

Monterey Road Complete Streets





Complete Street Objectives

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



PERFORMANCE MEASURES

- Motor Vehicle Speed
- Emergency Response Time
- Collisions
- Reported Safety Concerns
- Travel Time Reliability
- Bicycle Counts
- Pedestrian Delay
- Transit Ridership
- Traffic Diversion
- Resident Opinion
- Pedestrian Counts
- Bicyclist Demographics
- Parking Turnover
- Noise
- Business Opinion



PRE-PILOT
DEC. 18TH - FEB. 18TH



MID-PILOT
FEB. 19TH - APR. 18TH



CITY COUNCIL MEETING
MAY 20TH



END-PILOT
APR. 19TH - JUL 10TH



CITY COUNCIL MEETING
AUG. 5TH

Evaluation Criteria

16 Performance Measures

- Safety
- Multimodal Mobility
- Vibrancy
- Economic Vitality

Single Complete Street Index





Wayfinding



Destination MORGAN HILL
DOWNTOWN

Drive to it ... not through it

MHdowntown.com

Installation and Data Collection





Initial Feedback

“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”

Mid-Pilot Results



Mid-Pilot Results



Parking
Occupancy

↑ **2%**

The number of occupied parking spaces and the turnover rate increased from 43% to 45%



Outdoor
Noise

↓ **1%**

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



Transit
Running Time

+11secs

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



Resident and
Business Opinion

-12% / +6%

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



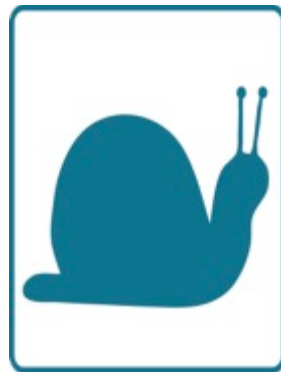
Mid-Pilot Results



Emergency
Response Time



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



Motor
Vehicle Speeds

↑ 4%

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



Collisions

↓ 50%

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



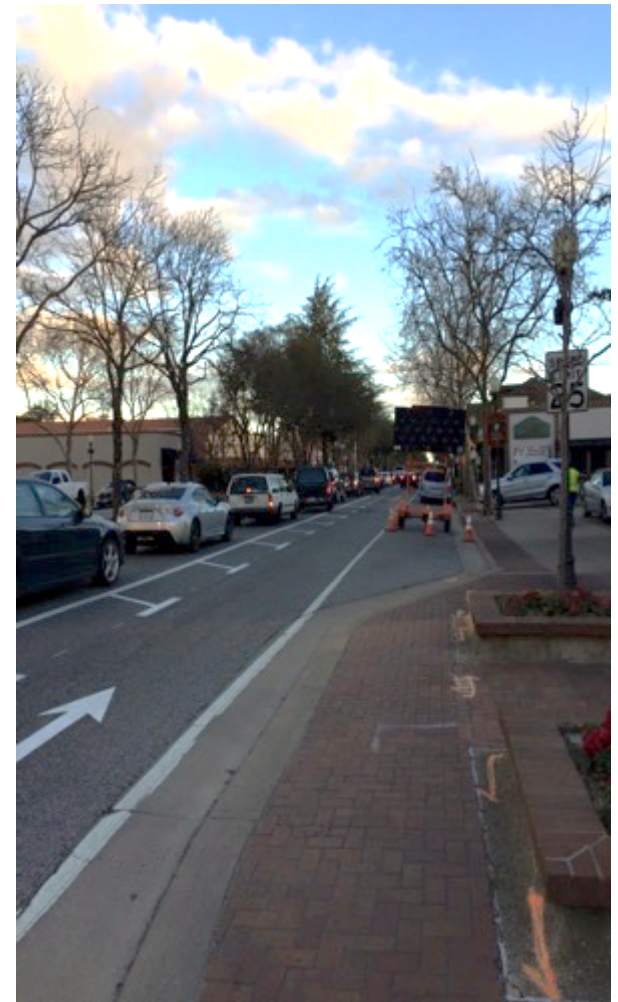
Reported
Safety Concerns



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



Mid-Pilot Results



Mid-Pilot Results



Number of
People Biking

↑ x 3

The number of bicyclists more than tripled from 74 to 170



Kids biking
Downtown

↑ x 6

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



Travel Time
Reliability

+32secs

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

Mid-Point Recommendations

Install advanced lane drop arrows on the outside southbound lane on Monterey Rd north of Main Ave to better communicate merge

