



CITY OF MORGAN HILL

Regular Meeting Agenda

Planning Commission

John McKay - Chairman

Liam Downey - Vice Chairman

Joseph Mueller - Planning Commissioner

Wayne Tanda - Planning Commissioner

Yvonne Martinez Beltran - Planning Commissioner

Mohammad Habib - Planning Commissioner

Juan Miguel Munoz Morris - Planning Commissioner

Tuesday, September 26, 2017 7:00 PM

Council Chamber

17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

ROLL CALL ATTENDANCE

DECLARATION OF POSTING AGENDA

Pursuant to Government Code Section 54954.2

OPEN PUBLIC COMMENT PERIOD

Members of the public are entitled to address the Planning Commission concerning any item within the Morgan Hill Planning Commission's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the Planning Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

ORDERS OF THE DAY

CONSENT AGENDA

These are items of a routine or generally uncontested nature. Any member of the Planning Commission or member of the public may request to have an item pulled from the Consent Calendar and acted on

individually by the Planning Commission. Items pulled will be discussed after action is taken on the balance of the Consent Calendar and before moving on to the public hearings.

1. APPROVE THE AUGUST 22, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

PUBLIC HEARINGS

2. ZONING AMENDMENT, ZA2017-0004: DEL MONTE - CARUSO: REQUEST FOR A ZONING AMENDMENT TO CHANGE THE ZONING MAP DESIGNATION FOR TWO PARCELS FROM THE RE-100,000 RESIDENTIAL ESTATE DISTRICT TO R-1 7,000 SINGLE FAMILY MEDIUM DENSITY ZONE DISTRICT ON A 1.745-ACRE SITE. THE PROPERTIES, IDENTIFIED BY ASSESSOR PARCEL NUMBER(S) 767-16-013 AND -043, ARE LOCATED ON THE WEST SIDE OF DEL MONTE AVENUE, OPPOSITE MATHILDA COURT (SALVATORE AND LUCAS CARUSO OWNERS). CEQA: PROJECT COMPLIES WITH SECTION 15183 (CONSISTENT WITH COMMUNITY PLAN, GENERAL PLAN OR ZONING)

Recommendation:

Open the Public Hearing and continue consideration of the Zoning Amendment to change the Zoning Map land use designation for two parcels to the October 10, 2017 Planning Commission meeting.

OTHER BUSINESS

3. STATION AREA MASTER PLAN - STUDY SESSION

Recommendation:

Review and provide comments on the draft Station Area Master Plan (SAMP).

ANNOUNCEMENTS

ADJOURNMENT

NOTICE

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act that are distributed to a majority of the legislative body less than 72 hours prior to an open session, will be made available for public inspection at the Office of the City Clerk at Morgan Hill City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 at the same time that the public records are distributed or made available to the legislative body. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the Commission concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Commission on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Commission Chambers, and deliver it to the Minutes Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the Commission, but it is very helpful. When you are called, proceed to the podium and the Mayor will recognize you. If you wish to address the Commission on any other item of interest to the public, you may do so by during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the Commission.

Persons interested in proposing an item for the Commission agenda should contact a member of the Commission who may plan an item on the agenda for a future Commission meeting. Should your comments require Commission action, your request may be placed on the next appropriate agenda. Commission discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the Commission, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of Commission Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email michelle.wilson@morganhill.ca.gov.

AMERICANS WITH DISABILITIES ACT (ADA)

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (408)779-7259, (408)779-3117 (fax) or by email michelle.wilson@morganhill.ca.gov. Requests must be made as early as possible and at least two-full business days before the start of the meeting.



Sustainable Morgan Hill Vision

Morgan Hill is a socially responsible, environmentally conscious, and economically sound community that embraces inclusiveness with participation by all.

CITY COUNCIL ONGOING PRIORITIES

Enhancing Public Safety · Protecting the Environment · Maintaining Fiscal Responsibility ·
Supporting Our Youth, Seniors, and Entire Community · Fostering a Positive Organizational Culture ·
Preserving and Cultivating Public Trust · Preserving Our Cultural Heritage

2017 STRATEGIC PRIORITIES

High Speed Rail

Inclusiveness

Infrastructure

Regional Initiatives

Telecommunications

2017 STRATEGIC PRIORITIES:



High Speed Rail

The City of Morgan Hill will directly advocate for our community's needs through our communications, discussions, and decisions. We will continue to engage the community, the High Speed Rail Authority, our state and federal legislators, and other regional agencies to mitigate negative impacts and convey our position that the High Speed Rail Authority should only use the existing Highway 101 right-of-way to avoid all impacts to residents, schools, and businesses. Should the Authority decide the 101 right-of-way is not feasible, we will strongly advocate for the route with the least impact on Morgan Hill.



Inclusiveness

We will celebrate the diversity, history, and culture of our community. Through City Council workshops, community meetings, and researching successes in other communities, the City will listen to and collaborate with the community to define how inclusiveness will be further woven into our community's fabric and to increase public participation. The City's communications, services, public spaces, and projects will embrace all community members as partners, advancing our vision of being a socially responsible community.



Infrastructure

The City will review its streets, parks, and public facilities infrastructure needs initially by updating its 2014 infrastructure study to quantify the funding gap. We will identify potential funding options as ongoing revenue is insufficient to fund our vital community assets at a sustainable level without significantly impacting existing service levels that our community has come to expect. Morgan Hill will actively work with the Valley Transportation Agency, the County, and the State to secure funding for the Santa Teresa extension and road maintenance. We will continue to work closely with our community to inform them of the needs and engage them to find an affordable and sustainable solution.



Regional Initiatives

City Council and staff will focus on influencing regional decisions that benefit Morgan Hill. This regional involvement will include, but not be limited to, partnering with the League of California Cities, Valley Transportation Authority, Santa Clara Valley Water District, Cities Association of Santa Clara County, the City of Gilroy, Santa Clara County, Morgan Hill Unified School District, the Local Agency Formation Commission, the Open Space Authority, and Silicon Valley Clean Energy to advance projects that further Sustainable Morgan Hill.



Telecommunications

The City will collaborate with the private sector to explore ways to provide fast, reliable access and wireless connectivity for residents and businesses. The 2016 Telecommunications Infrastructure and Economic Development Blueprint reports will be the foundation for continuing discussions with broadband providers, public utilities, and other infrastructure service providers in developing an implementation plan for growing our telecommunications infrastructure. The plan will be used to signal Morgan Hill's support for business expansion.

DRAFT



Meeting Minutes Planning Commission

John McKay - *Chairman*
Liam Downey - *Vice Chairman*
Joseph Mueller - *Planning Commissioner*
Wayne Tanda - *Planning Commissioner*
Yvonne Martinez Beltran - *Planning Commissioner*
Mohammad Habib - *Planning Commissioner*
Juan Miguel Munoz Morris - *Planning Commissioner*

Tuesday, August 22, 2017 7:00 PM

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Attendee Name	Title	Status	Arrived
John McKay	Chairman	Present	
Liam Downey	Vice Chairman	Late	7:06 PM
Joseph Mueller	Planning Commissioner	Present	
Wayne Tanda	Planning Commissioner	Present	
Yvonne Martinez Beltran	Planning Commissioner	Present	
Mohammad Habib	Planning Commissioner	Present	
Juan Miguel Miguel Munoz Morris	Planning Commissioner	Present	

ROLL CALL ATTENDANCE

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda

PLEDGE OF ALLEGIANCE

Minutes Acceptance: Minutes of Aug 22, 2017 7:00 PM (CONSENT AGENDA)

OPEN PUBLIC COMMENT PERIOD

Chair McKay opened the public comment period at 7:01 p.m.

Sally Casas was called to speak.

Hearing no further requests to speak, the public comment period was closed.

ORDERS OF THE DAY

CONSENT AGENDA

These are items of a routine or generally uncontested nature. Any member of the Planning Commission or member of the public may request to have an item pulled from the Consent Calendar and acted on individually by the Planning Commission. Items pulled will be discussed after action is taken on the balance of the Consent Calendar and before moving on to the public hearings.

1. APPROVE THE JUNE 13, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

RESULT:	ACCEPTED [6 TO 0]
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Wayne Tanda, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib
ABSTAIN:	Munoz Morris

2. APPROVE THE JUNE 27, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

RESULT:	ACCEPTED [6 TO 0]
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Wayne Tanda, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib
ABSTAIN:	Munoz Morris

OTHER BUSINESS

3. JOINT MEETING DISCUSSION

Recommendation:

No action necessary.

Commission Martinez Beltran requested to formalize a process to request joint meetings with the City Council and discuss communication to and from the City Council by both the Commission and staff. The Commission decided that if a joint meeting was requested, it will be noted in an e-mail summary of the Planning Commission meeting; it will be continued to be communicated from the Community Development Director to the City Manager, and the Chair of the Planning Commission may also relay the request to the Mayor.

Chair McKay opened the public hearing at 7:38 p.m.
 Scott Happer was called to speak.
 Hearing no further requests to speak, the public hearing was closed.

RESULT:	NO ACTION TAKEN
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4. LEGAL PRESENTATION

Recommendation:

No action necessary.

Assistant City Attorney Cynthia Hasson continued a presentation/discussion of regulations and laws that guide the Planning Commission in their work.

ANNOUNCEMENTS

Zoning Code Workshop will be scheduled for August 29, September 19, October 3, 2017 at 5:00 p.m.

ADJOURNMENT

There being no further business Chair McKay adjourned the meeting at 10:03 p.m.

Minutes Prepared By:

Jenna Luna, Minutes Clerk



PLANNING COMMISSION STAFF REPORT

MEETING DATE: September 26, 2017

PREPARED BY: Jim Rowe, Contract Planner

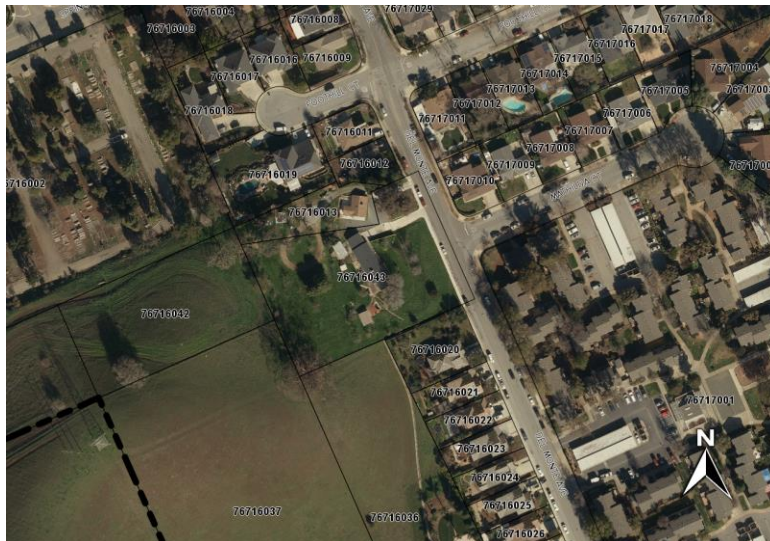
APPROVED BY: Jennifer Carman, Community Development Director

ZONING AMENDMENT, ZA2017-0004: DEL MONTE - CARUSO: REQUEST FOR A ZONING AMENDMENT TO CHANGE THE ZONING MAP DESIGNATION FOR TWO PARCELS FROM THE RE-100,000 RESIDENTIAL ESTATE DISTRICT TO R-1 7,000 SINGLE FAMILY MEDIUM DENSITY ZONE DISTRICT ON A 1.745-ACRE SITE. THE PROPERTIES, IDENTIFIED BY ASSESSOR PARCEL NUMBER(S) 767-16-013 AND -043, ARE LOCATED ON THE WEST SIDE OF DEL MONTE AVENUE, OPPOSITE MATHILDA COURT (SALVATORE AND LUCAS CARUSO OWNERS). CEQA: PROJECT COMPLIES WITH SECTION 15183 (CONSISTENT WITH COMMUNITY PLAN, GENERAL PLAN OR ZONING)

RECOMMENDATION(S)

Open the Public Hearing and continue consideration of the Zoning Amendment to change the Zoning Map land use designation for two parcels to the October 10, 2017 Planning Commission meeting.

LOCATION MAP



PROJECT SUMMARY:

1. Location: West side of Del Monte Avenue opposite Mathilda Court. (APN 767-16-013, 043)
2. Site Area: 1.745 acres
3. General Plan: Residential Medium Detached (up to 7 du/ac)
4. Zoning: RE-100,000 Residential Estate District

BACKGROUND:

In July 2016, the City of Morgan Hill adopted the Morgan Hill 2035 General Plan. The Morgan Hill 2035 General Plan Land Use Map amended the land use designation on two properties (APNs 767-16-013 and – 043) located on the west side of Del Monte Avenue, south of Spring Avenue, opposite Mathilda Court from Residential Estate (up to 1 unit per acre) to Residential Detached Medium (up to 7 units per acre). The applicant is requesting to amend the zoning of the 1.745-acre site from RE 100,000 to R-1 7,000 to be consistent with the General Plan land use designation.

The public hearing legal notice submitted to the Morgan Hill Times for the September 26, 2017 Planning Commission meeting was not published as required by Government Code Section 65090 (Notice of Hearing). The required hearing notices were mailed to property owners within 300-feet of the subject property; therefore, the Planning Commission will need to open the public hearing to provide an opportunity for the public to speak, if in attendance.

The Planning Commission cannot act on this project until it is legally noticed. The Zoning Amendment application will be continued to the October 10, 2017 Planning Commission meeting. The City has confirmed that the legal notice will be published in the Morgan Hill Times for the October 10, 2017 meeting.

