

**Comments from Nextdoor Thread Responding to the Following City Post:**

**Monterey Road Complete Street Improvements/Lane Reduction Review.** Due to the COVID-19 crisis and requests from local business owners, the Morgan Hill City Council will be reviewing the potential of converting Monterey Road through the Downtown to an alternative configuration. This includes the potential of reducing the lanes running through the Downtown. The Council will be reviewing options for reconfiguration of Monterey Road at the June 3rd City Council Meeting. It is anticipated that the Council will receive the background information and alternative options from City staff at the meeting and may choose to provide direction. In preparation for the City Council meeting, discussion on this topic will be the focus of the City's May 28th Town Hall Meeting. The City completed the Monterey Road Complete Street Pilot Project in 2015. This project reduced one travel lane in each direction to determine if the configuration would slow traffic, improve safety, and increase mobility, vibrancy and economic vitality in the Downtown Area. Ultimately, the City Council elected not to keep this configuration. To read the complete message with detailed meeting information use the following link: <https://conta.cc/3bKw0AZ>

**Laura S.** • Paradise

Again, did not work the last time. And we other issues that need to be addressed. Plus sends more traffic into the surrounding residential roads

20 May

Thank

Reply



16

**Pamela C.** • Nordstrom

Instead of rerouting the traffic, you should reopen the businesses. That is the better answer.

20 May

Thank

Reply



9



**Rob H.** • Holiday Lake

Last time this was tried, the result was "Ultimately, the City Council elected not to keep this configuration." Why would they possibly consider doing this all again? Does one of the council members own a road re-striping company? This was tried in Los Gatos also (reducing a 2 way road to a single one-way lane) and it was decided to not keep that configuration.

20 May

**Thank**

Reply



8



**Ellyn G.** • Holiday Lake

That was then - this is now and for a good reason.

20 May

**Thank**

Reply



7



**Rob H.** • Holiday Lake

**Ellyn Gaich** can you elaborate on that you mean? What's different now? COVID-19 is not going to last, we'll be back to normal very soon.

20 May

**Thank**

Reply



2



**Ellyn G.** • Holiday Lake

**Rob Holcomb** see my comment below- to you (same answer) and I don't think normal will be soon- rules or no rules.

20 May

**Thank**

Reply



1



**Daniel P.** • Stonegate

It's already bad enough and they want to reduce lanes I think they tried this in the past it didn't work then and it won't work now

20 May

**Thank**

Reply



8



**Daniel P.** • Stonegate

It's a great way to waste money that can be used for road repair where needed or parks and areas that are needed

20 May

[Thank](#)

[Reply](#)



8

**Christine B.** • Spring

I can't believe they are trying to push this again. A few business owners seem to have way too much power. This was a nightmare last time - and with the continual homes being built - will work even less than it did before.

20 May

[Thank](#)

[Reply](#)



10



**Gino B.** • Paradise

Totally agree

20 May

[Thank](#)

[Reply](#)



3

**Kim H.** • Downtown Morgan Hill

Exaaaaaaactly

3 days ago

[Thank](#)

[Reply](#)



1

**Darrell H.** • Downtown Morgan Hill

With the supposed budget deficit nothing like this should even be considered. Quit wasting our money on stupid endeavors. The strong businesses will survive regardless of the road configuration. Many businesses are not going to survive this current crisis.

20 May

Thank

Reply



11



**Gino B.** • Paradise



3 days ago

**Alberto G.** • El Toro

That was tried before and it just made the flow of traffic worse. I hope it doesn't happen again or I will avoid downtown.

20 May

Thank

Reply



9



**Rick H.** • Jackson Oaks

I like the idea! Monterey Road through downtown really isn't needed anymore. Closing it to through traffic is actually less complex than trying to narrow it. A row of restaurants with outside

dining could be very attractive. We do have more parking with the new multilevel structure - and nobody is riding the trains anymore so the transit lot is much less busy.

20 May

Thank

Reply



11

johanna g. • Holiday Lake

how sad...as a "house wife" i have learned to move forward only if I can afford it...can we afford this and to what end ?

20 May

Thank

Reply



4



Sandy A. • Spring

Reminds me of the quote....."Insanity is doing the same thing, over and over again, but expecting different results."

20 May

Thank

Reply



13



Ellyn G. • Holiday Lake

This time - Trying to help businesses temporarily, while Covid protocols are in place that keep them from operating at 100%.

