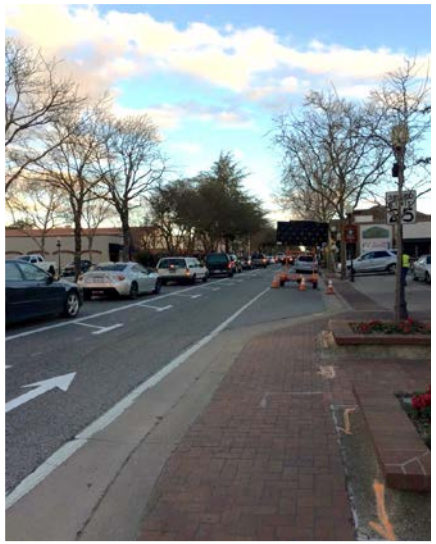
MONTEREY RD. COMPLETE STREET PILOT PROJECT



Morgan Hill City Council Meeting

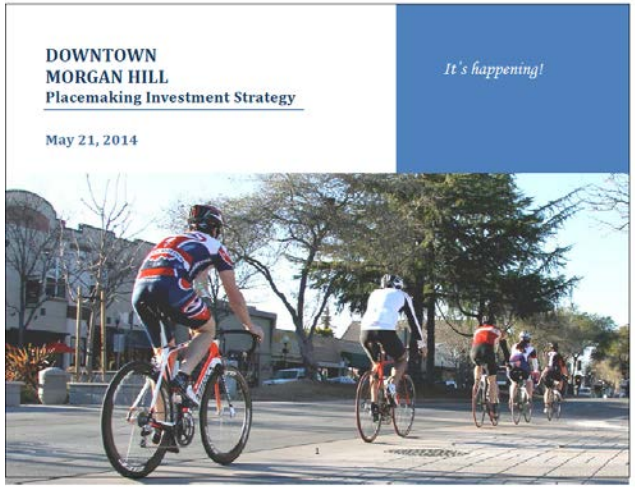
August 5, 2015


The *15+ year* conversation
2014 Business Community consensus for a quieter, calmer Downtown
2015 One Lane Pilot Begins

WHY?

GUIDING DOCUMENTS

- General Plan
- Redevelopment Plan
- Downtown Specific Plan
- Parks, Trails & Bikeways Master Plans
- Tourism Strategy
- Downtown Placemaking Investment Strategy



GENERAL PLAN POLICIES

- **Circulation Goal 9.** A circulation system based on Smart Growth and Sustainable Communities strategies; reflecting a balanced, safe, **multi-modal** transportation system, especially in Downtown where pedestrian, bicycle and transit facilities will be emphasized along with vehicular facilities.

- **Policy 1d.** ….., a **pedestrian-friendly** vibrant downtown that emphasizes non-auto transportation modes, energy conservation, **reduction of air and noise pollution**, and the integrity of scenic and/or hillside areas.

- **Policy 2b. Congestion** on Monterey Rd. in Downtown Morgan Hill will be **tolerated** in order to promote a pedestrian friendly character and favor transit oriented development.

- **Policy 3o.** Strive to **accommodate** all modes of travel on arterial streets, and improve the Butterfield Corridor, Monterey Road Corridor, and Hale/Santa Teresa Corridor to the extent feasible as well landscaped **multi-modal** boulevards.

DOWNTOWN SPECIFIC PLAN

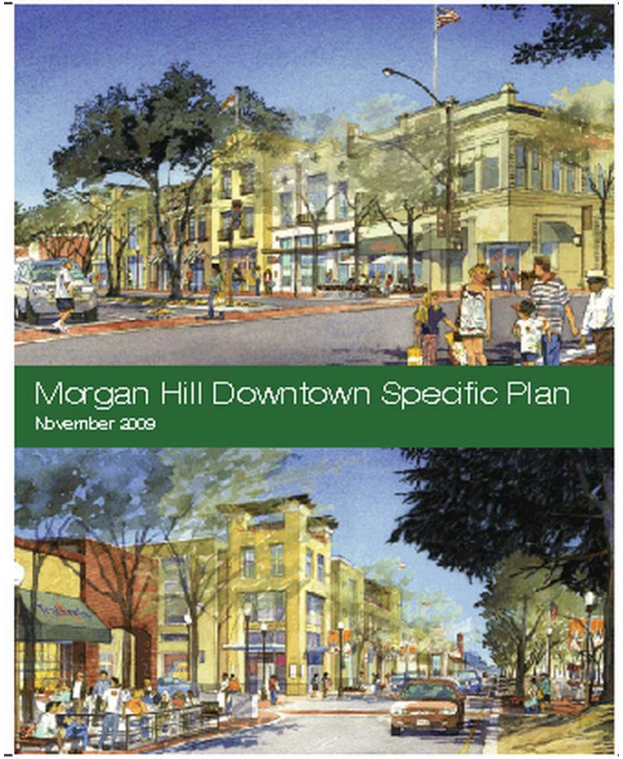
CH.3 MULTI-MODAL CIRCULATION AND STREETSCAPES

- Plan supports 2 or 4 lanes.

- Plan recommends steps to **slow traffic** speed in order to make crossing easier and the district **pedestrian friendly**.

- **Removal of speed bumps** is recommended with road narrowing.