LINKS/ATTACHMENTS:



PLANNING COMMISSION STAFF REPORT

MEETING DATE: September 26, 2017

PREPARED BY: Tiffany Brown, Associate Planner

APPROVED BY: Jennifer Carman, Community Development Director

STATION AREA MASTER PLAN - STUDY SESSION

RECOMMENDATION(S)

Review and provide comments on the draft Station Area Master Plan (SAMP).

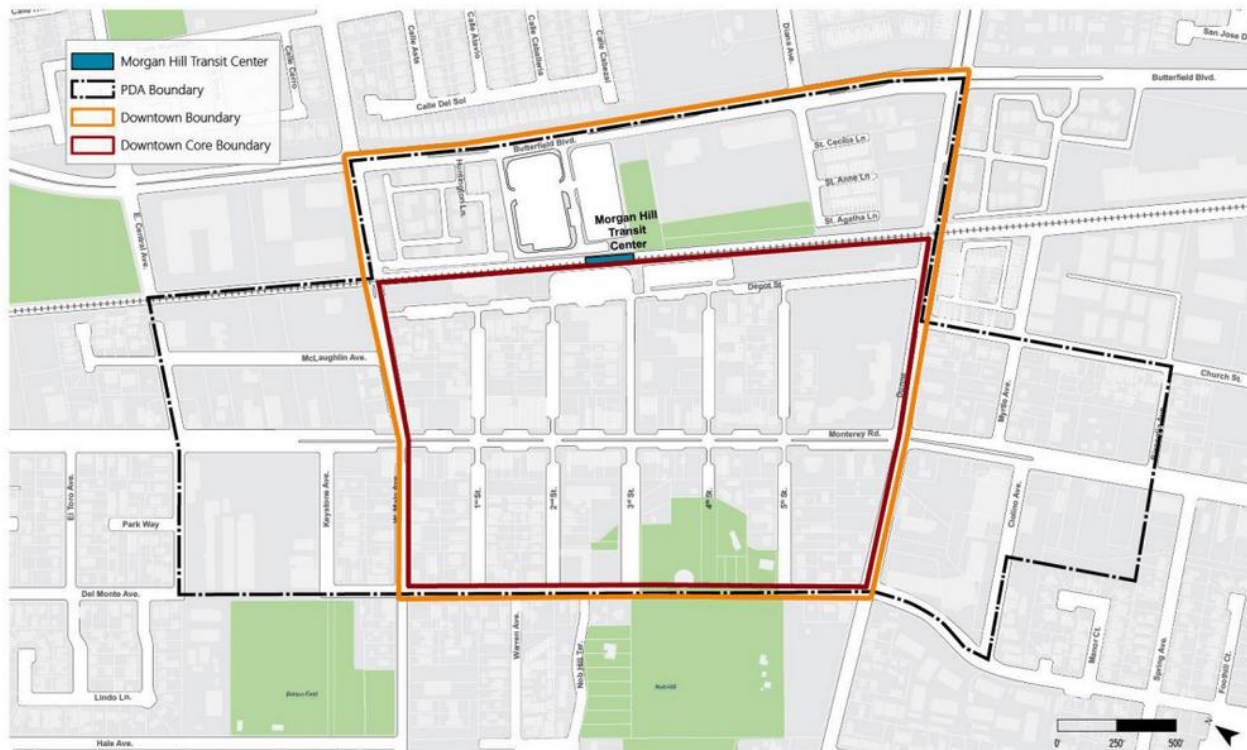
POLICY CONSIDERATIONS:

Does the SAMP provide substantial guidance for future multi-modal transportation enhancements, planning implementation and funding opportunities?

Is the SAMP consistent with the other City of Morgan Hill master planning documents and the vision of the Downtown Specific Plan and the Planned Development Area?

Are the concepts of complete streets on Depot Street and Monterey Road consistent with the City's vision and policies?

MORGAN HILL STATION AREA PLAN AREA



PROJECT SUMMARY:

1. Location: Downtown Priority Development Area (PDA), overlays the Downtown Specific Plan Boundary, but extends further north to Central Avenue and further south to Bisceglia Avenue.
2. Site Area: 180 acres
3. General Plan: Mixed Use, Residential Estate, Residential Attached Low, Residential Downtown, Public Facilities, and Open Space
4. Zoning: Downtown Specific Plan: Central Business District (CBD), CBD with Ground Floor Overlay, Commercial/Residential District (CC-R), Residential Estate, Medium Density Residential (R-2), Downtown Medium Density Residential (D-R-3), Downtown High Density Residential (D-R4), Planned Development, and Public Facilities.

BACKGROUND:

The Morgan Hill Transit Center serves as the South County connection for all major transportation. This includes the inter - county Monterey Salinas Transit (MST) Caltrain, and intra county VTA Express and local services, local park and ride sharing as well as private commuter bus services.

The Morgan Hill Transit Center was formed when the Santa Clara County Transportation District (SCCTD) adopted the San Jose to Gilroy Caltrain Extension project in 1989. The original plan proposed a station to be located at the south end of Morgan Hill's Downtown, at the northeast intersection of the railroad tracks and East Dunne Avenue.

In April of 1991, the former Morgan Hill Redevelopment Agency (MHRDA) requested SCCTD to consider the relocation of the proposed station, and center it within the Downtown. The request included an offer to assist in funding the undertaking as a joint project through shared acquisition of an alternate park and ride site and construction of Butterfield Boulevard between Main Avenue and Dunne Avenue. This allowed access to the Transit Center from Downtown and Butterfield Boulevard.

In 2007, an update to the City's existing Downtown Plan was initiated to refine land use and development objectives within the Downtown Core, and in 2008, the City designated 180 acres of land of the Transit Center and Downtown as a Priority Development Area (PDA) under Plan Bay Area.

Morgan Hill's City Council adopted the updated the Downtown Specific Plan in 2009 and it continues to provide the overall vision and specific goals for the development of the Downtown today.

In 2016, the City received a grant from Santa Clara Valley Transportation Authority (VTA) to prepare a Station Area Master Plan intended to further strengthen the implementation of the City's goals for a pleasant and efficient multi-modal transportation system that supports transit services in Morgan Hill's Transit Center, improves access and circulation within the PDA, and plans for future transit needs.

ANALYSIS:

The Station Area Master Plan solidifies the importance of the South County Transit Center and provides recommendations for multi-modal improvements. These recommendations are intended to support City staff, elected officials, business owners and the Morgan Hill community in their continued efforts to implement improvements to the multi-modal transportation environment within the PDA and the Downtown. This may occur through the direct implementation of improvements recommended in the Plan. This report provides details regarding the City's development of the Station Area Master Plan and summarizes the chapters within the Plan. Additionally, the report highlights proposed improvements for Monterey Road and Depot Street.

Station Area Master Plan

The Station Area Master Plan (Attachment 1) takes stock of the existing transportation context and is focused on identifying considerations and opportunities for further improvement of transit services, and multi-modal connectivity, safety enhancements, and access to the Transit Center and Downtown. This includes the quality of the walking environment within the public realm of the street, including the immediate interface of sidewalks with adjacent development.

The Station Area Master Plan is organized into three main chapters:

Chapter 1: Transportation Context – This chapter presents existing transportation services and facilities in the Station Area, identifies planned improvements, and discusses how to plan and design better bus and rail transit service, bicycle and pedestrian circulation, street connectivity, increased parking capacity when needed, safety enhancements, and emerging technologies to enhance mobility to the Transit Center and throughout the Downtown.

Chapter 2: Streetscape and Placemaking Toolkit – This chapter describes the different types of streets near the Transit Center and throughout Downtown. The Chapter provides tools for enhancing the pedestrian realm within the public right-of-way and recommends improvements supporting walkability through pedestrian-scale lighting and wayfinding for visitors, residents, and employees alike. The chapter also presents public space and placemaking tools that create opportunities for business to expand their square footage into the sidewalk and on street parking stalls by accommodating flexible public open spaces, such as temporary and permanent parklets.

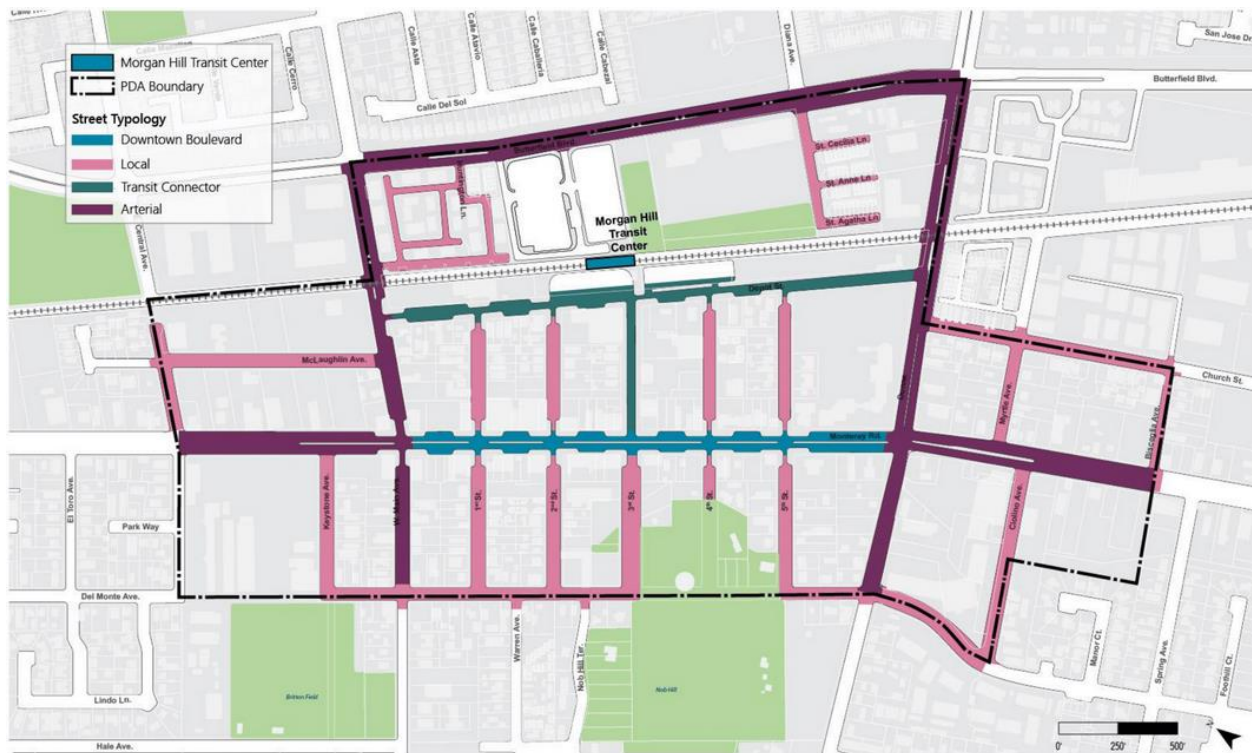
Chapter 3: Priority Improvements – This chapter summarizes gaps within the transportation system and identifies improvements to achieve an increase in multi-modal connectivity, safety, and comfort for pedestrians, bicyclists, and rail passengers to the Transit Center and within the Downtown. These improvements will support the existing Transit Center, enhance transit services, and help plan for future transit needs. In addition, the chapter also includes recommendations for improving pedestrian and bicycle connections.

The Station Area Master Plan is supplemental to and compatible with already adopted plans, policies, and initiatives applicable in the area including those provided by the Morgan Hill 2035 General Plan, the 2009 Downtown Specific Plan, the 2017 Bikeways, Trails, Parks and Recreation Master Plan, the Downtown Placemaking Strategy and the City of Morgan Hill's street design standards.

Street Typology-Depot Street and Monterey Road

The Station Area Master Plan also introduces a typology for the streets within the PDA. The plan categorizes the streets into four street types: Downtown Boulevard, Local Street, Arterial Street, and Transit Connector.

DOWNTOWN MORGAN HILL STREET TYPOLOGY



Depot Street has been identified as a Transit Connector and Monterey Road has been identified as a Downtown Boulevard.

Depot Street

A Transit Connector is identified as follows:

Transit Connector- Third Street and Depot Street are downtown-serving streets. Both have a unique configuration and function distinct from other street types in the Station Area. Depot Street provides direct access to the Morgan Hill Transit Center by connecting Main Avenue to Dunne Avenue. While the street provides vehicle access to the parking lots and drop off area at the Transit Center, it is also a major pedestrian transit access corridor throughout most of its length, with sidewalks and curb bulb-outs at intersections that shorten pedestrian crossing distances. In addition, Depot Street has bike lanes throughout most of its length creating a north-south bicycle facility in the Downtown.

The current design of Depot Street does not accommodate all users or allow it to fully function as a downtown-serving Transit Connector. The street has offset intersections at Dunne Avenue and at Main Street, with parallel parking on alternating sides, and undersized bicycle lanes denoted with a single stripe.

The Station Area Master Plan recommends studying Depot Street for possible improvements which would upgrade it to a complete street, emphasizing its importance

as a multi-modal connector through Downtown. It is recommended that any future study of Depot Street include the realignment of Depot Street at the Church Street and Dunne Avenue intersections, bicycle lane connections and widths, landscaped walkways, appropriate vehicular lane widths, and an enhanced multi-modal intersection at Main Avenue. With parking concerns in the north end of Depot Street, a one-way road with angled parking could be considered to increase parking capacity along the street.

Alta Planning and Design has prepared a memorandum that discusses four initial complete street design concepts for Depot Street (Attachment 2). Design concepts include enhanced bicycle lanes angled parking, and two one-way northbound concepts and two one-way southbound concepts. Additional concept designs for intersection improvements at Depot Street/Main Avenue and Depot Street/Dunne Avenue have been provided to begin the discussion of enhanced safety and accessibility to Depot Street for pedestrians. All designs are concepts are intended to be used to stimulate discussion and future decisions regarding further studies.