20 May

Thank

Reply



2



Rob H. • Holiday Lake

**Ellyn Gaich** shops are going to occupy portions of the roadway to expand their businesses? Not sure how this directly helps businesses

20 May

Thank

Reply



2



Ellyn G. • Holiday Lake

**Rob Holcomb** tables for merchandise - tables for dining. Social distancing moved out doors, to help with constraints indoors.

20 May

Thank

Reply



2

**Tamara J.** • Jackson Oaks

While I am 100% in support of helping our beloved downtown businesses get back their losses, I don't think this is the answer. If the downtown area is slower and backed up with traffic again, people will avoid it. I don't see how that would possibly help the businesses there. I think enough people have been so stir crazy at home they will be flocking to the businesses once they open without the need to revisit a failed plan.

6 days ago

Thank

Reply



3



**Teresa P.** • Spring

**Ellyn Gaich** are they going to do this for every business in Morgan hill? Or only the ones in downtown since some owners have deep pockets?

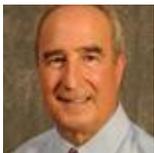
4 days ago



**Ellyn G.** • Holiday Lake

**Teresa Peschke** City wide if possible and landlords agree. City is just contemplating waiving/expediting fees and permits- temporarily (I believe....)

4 days ago



**Gino B.** • Paradise



3 days ago

Thank

Reply



1



**Dorothy G.** • Paradise  
Sandy.... SO TRUE!

20 May

[Thank](#)

[Reply](#)



5

**Cecilia W.** • Downtown Morgan Hill

What consideration will be given to mitigate the impacts to the residential areas - especially those west of Monterey that always see an significant increase in both the amount of... [See more](#)

20 May

[Thank](#)

[Reply](#)



7

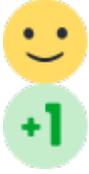


**Gino B.** • Paradise  
I hope the city is reading this

20 May

[Thank](#)

[Reply](#)



8

**Kim H.** • Downtown Morgan Hill

Probably absolutely NO consideration to the impact of the residents on the west side of this is my guess. Yes the residential streets on the West side of Monterey became a clogged up backed up mess when they did this last time. It was so stupid. And when someone does stop to let you out you have to watch out for the people that are illegally passing on the right shoulder because they dont want to wait. I see more and more of that all the time. Cant even believe they are considering this again. Ridiculous. The traffic is way worse now than it was back then and they expect a different result???

2 days ago

[Thank](#)

[Reply](#)



2



**Gino B.** • Paradise

**Kim Hancock** totally agree

2 days ago

**Cecilia W.** • Downtown Morgan Hill

One more question for the city to consider - how are you going to support all of the other restaurants and small businesses throughout Morgan Hill that are not located in the downtown area. While I don't have any statistics I would venture to guess that there are more restaurants and small businesses in the rest of Morgan Hill that there are on the few blocks of Monterey downtown. They are also struggling to stay viable and are as deserving of support from the city.

21 May

[Thank](#)

[Reply](#)





**Gino B.** • Paradise

Excellent question Cecilia

2 days ago



**Ellyn G.** • Holiday Lake

**Gino Borgioli** It's just not the street situation that they are trying to reconfigure - to help nor is it just downtown. They are addressing utilizing sidewalks, parking lots and open areas. Believe it is only a temporary situation to help retail and restaurants all over Morgan Hill.

2 days ago

**Thank**

Reply



**Darrell H.** • Downtown Morgan Hill

For some reason the downtown area is some delusional utopia the city keeps trying to erect, however if they don't start thinking about all classes of people that live here it will fail every time. Personally I have seen way too many changes towards progressive-ism and I don't like it and I know I am not alone. The city losses much of my money because of this.

21 May

**Thank**

Reply



**Rick Z.** • Holiday Lake

I agree - why is everything about downtown!!!!

21 May

**Thank**

Reply



**Gino B.** • Paradise

Agree

2 days ago



**Johnny C.** • Spring

Hey Morgan Hill, you guys need a huge parking garage downtown. Hey Morgan Hill, you guys don't need cars downtown. I'm guessing whatever way we can spend money, we spend money.

21 May

Thank

Reply



**Harry F.** • Jackson Meadows

This worked well the first time. My family and I loved it. It included bike lanes as I recalled. It was done on Lincoln Avenue in Willow Glen to great success. Los Gatos is not comparable as its only two lanes not four. The City invested in widening and extending Butterfield to take through traffic off Monterey through the downtown. The City will soon extend Hale to Sunnyside for the same reason. Bottom line the more lanes we have on Monterey the more commuter traffic will fill it.