- **Bike lanes** or bike “sharrows” are encouraged.



Make Downtown the most.....

walkable,

bike-friendly,

urban,

family-oriented, and

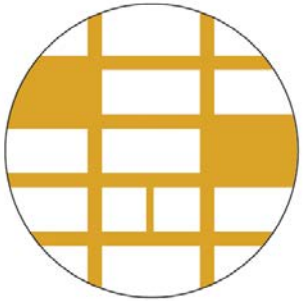
transit oriented

Neighborhood in Morgan Hill

WHAT DO WE EXPECT OF OUR STREETS?

THEN	NOW
Speed	Multi-Modal Options
Mobility	Public Health/Safety
Safety	Economic Development
	Environmental Quality
	Community Building/Livability
	Equity

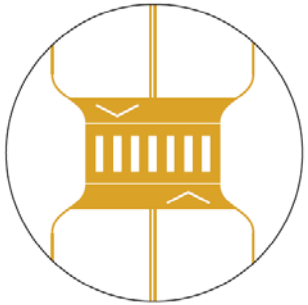
PROLIFERATION OF TOOLS & GUIDANCE



Streets Are Public Spaces

Great Streets are Great for Businesses

Streets Can Be Changed



Design for Safety

Streets are Ecosystems

Act Now!

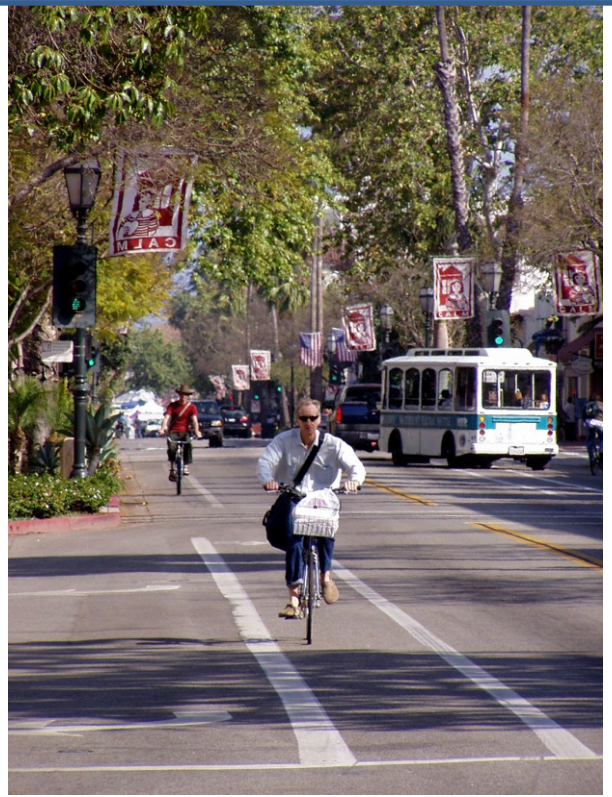
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

- **Complete Streets balance safety and efficiency.**
  - Complete streets are designed and operated to enable safe and efficient access for pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

- **Complete Street networks provide connections and choice.**
  - Street networks are the building blocks of a community. Creating communities with an interconnected roadway network of smaller streets offers multiple options for efficient local travel at moderate speeds, with safer, more direct routes for walking and bicycling.

COMPLETE STREETS POLICIES

A Complete Streets policy ensures that the entire right of way is planned, designed, operated and maintained to provide safe access for all users.



COMMUNITIES ACROSS THE NATION

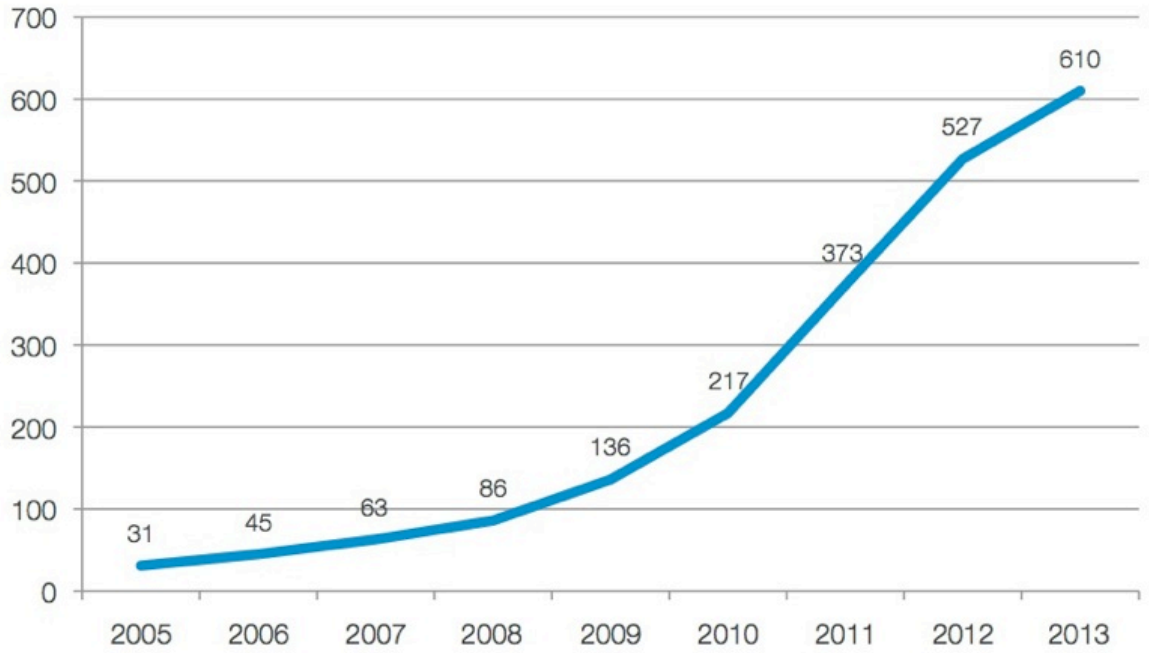
- Nationwide, a total of **712 j**urisdictions have adopted such policies to create safer, multimodal transportation networks.