Monterey Road

A Downtown Boulevard is identified as follows:

Downtown Boulevard - Monterey Road, between Main Street and Dunne Avenue, is the primary business corridor in Downtown and a primary pedestrian route. The abutting commercial land uses, 12-foot wide sidewalks, landscaped median, and abundant street furniture create a pedestrian-friendly main street or boulevard ambiance unique to Downtown. In the future, the City of Morgan Hill should consider converting the outside vehicle lanes into buffered bike lanes to achieve consistency with the adopted 2017 Bikeways, Trails, Parks and Recreation Master Plan and complete street concept.

From February to August 2015, Monterey Road was narrowed from Main Street to Dunne Avenue to one lane in each direction as part of the Monterey Road Complete Street pilot program. Although the pilot program demonstrated successful results making Downtown walkable, bike-friendly, urban and family-oriented, the City Council decided to return Monterey Road to four lanes and recommended revisiting the idea of a complete street design for Monterey Road once the Hale Avenue extension is complete. The design of Hale Avenue is being completed and property acquisition in process. However, the timing of the project is contingent on available Measure B funds.

GENERAL PLAN CONSISTENCY:

The Station Area Master Plan is consistent with the Morgan Hill 2035 General Plan and the following policies:"

Policy TR-6.3: Transfer center. Investigate the creation of an integrated transit transfer center that would provide convenient transfer between bus, auto, bicycle, and rail.

The Station Area Master Plan summarizes the existing services and identifies the Station and park and ride lot as the Morgan Hill Transit Center.

Policy TR-6.8: Transit for Changing Needs. Expand public transit as needed to meet the changing needs of the area for local and regional access, including methods such as bus, dial-a-ride, paratransit, and rail, where appropriate, for all users.

The Plan identifies current transit usage, along with tools and strategies for future transit and parking needs.

COMMUNITY ENGAGEMENT

The Morgan Hill community participated in the development of this Plan through a Downtown Summit and through a community survey and open house to discuss the Station Area Master Plan.

Conclusion

As part of the preparation of the Station Area Master Plan, the City requested Alta Planning and Design to peer review the document. Their comments are presented in a memorandum attached to this report.

The Morgan Hill Transit Center serves as the South County Connection for all Major Transportation. It is recommended that the Planning Commission review and offer support to the Station Area Master Plan for its ability to further strengthen the implementation of the City's goals for a pleasant and efficient multi-modal transportation system in the Downtown that is also supportive of access to transit services focused on Morgan Hill's Transit Center.

California Environmental Quality Act (CEQA):

Pursuant to Section 15306 (Information Collection) of the California Environmental Quality Act, this plan gathers information and is part of a study leading to future projects that will require individual analysis. Consideration of this plan is not a commitment to a project.

LINKS/ATTACHMENTS:

1. Draft Station Area Master Plan
2. Alta Planning +Design-Morgan Hill Station Area Memo and Depot Street Design Concepts
3. Depot Street Plans Referenced in Alta Memo

MEMORANDUM



625 Broadway, Suite 1001
 San Diego, CA 92101
 (619) 269-5982
 altasandiego@altaplanning.com

To: Tiffany Brown, City of Morgan Hill

From: Bryan Jones & Jeff Knowles

Date: September 12, 2017

Re: Morgan Hill Station Area Considerations & Depot Street Complete Streets Redesign

Alta Planning + Design was asked to review the Morgan Hill Station Area Master Plan and provide the City with additional recommendations and considerations. This memo outlines recommendations in the following categories:

1. Morgan Hill Station Improvements
2. Transforming Depot Street into a Complete Street
3. Station Area Access
4. Parking
5. New Mobility and the Shared Economy

Each section will include recommendations responding to existing conditions in addition to discussing new industry trends and best practices.

Morgan Hill Station Improvements

Station Amenities: In partnership with Caltrain, the City may consider station area improvements by adding additional shade shelters and other station amenities to improve the waiting period for train patrons and further activate the station area, potentially drawing in people who are not using the train. The ownership and funding of these additional amenities varies based on location and agency. Shade structures would be located on Caltrain property, and thus would likely be owned and maintained by Caltrain (unless other arrangements are made between the City and Caltrain). Bus shelter locations would need to be analyzed on a stop-by-stop basis, given the variety of conditions at each stop. Bus shelters can be owned/maintained by either the transit agency or the City; however, given that these shelters typically sit on City right-of-way, close coordination and approval by the City would be required for any installation.

Bicycle Parking Facilities: Currently, both short-term and long-term parking is provided at the Morgan Hill train station. However current reported use is low for both types of parking. The location and quality of this parking should be analyzed to ensure it is up to par with current best practices. Additionally, one of the primary reasons for low bicycle parking occupancy in these situations is typically that the location and current station access design is not conducive to attracting bicycle trips. For example, if there is not good bicycle access to the station from the surrounding streets and from residential areas, fewer bicycle trips to the station would be expected. Additionally, if there is surplus and/or free vehicle parking, this could also act as a disincentive to people biking because of the convenience/ease of driving.

High Speed Rail Alignment: Regardless of which HSR alignment is chosen, the design of any at grade crossings or under/overpasses should be designed with pedestrians in mind (gates/cross arms, flashing lights, tactile surfaces, lighting, signage, etc.). These improvements both improve pedestrian safety, but also work towards minimizing the effects that these barriers will create.

Transforming Depot Street into a Complete Street

Background Information:

In order to create a Complete Street that serves all road users with better access to the train station, segments of Depot Street were recently improved with curb extensions, improving the safety and experience for pedestrian in addition to adding a traffic calming element to the street. Depot Street has standard Class II bike lanes, however enhanced facilities with additional separation from motor vehicle traffic may increase the safety of bicyclists and encourage a wider range of bicyclists (those of varying skills, abilities, and comfort levels) to bike to the station and Downtown Morgan Hill. Reconfiguring Depot Street to become one-way from Main Avenue to 4th Street will create space for improved bicycle facilities and improve pedestrian safety at cross-streets and at Main and Depot Street. By keeping the street two-way from 4th Street to Dunne, circulation to and from the parking facility on 4th will be preserved. On this segment of Depot Street, there are approximately 24 driveways (collectively on both sides of the street). Street parking is also available on one side of the street throughout this corridor (parking alternates on north or south sides depending on the block). Individual parking stalls are not marked, but it is estimated that there are approximately 62 parallel parking spaces on Depot Street between Main Avenue and Dunne Avenue.

Four (4) design concept alternatives have been developed by Alta that include enhanced bicycle facilities (two one-way northbound concepts and two one-way southbound concepts). Each of the alternatives will be described below along with some benefits and constraints for each design. Engineering exhibits (plans and cross sections) for each concept are attached to the end of this memorandum.

Concept 1 Southbound

Concept 1 Southbound reconfigures Depot Street to include (from east to west) a five-foot Class IV northbound separated bikeway with two-foot buffer, back-in angled parking, an eleven-foot southbound travel lane, and a six-foot southbound Class II bike lane.

Benefits:

- The northbound bikeway is separated from the travel lane.
- In this configuration, both bike lanes are separated from the angled parking; the northbound by a buffer and the southbound by the adjacent travel lane.
- Back-in angled parking provides drivers with additional visibility of their surroundings when entering and leaving parking stalls, a benefit to other drivers and bicyclists.
- Converting parallel to angled parking in this configuration provides 15 additional parking spaces.
- Southbound vehicle traffic on Depot Street can make right turns on side streets to loop through downtown. This movement may have less impact to circulation since right turning vehicles do not need to make left turns onto Monterey in order to move south through downtown.

Constraints:

- The southbound bike lane is not separated like the opposing direction, but is in the same direction of travel. This configuration is not an improvement from existing conditions.
- This configuration pushes the parking further away from the curb, which reduces the available width in the roadway for fire department access down to 17 feet. This is below the Morgan Hill Fire Department's 20 foot standard and an exception would need to be granted for this configuration to be accepted.

Concept 1 Northbound

Concept 1 Northbound reconfigures Depot Street to include (from east to west) back-in angled parking along the northeast side of the street, a six-foot northbound Class II bike lane, an eleven-foot northbound travel lane, and a buffered five-foot contra-flow bike lane.

Benefits:

- Back-in angled parking provides drivers with additional visibility of their surroundings when entering and leaving parking stalls, a benefit to other drivers and bicyclists.
- Converting parallel to angled parking would create an additional 13 parking spaces.

Constraints:

- While back-in angled parking does improve the visibility of the bike lane for cars entering or leaving the parking stalls, the bike lane is directly adjacent the parking lane, which can decrease the level of comfort that riders experience in this section.
- There is no separation, other than a striped buffer for the contra-flow bike lane (a bike lane that runs opposite of traffic). Contra-flow best practices typically suggest a physical barrier between the travel lane and the contra-flow bike lanes; due to both the width constraints and the number of driveways, such a solution is not feasible here.
- To move southbound past 4th Street, vehicles will either need to proceed to Main and turn south on Monterey or attempt to turn left on side streets, which could have a negative impact on downtown circulation.

Concept 2 Southbound:

Concept 2 Northbound reconfigures Depot Street to include (from east to west) back-in angled parking, an eleven-foot (11) southbound travel lane, a ten-foot (10) two-way Class IV cycle track with a two-foot (2) physical buffer.

Benefits:

- The two-way cycle track includes a painted buffer and physical barriers such as flexible posts, planters, or raised concrete curb that separates bicyclists from moving vehicles. Cycle tracks are more appealing for bicyclists of differing ages and abilities and have been shown to increase rates of bicycling and safety for drivers, bicyclists, and pedestrians.
- There are no bike lane conflicts with parked cars.
- Back-in angled parking provides drivers with additional visibility of their surroundings when entering and leaving parking stalls, a benefit to other drivers and bicyclists.
- Converting parallel to angled parking would create an additional 18 parking spaces.
- Southbound vehicle traffic on Depot Street can make right turns on side streets to loop through downtown. This movement may have less impact to circulation since right turning vehicles do not need to make left turns onto Monterey in order to move south through downtown.

Constraints:

- The relatively high number of driveways complicates the design of the cycle track because of the high number of breaks required for driveway access. These driveways are residential so the number of times vehicles cross the cycle track will be limited and by drivers that already must be vigilant of crossing the existing bicycle lanes when entering and exiting their driveway.

- At 4th Street, the cycle track will transition to two directional bike lanes. The design of this intersection should provide sufficient treatments (i.e. pavement markings, signage, etc.) to guide bicyclists through the intersection between the different street configurations.

Concept 2 Northbound:

Concept 2 Northbound reconfigures Depot Street to include (from east to west) back-in angled parking, an eleven-foot (11) northbound travel lane, a ten-foot (10) two-way Class IV cycle track with a two-foot (2) buffer.

Benefits:

- The two-way cycle track includes a painted buffer and physical barriers such as flexible posts, planters, or raised concrete curb that separates bicyclists from moving vehicles. Cycle tracks are more appealing for bicyclists of differing ages and abilities and have been shown to increase rates of bicycling and safety for drivers, bicyclists, and pedestrians.
- There are no bike lane conflicts with parked cars.
- Back-in angled parking provides drivers with additional visibility of their surroundings when entering and leaving parking stalls, a benefit to other drivers and bicyclists.
- Converting parallel to angled parking would create an additional 11 parking spaces.

Constraints:

- The relatively high number of driveways complicates the design of the cycle track because of the high number of breaks required for driveway access. These driveways are residential so the number of times vehicles cross the cycle track will be limited and by drivers that already must be vigilant of crossing the existing bicycle lanes when entering and exiting their driveway.
- At 4th Street, the cycle track will transition to two directional bike lanes. The design of this intersection should provide sufficient treatments (i.e. pavement markings, signage, etc.) to guide bicyclists through the intersection between the different street configurations
- To move southbound past 4th Street, vehicles will either need to proceed to Main and turn south on Monterey or attempt to turn left on side streets (across the cycle track), which could have a negative impact on downtown circulation.

Intersection Treatments at Main Avenue and Dunne Avenue

Concept designs for intersection improvements at Depot Street/Main Avenue and Depot Street/Dunne Avenue have also been developed to further enhance the safety and accessibility of Depot Street for pedestrians. Engineering exhibits for each intersections are attached to the end of this memorandum.

Main Avenue/Depot Street

Along the western leg of the intersection (crossing Main), the enhanced design includes curb extensions on both sides of the intersection, a median pedestrian refuge island, a high visibility crosswalk, crosswalk safety beacons, and advance yield markings (shark's teeth). Crosswalk safety beacons are any form flashing lights to increase driver awareness of the presence of pedestrians in the crosswalk. These can include HAWK (pedestrian-hybrid) beacons, rectangular rapid flashing beacons (RRFB), in-pavement crosswalk lights, and other treatments. Engineering and planning judgement should determine the most effective treatment for this crossing.

This redesigned crossing employs several treatments to not only increase pedestrian visibility, but also provides additional accessibility with new curb ramps and the median refuge island; increasing access and safety for this crossing. This treatment works for one-way configurations moving northbound, southbound, or the existing two-way configuration.

Dunne Avenue/Depot Street

At the northern leg of the intersection, enhanced treatments are suggested across Depot Street. These treatments include a new curb ramp and tightened curb radius at the northwest corner, upgrading the crosswalk to a high visibility crosswalk, and installing a mountable median.

This redesigned intersection draws more attention to the pedestrian crossing, and slows vehicle turning movements by tightening the radius of the northwestern corner and adding the mountable median. This could serve as an interim treatment until Depot Street is reconfigured through the Morgan Hill Community Center parking lot to tie into Church Street.

Station Access and Station Area Considerations

Station connectivity across the tracks: The City should also stress enhancing the connection across the tracks to improve connectivity and links (mental and physical) between the two sides of the tracks. There is an existing facility that provides a connection between both sides of the tracks, but members of the public (especially women) have reported that the pathway can feel dark and isolated. The City should strive to better activate the area. Placemaking is key component of this activation, and by improving pedestrian amenities and attempting to bring and keep more people and foot traffic in the area, this can act as the first step towards shifting the public perception and making this area more than just a “transit center.”

