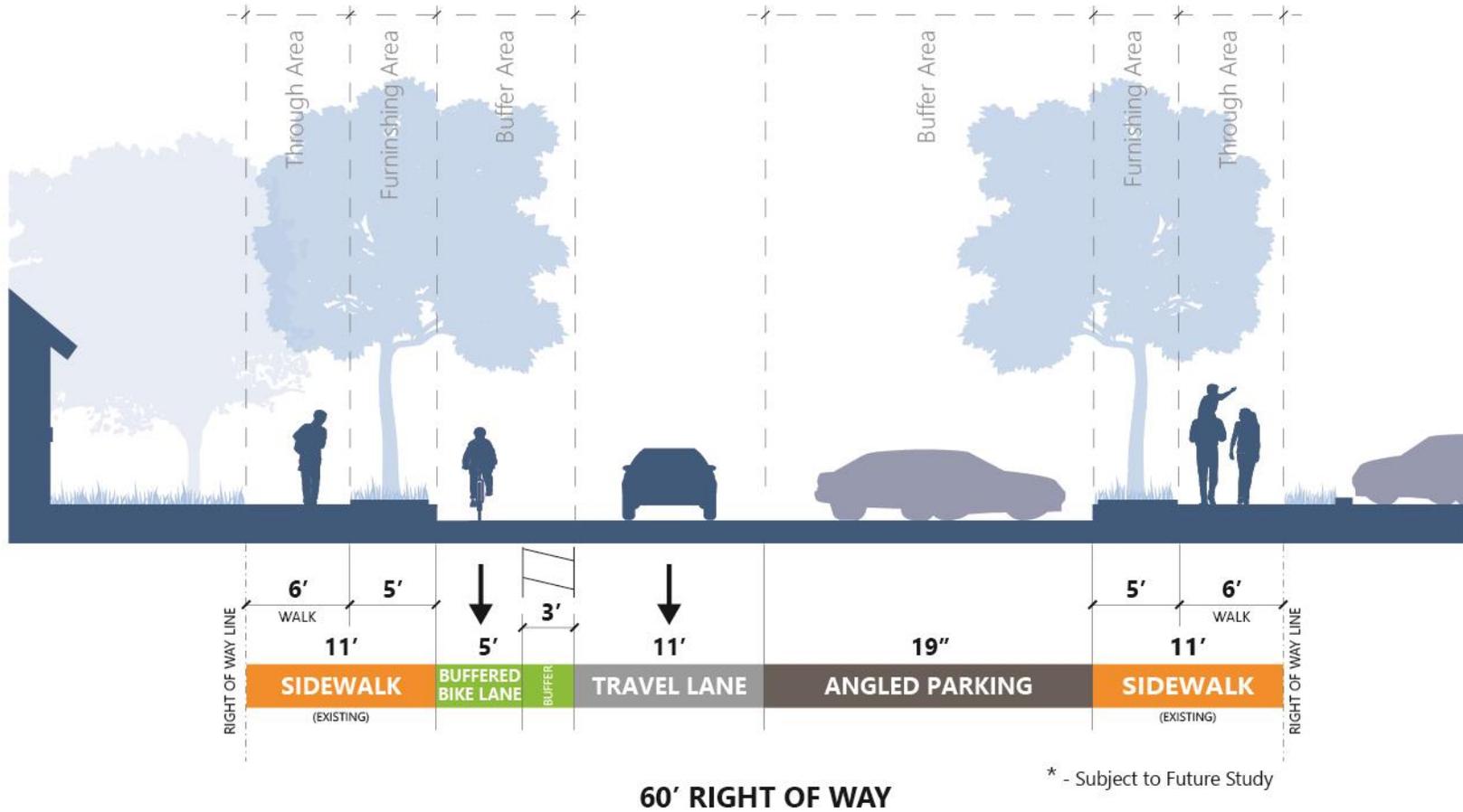


Figure 1-29: Transit Connector Street – Typical Section (One-Way Alternative)

TRANSIT CONNECTOR
(Depot Street - Example Two*)



Signals

Traffic and pedestrian signals are provided at the intersections of Monterey Road with Main Avenue, Second Street, and Dunne Avenue. Controlled pedestrian crossings are provided at these locations. New traffic signals will be installed at the intersection of Monterey Road and Fourth Street in late Summer / early Fall of 2017. The signal will provide controlled pedestrian crossing of Monterey Road near the parking structure enhancing its accessibility.