21 May

Thank

Reply





9



**Debbie H.** • Downtown Morgan Hill

This was a fiasco the last time. I am all for small businesses succeeding, however Main avenue needs to have four lanes. Central needs to go through to Butterfield, Hale needs four lanes, etc. you just can't shut down the main thoroughfare, for the West side. Last time it was gridlock if you lived on the West side.

21 May

Thank

Reply



7

**Kim H.** • Downtown Morgan Hill

Exaaaaaaaactly!

2 days ago



**Gino B.** • Paradise

Exactly



**Harry F.** • Jackson Meadows

The more lanes we build the more commuters avoiding US 101 will use our local streets. Sunnyvale, Santa Clara and Mountain View builds mega high-tech campuses and Los Banos, Hollister and Gilroy build housing. Whats in between? We cant build our way out of regionally created traffic. Our Downtown was thriving, we need to help it by eliminating 2-lanes of traffic on Monterey from Main to Dunne at least.

21 May

Thank

Reply



8



Lisa M. • Nordstrom

I liked it! I'm glad they will try it again.

21 May

Thank

Reply



8



Debbie H. • Downtown Morgan Hill

Down town is not the only concern here. There was a reason the city did not leave it that way. It was creating super gridlock. There has got to be a better solution than just thinking about the downtown area. By the way the commuter's already use our limited streets. I have first hand knowledge of this, my sister moved to Utah because they lived in Hollister. On fridays it took them 4 hours to get home from Santa Clara , using our streets. Tons of commuters already are doing just that. This is the very reason we can't close downtown.

21 May

Thank

Reply





8

**Pamela C.** • Nordstrom

The last go-around with the city's experiment in closing a downtown lane on either side of Monterey made the traffic SO BAD, I AVOIDED going there at all costs!! If you want people to go downtown, don't make it more difficult to do so by creating traffic gridlock. The 2015 experiment failed, that's why it wasn't implemented permanently. The answer for reviving our downtown businesses is to push back at the County level and on Dr. Sara Cody, so the business owners can reopen their doors and return to a greater degree of normalcy. Period. Anything short of that is a bandaid, not a solution.

Edited 21 May

**Thank**

Reply



10



**Ellyn G.** • Holiday Lake

Businesses sure could use a "bandaid" to temporarily to regain some of their continued losses, during social distancing constraints that will be in place for some time. " Slow Roads" are happening all over the country. It doesn't have to be permanent -

6 days ago

**Thank**

Reply

**Pamela C.** • Nordstrom

**Ellyn Gaich** as long as people just nod their heads and go along with whatever Gavin Newsom and Dr. Sara Cody say, small businesses (during the reopening process) are going to continue to suffer. An important point in my comment above was to encourage our community to push back at the County and City levels. Gavin Newsom and Dr. Sara Cody don't give two cents

about our downtown businesses. They're drunk with power and they need to hear from the public. I encourage anyone reading this post to email both. Question them...make your voice heard...hold them accountable.

Edited 6 days ago

[Thank](#)

[Reply](#)



3

**Eva J.** • Barrett

I totally agree. Changing downtown to one lane is never going to work. The only way to do that is to divert traffic not going to town around town via an alternate route. However, if you do this you cut out the visibility it gets with traffic passing through on a daily basis. I for one love seeing the lights on the trees and the beautiful storefronts and the restaurants. You can't cut the lanes, it really makes traffic insane and adds hours to the commute for many people.

21 May

[Thank](#)

[Reply](#)



6



**Gino B.** • Paradise

Totally agree

2 days ago

[Thank](#)

[Reply](#)



**Harry F.** • Jackson Meadows

Totally disagree

2 days ago

[Thank](#)

[Reply](#)



2

**Nancie B.** • Downtown Morgan Hill

Monterey Rd reduced to 2 lanes would be a serious problem for emergency vehicles.

21 May

[Thank](#)

[Reply](#)



4



**Robert H.** • Downtown Morgan Hill

This can only happen after the completion of Hale extension not, before.

21 May

[Thank](#)

[Reply](#)



4



**Taffy M.** • Downtown Morgan Hill

Robert we already have bumper to bumper traffic every evening on the way home from work passed our homes we don't need more traffic but restricting downtown thoroughfare is not the solution either

4 days ago

Thank

Reply



Robert H. • Downtown Morgan Hill

My home is just behind the library so, I am also concern.