Bus Stop Amenities: The City should ensure that bus stops in this area have good amenities like shelters/benches, real-time arrival information screens, connection information for other service providers, wayfinding signs and other items. The areas should be well lit to improve the perception of safety. Dependent on how VTA changes its bus service in the area, no longer used bus stops (and the associated street furniture and design elements) can be repurposed into waiting/loading areas for transportation network companies (TNC) like Lyft and Uber.

Curb Ramps/Accessibility: The City should conduct an inventory of curb ramps within the station area to determine if there are any missing curb ramps and if any existing ramps are not ADA compliant. This would provide the City with the necessary information they would need to prioritize fixing these problems to increase pedestrian accessibility and connectivity.

Pedestrian Crossings: To increase accessibility and pedestrian safety, all crosswalks in the station area/Downtown should be marked. This brings increased driver attention to the possible presence of pedestrians. Marking crosswalks also allows for advanced stop or yield markings to be installed, giving drivers additional visual aids and helping maintain a safer distance between stopped cars and the crossing. Advanced yield/stop markings are especially useful on multi-lane roadways as they can help reduce the dual threat from collisions. The City should study pedestrian volumes and collision data to prioritize unsignalized intersections for pedestrian crossing enhancements.

Complete Streets & Station Access: Transforming Depot Street into a complete street is the first step in improving accessibility to/from the station area and Downtown. However, making similar changes to Monterey Road, Butterfield Boulevard, Dunne Avenue and Main Avenue and other connecting streets is just as important for increasing pedestrian and bicycle use in Morgan Hill, especially in this area. Complete Streets transform streets into safer and calmer spaces for all road users: people walking, people biking, people taking transit, and people driving. It is important to create a network of streets that allow users of a variety of ages and abilities to comfortably travel throughout the area using their mode of choice. Very similar to sidewalks and pedestrian paths, it takes a strong network of enhanced bicycle facilities to generate bicycle trips.

Placemaking: To successfully incorporate the linking of the three parks and elements in between, it will be very important that the City incorporate the shared design elements between the shared areas, with the wayfinding signs, and other landscape design elements. If the elements in the pop-up parks are well received by the public, for

continuity, they (or similar items) should be incorporated into the design of the permanent parks. Additional placemaking elements can include: a utility box art program, wayfinding signage, public art installations, parklets, and street furniture.

Parking Considerations

Current Parking Availability and Management: Currently Downtown Morgan Hill has a sufficient level of parking to meet current parking demand in the Downtown area. Current parking demand is still below the 85% occupancy rate during peak use, however the City should begin developing a parking management strategy and toolbox to better maintain and improve the efficiency of existing parking, particularly if the parking falls below 15% parking availability threshold. The Downtown/station area parking strategy and enforcement policy should be designed to fulfill the following goals:

- 1) Use valuable resources (limited available land) efficiently
- 2) Create order and reduce anxiety
- 3) Encourage transit, walking, and biking
- 4) Encourage parking turnover
- 5) Generate revenue (that can be used to enhance the parking and downtown experience)
- 6) Get the right people in the right parking space¹

Parking Management Tools: Parking management tools can include the following:

- Parking Overlay Districts
- Requiring certain levels of parking in new developments near Downtown/station area
- Ensure that parking restrictions match adjacent business uses
- Enforce parking restrictions and rules
- Appropriate wayfinding for both vehicles and pedestrian
- Public marketing/education campaign
- A collaboration between business to developed a shared “valet” parking service
- Residential parking permit system

Reframing Parking and Congestion Problems: The City should attempt to reframe potential parking shortages to the perspective that traffic and parking problems are not inherently bad things, they are good signs economically and show that people (locals and visitors alike) want to visit and spend time *and* money in the area. This can coincide with improvements to make it easier for people to walk, bicycle, or use alternative modes to reach Downtown.

Future Parking Needs: As Morgan Hill considers changes to the station area and Downtown, in addition to utilizing a management and enforcement plan for existing parking, the City should also develop a plan for future parking needs should the parking availability fall below the 15% threshold. Additional parking can be created by building an additional parking structure or by requiring additional parking in future developments. Future residential developments should also include some level of visitor parking.

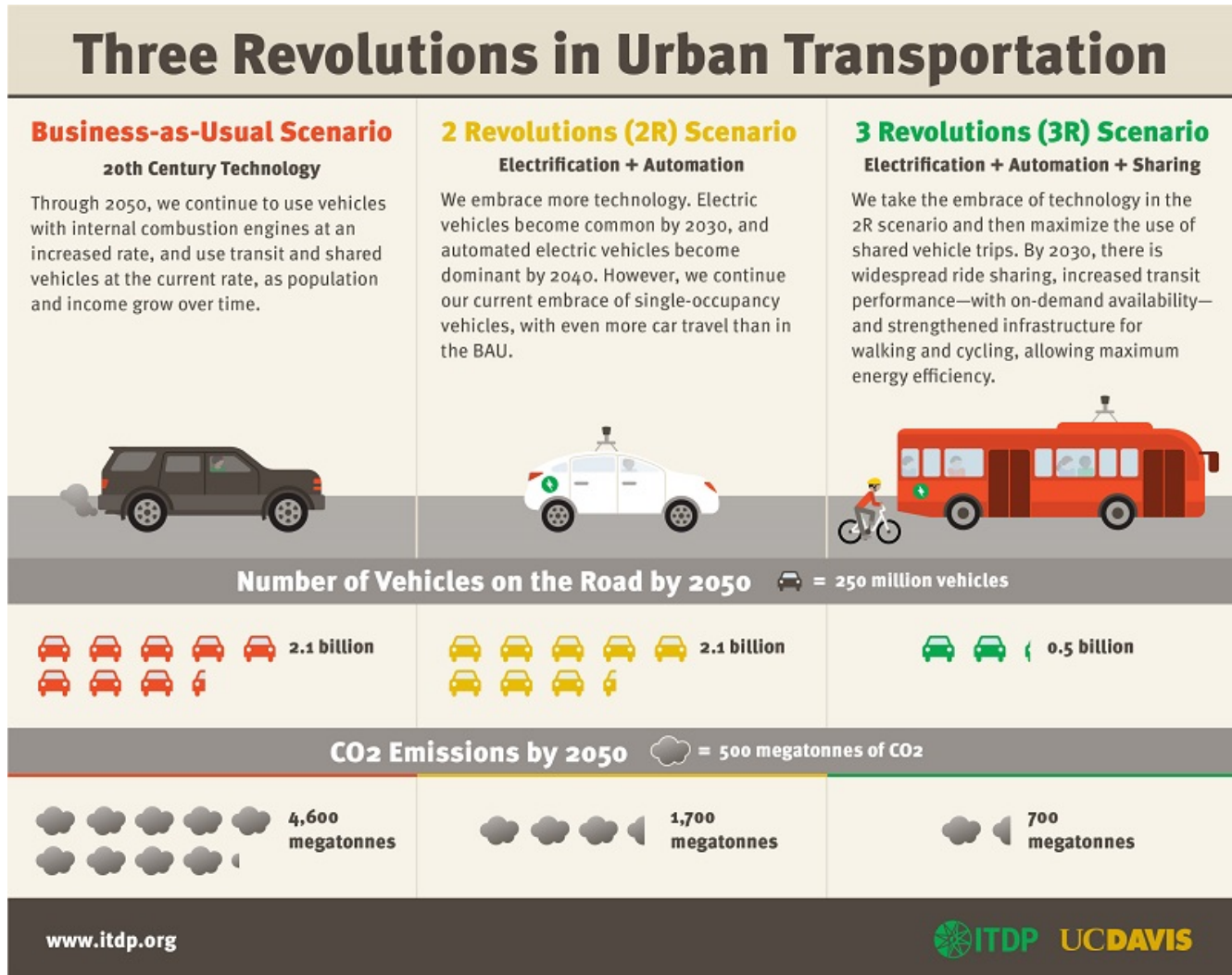
Parking Benefit Districts: Consideration may also be given to install parking meters (or other payment systems) on Downtown streets to encourage more turnover as well and serve as enforcement for the time limits. This option

¹ <http://www.oregon.gov/LCD/TGM/docs/parkingprimerfinal71213.pdf>

is an escalated version from enforced time limits to free parking or could be in conjunction with enforced time limits on highly utilized blocks like on Monterey Street. To help sell this option of parking meters to residents and business owners, the City can create a Parking Benefit District (PBD) which would ensure that all revenue generated by the parking meters will be used directly for improvements to the Downtown/station area such as street and sidewalk repair, amenities, parklets, park maintenance, and public art.

Parking Access: The City should ensure that paths to the parking facilities are well lit, and when possible use routes with high volumes of foot traffic throughout the day to increase both patron and employee perceptions safety.

New Mobility & the Shared Economy



Shared Economy

Ridesharing Services: With Transportation Network Companies (TNC) like Uber and Lyft growing in popularity, it is important for cities to be prepared. Near the station, the City can designate a specific area within the lots or on curbs for rideshare pick up and drop off such as the Transit Center VTA lot on the east side of the tracks and Depot Street drive-through on the west side of the tracks. These improvements will be especially important if a partnership is successfully created to supplement VTA bus service.

Car Share: The City should work with VTA to designate a handful of parking spaces in one of the parking areas near the Caltrain station for car share vehicle parking and work with car share companies to bring the service to Morgan Hill. These services can benefit residents and visitors alike. Given the proximity to downtown attractions and residential density, the western parking facility would be a good candidate for these improvements.

Bike Share: Bike Share is growing in popularity amongst many municipalities in the Bay Area, California, and across the country and world. Bike share systems can be designed in a number of ways (Smart Bike, Smart Dock, and Hybrid systems) and can be customized to fit a given jurisdiction's desires and needs. Bike share can provide an important connection to transit services and allow users to move about the downtown area quickly and sustainably. Morgan Hill has the potential to be a great bicycling town because of its relatively flat geography and small size at thirteen (13) square miles. As VTA continues to change its services to provide better/more efficient service throughout its service area, this may mean reduced or changed service for Morgan Hill. A bike share system coupled with improved bicycle facilities can provide a more efficient and cost-effective solution for moving residents and visitors.

In addition to Ford Go Bike (Bay Area Bike Share), many Bay Area cities are examining starting their own bike share system (typically smart bike systems). These smaller systems allow cities and towns to better customize the bike share experience and design to best suit their constituents. Morgan Hill's new Bicycle, Pedestrian, and Trails Master Plan can be used as a tool leverage funding and can help determine system design should Morgan Hill decided to consider starting their own bike share system. This plan can also be used to prioritize bicycle improvements that will better serve both the station and downtown areas of Morgan Hill.

Electric Golf Cart Services: Helping connect the VTA and Courthouse lots to downtown and also providing "senior pick up service" from the garage could include "golf cart shuttle service" where Downtown Safety Ambassadors are driving 4-6 passenger golf cars. This could initially start Thursday-Saturday nights. The City of San Diego's downtown has FRED (Free Ride Everywhere Downtown), which provides free rides within their service area throughout most of the day. FRED also provides similar services in Santa Monica, Venice, Marina Del Rey, and locations in New York, New Jersey, and Florida. Funding for these programs can come from a percentage of parking meter returns from the Downtown area, a business improvement district (via a business association tax), or a collective public-private partnership between the City and local business. Operationally, there are many different ways that the operational structure can be setup (i.e. the City purchases and owns the vehicles, but the service is operated by a contractor).

New Mobility and Preparing for the Future

This section presents information on technology and transportation: existing, trending and emerging. This section includes scenarios and recommendations.

Terms

Autonomous Vehicles (AVs) – Also referred to as driverless or self-driving, these vehicles travel according to programmed routing instead of a human driver.

Levels of Autonomy: The levels, established by the US Department of Transportation's National Highway Traffic Safety Administration (NHTSA), describes the various levels of machine/human control over vehicle operations. Level 0 is completely controlled by humans, while Level 5 is completely autonomous (no human operator involved onboard). In between, Levels 2 and 3 include driver assistance and self-parking available today. Level 4 still requires a driver, though most operations are programmed.

Transportation Network Companies (TNCs) – Companies, typical powered by a mobile smartphone app, pairs passengers with drivers who provide transportation services (on-demand single or shared rides) in the driver's non-commercial vehicle

V2X – This term describes on-board communications systems. The catch-all term is Vehicle to Everything and includes V2V (vehicle to vehicle), V2I (Vehicle to Infrastructure), V2P (Vehicle to Pedestrian), and V2B (Vehicle to Bicycle).

Scenarios

Most cities understand that transportation technology's disruption is not coming; it is here. Many of the companies at the forefront of innovation (and hence changes and disruption) are located in the San Francisco Bay area. As with any innovation, there are projected positive and negative impacts as shown in following the table:

Table from: Alta White Paper; Preparing for New Mobility: Crafting Effective Resolutions

TOPIC	BENEFITS	RISKS
Pedestrians	Reduction in crashes since AVs automatically stop for pedestrians (also V2P – or Vehicle to Pedestrian technology).	Pedestrians will be highly regulated to avoid constant stop-and-go AV traffic.
Bicyclists	Reduction in crashes and increased bike-sharing options.	Attention to individual AV vehicles prioritizes road space for cars.
Cars	Reduction in car use and ownership with shared, autonomous fleets.	Increased car use as travelers eschew active modes and transit for the ease of AVs.
Transit	AVs feed more riders to transit.	Transit suffers as riders switch to shared-use ridesharing and AVs.
Streets	Excess street space can be converted to parks and open space.	Cities will need to invest heavily in street repair and maintenance to avoid false signals for AVs using roadways.
Parking	Shared AVs need fewer spaces and parking can be located in otherwise inconvenient locations.	AVs will clog streets as they circulate – using streets like parking. Higher VMT from cars circulating or relocating to distant parking.
Freight & Deliveries	Faster deliveries for on-demand retail and lower delivery costs.	Job losses. Sidewalk congestion with driverless delivery pods
Revenue	Cities can rethink revenue sources as gasoline tax remittances shrink. The new frameworks can include incentives for active and low impact modes.	Job losses. Loss of office and hotel taxes as drivers use vehicles for overnight trips and work. Loss of auto permits, tickets and parking.
Safety	Fewer collisions between cars and pedestrians and bicyclists.	AVs can be hacked. Ethical considerations for unavoidable crashes.
Equity	Travel options for mobility-impaired populations such as teenagers, the elderly. Greater options outside city centers.	Cars can be programmed to avoid certain situations and geographic locations.

