



Beverly Vessa

Aug 5th, 10:10am

I am pleased to hear that the "street diet" might be permanent. It is so much more pleasant walking downtown now. It has not changed my shopping/dining access. Instead, it makes it more likely that I choose to sit outside while dining.

From: [Patrick Spinola](#)
To: [Michelle Wilson](#)
Subject: Complete streets
Date: Wednesday, August 05, 2015 10:37:22 AM

I AM AGAINST KEEPING THE STREETS ONE LANE. I AND THE MAJORITY OF MORGAN HILL WANT IT BACK THE WAY IT WAS IF THE CITY COUNCIL IGNORES THE PEOPLE THERE WILL BE A VOTE ORGANIZED AND WE WILL WIN THEN WHEN ELECTION TIME COMES THE HOUSE WILL BE CLEANED. DO WHAT YOU WERE ELECTED TO DO SERVE THE WILL OF THE PEOPLE.
PATRICK

From: [Jennifer Grifall](#)
To: [Michelle Wilson](#)
Subject: Downtown Single Lane - Yes!
Date: Wednesday, August 05, 2015 11:41:48 AM

Dear Michelle and members of our Morgan Hill City Council:

My name is Jennifer Grifall and I have lived in Morgan Hill since 1979 when I entered into the 4th grade. My husband has lived here since 1977, and we now happily own and operate our business Grifall Family Chiropractic in Morgan Hill. We are pleased to live and work in this community, and raise our daughter here.

We very much appreciate the transformation of Morgan Hill with all the wonderful businesses and restaurants in our community. We enjoy eating on the patio of some of our favorites including Rosy's at the Beach, The Good Fork, Ladera, Trail Dust, Noah's and Toto's. We patronize these wonderful eateries at least a couple of times every week, and really appreciate the lane reduction. It makes for a more quiet and relaxing dining experience. Often we have dinner and go to the The Play House for a show, or a concert at the amphitheater. It is nice to have so many options for dining and entertainment in the town. Living here in the 80's and 90's there were hardly any places to eat, or places to go for entertainment. Additionally, we have found no problem using Butterfield as an alternative route for getting across town.

We appreciate all that Morgan Hill has to offer and ask that you VOTE YES ON A SINGLE LANE THROUGH DOWNTOWN.

Thank you for your consideration!
Sincerely,

Jennifer & Mike Grifall
408.710.6388
17197 Sandalwood Way
Morgan Hill, CA 95037

From: [Michelle Wilson](#)
To: [Michelle Wilson](#)
Subject: FW: Comments on the Final Complete Streets Study Results
Date: Wednesday, August 05, 2015 1:16:50 PM

From: "David Dindak" <david@coasttocoastdatasearch.com>
Date: August 4, 2015 at 7:49:23 PM PDT
To: <steve.tate@morganhill.ca.gov>, <larry.carr@morganhill.ca.gov>, <marilyn.librers@morganhill.ca.gov>, <gordon.siebert@morganhill.ca.gov>, <rich.constantine@morganhill.ca.gov>, <steve.rymer@morganhill.ca.gov>
Subject: Comments on the Final Complete Streets Study Results

Mr. Mayor, Members of Council, City Manager Rymer:

A lot of what you have heard on both sides of this important issue is personal feelings and emotion. The City hired an independent consulting firm to provide unbiased data in the quest to see what is best for the downtown. Now that the Pilot Project study is complete, I would like to address several points in the results:

Survey result of 1,418 **residents** shows **67%** oppose the lane reduction. Some have said that number is not a fair representation of the 40,000 population. Remember, 1/3 of the total population is under the age of 18 and could not even vote in an election. Of the possible 29,000 voters, 7,545 votes were cast in the 2014 election. The number of survey takers in the study is about 20% of that.

Any pollster would love to have a 25% participation rate. Any politician would love to have 2/3 of the vote. Based on the widely accepted standard of 3-5% poll responses and a 2.5% margin of error, the City survey is a very fair representation.

Do the residents want a Lane Diet? No.

Chamber Of Commerce had 44 responses – **64%** oppose the lane reduction. **Sales** and **foot traffic** is about split.