- In 2014, more then **70** jurisdictions adopted Complete Streets policies that allow safe access to destinations for everyone, regardless of age, ability, income or ethnicity, and no matter how they travel.

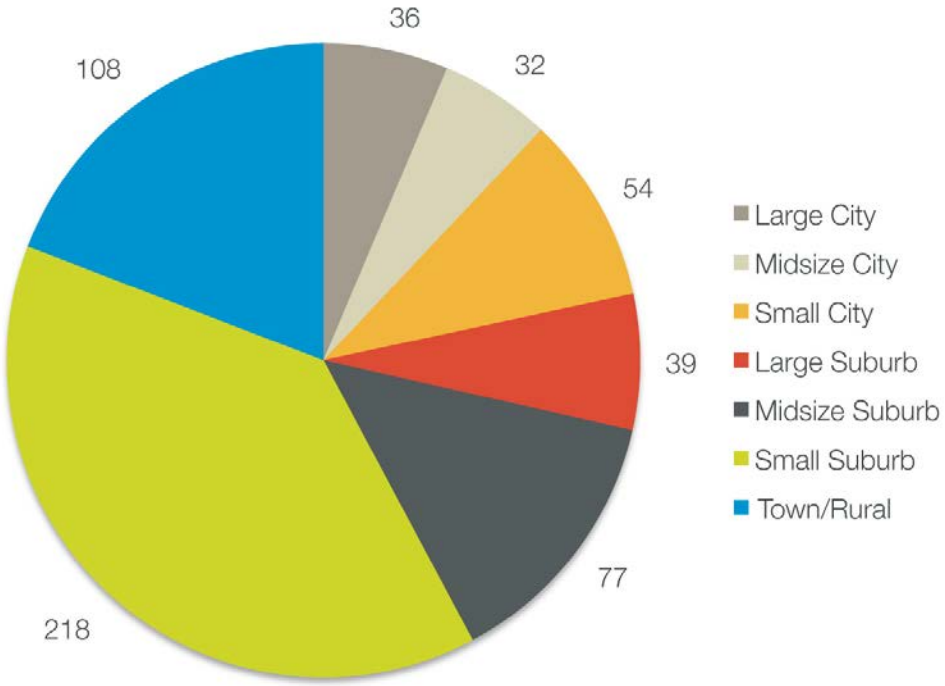
Smart Growth America
Making Neighborhoods Great Together

POLICY ADOPTION & ISSUE AWARENESS

Number of Complete Streets policies nationwide, 2005–2013



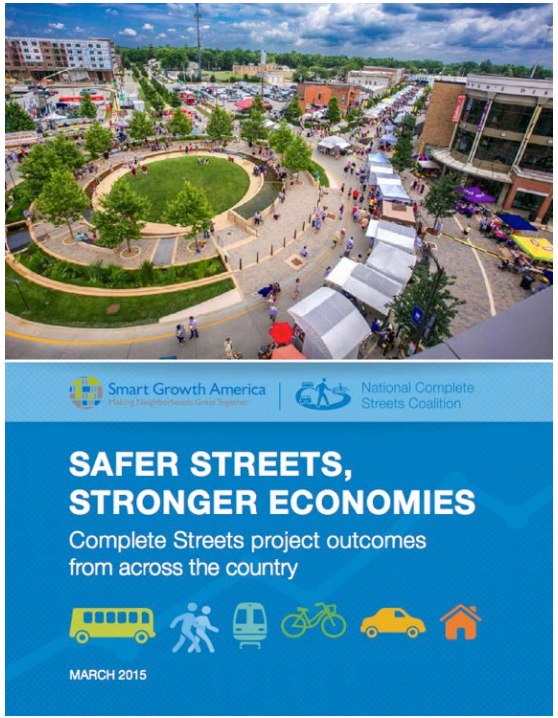
MUNICIPALITIES WITH COMPLETE STREETS POLICIES BY SIZE, 1971-2014



Smart Growth America
Making Neighborhoods Great Together

SAFER STREETS, STRONGER ECONOMIES

- Improved safety
- Increased biking and walking
- Mix of increases and decreases in auto traffic
- Remarkably affordable
- Support increased employment and higher property values.
- www.smartgrowthamerica.org/research/safer-streets-stronger-economies



BENEFITS OF COMPLETE STREETS

According to the Walkable and Livable Communities Institute, Benefits include:

- Motorist: Safety 25- 40% improvement
- Traffic moves with greater uniformity
- Compact intersections more efficient
- Greater cost savings
- Turns are easier
- Senior friendly (as motorists)
- Others:
- Senior friendly (as pedestrians)
- Supports transit, walking and bicycling
- Emergency response friendly
- Increased property values (and tax base)
- Community economic development

Walkable and Livable Communities Institute

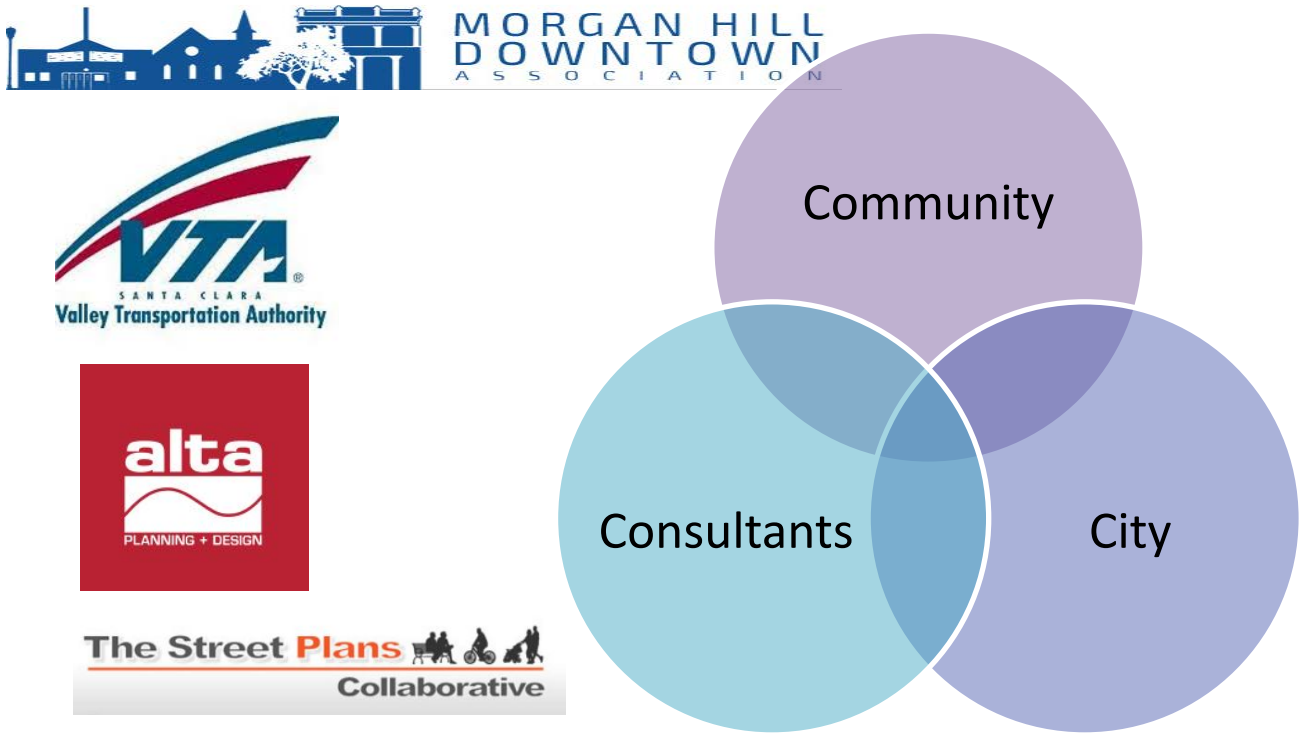
Monterey Road Complete Street

Pilot Performance Monitoring

Bryan Jones, PE, PTP, AICP

August 5, 2015

Collaborative Approach



Complete Street Objectives

- Improve livability and economic vitality
- Enhance pedestrian environment
- Accommodate bicyclists safely
- Reduce noise and air pollution
- Create attractive, thriving and vibrant community gathering places
- Foster a safe and inviting experience for all
- Preserve mobility for those accessing businesses, schools, services, transit, and other key destinations