For cities, the main objective is to harness opportunities while limiting risk at the forefront of the planning process. To achieve this goal, cities are developing scenarios (1) what is likely to happen and (2) what the community wishes to see happen and (3) policies and other levers to attain the desired mobility system.

Probable Technology Advances:

Rail: High capacity transit will still be needed to move large numbers of people. Moreover, the increase in e-commerce will see more package delivery by a variety of modes.

Implications for planning: Morgan Hill should determine the best ways to deliver riders to high speed rail using first/last mile practices, mobility hubs and infrastructure upgrades. Density around stations, as well as convenient direct passageways for pedestrians and bicyclists needs to drive buildings and infrastructure design.

Autonomous Vehicles Technology: Auto manufacturers are already installing driverless features into new models offered to the mass market including self-parking and pedestrian detection. Boston and other cities have already sponsored closed and semi-closed course trials for vehicles. Carmakers such as Volvo are beginning to signal specific dates within the next 7-10 years when they will release fully autonomous (or Level 5) models. Consumer

acceptance is a big concern, as is the potential for increased Vehicle Miles Travelled (VMT) given the convenience of AVs.

Implications for planning: Autonomous automobiles, at least in the first phases, will need well-managed streets as not to “confuse” the vehicle cameras and LIDAR with trash or potholes. Moreover, technology providers may expect cities to properly stripe streets and/or provide the technology required. Congestion is a big concern if systems replace mostly single-occupancy vehicles with driverless ones (while driverless cars can travel closer together, there are road capacity limits and priority passage).

Both the streets and congestion have policy and financial aspects for planning. As the first automobile companies come forward to test vehicles, Morgan Hill work with providers to test new revenue models for upgrading streets. At a higher level, states and cities are already promoting VMT fees to replace decreasing revenues tied to traditional car ownership (e.g. parking, permits)

Shuttles (Microtransit), Paratransit & Buses: Several companies (EasyMile, Local Motors) are focusing on shuttles, as opposed to individual single, occupied vehicles. The rationale is that whether there are drivers or not, higher capacity vehicles are preferred to individual vehicles to maximize road capacity. Likewise, experts envision an on-going role for buses and shuttles given capacity constraints on roadways.

Implications for planning: In the near term, microtransit providers such as the Downtowner are providing service in several markets. The most lucrative are in resort areas, though these services find a niche in markets where trips are too far to walk, but not worth a taxi/TNC fare. Circulators can fill service gaps where routes in a carefully defined service area make sense.

Many cities are working with TNCs (Lyft, Uber and others) to provide paratransit service. Conventional paratransit typically poses high costs per passenger on antiquated reservation services. These new arrangements can provide more responsive service at lower costs.

For autonomous shuttles, cities are already running demonstrations (Las Vegas) for routes. In early stages, routes will be simple (linear, loops) and restricted to protected lanes. Over time, shuttles can provide on-demand service. Morgan Hill can test downtown autonomous circulators in the restaurant district, and to feed riders to rail. Other uses may emerge, for example between medical, educational and businesses campuses. Note that for all vehicles (cars, shuttles), the switch to electric will accelerate. This will require rapid and widespread installation of electric charging facilities.

Pedestrians & Rideables: Despite driverless’ promise of safety, there is still concern about (1) a proliferation of audible alerts and (2) hyper-regulation as to avoid gridlock as vehicles constantly stop for pedestrian and bike crossing. In addition, there are an increasing number of personal mobility devices or “rideables” such as electric hoverboards, skateboards, one-wheels, and scooters. While these add low impact mobility, in particular for first/last mile to transit, they also pose questions on where riders may travel (e.g. sidewalk, bike lanes).

Implications for planning: In the near term, cities can take advantage of technology for crash avoidance. This can include installing after-market technology to existing municipal vehicles and use of other technology referred to as V2P (Vehicle to Pedestrian). This can easily integrate with Vision Zero plans. For both walking and biking, new counting technology can help the city monitor active transportation and demand for infrastructure like lanes and bike parking.

Bicycles: Bike technology is evolving as quickly as vehicle technology. This includes:

- Bike share – rental bikes, bike share (stations), bike share (dockless)
- Electric – personally owned, shared
- Deliveries – messengers, cargo bikes, delivery bikes

Implications for planning: The increase in cycling options is increasing demand for infrastructure such as bike parking and lanes. Protected bike lanes are increasing in popularity for biking of all types among a wider swath of users. At the regional level, mixed use and mixed motorized trail such as the Coachella Valley's CVLink suggest design for trails of the future.

For bike share, a new generation of dockless bike companies are now providing fleets for low or no cost to cities. These systems provide on-demand bikes almost anywhere, and depend on having a large number of bikes available. This poses challenges to avoid bike clutter on sidewalks (since riders can park bikes anywhere) and abandoned bikes. However, with planning and adequate bicycle parking, these bikes can provide more choices downtown and for access to rail.

Shared Use: Shared Use for bikes, rideables, vehicles and rideshare continue to evolve to address convenience gaps. In the future, most transportation experts recommend shared autonomous vehicle fleets, owned by transportation companies or public agencies.

Implications for planning: Shared-use services are already changing travel and vehicle ownership patterns. In the near term, the city can work with TNCs on providing paratransit or semi-paratransit services. Morgan Hill can also focus on shared use services close to higher density development (carshare, rideshare). In addition, cities are beginning to redesign curbs with special pick-up and drop-off zones. This helps alleviate congestion and uncertainty as numerous ride share companies vie for curbs to service riders. This also may provide incentives if cities begin pricing curbside usage. For example a rider's surcharge may be minimal (under 5 cents) for pick up in a designated area, but a higher fee for pick up where the service interrupts traffic flow.

For autonomous vehicles, most transportation experts recommend shared fleets. In addition, some see vehicles carrying a mix of passengers and packages.

Mobility as a Service: As more people eschew car ownership and technology expands the number and type of modes available, several companies are working on Mobility-as-a-Service (MaaS) offers subscriptions to service bundles. For example a user could order a package that allows a certain number of trips that can be taken on transit, bike rental/share, car share, ride share and more from a single app with a single payment system.

Planning implications: In the near term, apps for various transportation services allow users to pay from a mobile device. In the near future, users will have a single payment platform that aggregates all modes on a pay-by-use basis. MaaS takes the concept further by offering subscriptions.

Land Use: From a planning perspective, research on walkable communities continues to show a placemaking dividend. As more residential units are occupied. Morgan Hill will benefit from collecting data on new residents and their travel patterns. This includes biking and walking, shared-use rides and transit use. There is new pedestrian and bike counting technology to help determine counts automatically.

Over the long term, technology of all types is putting pressure on land use, for example, retail (competition from online retail), office (rise of shared office spaces), and residential (demand for smaller units). Urban planners need to focus less on fixed, rigid zoning categories towards new models of flexible use zoning. This includes conventional categories (R, C, and Mixed Use) as well as parking requirements.

Planning implications: In the near term, Morgan Hill can (1) add more shared-use and active transportation options closer to new residential developments, including bike and car share, designated pick up and drop off areas for TNCs, and Transportation Demand Management Services clearly illustrating options.

Infrastructure: Rights of way will see shifts in use

Sidewalks: In urban areas, sidewalks are already experiencing congestion with the increase in demand for urban living, commercial uses such as sidewalk cafes, utilities. Green infrastructure and technology. Sidewalk delivery drones, depending on their numbers, will further add to congestion.

Curbsides: Shared use mobility (car and ridesharing) are using curb space for parking and passenger pick-up and drop-off. Deliveries are on the rise with e-commerce (see below).

Streets: Complete streets are reshaping space for multiple modes. For technology, opinions are mixed as to whether autonomous vehicles will further reshape lanes and space allocation. Because vehicles can be programmed readily, some experts believe different streets will host different vehicle mixes (some by time of day).

E-Commerce: E-commerce is expected to grow even faster as consumers order more products online. This trend is already putting pressure on building design and loading areas where package delivery and storage areas are inadequate. In the future, companies such as Amazon are planning on drone delivery (air and sidewalk), as well as new distribution hubs for first/last mile (and even first/last 100 feet) deliveries.

Planning implications: Cities will need to contend with an increase in warehousing/distribution hubs closer to consumers. For deliveries, cities will need to also address drones that increasingly use new public spaces (air rights of way and sidewalks). For pedestrians, a small number of sidewalk drones may be unnoticeable, however, they could pose a safety hazard in great numbers. Note Amazon intends to use bike deliveries in addition to driverless. Using bikes allows continuous deliveries in the event of system interruption (e.g., hacking).

Priority Action: Planning for New Mobility & Technology

New mobility is not concentrated on autonomous cars, but rather new systems where active transportation, transit and technology work on a platform of great city and street design to expand opportunity and mobility. Technology will not replace timeless placemaking principals, or the economic power of walkable and bikeable communities. Rather, technology can increase safety, the number of options and convenience of multi-modal travel. The table below offers an example of improvements worth considering in order to prepare for and benefit from future advances in transportation mobility.

Table of Prioritized Improvements

3.b

Improvement	Tier 1	Tier 2	Tier 3	Comments
Planning for Transportation Technology				
Pass a local Resolution on mobility + tech priorities	X			Use the resolution as a way to engage the public on tech & possible changes
Work with local colleges and industry leaders to attract AV pilots and tests	X			
Issue a Request for Information (Rfi) for mobility solutions	X			Examples: Los Angeles "bench"
Initiate scenario planning (both as transportation planning and civic engagement strategies). Conduct internally as well.	X			Begin discussions on policy internally: working across Departments, data sharing and storage, plan alignment, safety, privacy
Create a time line of plan updates over next 4 years across city Departments				
Work with state agencies and municipal non-profits to explore longer term revenue replacement	X			Groups include the Local Government Commission & California League of Cities
Pedestrian & Bicycle Technology				
Contact dockless bike share companies to explore a trial downtown or in other areas.	X			Operators in California include LimeBike, oBike, Spin, and Ford's GoBike
Work with businesses on a bike valet parking program	X			This may include valets who redistribute bikes.
Explore new V2P and V2B technology.		X		
Monitor use of rideables (motorized, low speed personal vehicles)		X		May need future regulations fo determining use on sidewalks,
Vehicle & Transit Technology				
Research and install the growing number of after-market devices to existing city vehicles				
Work with civic, business and real estate leaders to identify initial on-demand and AV shuttle routes	X			Work with firms in Palo Alto who may be willing to include as part of their TDM
Use the Shared Use Mobility Center's Toolbox	X			

Attachment: Alta Planning +Design-Morgan Hill Station Area Memo and Depot Street Design Concepts (1414 : Station Area Master Plan)

Morgan Hill Station Area Considerations & Depot Street Complete Streets Redesign

Attract on-demand shuttles available now (such as the Downtowner)			X	
Approach TNCs for partnerships on paratransit and similar services				
Invite pilots with AV shuttles such as EasyMile	X			
Smart Infrastructure				
Audit existing sidewalk demand, as well as future needs with technology	X			Include technology such as 5G and low power networks.
Audit actual parking usage – use low cost counting technology to determine parking demand and usage (on-street and in structures).				
Consider curbside pricing and plans		X		Pricing may be assessed either with technology embedded in curbs or via mobile apps.
Parking Technology				
Include Parking navigation apps in TDM programs	X			Example: Spot Hero
Require smart parking in all new development & redevelopment	X			Require reports to assess how many spaces needed
Map flexible parking				
Increase electric charging requirements for all new/upgraded parking		X		
If Morgan Hills pursues dockless bikes, complement with an Increase number and distribution of bike racks		X		
Require flexible design for all new parking structures to allow easy transition to other uses		X		Example: Los Angeles
Planning for e-Commerce				
Conduct scenarios for e-commerce deliveries	X			Include projections on volumes warehousing, first/last mile, modes
Engage experts and companies developing drones to proactively address use of public rights-of-way		X		