Do the businesses want a lane Diet? No.

Number of traffic collisions numbered **6** at the Mid Point and **10** at the end point. That's 16 in 5 months. Number of collisions throughout the **entire year of 2014 was 18.**

Has the Lane Diet made it safer for motorists? No.

Motor vehicle speed – No Change

Emergency Response – No Change

Bicycle counts are the most significant data point. Up from **170** at Mid point to **214** at End point. But the city's message has been "it's not about the bikes, it's about traffic calming". Furthermore, is the bicycle

count riding **THROUGH** or **TO** downtown? Under age 18 increased 614%. My guess - they're riding **THROUGH**.

Pedestrian count increased **6%**, even after building a Pocket Park at Monterey and 3rd.

Has the Land Diet brought more pedestrians? Not any significant numbers, and that's during the summer.

Noise level average per the study has dropped 1 db – 26%, a physics quantity. However, even a 3db change in sound level is barely noticeable to the human ear.


You face a very challenging decision with a City so divided. My hope is that you do not allow personal feelings and emotion cloud the judgment of what the data collection results present.

Sincerely,

David Dindak

From: [Michelle Wilson](#)
To: [Michelle Wilson](#)
Subject: FW: Morgan Hill Downtown...It's Happening! Project Update 7/24/15
Date: Wednesday, August 05, 2015 1:16:20 PM

From: Nextdoor [<mailto:reply@rs.email.nextdoor.com>]
Sent: Tuesday, August 04, 2015 5:03 PM
To: Maureen Tobin
Subject: Re: Morgan Hill Downtown...It's Happening! Project Update 7/24/15

 [Philip Bogosian, Jackson Oaks](#)

If you want the Singles Lanes to return to doubles lanes in each direction, then it's not enough to just post on Nextdoor or be part of a survey, you'll need to show up at the City Council meeting tomorrow, Wednesday the 5th at 7 PM and tell the City Council what you want. If you take the time to read the reports/recommendations on the subject posted by the City, you may very well conclude like me that the City was intending to proceed with making the signal lanes permanent. However, the Chamber of Commerce recently completed their survey and is taking a position that Business owners along and adjacent to the single lane area are against it.

What follows is my email to the City Council that I just drafted. You should send one also!

August 4, 2015

To: Mayor Steve Tate, City Manager Steve Rymer, Council Members Marilyn Librers, Larry Carr, Rich Constantine, and Gordon Siebert
Regarding: Recommendation for returning Monterey Road to two mixed lanes in each direction

Dear Mr. Mayor, Councilmembers, City Manager,

I am a 16 year resident of Morgan Hill, and have a small business located on Main Street just a few lots from Monterey Road since 2007.

Up until this time, I have not gone on record with an opinion of the proposed lane reduction. However, after reading the final report, the results of the Chamber of Commerce survey, and the similar Willow Glen San Jose lane reduction results, I wish to share with you what I feel are overwhelming facts against continuing the lane reduction.

Survey results show that the residents don't support the lane reduction:

Pre Pilot--48.0% Not in favor of continuing the 6 month pilot of the Complete Streets Project

Mid Pilot-- 61.3% Not in favor of continuing the 6 month pilot of the Complete Streets Project

End of Pilot--66.7% Not in favor of implementing a Complete Street concept permanently on Monterey Road through the Downtown core

2 out of every 3 people do not want a lane reduction as currently proposed, and this number significantly increases as the project continues. At the rate that discontent is increasing, it would be over 70 % if the trial was continued to 6 months as originally proposed. I realize that some may simply describe these No votes as being from "commuters" that just "drive through downtown". However, the Chamber of Commerce reports that thirty out of the forty-four (68%) businesses reported that their customer's response to the road change has been highly negative. So, these people also frequent the businesses downtown!