4 days ago

Thank

Reply



1



Nancie B. • Downtown Morgan Hill

Building the Hale extension will only benefit and encourage the drivers from south of Morgan Hill who want a way to get off of Hwy 101 which was built for through traffic! It cuts a swath through a totally residential, quiet part of town. It does not bring business nor will it benefit Morgan Hill in any way.

22 May

Thank

Reply



4



Tonya S. • El Toro

i would like to know why monterey road all the way to baily has not been redone it is so so horrible and with big gouges in them

22 May

Thank

Reply



1



**Steve R.** • Nordstrom

I think it would be great if they went further, no traffic through downtown Monterey ave...we would benefit from a walk around downtown and w/e artists and markets...be a bit like Europe with those open Plaza and lots of umbrella outdoor table and chairs.

6 days ago

[Thank](#)

[Reply](#)



6



**Lisa M.** • Nordstrom

That sounds great Steve!!!

6 days ago

[Thank](#)

[Reply](#)



1

**Nancie B.** • Downtown Morgan Hill

This is not Europe nor do we have the demographics to support it. We need to leave Monterey Rd. as is so that residents can get through town, disabled have access and emergency vehicles are not delayed.

5 days ago

[Thank](#)

[Reply](#)



2



**Steve R.** • Nordstrom

If you have been to Europe you might know that emergency vehicles are enabled to drive right onto the plaza to get thru and the disabled are also provided with wheel chair access. My recent business trip to Germany provided these insights and their planning depts get high marks for what they have done

3 days ago

[Thank](#)

[Reply](#)



2



**Steve R.** • Nordstrom

Also want to add that we do have a very international demographic and the number to support it....

3 days ago



**Teresa P.** • Spring

Y'all already did this. It didn't work. And why is it that the few restaurants downtown constantly get special treatment from the city? What about all the other restaurants in town? Are you gonna block off roads for them too?

6 days ago

[Thank](#)

[Reply](#)



8



**Ellyn G.** • Holiday Lake

That was then, this is now - businesses (not just restaurants) need help, during social distancing constraints. City is looking to let all businesses in town- to possibly expand temporarily to sidewalks, parking lots. etc. They are looking at the town as a whole when addressing this topic. In a small town "Downtown" is the heart of who we are and why we enjoy being there. This is not a permanent situation -

6 days ago

**Thank**

Reply



2

**Cecilia W.** • Downtown Morgan Hill

**Ellyn Gaich** I'm not sure that is true - when the same question was asked in the town hall last night they said for any businesses not in the downtown area it would be up to them to negotiate with their landlords about expanding their footprint to sidewalks and parking lots and they also didn't really answer the question when asked if implemented would it be temporary or long term. Right now they seem to be in input gathering mode with no final plan in place - we'll just have to wait and see what they finally decide.

6 days ago

**Thank**

Reply



3



Ellyn G. • Holiday Lake

**Cecilia Wigley** Agree about the "landlords" All businesses will have to negotiate with landlords. City sidewalks/streets up for discussions. Yes -there wasn't a clear answer to temp/long term - frustrating!

6 days ago

Thank

Reply



2



Chris W. • Holiday Lake

**Ellyn Gaich** Rock on Ellyn! We need to create a temporary "Dining Wonderland" between Main and Dunne, with tables on the sidewalks, festoons of ice-crystal lights strung over everything with shifting colored lights aiming up into the center divide foliage. Block out a route to the parking structure entering via Dunne/Depot to third street, and exit via Depot to Main plus parking at the Civic Center lot ought to do it. Make it all one way for good traffic flow. Shuttle half a dozen golf-carts between the parking garage and the restaurants for disabled diners, and we got the transportation system licked. I'm still debating the 10,000 watt sound system with 150 15" Sub Woofers along the street blasting out 1960's surfing and car songs interspersed with some late 50's Doo-Wop. Waddy Think? You in?

2 days ago

Thank

Reply



2



**Gino B.** • Paradise

Totally agree

2 days ago



**Kenny S.** • El Toro

Just because you think you have a different reason to do something doesn't mean the outcome will be different

6 days ago

Thank

Reply



9

**Rick Z.** • Holiday Lake

Its really about time for additional lanes on 101 between Morgan Hill and 129. This section of 101 has not kept up with growth and has been a bottle neck in both directions for decades.

6 days ago

Thank

Reply



5



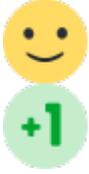
**Taffy M.** • Downtown Morgan Hill

Ellyn you're only accommodating a few business is not a good idea for the mass traffic jam that's created

4 days ago

Thank

Reply



4



**Ellyn G.** • Holiday Lake

It's just not the street situation that they are trying to reconfigure - to help nor is it just downtown. They are addressing utilizing sidewalks, parking lots and open areas. Believe it is only a temporary situation to help retail and restaurants all over Morgan Hill.