New Mobility Resources

[Preparing for New Mobility White Paper](#), Alta Planning + design

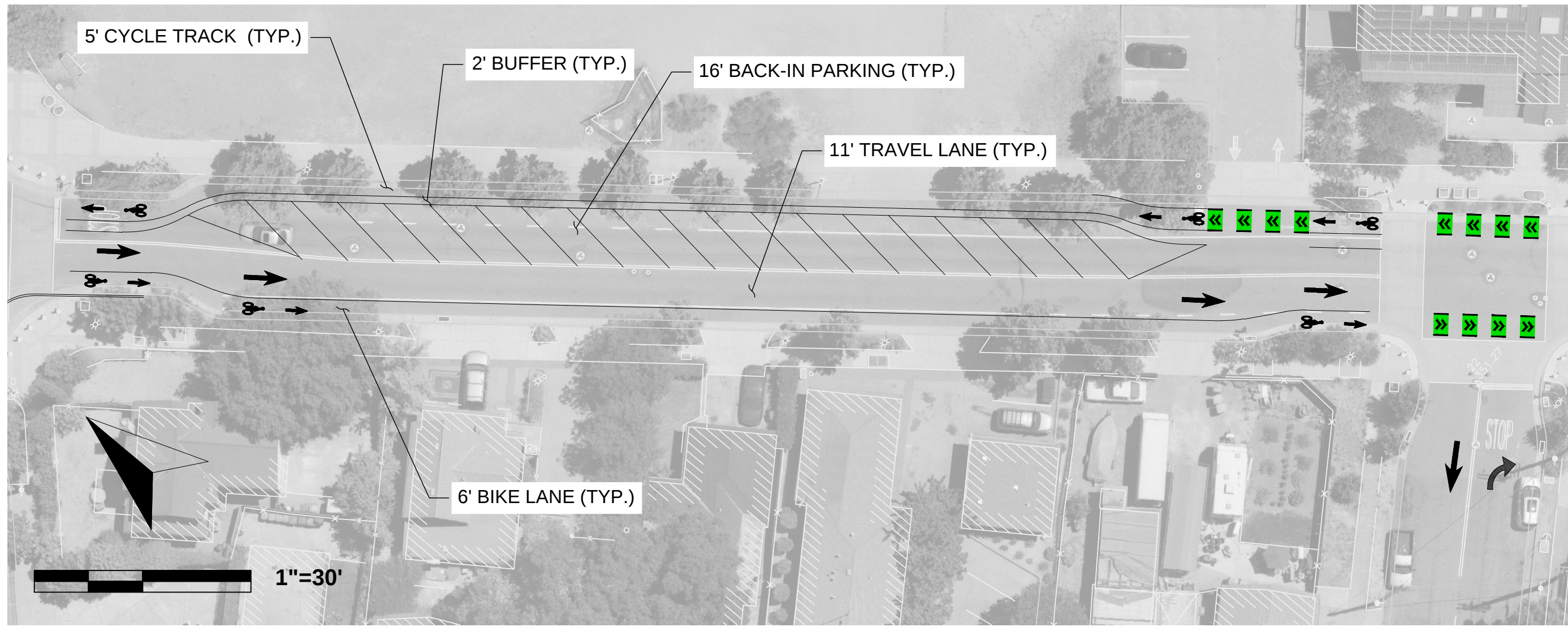
[Taming the Autonomous Vehicle: A Primer for Cities](#) (Aspen Institute/Bloomberg Philanthropy

[Los Angeles Transportation Technology Plan](#) LA's comprehensive transportation + technology plan

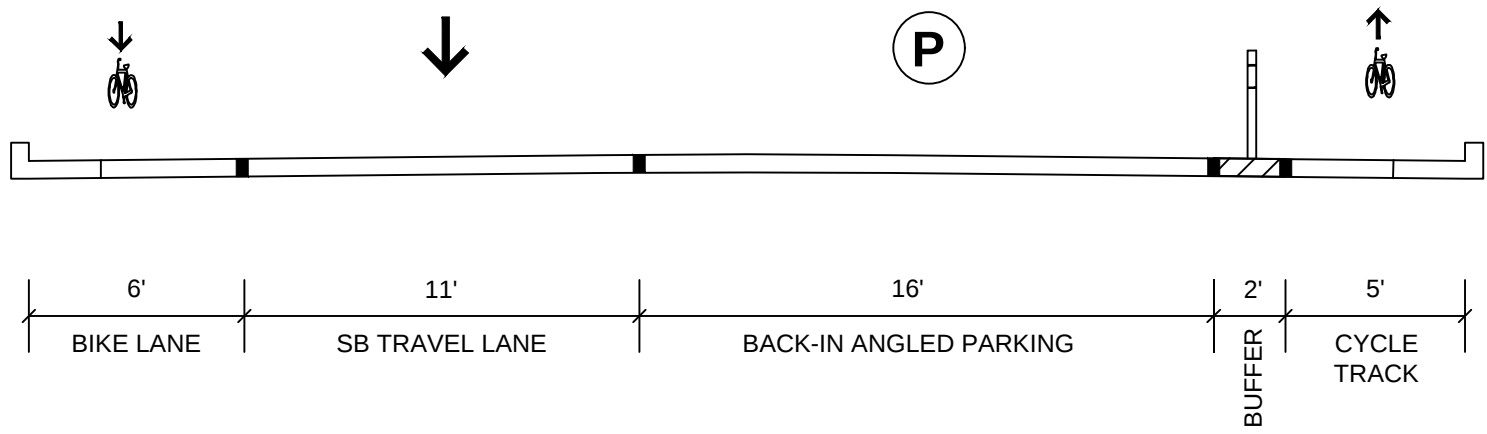
[Guidelines for planning & conducting automated vehicle trials](#) (Australia)

[Shared Use Mobility Center](#) (including a Shared Use Mobility Toolkit)

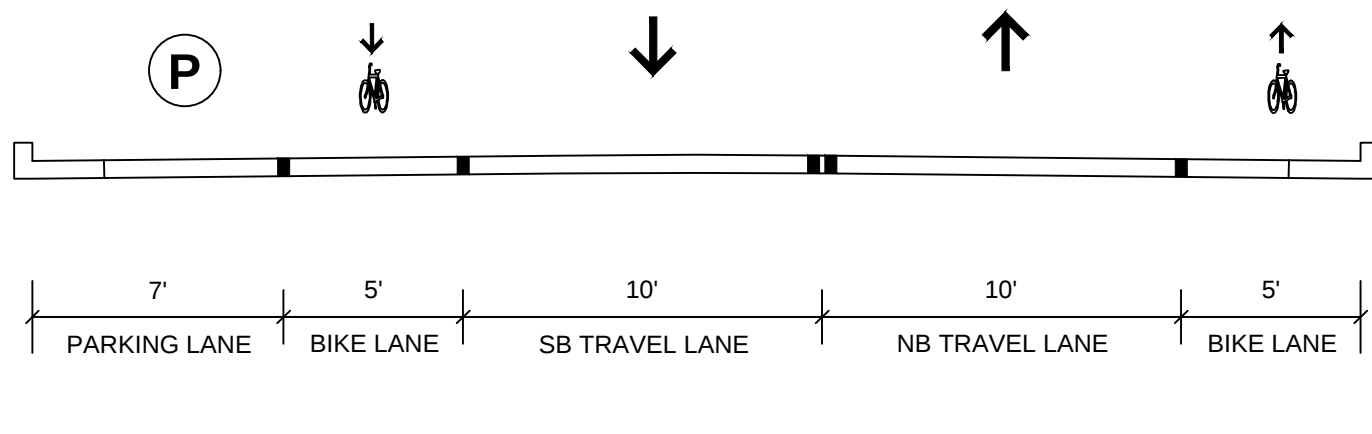
[Autonomous Vehicles and the Future of Parking](#)



TYPICAL BLOCK APPLICATION



DEPOT STREET
(MAIN STREET TO 4TH STREET - 40' ROADWAY)



DEPOT STREET
(4TH STREET TO DUNNE AVE - 37' ROADWAY)

DRAFT

CONCEPT 1 - SOUTHBOUND



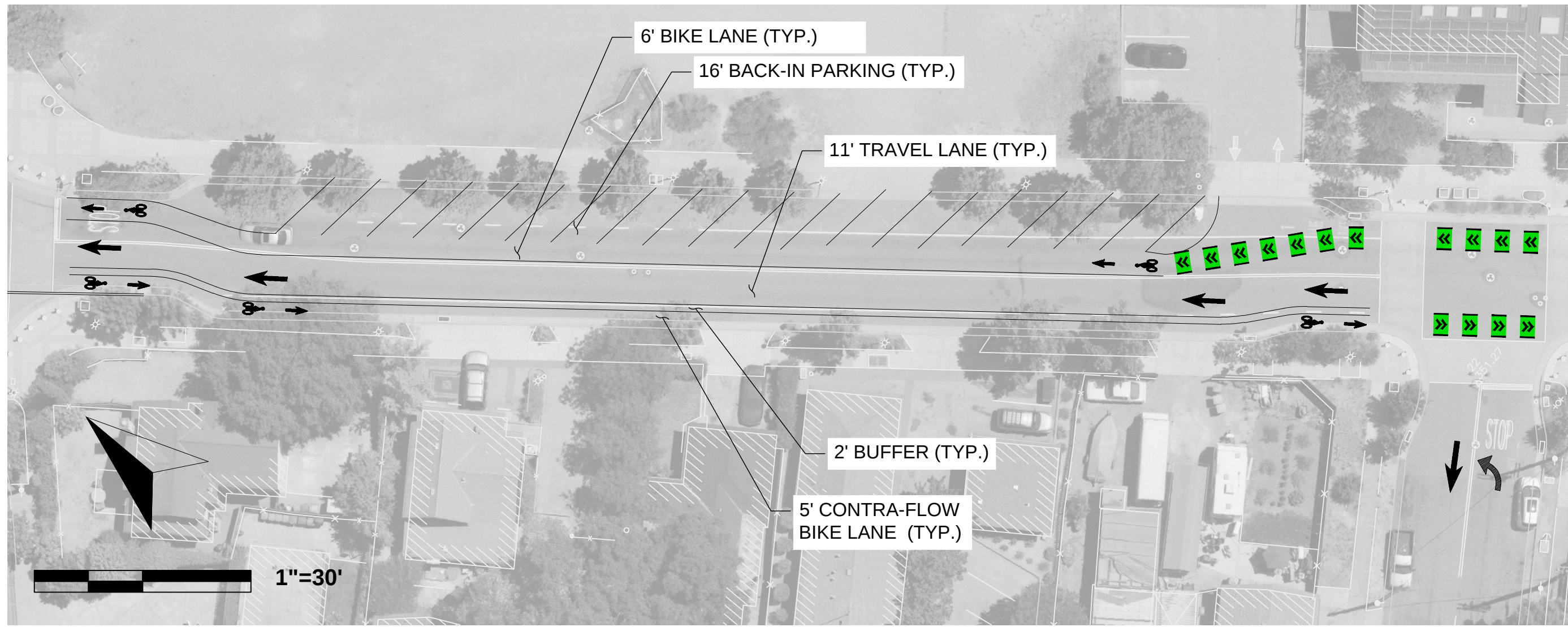
City of Morgan Hill



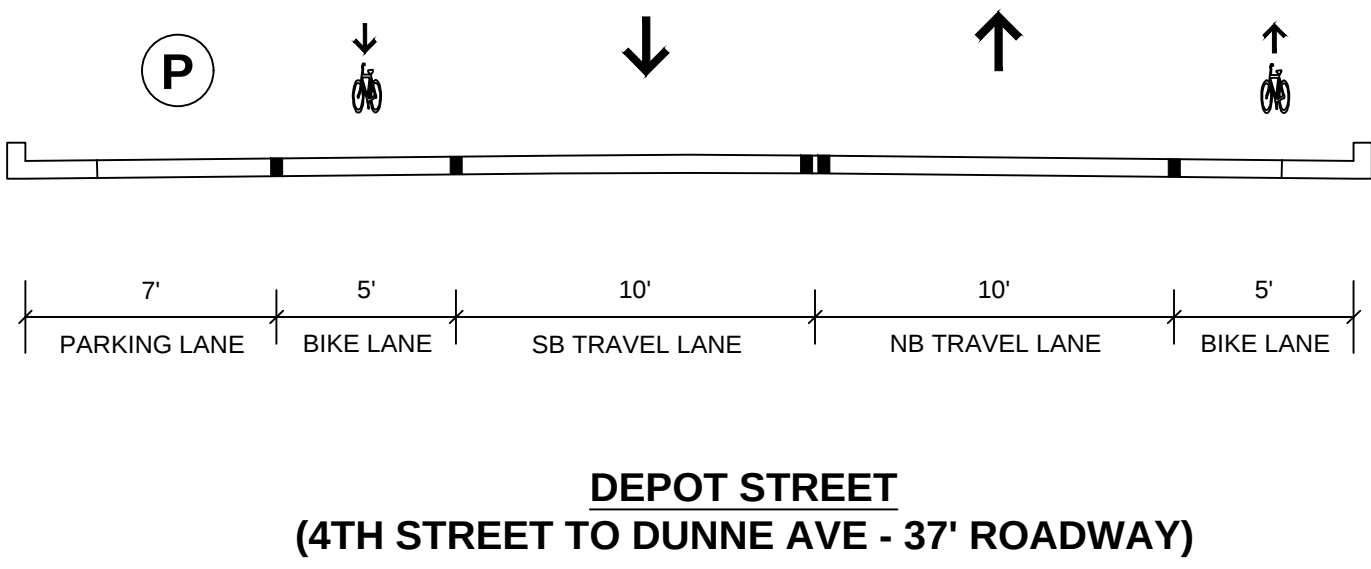
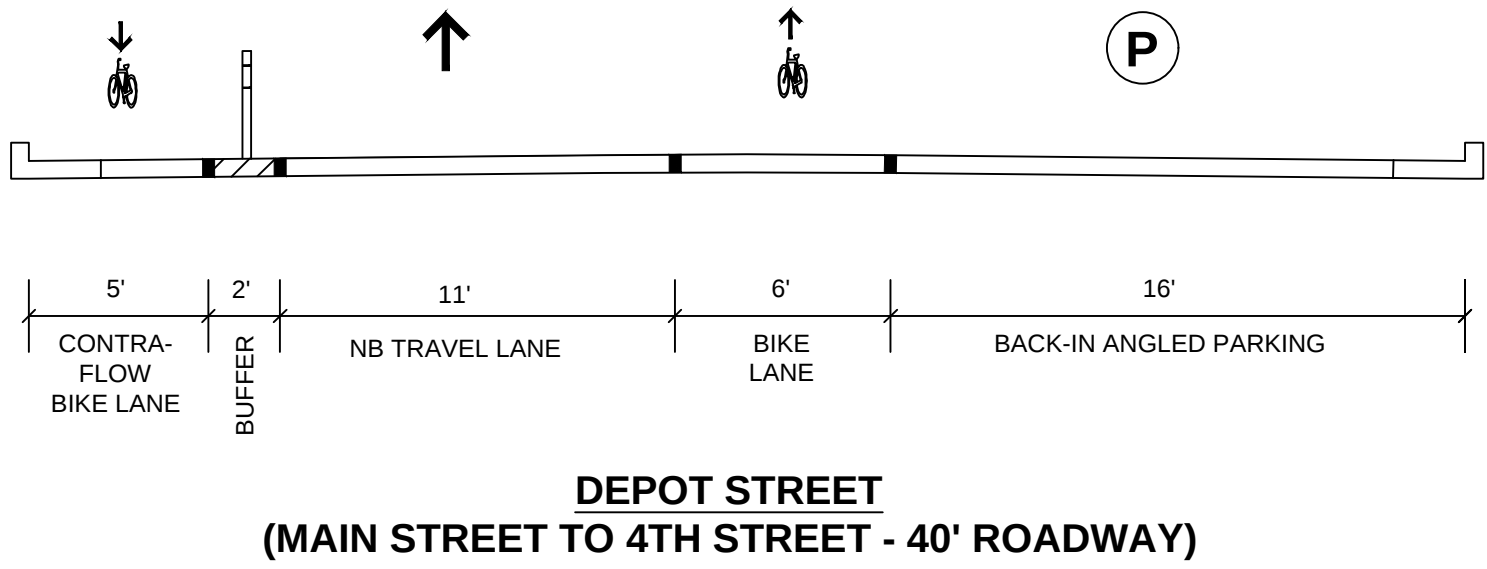
100 Webster Street, Suite 300
Oakland, California 94607
p:510.540.5008 f:510.788.6465