Stay the course, keep collecting data





End of Pilot Results

- **No Change in Speed of Traffic**
- People biking nearly tripled (from 74 to 214)
- Transit Ridership increased by 3% (trip length increased by 29 seconds)
- 50% of large vehicles (400 pick-up trucks and semi-trucks) moved to Butterfield Rd.
- Increased Pedestrians Counts and Parking Spaces
- Business Impact unclear
- **Community is divided**



The landscape...

- Monterey Rd. major North-South Connector
- Construction Impacts—had to end pilot early
- 273-Space Parking Garage under Construction
- Development proposed for 4 Sites
- Businesses Relocations
- Social Media Feedback
- Speed Bumps –a necessary evil?

The Question Remains...How do we

Make Downtown the most....

walkable,

bike-friendly,

urban,

family-oriented, and

transit oriented

Neighborhood in Morgan Hill

“Rightsizing” San Jose Streets

Ed Brooks, Paul Smith & Jessica Zenk

July 29, 2015

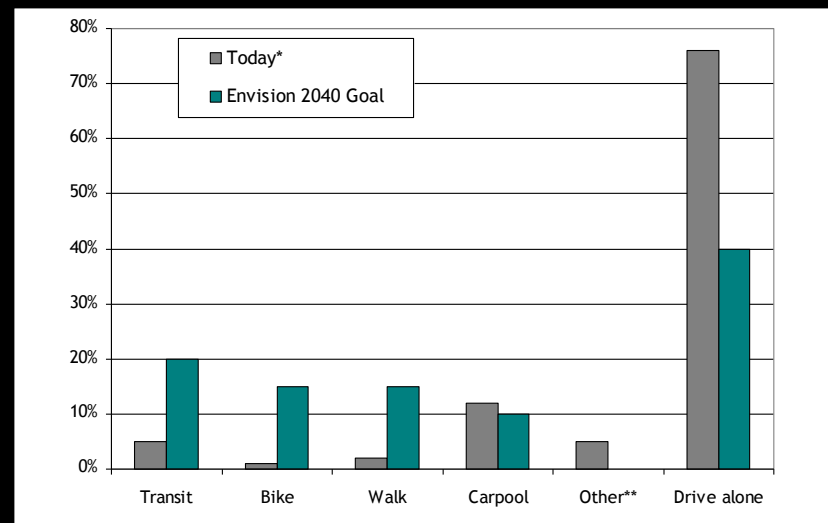
Why?

- Streets for People
 - Access by All Modes
 - Safety
 - Environmental Sustainability
 - Economic Vitality
 - Health
 - Quality of Life
 - Social Justice
 - & More



How?

- Policies
 - Envision San Jose 2040
 - Vision Zero San Jose
 - Bike Plan 2020



- Implementation
 - What we're talking about today. . .