Traffic Volumes and Roadway Operations

The following table (Table 1-3) presents the existing and projected future daily two-way roadway segment traffic volumes and levels of service (LOS) for roadways in the Station Area from the DEIR for City's 2035 General Plan. LOS is a qualitative description of roadway operations with LOS A representing conditions with little to no congestion and LOS F representing conditions where the roadway is over capacity for several hours of the day. These roadways are operating at LOS C (which represents a sufficient operating level) and LOS D (which represents stable operations).

| Roadway Segment | Roadway Type | Existing | | Future (2035) | |
|---|-------------------------|----------|-----|---------------|-----|
| | | ADT | LOS | ADT | LOS |
| Monterey Road between Third and Fourth Streets | 4-lane divided arterial | 11,800 | C | 13,500 | C |
| Butterfield Boulevard between Main and Diane Avenues | 4-lane divided arterial | 21,700 | D | 26,900 | D |
| Dunne Avenue between Depot Street and Butterfield Boulevard | 4-lane divided arterial | 18,800 | C | 19,800 | D |

Intersection Operations

The following table (Table 1-4) presents the existing and future intersection levels of service for the AM and PM peak commute hours from the General Plan FEIR. (Intersection LOS descriptions are included in Appendix 1-G.) Main Avenue and Monterey Road is the most congested intersection in the Station Area; most intersections are operating at sufficient

levels (LOS A, B, C, or D). Under 2035 conditions, the Main Avenue and Monterey Road intersection is projected to operate at LOS F during the AM peak hour representing overcapacity conditions. The stop-sign controlled approach on Fifth Street at its intersection with Monterey Road is also projected to operate at LOS F. The LOS standard for these intersections, and other intersections on Monterey Road between Main Avenue and Fifth Street and on Depot Street between First Street and Fifth Street, is LOS F. The LOS standard for the intersections of Main Avenue and Depot Street, Dunne Avenue and Monterey Road, Dunne Avenue and Church Street, and Dunne Avenue and Depot Street is LOS E. LOS E and F standards represent the City’s recognition of the congested operations occurring during peak commute periods in lieu of roadway widenings or other intersection improvements. This has been balanced with the fact that this may have negative impacts to pedestrians and the goal of creating a pedestrian-friendly environment. However, the planned expansion of the City’s north/south roadway network with construction of Hale Avenue is expected to alleviate some of the through traffic currently traveling on Monterey through downtown and improve the LOS at these intersections. Other intersections in the Station Area have a LOS D operating standard.

Table 1-4: Existing and Projected Future (2035) Intersection Peak Hour Levels of Service

| Intersection Name | Traffic Control | Peak Hour | Existing | | Future (2035) | |
|-------------------------------|------------------|-----------|----------|-----|---------------|-----|
| | | | Delay | LOS | Delay | LOS |
| Main Ave and Del Monte St | Side-Street Stop | AM | 14 | B | 15 | B |
| | | PM | 20 | C | 20 | C |
| Main Ave and Monterey Rd | Signal | AM | 24 | C | 97 | F |
| | | PM | 42 | D | 50 | D |
| Main Ave and Depot St | Side-Street Stop | AM | 13 | B | 20 | C |
| | | PM | 16 | C | 22 | C |
| Main Ave and Butterfield Blvd | Signal | AM | 24 | C | 27 | C |
| | | PM | 30 | C | 37 | D |
| First St and Monterey Rd | Side-Street Stop | AM | 11 | B | 12 | B |
| | | PM | 15 | B | 11 | B |
| Second St and Monterey Rd | Signal | AM | 11 | B | 11 | B |
| | | PM | 13 | B | 14 | B |
| Third St and Monterey Rd | Side-Street Stop | AM | 12 | B | 11 | B |
| | | PM | 17 | C | 12 | B |
| Fourth St and Monterey Rd | Side-Street Stop | AM | 17 | C | 15 | C |
| | | PM | 17 | C | 25 | D |
| Fifth St and Monterey Rd | Side-Street Stop | AM | 18 | C | 48 | E |
| | | PM | 33 | D | 68 | F |