DEPOT STREET
COMPLETE STREETS PROJECT

PROJECT NUMBER:
2017-300
SHEET NAME:
SHEET NUMBER:
1 OF 5



TYPICAL BLOCK APPLICATION



DRAFT

CONCEPT 1 - NORTHBOUND



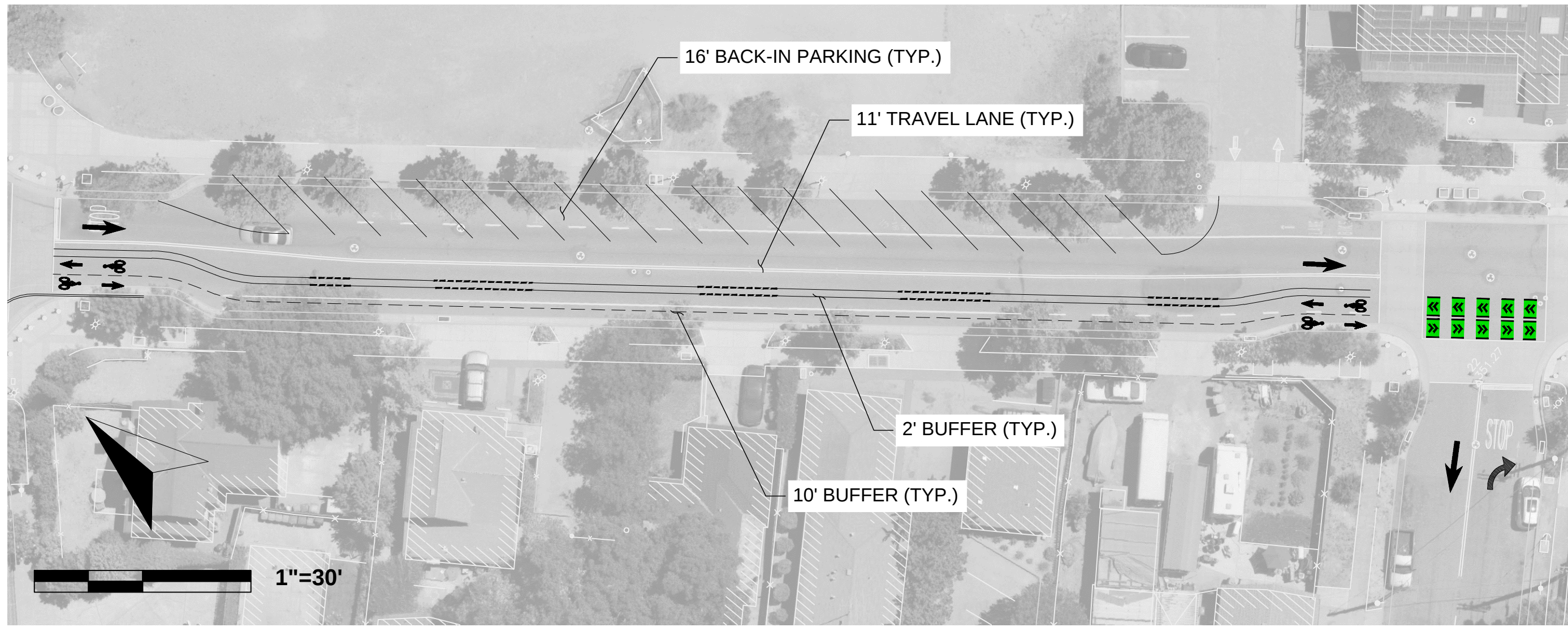
City of Morgan Hill



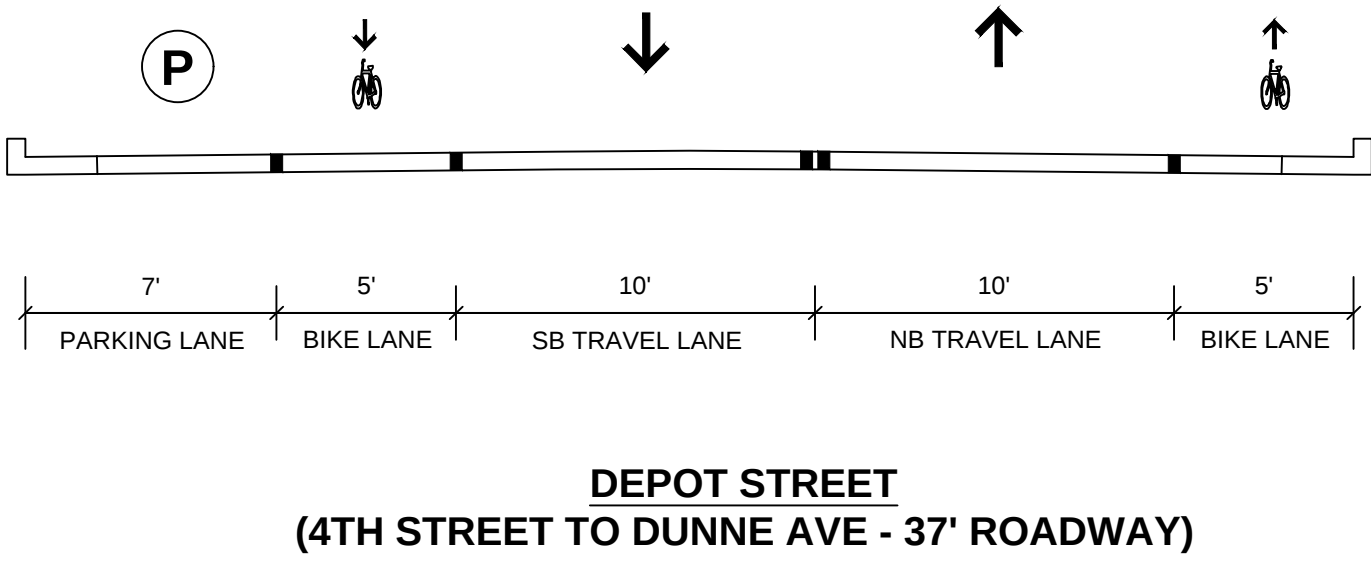
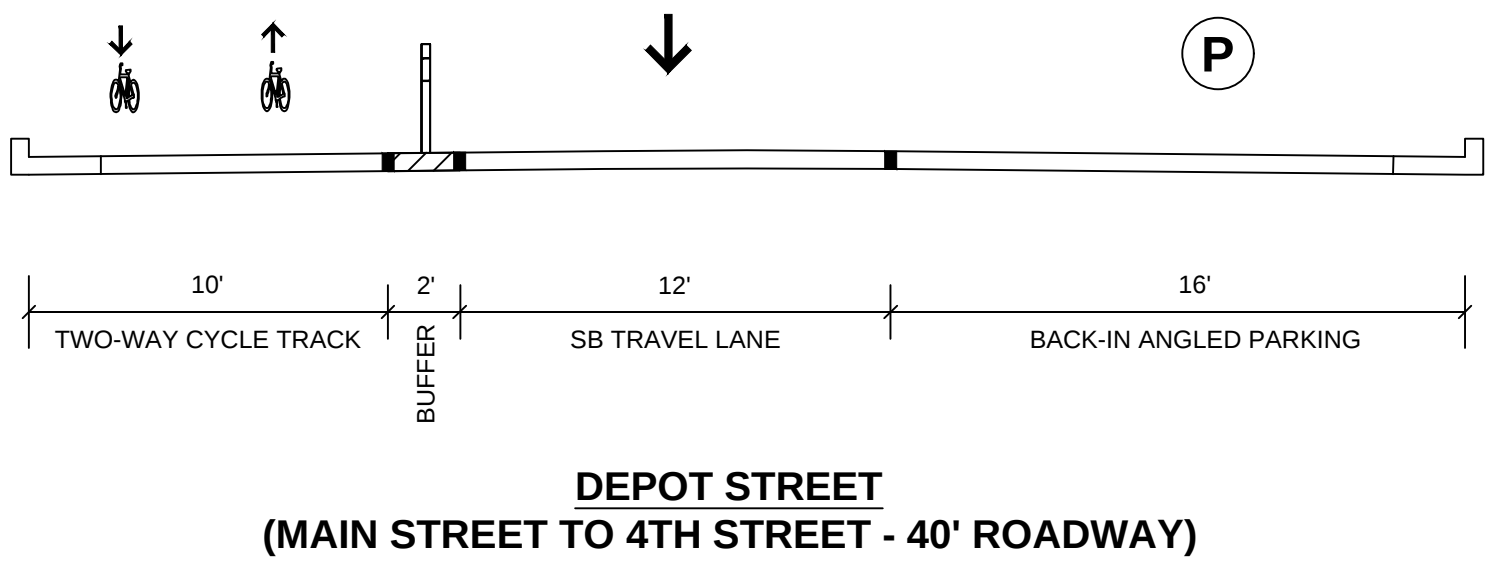
100 Webster Street, Suite 300
Oakland, California 94607
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DEPOT STREET
COMPLETE STREETS PROJECT