Pilot Periods

Today

Pre-Pilot

Pre-Feb. 18th

Mid-Pilot

Feb. 18th–Apr. 18th

Council Check-in

May 20th

End-Pilot

Apr. 19th–July 10th

Council Check-in

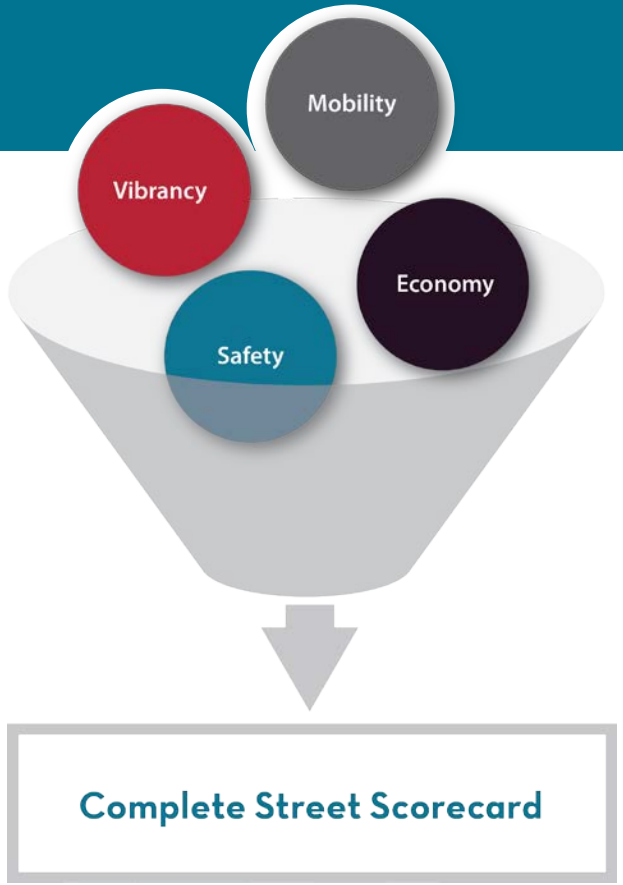
Aug. 5th

End-Pilot Results

Performance Measures

- Motor Vehicle Speed
- Emergency Response Time
- Pedestrian Counts
- Reported Safety Concerns
- Travel Time Reliability
- Bicycle Counts
- Pedestrian Delay

- Bicyclist Demographics
- Transit Ridership
- Traffic Diversion
- Resident Opinion
- Collisions
- Parking Turnover
- Noise
- Business Opinion



Safety

Emergency Response Time

NO CHANGE

No emergency runs routed through Downtown over 8 minutes in total response time

Motor Vehicle Speeds

NO CHANGE

85th percentile speed remained at 27 mph throughout the pilot

Collisions

8 → 10

Increase in the number of no report and report collisions

Reported Safety Concerns

0 → 2

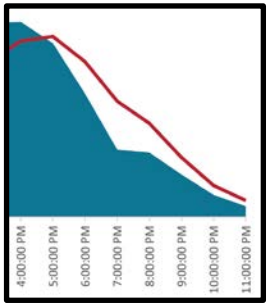
Only reported safety concerns during pilot occurred during end-pilot period

Economy

Parking Occupancy

↑16%

The number of occupied parking spaces increased from 43% to 50% and the turnover rate increased



Greater Evening Activity

↑7-8pm

The number of vehicles driving to or through Downtown increased during the later evening hours

Business Sales

↑4 ↓2

Four out of six businesses that participated in Economic Vitality Survey reported an increased in sales compared to 2014

Business Opinion

↓20%

Businesses in favor of permanent implementation decreased from 50% to 40%

Vibrancy

Outdoor Noise

↓ 26%

The outdoor sound intensity decreased from 70. LAeq to 69 LAeq

Number of Pedestrians

↑ 6%

The number of people walking around Downtown increased from 348 to 368

Kids biking Downtown

↑ x 7

The number of kids bicycling in Downtown increased from 7 to 50

Speed Cushion

REMOVED

Removal of speed bumps created a friendlier outdoor dining environment

Mobility

Number of People Biking

↑ x 3

The number of bicyclists nearly tripled (74 to 214)