Table 1-4: Existing and Projected Future (2035) Intersection Peak Hour Levels of Service

| Intersection Name | Traffic Control | Peak Hour | Existing | | Future (2035) | |
|--------------------------------|------------------|-----------|----------|-----|---------------|--------|
| | | | Delay | LOS | Delay | LOS |
| Dunne Ave and Del Monte St | Side-Street Stop | AM | 13 | B | 32 | D |
| | | PM | 16 | C | 28 | D |
| Dunne Ave and Monterey Rd | Signal | AM | 24 | C | 26 | C |
| | | PM | 33 | C | 38 | D |
| Dunne Ave and Church St | Signal | AM | 17 | B | 18 | B |
| | | PM | 19 | B | 19 | B |
| Dunne Ave and Depot St | Side-Street Stop | AM | 10 | A | closed | closed |
| | | PM | 12 | B | | |
| Dunne Ave and Butterfield Blvd | Signal | AM | 33 | C | 36 | D |
| | | PM | 32 | C | 34 | C |

Traffic Calming and Wayfinding

The City of Morgan Hill has implemented several design treatments and policies to encourage traffic to move at a slow speed and to enhance the overall walkability and pedestrian environment in the Downtown. These measures include:

- Installing gateway signage or artwork for Downtown with directional signage to help divert through traffic to Butterfield Boulevard as a bypass
- Setting the speed limit on Monterey Road to 25 mph
- Constructing raised medians on Monterey Road
- Installing curb extensions at intersections along Monterey Road and Depot Street
- Installing decorative pavement at crosswalks on Monterey Road and Depot Street
- Adding Yield to Pedestrian signs and Pedestrian Crossing signs
- Installing speed cushions on Monterey Road
- Creating narrow vehicle lanes on Third Street and Monterey Road

Collisions

Collision data for the Downtown area was obtained from the City of Morgan Hill for the time period from January 2013 through July 2016. An analysis of this data is presented in Appendix 1-H. There were four collisions involving pedestrians (one of them was a

pedestrian/bicycle collision) and one collision with a vehicle and a bicycle in the 3½ year period. The location with the highest number of collisions is the intersection of Monterey Road and Third Street, including a pedestrian-involved collision that was a fatality. The City installed in-pavement flashers to alert drivers of crossing pedestrians at this location.

Planned Improvements

The planned roadway improvements in the Downtown area are shown on Figure 1-30. The Circulation Element of the City of Morgan Hill's General Plan designates Main Avenue as a two-lane roadway with the segment between Depot Street and Butterfield Boulevard planned for four lanes under the city's planned 2035 improvements. The right-of-way is available. Another General Plan improvement includes widening Dunne Avenue to four lanes between Monterey Road and Del Monte Avenue.

Hale Avenue, one block away from Downtown, is planned for an extension to connect to Dewitt Avenue to provide a west-side bypass to Monterey Road. It is currently being designed and the next phase will be right-of-way acquisition.

The 2035 General Plan Transportation Element proposes Depot Street be realigned to connect to Church Street to the south. This could be done in conjunction with development on the Hale Lumber Yard site.

New traffic signals will be installed at the intersection of Monterey Road and Fourth Street in in late Summer / early Fall of 2017.

VTA's Valley Transportation Plan (VTP) 2040 has two freeway/roadway projects that will affect the Station Area:

- New Express Lanes on U.S. Highway 101 between Cochrane Road and SR 25 (Projects H8, H9, and H10)
- Extension of Hale Avenue improvements from Main Avenue to DeWitt Avenue to include two vehicle lanes, bicycle lanes, sidewalks, and signal upgrades (Project R10)

Figure 1-30: Planned Roadway Improvements



Planned Roadway Improvements

City of Morgan Hill



Roadway System Gaps

The gaps in the roadway system include the two-lane segment of Main Avenue east of Monterey Road where four are planned, the off-set intersections of Depot Street and Church Street with Dunne Avenue, and the extension of Hale Avenue to Dewitt Avenue.

The current design of Depot Street does not accommodate all users or allow it to function as a downtown-serving Transit Connector. The street has offset intersections at Church Street and Dunne Avenue, with parallel parking on alternating sides, and undersized bicycle lanes denoted with a single stripe. Depot Street should be studied for possible improvements as a complete street, emphasizing its importance of the multi-modal connector through Downtown. The study should include the realignment of Depot Street at the Church Street and Dunne Avenue intersections, bicycle lane connections and widths, landscaped walkways, appropriate vehicular lane widths, and an enhanced multi-modal intersection at Main Avenue. Since the amount of vehicle parking on Depot Street is a concern, the possibility of a one-way road with angled parking could be considered. (See Figure 1-29.)