Survey results show that the businesses don't support the lane reduction:

Pre Pilot--No data

Mid Pilot-- 56.2% Not in favor of implementing a Complete Street lane reduction permanent (sample size 16 businesses)

End of Pilot--60% Not in favor of implementing a Complete Street lane reduction permanent (sample size 5 businesses)

Your data shows businesses increasingly against the permanent lane reduction, but a sample size of 5 businesses in the End Of Pilot report is too small to draw conclusions from. Stronger supporting data comes from the Chamber of Commerce report stating that 64% of the 44 businesses responding are against the lane reduction, and only 25% support it (11% undecided). The results from the Willow Glen San Jose lane reduction trial are similar, with businesses overwhelmingly opposing a single lane reduction.

Bicycle and pedestrian traffic conclusions inadequately supported:

Bicycle and pedestrian counts were taken at the following times:

Pre Pilot--Jan. 14, 2015 – Jan. 18, 2015 Wednesday through Sunday

Mid Pilot--Apr. 14, 2015 – Apr. 18, 2015 Tuesday through Saturday

End of Pilot--July 14, 2015 – July 18, 2015 Tuesday through Saturday

We all know that the weather and the day of the week significantly influence our decision to take a bicycle ride or go on a walk. While the Data Collection Plan states "taking into account seasonal fluctuations", there is no definition or model that I can find to explain how weather was factored into the numbers. It was cold in January during Pre Pilot data collection, and I would not expect many bicyclist and walkers. The fact that the pedestrian counts went down, then up for a final 5.7% increase during the trial suggests to me no significant change in the number of pedestrians.

Travel time has gotten worst from Main Street to Dunn with standing traffic at times:

While the reported numbers show no change in the average vehicle speed, Mid Pilot point average travel times in the 95th percentile of trips taken along the route increased from 72 seconds to 101 seconds.

There appears to be no follow up measurement for this published in the End of Pilot report. My observations confirm this, as traffic appears to stand still at times between 3 PM to 6 PM, blocking me from crossing Monterey while traveling on Main Street, making it inconvenient to get to a dinner appointment on Monterey, or to get into a left turn lane from either side of the single lanes.

In summary, we are a divided City on this issue, and should you decide to make the single lane reduction permanent, I hope you will adequately address the opposition that residents and business have against this in a manner that shows integrity and transparency. Otherwise, this is likely to become an election year firestorm.

Thank you for your time and service to our great City of Morgan Hill

Original post by [Maureen Tobin](#) from [City of Morgan Hill](#) (6 replies):

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

Jul 25 in [General](#) to City of Morgan Hill

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You received this email because you thanked/replied to 'Morgan Hill Downtown...It's Happening! Project Update 7/24/15'. You can [stop receiving replies](#) to this post at any time.

This message is intended for maureen.tobin@morganhill.ca.gov.
[Unsubscribe or adjust your email settings](#)
[Nextdoor, Inc. 760 Market St., Suite 300, San Francisco, CA 94102](#)

From: [Maureen Tobin](#)
To: [Michelle Wilson](#)
Subject: FW: Morgan Hill Downtown...It's Happening! Project Update 7/24/15
Date: Wednesday, August 05, 2015 10:58:58 AM

Maureen Tobin

Communications and Engagement Manager

City of Morgan Hill

17575 Peak Avenue

Morgan Hill, CA 95037

408.310.4706 (O) 408.406.4076 (C)

[Email](#) [Web](#) [Facebook](#) [Twitter](#)

PLEASE NOTE THAT I HAVE A NEW OFFICE PHONE NUMBER 408.310.4706



From: Nextdoor [mailto:reply@rs.email.nextdoor.com]
Sent: Tuesday, August 04, 2015 6:02 PM
To: Maureen Tobin
Subject: Re: Morgan Hill Downtown...It's Happening! Project Update 7/24/15



[David Dindak, Jackson Oaks](#)

Some people I've spoken with said they have heard from reliable sources City Council will vote against the lane reduction and others say they have heard from reliable sources City Council is going to vote to make the lane reduction permanent.

The independent study results are in and here are some reported facts:
Two Business Surveys are being reported at the End of study. Chamber Of Commerce had 44 responses – 64% oppose the lane reduction.
Another survey had 5 responses - 60% oppose to the lane reduction.
Sales and foot traffic is about split.

Chamber Of Commerce publicly opposes the lane reduction.

Resident Survey shows 66% oppose the lane reduction.