Large & loud Truck Traffic

↓ 20%

More than 400 pick-up trucks, semi-trucks no longer use Downtown as a bypass

Travel Time Reliability

↑ 5 secs

Travel time predictability improved from 20 seconds to 15 seconds

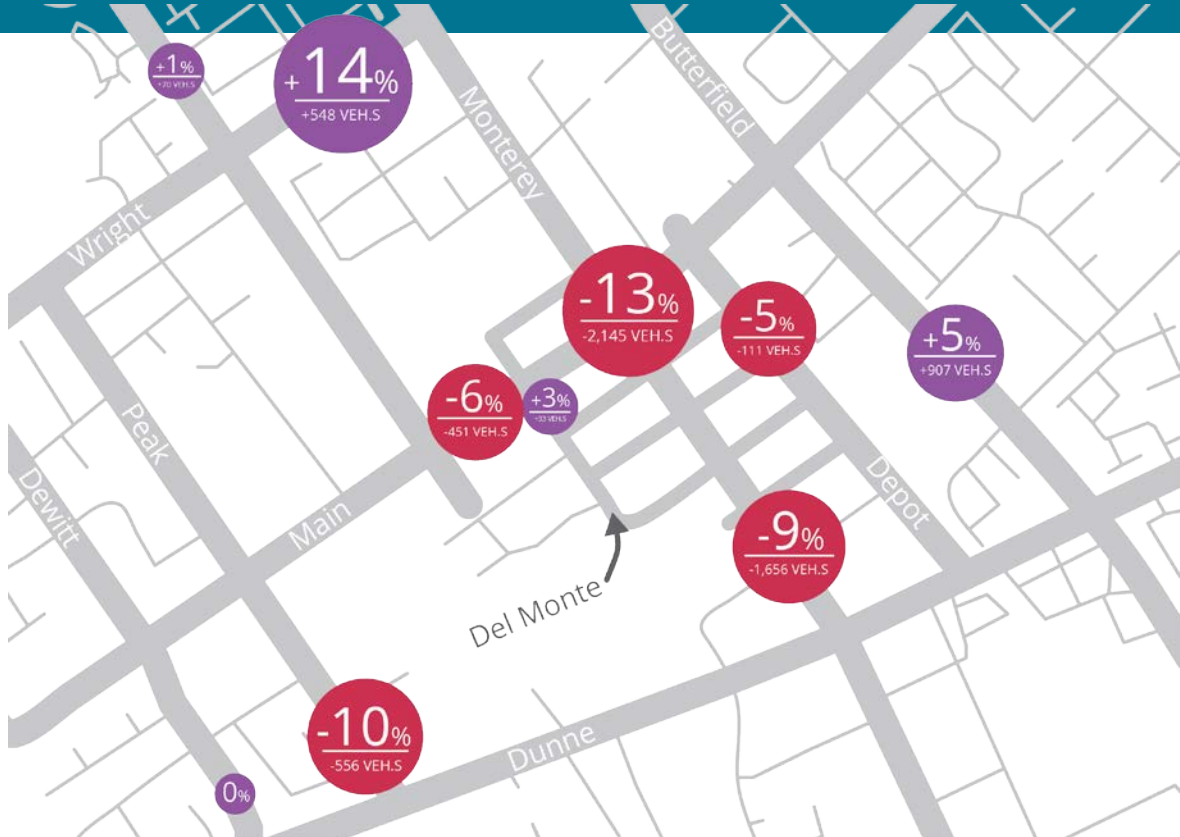
Total AM Commute Time

↓ 12 secs

Average travel time through Downtown improved from 50 seconds to 38 seconds

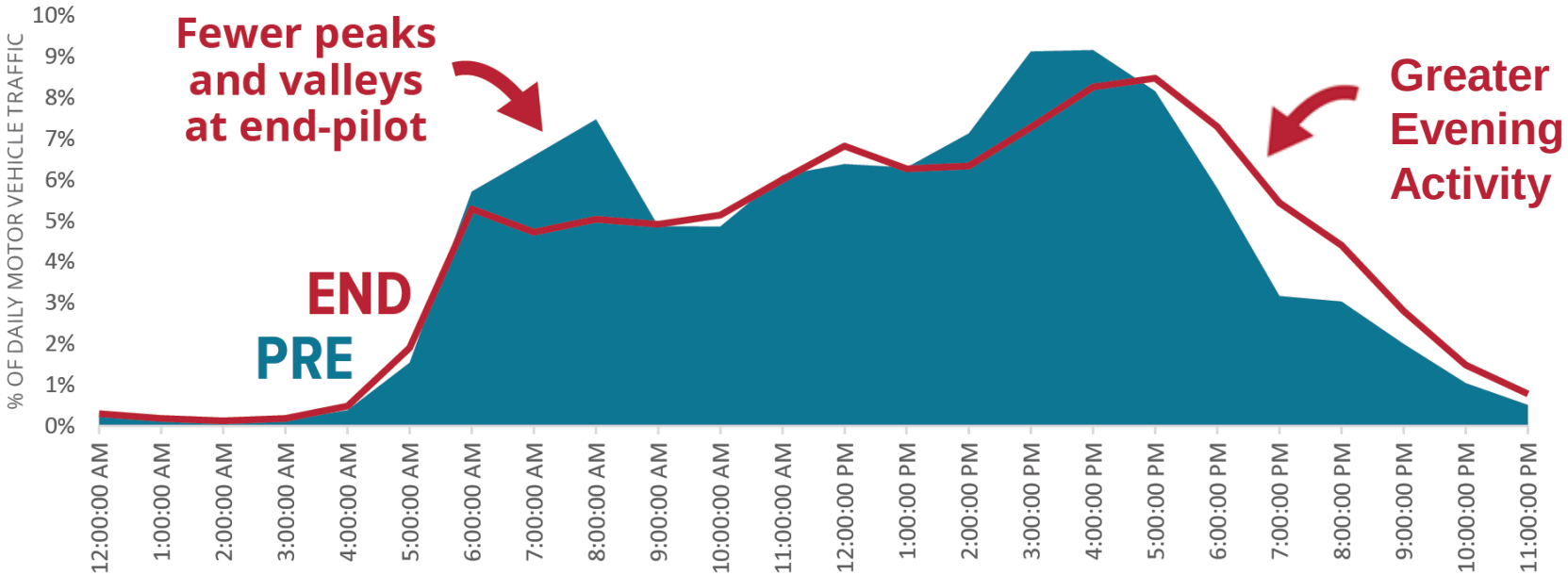
Mobility

20% of loud and large vehicles shifted to Butterfield



Mobility

MOTOR VEHICLE VOLUMES ARE MORE EVENLY DISTRIBUTED



Complete Street Scorecard

	Pre-Pilot	Performance Level					Calculations			
	Performance Measure	1	2	3	4	5	Value	Level	Weight	Score
Safety	Emergency Response Time	4	3	2	1	0	0	5	9	44
	Motor Vehicle Speed	27	25	23	21	19	27	1	9	9
	Reported Safety Concerns	4	3	2	1	0	0	5	4	21
	Collisions	10	8	6	4	2	8	2	7	14
Mobility	Travel Time Reliability	00:24	00:19	00:15	00:11	00:06	00:20	2	8	15
	Bicycle Counts	0	50	100	150	200	74	2	4	8
	Pedestrian Delay	E	D	C	B	A	A	5	6	30
	Transit Ridership	359	363	368	372	376	369	2	4	8
	Traffic Diversion	62%	58%	54%	50%	48%	58%	2	6	11
Vibrancy	Noise	72.0	71.0	70.0	69.0	68.0	70.3	3	5	15
	Bicyclist Demographics	20%	25%	30%	40%	45%	28%	3	4	13
	Pedestrian Counts	325	350	375	400	425	348	2	8	16
	Parking Occupancy	0.43	0.46	0.50	0.54	0.57	0.43	1	6	6
	Resident Survey	30%	40%	50%	60%	70%	35%	2	7	13
Economy	Sales	-	-	-	-	-		-	9	0
	Business Survey	30%	40%	50%	60%	70%	50%	3	6	19
	Complete Street Score									241
	Complete Street Goal									275