Roadway Toolbox

Tools to improve the roadway system are:

- Building planned improvements such as the extension of Hale Avenue to Dewitt Avenue that will provide another bypass route for Monterey Road.
- Working with the VTA to expedite construction of the Express lanes on U.S. Highway 101 to alleviate through traffic on Monterey Road.
- Reconsidering the road diet on Monterey Road between Main Avenue and Dunne Avenue once the Hale Avenue extension is constructed.
- Optimizing traffic signal timing.
- Reducing traffic demand through transportation demand management (TDM) measures and programs.
- Studying Depot Street as a complete street, emphasizing the importance of the multi-modal connector through Downtown.

Pedestrian Facilities

The Station Area is very walkable (see Figure 1-31) because it is flat terrain and contains numerous pedestrian facilities. The various types of pedestrian facilities include sidewalks, shared use paths, curb ramps, crosswalks, curb extensions, and pedestrian signals at signalized intersections.

Sidewalks

Most of the streets in the Station Area have continuous sidewalks on both sides of the street. On-street parking shields pedestrians on the sidewalks from moving vehicles in the streets. The wide sidewalks on Monterey Road accommodate larger pedestrian volumes generated by the adjoining stores and restaurants and provide space for outdoor seating. The segment of Third Street between Monterey Road and Depot Street is designed as a shared use street with wide sidewalks to support pedestrian travel and narrow lanes to slow vehicle traffic. Sidewalk gaps only exist on the east side of Depot Street between Fifth Street and Dunne Avenue, on the hilly portions of Del Monte Avenue between Second and Third Streets, and on Third Street west of West Little Llagas Creek. The Depot Street gap may be closed with the future redevelopment of the lumber yard site. Some portions of the sidewalk on the south side of Main Avenue near the railroad tracks are unfinished and the gaps are closed with asphalt paths.



Figure 1-31: Sidewalks in the Morgan Hill Station Area

Crosswalks

Crosswalks are available at all intersections in the Downtown area and at most intersections in the Morgan Hill PDA. The unique pavement design of the crosswalk on Monterey Road at Dunne Avenue (see Figure 1-32) acts as a gateway to the Downtown.

Crosswalks are missing on at least one of the legs for the following intersections: McLaughlin Avenue and Main Avenue, Depot Street and Main Avenue, Second Street and Del Monte Avenue, Bisceglia Avenue and Monterey Road, and Ciolino Avenue and Monterey Road.

Crosswalks at the unsignalized intersection of Monterey Road and Third Street are created with brick pavers. (See Figure 1-33.) The City installed in-pavement flashers on Third Street that will be pedestrian activated to notify drivers of crossing pedestrians. After they are installed, the city will review their effectiveness and determine whether they should be installed at other locations in the Downtown (for example at First Street and Fifth Street) or whether other measures and crossing devices would be more appropriate.



Figure 1-32: Crosswalk with a unique pavement design at Monterey Road and Dunne Avenue



Figure 1-33: Crosswalk with brick pavers and in-pavement flashers installed at unsignalized intersections

Curb Extensions

All intersections along Monterey Road and Depot Street between Main Avenue and Fifth Street provide curb extensions. (See Figure 1-34.) Benefits of curb extensions include shortened pedestrian crossings and traffic speed reductions.



Figure 1-34: Curb Extensions along Monterey Road between Main Avenue and Fifth Street

Planned Improvements

In addition to the in-pavement flashers, other planned improvements are new traffic signals at the intersection of Monterey Road and Fourth Street, including pedestrian signals, and two paths or trails. The “Hill Top Trail” will be a pedestrian trail connecting Third Street to Fifth Street at Del Monte Avenue. This planned trail will provide a walking/running path near the Downtown area. A shared-use trail is planned for West Little Llagas Creek extending from its current terminus at Spring Avenue north to the intersection of Main Avenue and Hale Avenue. There are right-of-way constraints for this path and no funding has yet been identified, therefore, this is a far-term project.