Number of traffic collisions were 6 at the Mid Point and 10 in the second half. That's in 5 months. Number of collisions throughout the entire year of 2014 was 18.

Motor vehicle speed – No Change

Emergency Response – No Change

Bicycle counts up from 170 at mid point to 214 at end point. But is the bicycle count riding THROUGH or TO downtown? Under age 18 increased 614%.

Pedestrian count increased 6%, even after building a Pocket Park at Monterey and 3rd. Not very significant.

We have people on both sides of the fence. I feel the statistics speak for themselves. Additionally, the majority of residents polled want Monterey returned to double lanes. However, we do not know how City Council members will vote in the end. The deciding meeting is tomorrow night beginning at 7:00 PM. This issue is a big deal. I encourage everyone on either side to show up, take 3 minutes, and be heard by the body deciding the future of our downtown.

If you absolutely cannot attend the meeting, following are the email addresses of our government officials:

Steve.tate@morganhill.ca.gov

Larry.carr@morganhill.ca.gov

Gordon.Siebert@morganhill.ca.gov

Marilyn.librers@morganhill.ca.gov

Rich.constantine@morganhill.ca.gov

Original post by [Maureen Tobin](#) from [City of Morgan Hill](#) (7 replies):

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

Jul 25 in [General](#) to City of Morgan Hill

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This message is intended for maureen.tobin@morganhill.ca.gov.

[Unsubscribe or adjust your email settings](#)

[Nextdoor, Inc. 760 Market St., Suite 300, San Francisco, CA 94102](#)

From: [Maureen Tobin](#)
To: [Edith Ramirez](#); [Steve Rymer](#); [Michelle Wilson](#); [Bryan Jones](#)
Subject: Fwd: " single lane -VS-two lanes"
Date: Tuesday, August 04, 2015 10:21:15 PM

Sent from my iPad

Begin forwarded message:

From: "estimating" <estimating@waltonsons.com>
Date: August 4, 2015 at 6:08:37 PM PDT
To: <Maureen.Tobin@morganhill.Ca.Gov>
Subject: " single lane -VS-two lanes"

O.K. Maureen Here's your chance to improve the lives of the 41,000 citizens in this city. I hope the Data projects into the future all of the new homes being built and the increase in population that brings. Politicians can get so focused on their vision they lose all ability for objective reasoning. Just ask Donald Rumsfeld.

Thank You,

Tom Trevino

Estimator

Walton & Sons Masonry

Estimating@waltonsons.comO.K.

Cell 650-996-8979

Office 408-782-8700

Fax 408-782-1908



August 3, 2015

Morgan Hill City Council
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Re: City Council Meeting of August 5, 2015, Agenda Item no. 23 - MONTEREY ROAD COMPLETE STREET PILOT PROJECT FINAL REPORT AND RECOMMENDATION

Dear Mayor and Councilmembers,

The Morgan Hill Downtown Association Board of Directors would like to present our position regarding the permanent installation of traffic calming on Monterey Road through downtown Morgan Hill. This traffic calming is referred to as the "Complete Streets" program by city staff in their report to you on August 5th, 2015, agenda item 23.

On several occasions our Board of Directors have had thoughtful debates on the topic of Complete Streets where it became evident that the sharing of the best and most current information resulted in the most fruitful dialog as emotion could otherwise dominate the conversation. These conversations and the level of information shared was critical in developing the position of the MHDA Board and we hope that the rest of the community benefits from such similar dialog.

The Board of Directors has split their decision into two options which reflect the sentiments of the nine (9) members present, both of which support a permanent lane reduction through our downtown.

A simple majority of five (5) board members wish to proceed with permanent lane reductions as identified in staff recommendations at this time.

Four (4) of the board members wish to proceed with the lane reductions and traffic calming after the following have taken place:

1. The downtown parking garage is completed.
2. Streetscape improvements construction is complete.
3. The downtown opportunity site construction is complete.
4. Issues with the Main Street/Monterey Road intersection and related traffic delays are resolved.
5. Completion of the "Hale Extension" to provide another route for diversion of traffic not destined for the downtown.
6. Expanded public areas are in place (e.g. sidewalk extensions, parklets, etc...).