- **Community identified performance measures and their relative value**
- **Consolidated all 15 performances measures into 1 Score using weighting from resident survey**

Pre-Pilot Score was 241

Complete Street Scorecard

	Pre-Pilot	Performance Level					Calculations			
	Performance Measure	1	2	3	4	5	Value	Level	Weight	Score
Safety	Emergency Response Time	4	3	2	1	0	0	5	9	44
	Motor Vehicle Speed	27	25	23	21	19	27	1	9	9
	Reported Safety Concerns	4	3	2	1	0	0	5	4	21
	Collisions	10	8	6	4	2	8	2	7	14
Mobility	Travel Time Reliability	00:24	00:19	00:15	00:11	00:06	00:20	2	8	15
	Bicycle Counts	0	50	100	150	200	74	2	4	8
	Pedestrian Delay	E	D	C	B	A	A	5	6	30
	Transit Ridership	359	363	368	372	376	369	2	4	8
	Traffic Diversion	62%	58%	54%	50%	48%	58%	2	6	11
Vibrancy	Noise	72.0	71.0	70.0	69.0	68.0	70.3	3	5	15
	Bicyclist Demographics	20%	25%	30%	40%	45%	28%	3	4	13
	Pedestrian Counts	325	350	375	400	425	348	2	8	16
	Parking Occupancy	0.43	0.46	0.50	0.54	0.57	0.43	1	6	6
	Resident Survey	30%	40%	50%	60%	70%	35%	2	7	13
Economy	Sales	-	-	-	-	-		-	9	0
	Business Survey	30%	40%	50%	60%	70%	50%	3	6	19
	Complete Street Score									241
	Complete Street Goal									275

- **Set a goal that showed a 10-15% improvement over the baseline**
- **To show a measureable increase with the pilot project, a goal of 275 points was chosen**

Complete Street Scorecard

	Pre-Pilot	Performance Level					Calculations			
	Performance Measure	1	2	3	4	5	Value	Level	Weight	Score
Safety	Emergency Response Time	4	3	2	1	0	0	5	9	44
	Motor Vehicle Speed	27	25	23	21	19	27	1	9	9
	Reported Safety Concerns	4	3	2	1	0	0	5	4	21
	Collisions	10	8	6	4	2	8	2	7	14
Mobility	Travel Time Reliability	00:24	00:19	00:15	00:11	00:08	00:20	2	8	15
	Bicycle Counts	0	50	100	150	200	74	2	4	8
	Pedestrian Delay	E	D	C	B	A	A	5	6	30
	Transit Ridership	359	363	368	372	376	369	2	4	8
	Traffic Diversion	62%	58%	54%	50%	48%	58%	2	6	11
Vibrancy	Noise	72.0	71.0	70.0	69.0	68.0	70.3	3	5	15
	Bicyclist Demographics	20%	25%	30%	40%	45%	28%	3	4	13
	Pedestrian Counts	325	350	375	400	425	348	2	8	16
	Parking Occupancy	0.43	0.46	0.50	0.54	0.57	0.43	1	6	6
	Resident Survey	30%	40%	50%	60%	70%	35%	2	7	13
Economy	Sales	-	-	-	-	-		-	9	0
	Business Survey	30%	40%	50%	60%	70%	50%	3	6	19
	Complete Street Score									241
	Complete Street Goal									275

	Mid-Pilot	Performance Level					Calculations			
	Performance Measure	1	2	3	4	5	Value	Level	Weight	Score
Safety	Emergency Response Time	4	3	2	1	0	0	5	9	44
	Motor Vehicle Speed	27	25	23	21	19	27	1	9	9
	Reported Safety Concerns	4	3	2	1	0	0	5	4	21
	Collisions	10	8	6	4	2	6	3	7	21
Mobility	Travel Time Reliability	00:24	00:19	00:15	00:11	00:08	00:52	1	8	8
	Bicycle Counts	0	50	100	150	200	170	4	4	16
	Pedestrian Delay	E	D	C	B	A	A	5	6	30
	Transit Ridership	359	363	368	372	376	366	5	4	19
	Traffic Diversion	62%	58%	54%	50%	48%	56%	3	6	17
Vibrancy	Noise	72.0	71.0	70.0	69.0	68.0	69.7	3	5	15
	Bicyclist Demographics	20%	25%	30%	40%	45%	43%	5	4	21
	Pedestrian Counts	325	350	375	400	425	331	1	8	8
	Parking Occupancy	0.43	0.46	0.50	0.54	0.57	0.45	2	6	11
	Resident Survey	30%	40%	50%	60%	70%	34%	1	7	7
Economy	Sales	-	-	-	-	-	-	-	9	0
	Business Survey	30%	40%	50%	60%	70%	56%	4	8	28
	Complete Street Score									271