2015 Road “Right-sizing”

- Moorpark Avenue
- South 2nd & 3rd Streets
- Lincoln Avenue

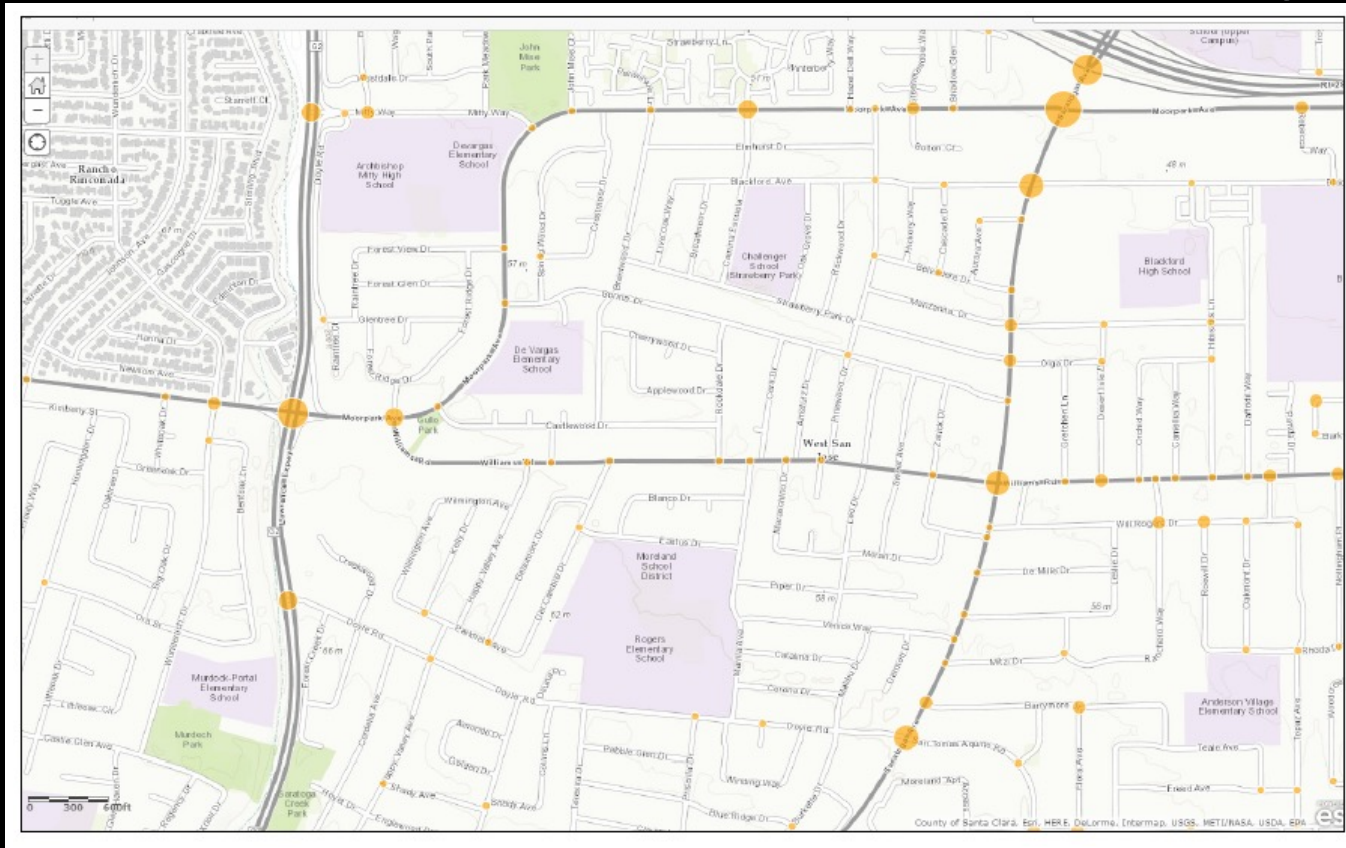
Moorpark Avenue



Moorpark Avenue



Moorpark Avenue Safety



- Auto Speeds & Crashes
- Pedestrian Crossing
- Gaps in Bike Network

Moorpark Avenue Traffic



Data & Analysis

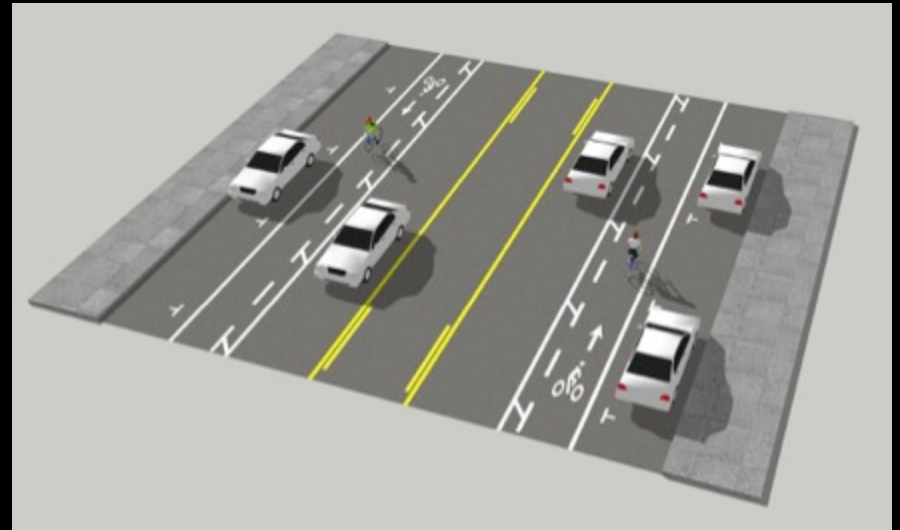
- 2015 Auto Traffic Speed & Volume
- Intersection Level of Service (LOS)

Moorpark Avenue Recommendations

- Roadway Configuration: Williams to Saratoga
 - Reduce lanes needed to cross (autos, pedestrians)
 - Provide dedicated space for left turn movements
 - Provide space for people on bikes

