

# CITY OF MORGAN HILL

## SANTA TERESA BOULEVARD PROJECT

### COMMUNITY ENGAGEMENT MEETING

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#### **Meeting Summary** **December 9, 2010**

A Community Engagement Meeting was held concerning proposed improvements to Santa Teresa Boulevard in the City of Morgan Hill. The meeting was held on December 9, 2010, at the Community and Cultural Center, 17000 Monterey Road, Morgan Hill. It started at 7:00 p.m. and concluded at 9:00 p.m.

This meeting was a follow-up to the November 4, 2010 Community Engagement meeting concerning the same project. These two meetings were held pursuant to the City Council's request for community engagement with respect to *what* the project should look like and *when* it should be built.

Notice of the meeting was provided by various means; including a postcard mailed by the City, a press release, brief notice in the Morgan Hill Times, the City website, and word of mouth. In addition the December 9<sup>th</sup> meeting was announced at the November 4<sup>th</sup> meeting. Approximately 40% of the attendees at this meeting attended the previous meeting.

The following summary of the meeting was prepared by Eileen Goodwin, Apex Strategies.

#### **Meeting Summary:**

Eileen Goodwin, Apex Strategies, served as the moderator of the meeting. In addition to the staff and consultants there to present information and answer questions, approximately fifty (50) members of the public attended.

Ms. Goodwin introduced: Karl Bjarke, City of Morgan Hill, Acting Director of Public Works, traffic consultant Daniel Rubins and civil engineer Patrick Dobbins who presented information in a power point format. Attendees were provided copies of:

- The city web page for the project
- The September 2009 Neighborhood Street Analysis memorandum prepared by Fehr & Peers, and;
- The November 4, 2010 meeting's summary.

Ms. Goodwin then solicited input and questions from the meeting attendees, with City staff persons and/or consultants providing responses to the questions raised. The meeting concluded at approximately 9:00 p.m.

The table on the following pages contains the questions from the attendees and the responses.

## Community Comments and Responses:

	Comment/Question	Response/Answer
<b>Summary of Traffic Analysis</b>		
1	The Council directive to find out from the community "What the project should look like" and "when it should be built" seems like the Council assumes the project will be built. Is that the assumption?	It is in the City's Capital Improvement Program (CIP) and that means it is programmed to be built. The City Council reviews, adjusts and adopts the CIP annually as part of the City Budget approval process.
2	What happens with the feedback from the first (November 4) meeting?	It will be part of the information provided to the City Council for its February 2011 meeting.
3	There seem to be cost estimates from twenty years ago.	The project was in the General Plan and has been known of since that time.
4	If the County purchased property back then, why isn't the County here now?	It was originally to be part of a County Expressway system and the County will not construct this roadway as it's within the City of Morgan Hill.
5	Will there be use of eminent domain?	It is not preferred, but it is a tool available to the City.
6	Will DeWitt Avenue south of this project be widened?	Yes, shoulders would be built, but that project is not currently funded.
7	What are the traffic counts on Butterfield Boulevard?	13,000 vehicles per day, today and projected to be 24,000 vehicles per day by 2030.
8	What are the assumptions underlying the traffic study? How does the model work?	<p>This is a demand model based on land use designations in the General Plan. There is a detailed explanation in the "Morgan Hill Travel Demand Forecasting (TDF) Model &amp; Future Improvements Study" which can be found on the City's website in the General Plan section.</p> <p>A TDF model simulates traffic levels and patterns for a specific geographic area. The program consists of input files that summarize the area's land uses, street network, travel characteristics, and other key factors. Using this data, the model performs a series of calculations to estimate the amount of trips generated, where each trip begins and ends, and the route taken by the trip. The model's output includes projections of traffic volumes on major roads based on anticipated changes in land use over the next 20 years.</p>

	<b>Comment/Question</b>	<b>Response/Answer</b>
9	What is the area covered by the traffic modeling?	The travel demand model includes portions of south San Jose including Coyote Valley to the Santa Clara County line (just south of Gilroy) and includes external stations (i.e., gateways) where major roadways provide access into the overall model area.
10	Was this model tested against reality?	Yes, daily, AM and PM peak hour reasonableness and validation checks were performed for the base year (2007) City of Morgan Hill (City) Travel Demand Forecast (TDF) model. Model validation is the term used to describe model performance in terms of how closely the model's output (e.g., volumes) matches existing travel data (e.g., counts) in the base year. We also conducted dynamic validation tests, which compare the reasonableness of model output relative to changes in land use and roadway network (e.g., number of lanes). The "Morgan Hill Travel Demand Forecasting Model & Future Improvements Study" (June 2009) is available on the City's website.
11	How does the traffic model determine the origin and destination of trips?	We used the Morgan Hill Travel Demand Model to conduct a select link query. This query creates unique flow fields to track vehicles that travel through Morgan Hill from Tilton Avenue to Watsonville Road.
12	Regional traffic is 20% of what?	Based on the select link query, it is estimated that 15 to 20 percent of the traffic on the proposed Santa Teresa Boulevard extension has both origin and destination outside of Morgan Hill. The majority of the traffic has an origin and/or destination in Morgan Hill (i.e., non-through traffic).
13	Will there be changes to the stop sign at intersection of DeWitt Avenue and Edmundson Avenue?	No, none are anticipated.
14	A neighbor pointed out specific areas with drops in traffic and other neighbors will see increases. The speaker also questioned the taking of traffic out of downtown, suggesting the need to stimulate the economy. The speaker stated a need for more trails.	Comments noted.
<b>Roadway Design Elements</b>		
15	Is the right side of the graphics the Spring Hill area?	Yes, it is that plus other development on the East Side for the length of the project.
16	Does this plan to go down DeWitt Avenue?	No, it will end at DeWitt Avenue and Spring Avenue.

