Wine Barrels, Straw Wattle, and Elbow Grease: Playing Around with Monterey Road

Joshuah Mello, AICP
Senior Associate
Timeline of Project

1. Funding – must be used!
2. Complete Streets Committee Meetings
3. Business Owner Meetings
4. Public Safety Meetings
5. Residents Meetings
6. City Council Check-ins
7. Creative Placemaking Symposium
8. 2-Day Demonstration! (including survey)
9. 6-Month Pilot Study
Circulation Element 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.”

“The City plans to carry out a streetscape design alternatives planning process, which will consider both the 4-lane and 2-lane configurations … such as vehicular lanes, bicycle lanes, widened sidewalks, on-street parking, median, bus turnouts and shelters, landscaping, and gateway entrances.”

“Make Downtown the most walkable, bike-friendly, urban, family-oriented, and transit-oriented Neighborhood in Morgan Hill”
Community Context

Questions and Concerns
Conservative Planner vs Progressive Engineer

“Helping an unsure community move through the process”
Phase 1: 2-Day Trial
Two-Day Trial

Expanded pedestrian space

Buffered bike lane
Phase 1: 2-Day Trial

So many donations!

So many volunteers!
Phase 1: 2-Day Trial
Local Businesses Jumped On It!
Community and Business Owner Survey

- 92% said no negative impact on deliveries
- 50% support 6-month pilot / 50% against
Council Meeting

“against the project but FOR the pilot”
The Winner: Buffered Bike Lanes
Phase 2: 6-Month Pilot

- **Pre-Pilot**
  Pre-Feb. 18th

- **Mid-Pilot**
  Feb. 18th–Apr. 18th

- **End-Pilot**
  Apr. 19th–July 18th

**Mid-Pilot Check-in**
- Ensure no safety concerns have developed
- Make adjustments if necessary
Implementation of 6-Month Pilot
Data Collection
Mid-Pilot Check-in with City Council

- Found **no safety concerns** through mid-pilot data collection period

- Recommended to City Council to **stay the course** and finish pilot

- City Council **unanimously approved** to continue pilot and requested additional data collection
Next Steps

- **Collect** end-pilot data
- **Analyze** results
- **Report** to City Council in August with final results and recommendation
Questions?

Josh Mello:
joshmello@altaplanning.com
https://www.linkedin.com/in/joshuahmel
@joshuahmel
916-662-7143
The number of occupied parking spaces and the turnover rate increased from 43% to 45%.

The outdoor sound intensity decreased from 70.28 LAeq to 69.73 Laeq (69.4 dB to 70.6 dB).

VTA Line 68’s running time increased from an average of 13:15 minutes to 13:26 minutes (1% increase).

Residents in favor of continuing the pilot decreased by 12% but business owners in favor increased by 6% (fewer mid-pilot responses from walkers).
Mid-Pilot Results

Emergency Response Time

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

Motor Vehicle Speeds

Median speed increased from 23 mph to 24 mph (tube counts showed 1 mph decrease)

Collisions

2 collisions pre-pilot dropped to only 1 collision mid-pilot

Reported Safety Concerns

No reported safety concerns or hazards Downtown pre- or mid-pilot but many comments
Mid-Pilot Results

Number of People Biking

$\uparrow \times 3$

The number of bicyclists more than tripled from 74 to 170

Kids biking Downtown

$\uparrow \times 6$

The number of kids bicycling in Downtown increased from 7 to 44

Travel Time Reliability

$+32 \text{ secs}$

Motorists have to plan to leave 32 seconds earlier to get through Downtown (20 sec buffer to 52 sec buffer)

Volume of Customers

69%

Most business owners surveyed reported comparable, slightly more, or many more customers
Traffic Diversion

Pre-Pilot Counts: Jan. 14th – 15th, 2015
Mid-Pilot Counts: Apr. 15th – 16th, 2015

Average weekday
Adjusted for seasonality

- 2,210 vehicles on Monterey Rd/day
  +1,557 vehicles on Butterfield Blvd/day (18,702 to 20,259 vehicles)
  * Still 15,000 - 20,000 vehicles below capacity
+150 vehicles on Del Monte/day
+410 vehicles on Main/day
+147 vehicles on Depot/day
+362 vehicles on Dewitt/day
+318 vehicles on Peak/day
+526 vehicles on Hale/day
+962 vehicles on Wright/day
"There is always a backup and it causes a problem getting to the east and west sides of town"

"It’s a pain to drive through Downtown but not horrible"

"Much nicer to have lunch outside without vehicles rushing by"

"We have always loved walking and dining Downtown and will now ride our bikes"

"I’ll avoid going Downtown until the lanes re-open to auto traffic"

"I was delighted to see more parents and kids bicycling Downtown"

"I never see bicyclists regularly ride down Monterey"

"Morgan Hill does not yet have the road capacity to funnel traffic around Downtown"

"Leave it alone"

"I see a lot more people out with their kids on bikes"