Pedestrian Toolbox

The streetscape toolbox includes features that create a safe and comfortable pedestrian environment. Other pedestrian tools include:

- Closing sidewalk gaps
- Enhancing unsignalized crossings with a combination of the following treatments:
 - Pedestrian refuge islands
 - Staggered pedestrian refuge islands
 - Advanced limit lines
 - High-visibility crosswalk striping
 - Pedestrian crossing signs
 - Lighted treatments such as in pavement flashers
- Enhancing signalized crossings with:
 - Further increased crossing times
 - Pedestrian scramble phases
 - Curb extensions
 - Advanced limit lines
 - High-visibility crosswalk striping

Bicycle Network

Bicycle facilities (see Figure 1-35) in the Downtown area comprise bicycle lanes, bicycle routes, and shared use paths. Under California Law, bicyclists are allowed to use all roadways unless posted otherwise. Therefore, all roadways in the Station Area are open for cycling.

Existing Bicycle Facilities

A shared use path is provided along Butterfield Boulevard. Bicycle lanes are provided on Main Avenue (not continuous), Dunne Avenue, Butterfield Boulevard, Depot Street, and Monterey Road north and south of the Downtown area.

Monterey Road between Dunne Avenue and Main Avenue is designated as a bicycle route to connect the discontinuous bicycle lane segments. Green-backed shared-use arrows (“sharrows”) have been added along Monterey Road to raise drivers’ awareness to share the roadway with cyclists. Other gaps in the bicycle lane network occur on eastbound Main Avenue between Monterey Road and Depot Street, and at the approaches to the intersections of Monterey Road and Main Avenue and at Monterey Road and Dunne Avenue.

In several locations, bike lanes are denoted with a single stripe creating a wide outside lane that is also used for parallel parking. Without a second stripe denoting the space for the bicycle lane, vehicles at times park away from the curb and encroach into the bicycle lane. Or for example, on Depot Street, the bicycle lane and parallel parking area is denoted with

Figure 1-35: Bicycle facilities in Downtown area

a single stripe; however, if a car is parked near the curb, there is only two to three feet available for the bicycle lane. A bicycle lane should have a minimum width of five feet.



Planned Improvements

The City of Morgan Hill Bikeways Master Plan Update was prepared in 2008. It identified planned shared-use paths, bicycle lanes, bicycle routes, and bicycle routes with shoulder striping to improve the bicycle network. Planned facilities in and near the Downtown area include:

- Shared-use path along West Little Llagas Creek south from Del Monte Avenue¹¹
- Bicycle lanes on Main Avenue east of Butterfield Boulevard
- Bicycle route on Church Street
- Bicycle boulevard on Diana Avenue

The City recently updated and combined the bikeways and trails plan to be the new Bikeways, Trails, Parks, and Recreation Master Plan. The plan was, adopted in July 19, 2017. Other potential improvements include:

- A shared use path on the eastside of the Caltrain tracks between Diana Avenue and the station
- Buffered bicycle lanes on Monterey Road
- Buffered bicycle lanes on Main Avenue and Dunne Avenue

¹¹ Valley Transportation Plan 2040 (VTP 2040), the Long Range Transportation Plan for Santa Clara County prepared by the Valley Transportation Authority includes a shared-use path along West Little Llagas Creek between Main Avenue and Spring Avenue as Project B88.

- Multi-modal intersection improvements at Butterfield Boulevard/Main Avenue, Butterfield Boulevard/Dunne Avenue, Monterey Road/Main Avenue, Monterey Road/Dunne Avenue, and Hale Avenue/Main Avenue

