

Conversation on Nextdoor in response to posting of the Final Complete Street Pilot Project Survey Results

Ruth, Marieke, Patricia, and 1 other thanked you



Charlie B. from Jackson Oaks 2d ago

<http://archive.constantcontact.com/fs160...> worked for me.

Thank Remove



Tony W. from Downtown Morgan Hill 2d ago

<http://archive.constantcontact.com/fs160...>

Thank Remove



John B. from Jackson Meadows 1d ago

Hello Maureen, Please correct me if I'm wrong, but from reading all of the planned downtown construction projects which include significant hard scape changes on Monterey, it appears the decision on the design of Monterey through downtown is a done deal and appears to be a one lane in each direction design. If this is the case, why are we taking all these surveys and asking for opinions? From my read of the comments and survey results more than 2/3 of the people do not want the complete streets project to continue, and based on the comments the majority want a return to 2 lanes of traffic in each direction. I personally favor continuation of downtown projects, but with a design that supports 2 lanes in each direction and more work on improving alternate travel routes. Most

importantly though I want our elected representatives on the council to really listen to the citizens of Morgan Hill. Are they truly listening with the intent to represent their constituents?

[Thank](#) [Remove](#)

Nina, Chris, george, and [3 others](#) thanked John



[Chris M.](#) from Spring 1d ago

I fully agree with John... the super majority of businesses and residents have clearly stated, unequivocally that they are NOT in favor of this "project." The question is will the City Council disregard their constituents, or pander to special interests groups?

[Thank](#) [Remove](#)

Nina, lalla, John, and [2 others](#) thanked Chris



[Demetria I.](#) from Paradise 1d ago

In reading the survey results it does look like the residence of Morgan Hill who I assume are the poll takers have unequivocally voiced their NO opinion on keeping DT Morgan Hill 1 lane. The discouraging thing for me is that revitalizing downtown (1 or 2 lanes) really wouldn't be an issue if there was an alternative route that was improved upon. Morgan Hill has allowed (despite the drought) the building of new homes, condo's, complexes in every open lot available - all this new building means new cars driving through Morgan Hill. How does removing a lane without adding an alternative make any sense at all.

[Thank](#) [Remove](#)

lalla thanked Demetria



Alan S. from Nordstrom 1d ago

Complete Street is scrapped. It's two lane each way according to the building plans: <http://www.morganhill.ca.gov/DocumentCen...>

Thank Remove

Chai thanked Alan



Communications and Engagement Manager Maureen Tobin from City of Morgan Hill 1d ago

John B the construction taking place on Monterey Road has nothing to do with the Complete Street Pilot Project. The construction that is happening is part of the larger Placemaking Investment Strategy projects.

<http://www.morgan-hill.ca.gov/1155/Downt...>

The current construction is addressing the irrigation system for the sidewalk planters and electrical for new lighting effects to be installed. Towards the end of August the 2nd phase of this project will move to the median work.

<http://www.morgan-hill.ca.gov/1214/Monte...> All work on Monterey Road should be completed by the end of October.

At the August 5 City Council meeting a full report on the Complete Street Pilot Project, including all data collected during the pilot, will be provided. It is anticipated that Council will make a long term decision.

Alan S. no changes are indicated in the plans for the Monterey Streetscape because no decision had been made when they were made. A decision is anticipated at the August 4 City Council meeting.

[Edit](#)[Delete](#)

John thanked you



[David D.](#) from Jackson Oaks 1d ago

I own a business downtown. Since implementation of the Lane Diet in March, our growth rate has dropped 25%. Spring and Summer should be our busier times of year, but that is not the case. Several other businesses, particularly retail shops, are experiencing the same pain. One may close it's doors if things don't pick up by December. So is sending potential customers around the downtown helping businesses? – I think not.

Some say it's safer downtown now. Business owners were recently sent an Alert from MHPD suggesting we warn customers about being mindful of their purses. Since March there has been 4 purse snatchings by perpetrators on bicycles stealing from patio diners. Additionally, I have heard of more, but since March I've personally seen the aftermath of 2 fender-benders in front of my business, and another 1 block up. Motorists consistently use the buffer and bike lane when traffic is backed up. So is Monterey now a safer street? - I think not.

Only 5 businesses completed the Business survey. A question would be why there were not more proactive steps taken to engage the downtown businesses. Thanks to our Chamber of Commerce that created a Business Survey, gathered volunteers, and went door-to-door dropping them off. We'll hopefully see a more comprehensive business tally soon.

However, the Final Citizen Survey shows 2-1 (66.2%-32.1%) of those surveyed do not want a Lane Diet on Monterey Road. Significant? I think so.

Willow Glen has experimented with a Lane Diet this year as well. Per the news clip, 64.66% of businesses opposed it. Thus, San Jose Dept of Transportation will not recommend to their City Council that the Lane Diet be permanent although it continues to be a hot topic there. I trust our Council is listening, learning from people with fingers on the pulse of the community, and will do the right thing.

Regarding Alan's post - I could be wrong (Maureen can clarify), but understand the Streetscape and Lane Diet are two separate projects. Hence the Lane Diet could still continue forward permanently although not shown on the plans (thanks Alan). In the event I am correct and it could go either way,

I encourage everyone with a voice either in opposition or a proponent, to attend the August 5, 2015 City Council meeting and give your opinion. Council doesn't know if you don't tell them.