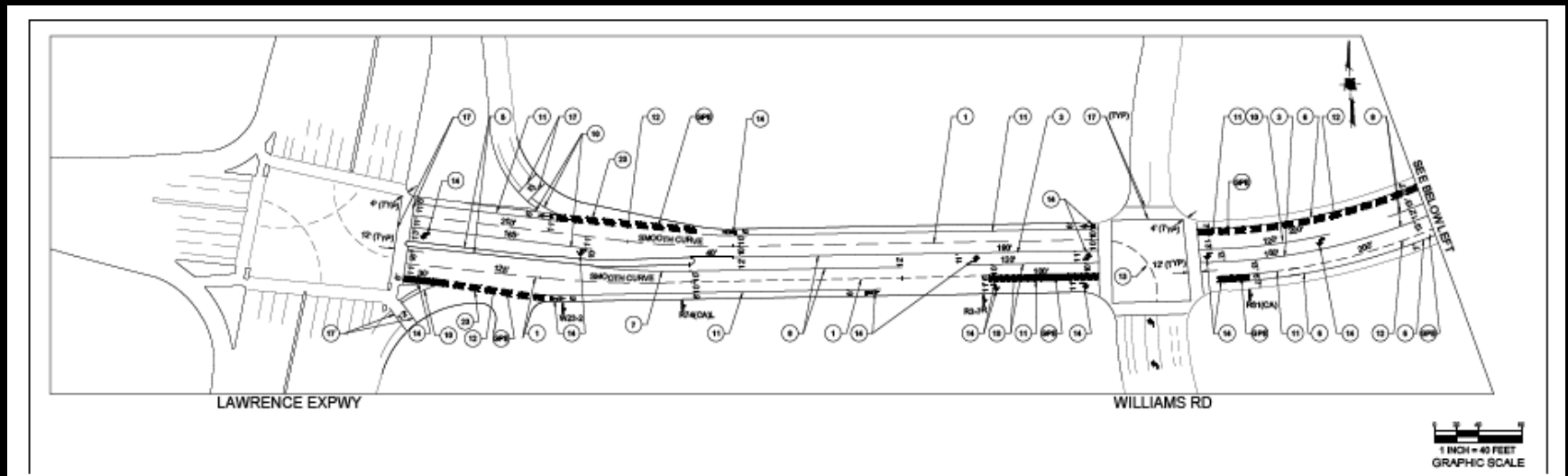
Top Image - Conceptual Design

Bottom Image - Williams Rd & Leo Dr



Moorpark Avenue Recommendations

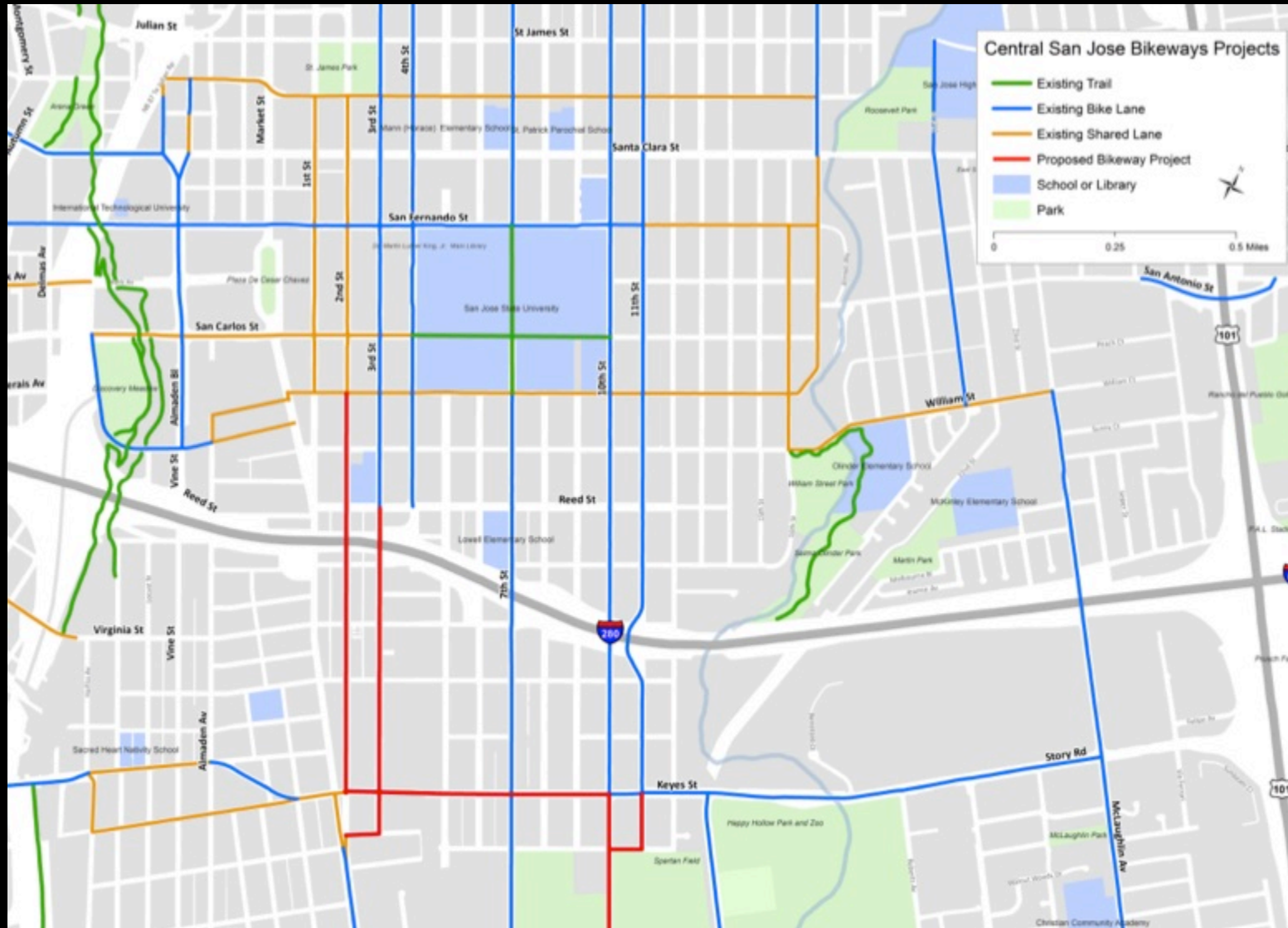
- Roadway Configuration:
Lawrence to Williams
 - Maintain current number of lanes
 - Increase clarity (green paint for auto/bicycle conflict areas)