Enhancing the well-being and prosperity of downtown businesses and the quality of life and lifestyle of residents is the primary goal of our association and we feel that our positions are directed in achieving this goal.

Please feel free to contact us if you would like any clarifications of our comments.

Thank you for considering our recommendation.

Sincerely,

Cheri Devlin
President
Morgan Hill Downtown Association

From: [Mig.val](#)
To: [Michelle Wilson](#)
Subject: Monterey rd 1 lane???
Date: Tuesday, August 04, 2015 8:53:34 PM

Hello Morgan Hill, have you forgotten about britton middle school, p.a. Walsh school, st catherine school, st catherines church as well as community church? ??? All these public places are located on main ave and peak ave of which these are the streets that will now take the hit and absorb all the monterey run off!!! By minimizing monterey to one lane the city is pushing traffic onto an already busy with main st and peak ave, w dunne..! ! Many children walk along these streets to school and more traffic is more danger. This is also unfair to its street front residents as well as parents trying to drop off kids in the mornings as well as get to work on time. Also sunday church traffic would increase:. Pushing traffic onto the west side of monterey rd -main,peak, wdunne, is not a good idea!!!! Creating more sidewalks and paths like the city did on west dunne ave is the way to go...how about creating a lit up sidewalk/ trail thru devils hill??? A path to downtown m.h. would encourage and increase walking to bars and restaurants!

August 4, 2015

To: Mayor Steve Tate, City Manager Steve Rymer, Council Members Marilyn Librers, Larry Carr, Rich Constantine, and Gordon Siebert

Regarding: Recommendation for returning Monterey Road to two mixed lanes in each direction

Dear Mr. Mayor, Councilmembers, City Manager,

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2 out of every 3 people do not want a lane reduction as currently proposed, and this number significantly increases as the project continues. At the rate that discontent is increasing, it would be over 70 % if the trial was continued to 6 months as originally proposed. I realize that some may simply describe these No votes as being from "commuters" that just "drive through downtown". However, the Chamber of Commerce reports that thirty out of the forty-four (68%) businesses reported that their customer's response to the road change has been highly negative. So, these people also frequent the businesses downtown!

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In summary, we are a divided City on this issue, and should you decide to make the single lane reduction permanent, I hope you will adequately address the opposition that residents and business have against this in a manner that shows integrity and transparency. Otherwise, this is likely to become an election year firestorm.

Thank you for your time and service to our great City of Morgan Hill

Philip Bogosian
Jackson Oaks

From: [Mike Johnson](#)
To: [Michelle Wilson](#)
Subject: Downtown Lane Closure Opinion - Mike Johnson
Date: Wednesday, August 05, 2015 1:58:25 PM

Hi Michelle,

I would appreciate it if you could forward this to the council members so they can consider it before making their final decision of the lane closure.

Thanks,

Mike Johnson

To: The Morgan Hill City Council

Re: Single Lane through Downtown Morgan Hill

As a longtime resident and business owner of Morgan Hill, I am very excited to see true changes coming to our downtown area. To have an area to dine and shop in a comfortable, destination type atmosphere is one asset the City of Morgan Hill has always been missing and many other towns in our area have. With the downtown area being redeveloped with more housing, parking, entertainment, shopping and dining options than ever before, it makes sense to minimize automobile traffic flow and create more pedestrian and bicycle traffic flow. The City has an opportunity to finalize the transformation of the main highway running through the middle of town to the current 101 configuration that was started when the new 101 was built decades ago.

I believe the lane closure is a positive change for the new downtown and is congruent with the ongoing development of the downtown area. The negative impact, mostly on businesses, reflects the change in what type of business will be in the new downtown. The fact is, with the new style of downtown Morgan Hill is developing, some businesses will be better off to relocate. This is the part of change is difficult. I truly believe the long term positive impact will greatly outweigh the negative. I believe the lane closure is vital part of the work the city is doing to truly revitalize the downtown area. Thanks for considering my opinion as you make your decision.

Sincerely,
Mike Johnson
CEO
Johnson Lumber ACE Hardware



This email has been checked for viruses by Avast antivirus software.

www.avast.com