	<b>Comment/Question</b>	<b>Response/Answer</b>
17	Which property does the County own?	The County owns several parcels near Nob Hill Terrace in the vicinity of West Main Street.
18	Will there be new traffic signals?	Yes. There will be new traffic signals at Main Avenue and DeWitt Avenue.
19	Will there be sidewalks on Dunne Avenue?	A separate project will install sidewalks on West Dunne Ave between Peak Ave and Monterey Road.
20	What is the distance from the existing stop sign on DeWitt to the new stoplight?	Approximately four hundred (400) feet; the stop sign will stay and the new traffic signal will be installed.
21	Would traffic close at Spring Avenue?	More study is needed to be able to clarify how traffic will move through this area.
22	Why isn't more known about the tie-in's?	To date no design effort has been spent to analyze and design this area.
23	What if you want to be able to turn right on DeWitt Avenue?	That movement will be available.
24	Is having a street lights in the median dependent upon median design?	Yes, the wider median would be needed in order to put a street light there.
25	Cross-Section Design No. 1 versus Design No. 2	Twelve (12) people preferred Design No. 1 and twenty-four (24) people preferred Design No. 2.
26	How will the sound walls address the potential for graffiti?	There could be treatments or landscaping to make graffiti less likely.
27	What will be the speed limit on the road?	35 mph is the expected design speed.
28	This process doesn't make sense.	It is still early in the process, there will be an EIR process and more feedback given before construction commences.
28	Will sound walls replace backyard fences?	That will be looked at.
30	Spring Hill resident requested the study of a berm, or berm/soundwall combination.	Request noted.
31	Would prefer the road to be as far as possible from Spring Hill.	Plan is to place it about forty feet (40') from the current back yards on Spring Hill.
32	Timing Poll:	Less than 5 years: 18 5 to 10 years: 2 10 plus years: 1 Never: 28

	<b>Comment/Question</b>	<b>Response/Answer</b>
33	Is there an option to not build the project?	Not at this time.
34	There are often people in this area from other neighborhoods – there are destinations here (schools, libraries, churches, private schools, city hall). It should not be an “if” but now, as soon as possible, as far as when it should be constructed.	Comment noted.
35	What about project phasing: Stop part-way, stop at Main, and not connect through until the “Gilroy plan” is developed. Speaker likes the latest design – would allow DeWitt to continue.	Comment noted.
36	Speaker agrees with last comment – Main to Dunne makes sense. The other part seems like making Santa Teresa too wide.	Comment noted.
37	Last intersection at Spring Ave and Santa Teresa is an easy fix: add a right turn lane. Simple fix; 90% of people would use it.	Comment noted.
38	Was Butterfield Blvd to Watsonville Road studied? Might help to take pressure off these streets.	No it was not specifically studied as part of this effort.
39	This seems like a road to nowhere. Speaker lives on the Westside and has concern about a new traffic signal.	Comment noted.
40	The Sunnyside connection: will that happen?	This is in the County jurisdiction; an “S” curve is planned.
41	Was this presented as part of the General Plan? As part of the big picture, it makes sense. Traffic will come off Monterey Road.	Yes.
42	Would like to see what traffic build-up will be at certain intersections under this plan.	That information will be in the EIR should this project move forward.
43	Will Dunne and/or Main be closed during construction?	No these streets will be affected by construction but not closed. Construction will be staged to keep the streets available. Short term closures and detours might occur.
44	Blocking off of DeWitt Ave is new. What was in the traffic study?	You can see the reference on Page 7 of the Memorandum document (provided at the meeting).
45	Is traffic being encouraged to cut through?	It provides a direct connection between Main and Spring. See the answer No. 44 from the summary of the last meeting.

	<b>Comment/Question</b>	<b>Response/Answer</b>
46	What is the feedback from the business community?	There is nothing yet specifically on this project.
47	Speaker prefers that Butterfield Road be the north-south arterial, not country road to country road. How does this plan integrate with future County plans?	Comment noted.
48	Audience member has experienced support from the business community regarding this proposed project– especially for bike and pedestrian connections.	Comment noted.
49	Audience member likes to walk Downtown from her Spring Hill neighborhood. How often are the traffic volume surveys done?	Some locations have been counted multiple times in the last few years, other locations are counted less often.
50	Need two or three scenarios regarding the connection to DeWitt before we decide.	Comment noted. The City Council may decide that additional options are desired.
51	Has there been thought regarding connecting Main and Dunne? Audience member supports connecting to bike trails. Requests that designers look to provide ability for bikes and pedestrians to get across this section of Santa Teresa.	Comment noted.
52	Has there been a traffic study on Spring Avenue, will there be more or less traffic with the project.	No, that has not been done.

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## **APPENDIX 1**

### **Agenda**

1. Welcome and Meeting Format
2. Meeting Purpose
3. Recap of November 4 Public Meeting
4. Summary of Traffic Analysis
5. Cross Sections and Design Elements
6. Audience Feedback
7. Adjourn