Moorpark Avenue Recommendations

- Key Features
 - Greater Clarity @ Strawberry Park Shopping Center
 - Crossing conditions between Saratoga & Mitty Way
(further analysis & funding needed)
 - Mitty Way
 - Dedicated right turn from Moorpark westbound to Mitty Way
 - Potential signal retiming *(further analysis & funding needed)*
 - De Vargas School (loading & queuing areas)
 - Williams Road (dedicated right turn from Moorpark eastbound to Williams)

South 2nd and 3rd Streets

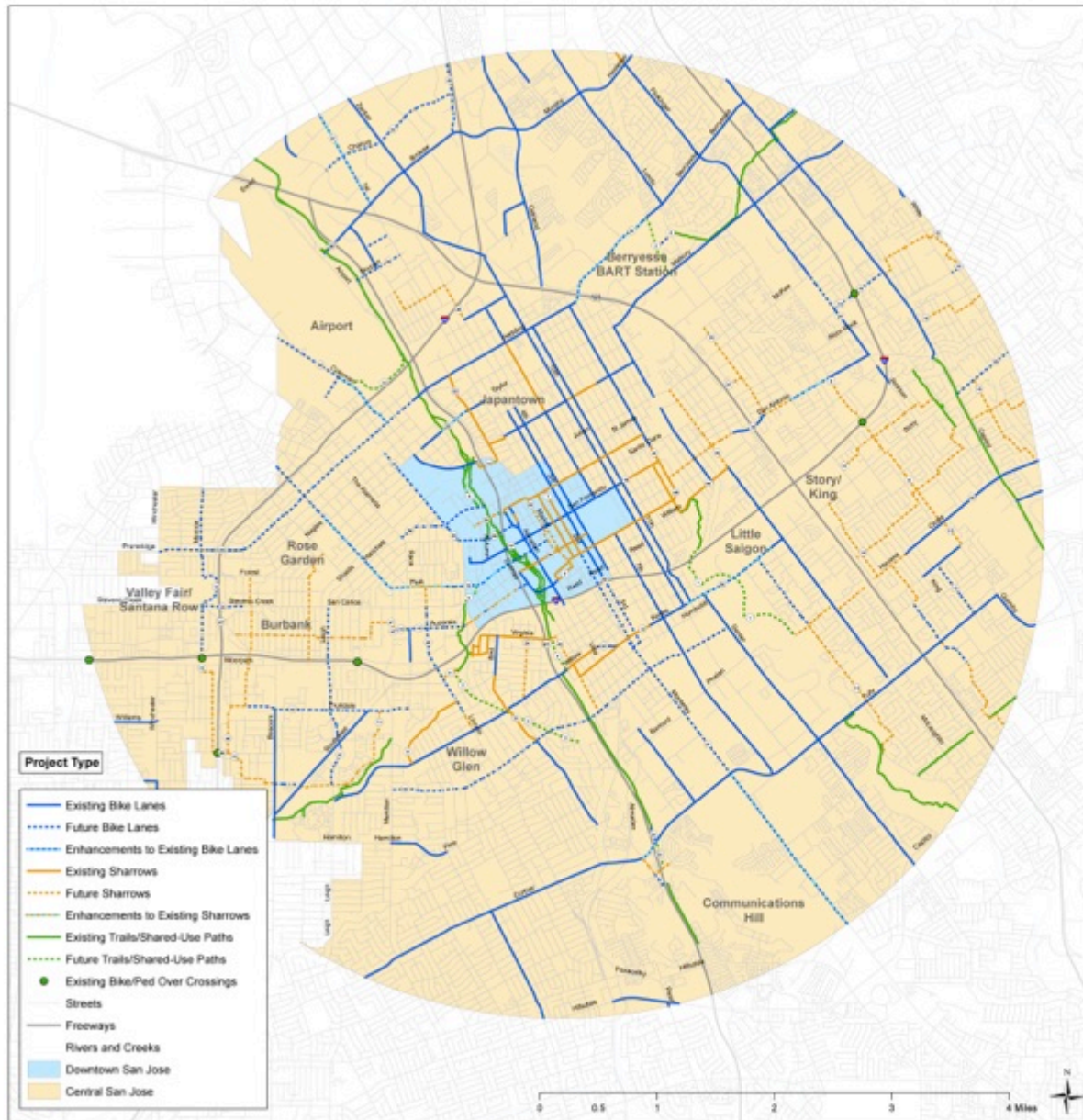


South 2nd and 3rd Streets



South 2nd and 3rd Street Recommendations

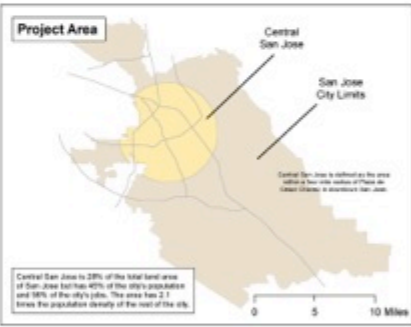
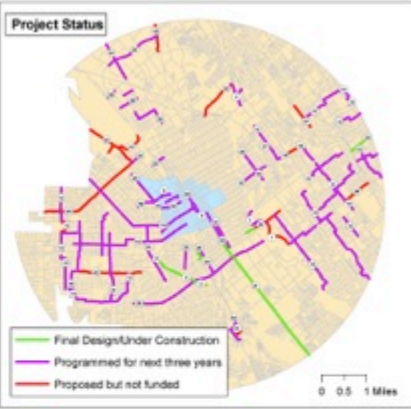
- Implement road diet in line with General Plan & Central San Jose policy priority
- Design and configuration:
 - Reduce auto lanes from 3 to 2
 - Add buffered bicycle lanes
 - Maintain 1-way operations for interim
 - At southern end of 2nd Street, route bicyclists along Keyes to South 1st and Monterey



- Project Type**
- Existing Bike Lanes
 - Future Bike Lanes
 - Enhancements to Existing Bike Lanes
 - Existing Sharrows
 - Future Sharrows
 - Enhancements to Existing Sharrows
 - Existing Trails/Shared-Use Paths
 - Future Trails/Shared-Use Paths
 - Existing Bike/Ped Over Crossings
 - Streets
 - Freeways
 - Rivers and Creeks
 - Downtown San Jose
 - Central San Jose