PROJECT NUMBER:
2017-300
SHEET NAME:
SHEET NUMBER:
2 OF 5



TYPICAL BLOCK APPLICATION



DRAFT

CONCEPT 2 - SOUTHBOUND



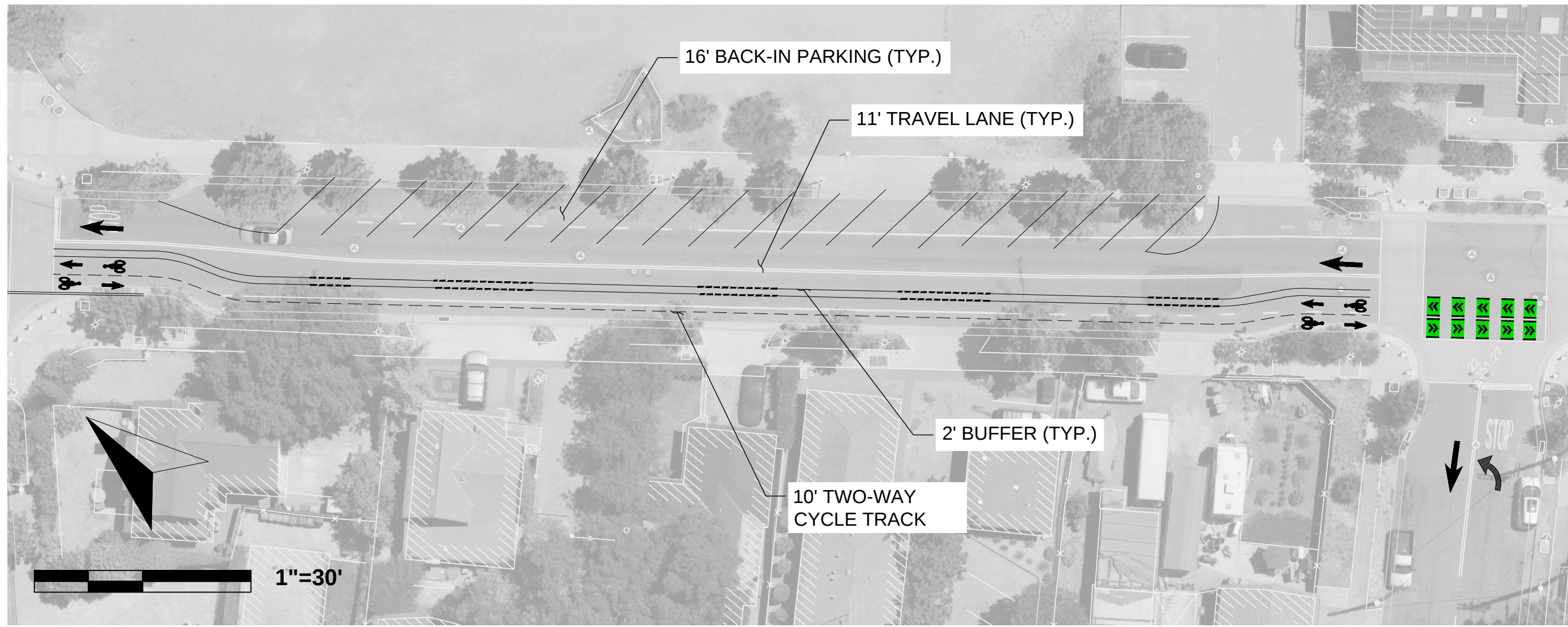
City of Morgan Hill



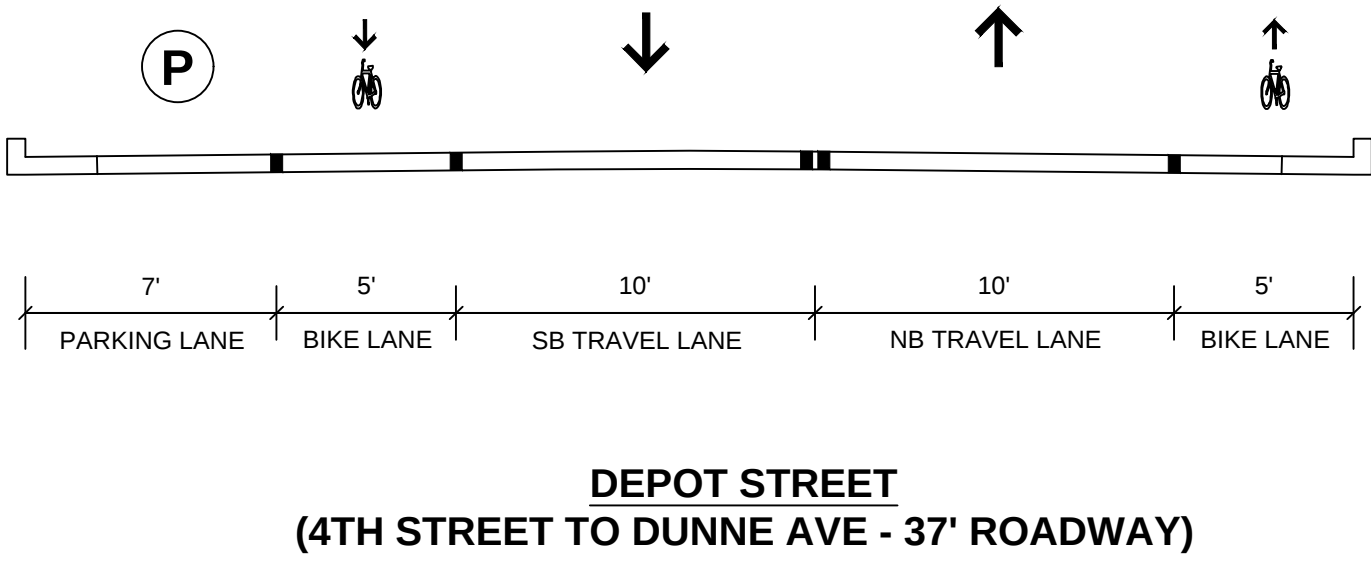
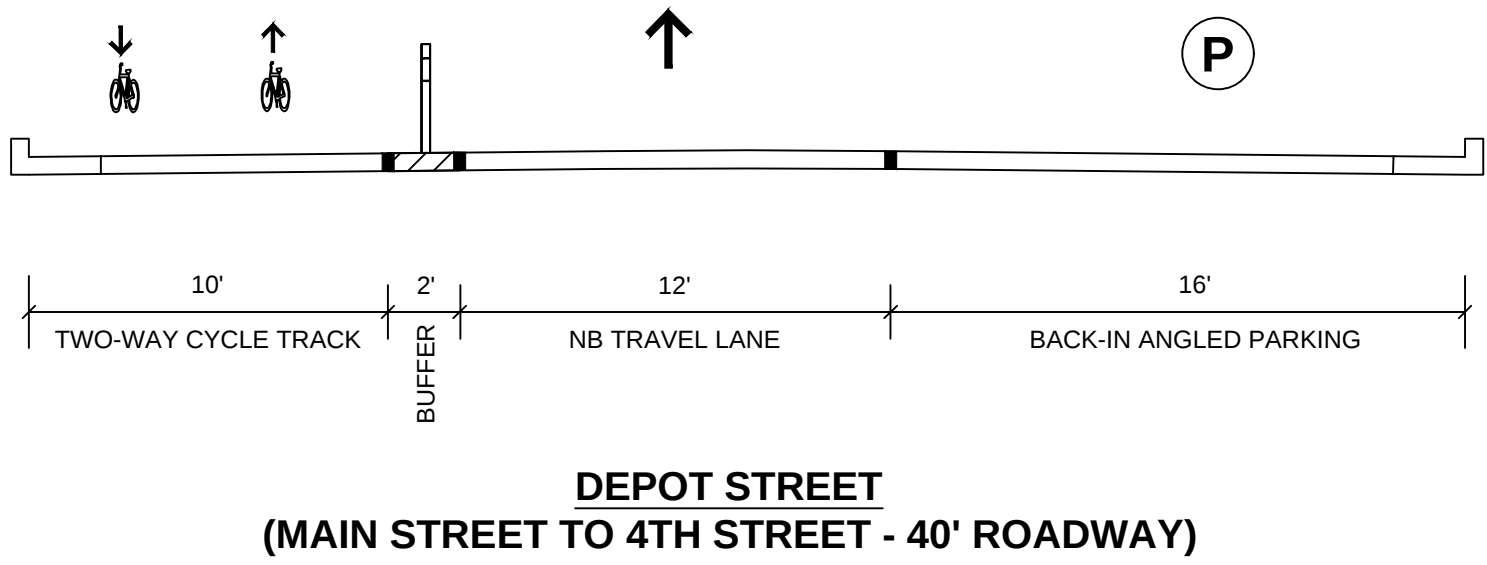
100 Webster Street, Suite 300
Oakland, California 94607
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DEPOT STREET
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PROJECT NUMBER:
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SHEET NAME:
SHEET NUMBER:
3 OF 5



TYPICAL BLOCK APPLICATION



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CONCEPT 2 - NORTHBOUND



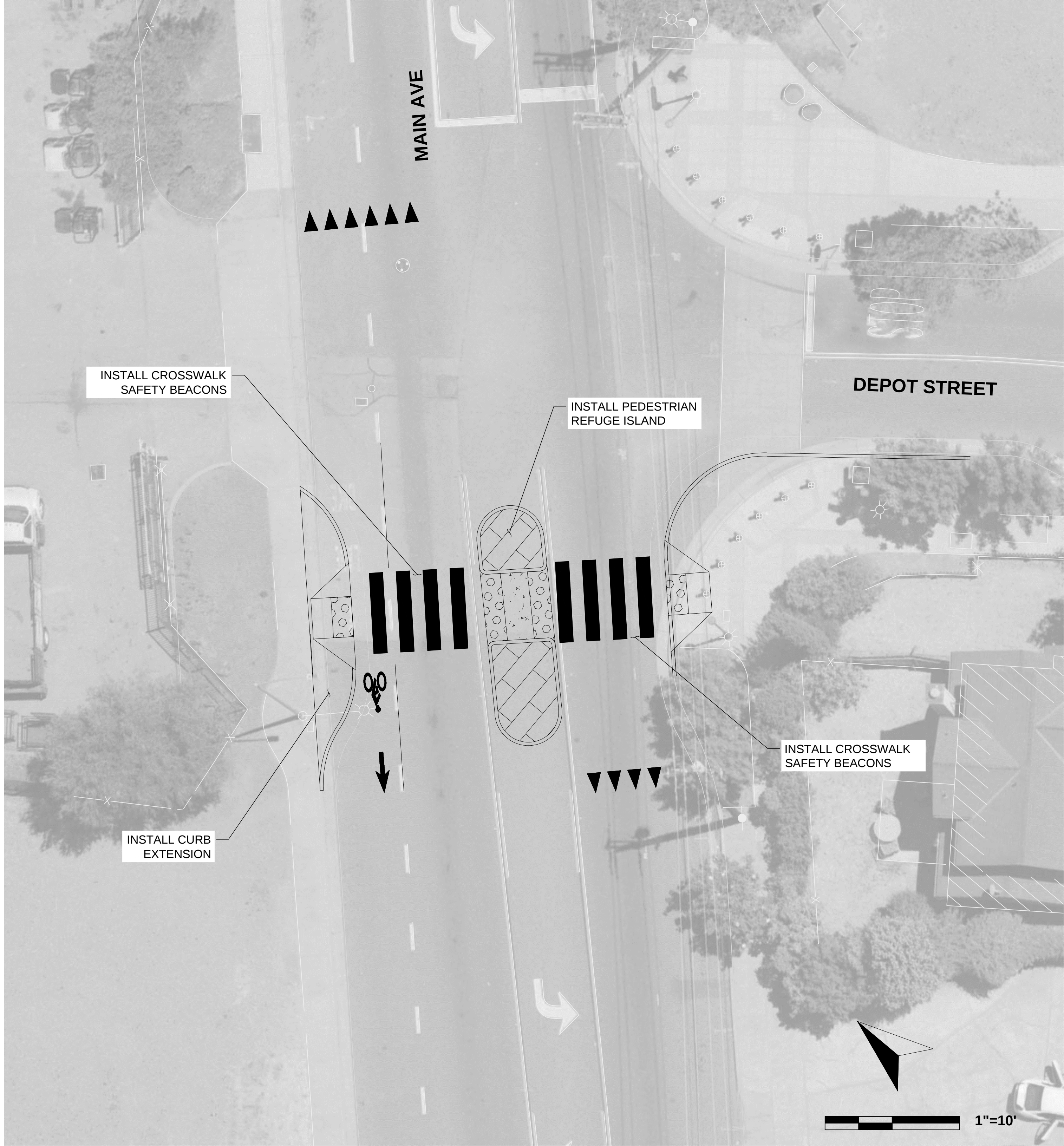
City of Morgan Hill



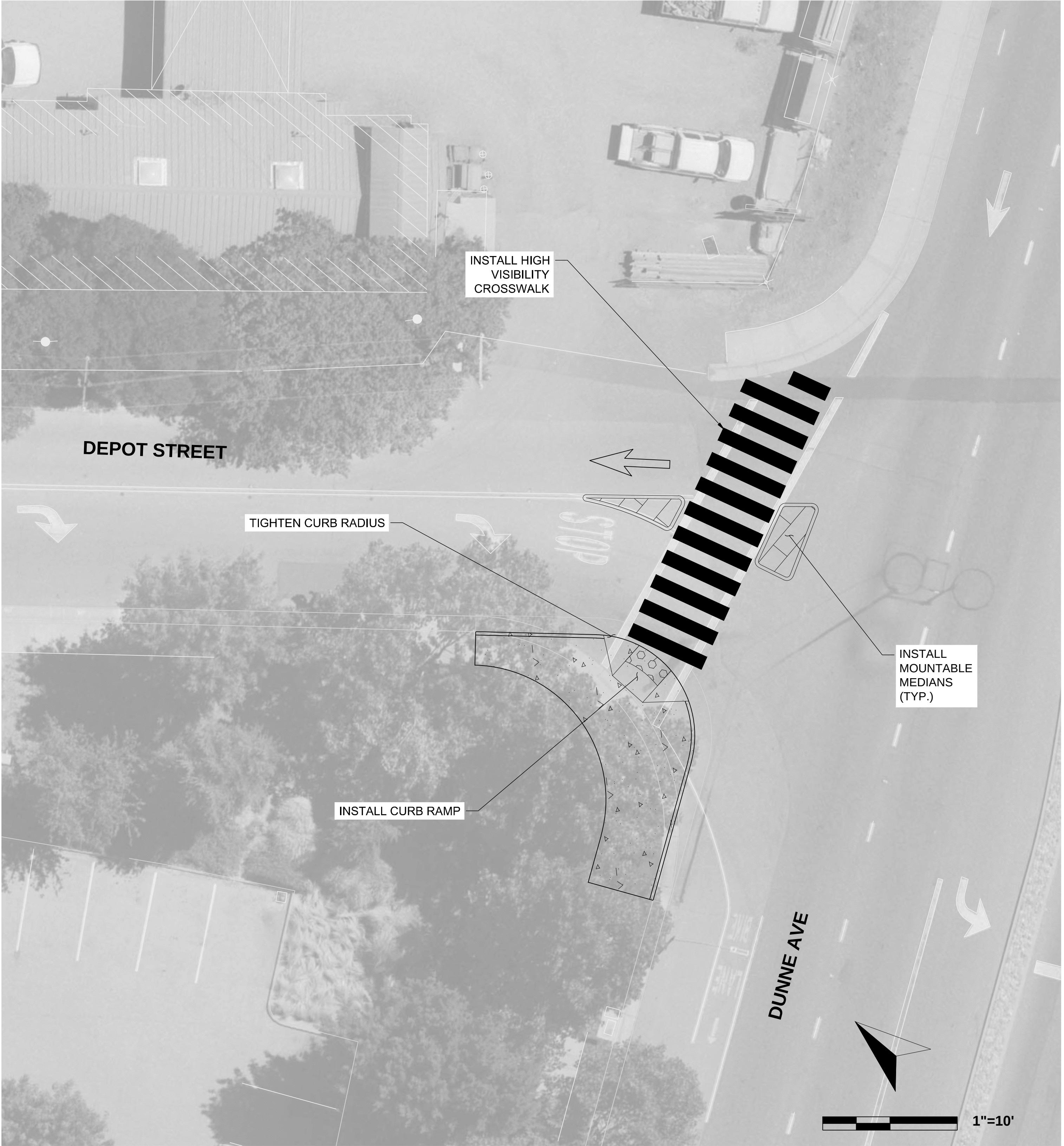
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PROJECT NUMBER:
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SHEET NUMBER:
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IMPROVEMENTS AT MAIN AVENUE



IMPROVEMENTS AT DUNNE AVE

DRAFT

INTERSECTION IMPROVEMENTS



City of Morgan Hill



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DEPOT STREET
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PROJECT NUMBER:	2017-300
SHEET NAME:	
SHEET NUMBER:	5 OF 5