	End-Pilot	Performance Level					Calculations			
	Performance Measure	1	2	3	4	5	Value	Level	Weight	Score
Safety	Emergency Response Time	4	3	2	1	0	0	5	9	44
	Motor Vehicle Speed	27	25	23	21	19	27	1	9	9
	Reported Safety Concerns	4	3	2	1	0	2	3	4	12
	Collisions	10	8	6	4	2	10	1	7	7
Mobility	Travel Time Reliability	00:24	00:19	00:15	00:11	00:08	00:15	3	8	23
	Bicycle Counts	0	50	100	150	200	214	5	4	20
	Pedestrian Delay	E	D	C	B	A	A	5	6	30
	Transit Ridership	359	363	368	372	376	379	5	4	19
	Traffic Diversion	62%	58%	54%	50%	48%	41%	5	6	26
Vibrancy	Noise	72.0	71.0	70.0	69.0	68.0	68.5	4	5	20
	Bicyclist Demographics	20%	25%	30%	40%	45%	39%	4	4	17
	Pedestrian Counts	325	350	375	400	425	368	3	8	24
	Parking Occupancy	0.43	0.46	0.50	0.54	0.57	0.50	3	6	17
	Resident Survey	30%	40%	50%	60%	70%	32%	1	7	7
Economy	Sales	-	-	-	-	-	-	-	9	0
	Business Survey	30%	40%	50%	60%	70%	40%	2	6	13
	Complete Street Score									289

Pre-Pilot Score: 241

Mid-Pilot Score: 271

End-Pilot Score: 289

Complete Street Pilot Project exceeded its goal by 14 points

Bottom Line

- ✓ Decrease weaving between lanes
- ✓ Decrease jockeying for position at traffic signals
- ✓ Improve the pedestrian experience
- ✓ Reduce outdoor noise levels
- ✓ Make crossing Monterey Road easier for pedestrians
- ✓ Improve bicyclist comfort levels
- ✓ Create Public space
- X Reduce travel speeds
- X Provide secure bicycle parking

RECOMMENDATION RATIONALE

- 1) The single lane configuration advances the long-held **vision** of making downtown the most walkable, bike friendly, urban, family-oriented and transit oriented neighborhood in Morgan Hill.

- 2) The single lane configuration implements key objectives of the General Plan, Downtown Specific Plan, the Placemaking Investment Strategy and many other Downtown **guiding and planning documents**.

- 3) The single lane configuration with bicycle lanes is part of and complements the City's other placemaking **investments** that provide for more parking, new parks and trails, public plaza, public art, and streetscape and infrastructure improvements in the Downtown.

- 4) Creation of bike lanes and pedestrian-friendly spaces support Morgan Hill's vision for a **healthy community**.

RECOMMENDATION RATIONALE

- 5) The bike lanes have created a **friendlier**, **diverse**, and more **inviting** environment for **children and families**.

- 6) **Butterfield** was built as a commuter route and driving patterns have begun to **shift** as demonstrated by a five percent increase in vehicle count during the pilot project.

- 7) Downtown is emerging as a **dining destination** being recognized regionally and the single lane configuration will continue to nurture the outdoor dining experience.

- 8) Downtown is a business district that serves the entire city, but it is also a **neighborhood** with a growing residential base.

- 9) Downtown is an amenity to **larger employers** and having a fun, attractive and thriving downtown is one of the elements that the young creative minds consider for when making employment choices.

THE MAIN POLICY CONSIDERATION

Do we want Downtown to serve as a commuter roadway for South County?

Or

Do we implement the community's vision to make Downtown a pedestrian-friendly, multi-modal neighborhood?

RECOMMENDATION

1. Adopt a resolution approving the permanent implementation of the single travel lane (in each direction) complete street project through Downtown.
2. Direct staff to explore the following complete street enhancements:
    a) Reducing the width of the travel lane to reduce the driver field of view and reduce speeding
    b) Studying signal timing at the intersection of Monterey Road and Main Avenue and potential conversion of the outside westbound travel lane to a shared through/right-turn lane and evaluate northbound and southbound left-turn movement operations
    c) Adding advance yield bars, green pavement markings, rectangular rapid flashing beacons, decorated crosswalks, and other safety enhancements
    d) Adding bicycle racks and bicycle corrals in Downtown, particularly along Monterey Road and Third Streets
    e) Exploring other improvements to signal timing at key intersections to improve flow of traffic
    f) Continuing to monitor business health through State Department of Revenue Quarterly Sales Tax Receipt Data
    g) Widening and adding buffers along the existing bicycle lanes between Cochrane Road and Main Avenue and adding bicycle way-finding between Coyote Creek Trail and Downtown
3. Direct staff to develop design and safety standards to facilitate the voluntary use of parking spaces along Monterey Road as restaurant/retail expansion areas.
4. Direct staff to continue to pursue funding opportunities, including grants, for the construction of Hale Avenue.
5. Direct staff to continue to explore educational, way-finding signage and enforcement activities that reinforces using Butterfield Road as a truck route (as Monterey Road is not a designated truck route) and for commuting.
6. Direct staff to develop and implement a strategy to increase the STIP (State Transportation Improvement Program) priority of funding for the widening of Interstate 101.

QUESTIONS?