Central San Jose Bikeway Projects

Under Construction, Programmed, and Proposed



- | | |
|--|-----------------------------------|
| 1 County Creek Trail - Olden Park to Story Road (PP) | 25 Story Road Bikeway (FD) |
| 2 Three Creeks Trail - Western Alignment (FD) | 26 St. John Street Bikeway (CP) |
| 3 Berryessa Street Bikeway - San Antonio (PP) | 27 St. John Street Bikeway (CP) |
| 4 Goodridge River Trail - Virginia to Willow Street (FD) | 28 Technology Square Bikeway (CP) |
| 5 Los Gatos Creek Trail - San Carlos to Park Ave (PP) | 29 Willow Avenue Bikeway (CP) |
| 6 Goodridge River Trail - Avenue Street Extension (FD) | 30 Willow Avenue Bikeway (CP) |
| 7 Downtown Transit Mall Bikeway (CP) | 31 Willow Avenue Bikeway (CP) |
| 8 Santa Teresa Bikeway (PP) | 32 Willow Avenue Bikeway (CP) |
| 9 River Way San Antonio Street Bikeway (CP) | 33 Willow Avenue Bikeway (CP) |
| 10 Alameda Creek River Bikeway (PP) | 34 Willow Avenue Bikeway (CP) |
| 11 Willow Glen/Los Gatos Coast Trail Connection (CP) | 35 Willow Avenue Bikeway (CP) |
| 12 Willow Street Bikeway (PP) | 36 Willow Street Bikeway (CP) |
| 13 Sherris Bikeway to Goodridge Bikeway (PP) | 37 Willow Street Bikeway (CP) |
| 14 Palmdale Street - Goodridge River Trail Connection (CP) | 38 Willow Street Bikeway (CP) |
| 15 East San Jose Bikeway (PP) | 39 Willow Street Bikeway (CP) |
| 16 Avenue Avenue Bikeway (PP) | 40 Willow Street Bikeway (CP) |
| 17 San Francisco Street Bikeway (CP) | 41 Willow Street Bikeway (CP) |
| 18 San Antonio Street Bikeway (CP) | 42 Willow Street Bikeway (CP) |
| 19 Park Avenue Bikeway (PP) | 43 Willow Street Bikeway (CP) |
| 20 Hedding Street Green Bikeway Phase 1 (PP) | 44 Willow Street Bikeway (CP) |
| 21 Hedding Street Green Bikeway Phase 2 (PP) | 45 Willow Street Bikeway (CP) |
| 22 2nd St Street Crossover Connection (PP) | 46 Willow Street Bikeway (CP) |
| 23 Chapel Avenue Bikeway (PP) | 47 Willow Street Bikeway (CP) |
| 24 Lincoln Avenue Bikeway (PP) | 48 Willow Street Bikeway (CP) |
| 25 Taylor Street Highway 87 Extension Bikeway (PP) | 49 Willow Street Bikeway (CP) |
| 26 Peninsula 4th-6th Street Bikeway (PP) | 50 Willow Street Bikeway (CP) |
| 27 Jackson Avenue Complex Bikeway (PP) | 51 Willow Street Bikeway (CP) |
| 28 Drake Avenue Extension Bikeway (PP) | 52 Willow Street Bikeway (CP) |
| 29 Elmwood Avenue Bikeway (PP) | 53 Willow Street Bikeway (CP) |
| 30 Hedding Street - Riverside Green Bikeway (PP) | 54 Willow Street Bikeway (CP) |
| 31 Birch Avenue Bikeway (CP) | 55 Willow Street Bikeway (CP) |
| 32 Willow Street Bikeway (CP) | 56 Willow Street Bikeway (CP) |
| 33 Willow Street Bikeway (CP) | 57 Willow Street Bikeway (CP) |
| 34 Highway 87 Trail Enhancement (PP) | 58 Willow Street Bikeway (CP) |
- FD = Final Design/Under Construction
 PP = Programmed
 CP = Completed
- CITY OF SAN JOSE**
 OFFICE OF TRANSPORTATION
 CAPTAIN OF MARTIN VILLI
 Department of Transportation, August 1, 2014
 Mapping Date: 10/14/2014, 10:00 AM

Lincoln Avenue

The City is building out the bicycle network from downtown

Park Avenue bikeway improvements are underway

*Lincoln Avenue will have sharrows from Park to San Carlos
and bike lanes from San Carlos to Coe*

The latter requires limited parking removal near Azurais

Public meeting held on Aug 13, 2014 for these projects

Lincoln Avenue

The concept of modifying Lincoln Ave in the Willow Glen business district (Coe to Minnesota) has been informally discussed by numerous stakeholders for many years

Councilmember Oliverio requested that SJDOT design and implement a 4 to 3 lane reduction “trial” in 2015 in advance of scheduled pavement maintenance

The new temporary roadway configuration was installed on February 26, 2015

Lincoln Avenue

A report evaluating traffic conditions before and after the trial was released on June 1, 2015. Findings are:

- *Traffic volumes declined on Lincoln Ave about 500 to 1,000 vehicles per day in the Willow Glen business district*
- *Surrounding neighborhood streets did not experience significant increases in daily traffic volumes*
- *Vehicles no longer using Lincoln Ave are likely using regional highways and arterials outside Willow Glen*
- *There was no change in the level of service at signalized intersections on Lincoln Ave in the business district*

Lincoln Avenue

The public is divided with respect to making the road diet permanent

The Willow Glen business association took a formal position opposing continuation of the road diet

The Willow Glen neighborhood association has taken a formal position in favor of making the road diet permanent

Per the conditions established before the trial was initiated and given the opposition of the business association, the San Jose DOT will not recommend continuation of the road diet

The San Jose Mercury News editorial board has recommended continuation of the trial

The City Council may provide direction to the DOT prior to the scheduled paving project in October