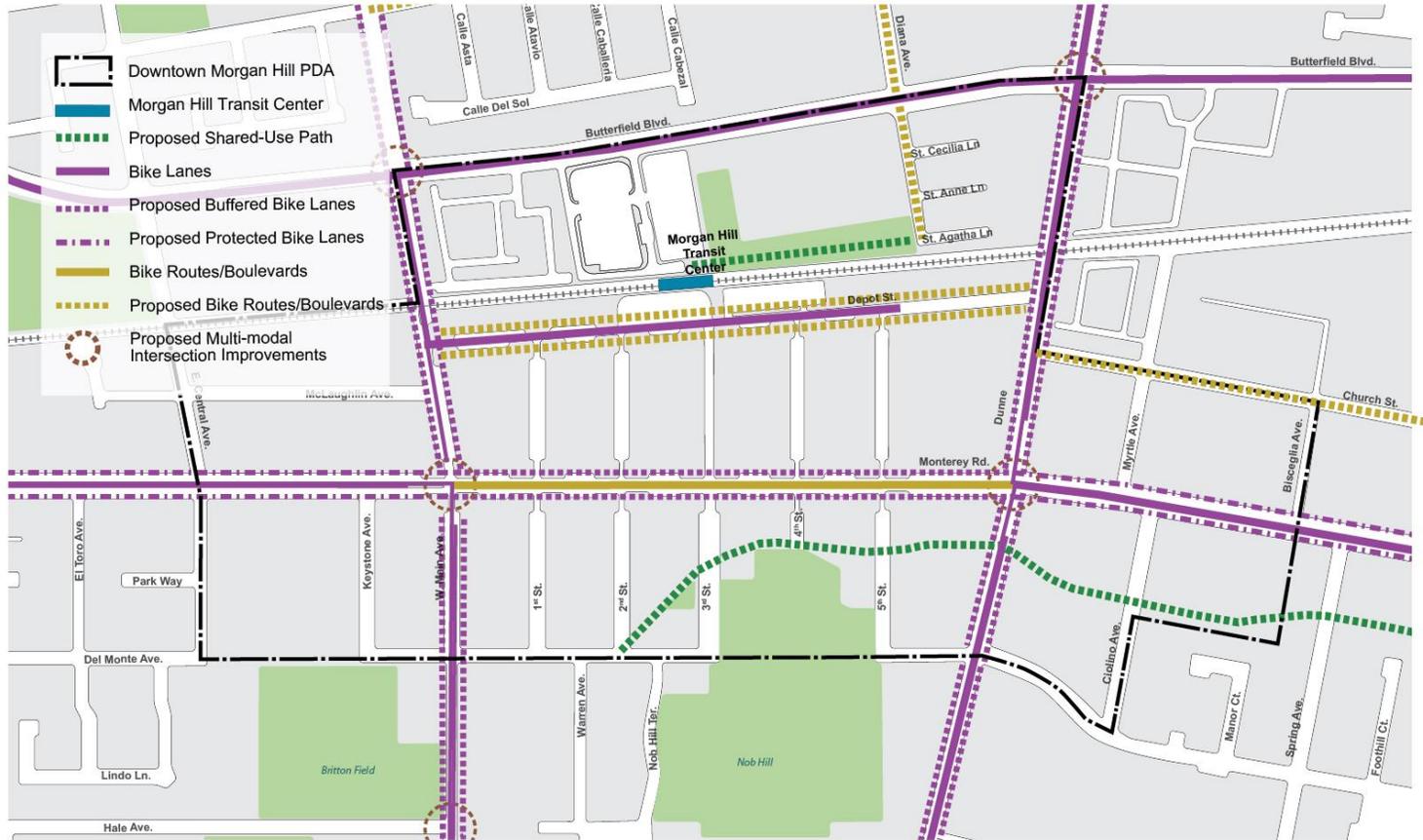
Valley Transportation Plan 2040 includes adding bicycle lanes on Main Avenue between Butterfield Boulevard to Condit Road, just outside of the Station Area (Project B86). The existing and planned bicycle facilities are shown on Figure 1-36.

Bicycle Toolbox

Bicycle tools primarily include closing gaps in the bicycle system and upgrading bicycle facilities where feasible:

- Continually updating the City’s bicycle master plan to incorporate best practices and to be eligible for grant funding
- As part of the Depot Street Study, plan for appropriate bicycle lane widths
- Using best practices regarding bicycle lane striping on intersection approaches
- Adding a second stripe to existing bicycle lanes to better delineate space for cyclists, possibly during roadway repaving projects
- Adding planned bicycle lanes
- Constructing planned shared-use paths
- Adding buffered bicycle lanes to Monterey Road between Main Avenue and Dunne Avenue as part of a road diet
- Adding bicycle racks throughout the Downtown to support cycling as an access mode for business customers
- Adding bicycle lockers at strategic locations throughout the Downtown to support cycling as an access mode for employees
- Ensuring signalized intersections have bicycle detection
- Adding bicycle sharing, a form of bicycle rental with a fleet of shared bicycles in pods at key locations in the city (e.g., Transit Center, Community and Cultural Center, City Hall, Community Recreation Center, etc.)

Figure 1-36: Map of Existing and Planned Bicycle Facilities



Existing and Planned Bicycle Facilities

City of Morgan Hill



COMMUNITY
DESIGN +
ARCHITECTURE

FEHR PEERS