[Thank Remove](#)

Ruth, Pat, Darcy, and [3 others](#) thanked David



[Communications and Engagement Manager Maureen Tobin](#) from City of Morgan Hill 1d ago

As you indicated David D. the Monterey Road Streetscape Project and the Complete Street Pilot Project are two separate projects. If Council made the decision to move forward long term with a single lane configuration that would happen at the end of the Monterey Road Streetscape Project (end of October). It should be noted that it is the construction project (Monterey Road Streetscape Project) that is keeping the roadway in a one vehicle travel lane configuration to allow for the construction. Again, the Complete

Street Pilot Project goes to City Council on August 5 for a long term decision. All are encouraged to attend this meeting.

[Edit](#)[Delete](#)

John thanked you



[David D.](#) from Jackson Oaks 1d ago

Thanks Maureen. City couldn't have chosen a better person for your job.

[Thank](#) [Remove](#)



[Mike M.](#) from Paradise 1d ago



[Thank](#) [Remove](#)



[John B.](#) from Jackson Meadows 1d ago

Thank you to Alan and Maureen for the clarifying comments. And I agree with David; Maureen does a great job of communicating the facts, as they are, clearly and straightforwardly. That is much appreciated. I apparently misread some of the construction plans as indicating a single lane design so I appreciate being corrected on that point. I am still curious however why we are investing in hard scape projects for the median (planter benches etc.) if the ultimate design for the street is still in question. For example I have seen many suggestions in the written comments that suggest narrowing the median to allow for 4 lanes and still widen the sidewalks and perhaps even allow for a smaller bike lane. Seems that the option to narrow the median may be off the table or have I misunderstood that as well? I'm

not necessarily against these designs, just curious regarding the process.
Thanks again Maureen for your responsiveness and clear communications.

[Thank](#) [Remove](#)

Mike thanked John



[John B.](#) from Jackson Meadows 1d ago

I meant to say, thank you David (downtown business owner) for your clarifying comments. Also thanks to Alan for sending the link to the street construction designs.

[Thank](#) [Remove](#)



[lalla s.](#) from Llagas Valley 23h ago

maureen....is the council going to vote and make a final decision at the aug 5 meeting..or are they just going to discuss it and put it off until the end of october

[Thank](#) [Remove](#)



[Communications and Engagement Manager Maureen Tobin](#) from City of Morgan Hill
23h ago

Lalla S. I can't tell you for sure what Council will do, however a recommendation will be made in the report to Council and it is anticipated that Council will take action by making a decision. There is always a chance with any item presented to Council that they could decide to have the item brought back at a future date.

[Edit](#)[Delete](#)



Communications and Engagement Manager [Maureen Tobin](#) from City of Morgan Hill

23h ago

John B, the primary work for the streetscape is irrigation and electrical... some landscaping and lighting effects, not hardscape. The planter work is changes to the existing planters, not creating new ones. I hope this helps.

[Edit](#)[Delete](#)



[Pat S.](#) from Nordstrom 21h ago

Sadly, the "Morgan Hill Life" publication chose to run (this week) two nearly full pages in support of the Monterey Road projects. One an editorial, the other titled "Residents support city's downtown 'Complete Streets' program with articles written by two residents that claim not to have seen the issues that the majority of Morgan Hill residents experienced and caused many of them to vote NO on 'Complete Streets' survey. A survey that included 1418 residents (67% voting NO).

Would have liked to have seen the "Morgan Hill Life" put Brad Jones' positive article next to David Dindak's opposing view side by side so we can read a more balanced assessment of this narrowing experiment. Clearly, most interviewed residents are against the project. Downtown business owners are mixed in their view; some with street side dining establishments in favor of the project (duh, they get larger outdoor dining space with less cars to hear, smell and look at) while other business owners being opposed due to fewer visitors downtown.

I'm also confused as to what "alternate routes" exist for traveling

north/south when you are east Butterfield. City would have you travel down already overtaxed Main, wait at the long light at the corner of Main and Monterey (particularly when school ends or commute from work occurs), cross over the railroad tracks to Butterfield, only to slug along at slow pace south to Dunne or further and then cross back over the railroad tracks again (all the time bypassing all downtown businesses). Why would we want to encourage more travel across these railroad tracks that have had their share of serious accidents in recent years.

Let's see the MH Times, "Morgan Hill Life", city communication and Morgan Hill Chamber of Commerce all transparently report the results of community polls and surveys on the downtown projects.

<http://morganhilllife.com/editorial-pati...>

<http://morganhilllife.com/community-voic...>

[Thank](#) [Remove](#)



[Debra U.](#) from Coyote Creek 1h ago

Majority of the respondents to the poll were commuters, which skews the results.

[Thank](#) [Remove](#)



[J.K. M.](#) from Jackson Oaks 1h ago

I would like to spend a moment to clarify a little bit about the post above with the links to MH Life and then on to more items.

The post above implies that Morgan Hill Life has published 2 pages of ...

[View more](#)

Edited 1h ago

[Thank](#) [Remove](#)

Greg and Cindy thanked J.K.



[Carole M.](#) from Jackson Meadows 16m ago

Downtown bike lane & icon shld be colored coded, too like they are now doing in SF & Los Gatos. When I drove thru downtown a few times I cldn't see the bike icons very well cuz the street isn't perfectly level. It slopes a bit to the curb. I'd like old town MH charm to be more pedestrian type. Build a "second downtown" attraction from Dunne to Tennent for cars! It's rather a dull part of MH....it needs to grow there & become another MH downtown attraction