4 days ago

[Thank](#)

[Reply](#)



1



**Taffy M.** • Downtown Morgan Hill

This isn't Los Gatos we don't have the space that Los Gatos has on their main drag and we never will.

4 days ago

[Thank](#)

[Reply](#)



4

**Lisa & Sean V.** • Spring

I fully support closing downtown to vehicular traffic to create a more vibrant, healthy, pedestrianized downtown that may comply with social distancing. For me, downtown is a special place that serves as our cultural center that is worthy of protecting to the extent possible; We don't have squares or grand parks (unfortunately), we have our downtown. I get the sense that some of the opposition is from other business owners who are not in downtown, which is

unfortunate. Our town's restaurants' success is not a zero sum game. The City may help as they may, while it's really up to the individual malls' landlords to decide what will happen therein. We want everyone to thrive, downtown to thrive, and this is an economical way to do it.

Edited 4 days ago

Thank

Reply



14



**Patrick D.** • Paradise

Seriously, has the council lost it. Did it already what a mess. Should be addressing that atrocity of a building that was never approved by the people. Who was paid off for that Amazon building. Corruption and now this ridiculous lane changes. What are they smoking on council and where do I get some

4 days ago

Thank

Reply



5

**Nancie B.** • Downtown Morgan Hill

Please do not close lanes in the downtown area. We tried that and it didn't work. Traffic was backed up for miles which is a serious environmental concern.. Seriously, there is a real concern that emergency vehicles could not reach those in need in a reasonable time. Additionally, people who are disabled would be cut off from the downtown area. Please do not do this.

4 days ago

Thank

Reply





**Steve R.** • Nordstrom

I've been here since 1985...we never shut traffic thru town except for 1 day events...thus we have never tried it because the city council never went for it. I have presented on this over the years.



**Ruth B.** • Jackson Oaks

I enjoyed downtown when we only had one lane in each direction. It seemed traffic was slower and walking & eating outside was safer and more enjoyable...more of a destination rather than a freeway frenzy. I hope we can all work together to make it work for all concerned...

4 days ago

**Thank**

Reply



**Nancie B.** • Downtown Morgan Hill

Because the traffic was so slow, you would have been breathing a lot more pollutants.

4 days ago

**Thank**

Reply



**Cecilia W.** • Downtown Morgan Hill

And everyone seems to assume that the traffic will just move over to Butterfield - the last time they did this the traffic on the streets on the westside of Monterey (Hale, Peak, and DeWitt)

increased not only in volume but in speed that made it unsafe for the residents of those neighborhoods. The city does not seem willing to address those impacts - and the Hale bypass is still a long time from completion - given they haven't even started construction.

3 days ago



4



Chris W. • Holiday Lake

Heck, the City is broke. They had a \$7,000,000.00 operating deficit before the Corona-virus Pandemic hit. Now with greatly reduced sales taxes and hotel occupancy taxes, it's a lot larger and growing. I hear (unofficially) that it's projected to be on the high side of \$15,000,000.00 this year, so we're going to see cutbacks not new road construction. Our best bet is to optimize what we have and consider installing some affordable traffic mitigation solutions like solar powered speed signs, which cost about \$850.00 each. We just installed one in Holiday Lakes on Holiday Drive and it works well. Very bright and visible. Plus, as an added benefit, when the new Trammel Crow 120 door fulfillment center goes live along with the 58 door Shoe Palace distribution center, all those big 18 wheelers will keep all traffic nice and slow for pleasurable outdoor dining.

Edited 2 days ago



2



**Communications and Engagement Manager Maureen Tobin** • City of Morgan Hill

Thank you all for your comments. They will be included as a supplement to the staff report for the June 3rd meeting. Also, I wanted to remind everyone that we'll be talking about this at the Town Hall Meeting tomorrow evening, Thursday, May 28 @ 5:30 p.m. Virtual Town Hall May 28, 2020 5:30 p.m. - 6:30 p.m. The focus for this Virtual Town Hall will be Monterey Road Complete Street Improvements/Lane Reduction. To join the virtual meeting:

<https://bit.ly/Communitytownhall> or call: (669) 900-9128 and enter Webinar ID: 841 849 915

1 day ago

**Phil N.** • Carriage Dr

101 needs to be 4 lanes to south Gilroy

1 day ago



**Communications and Engagement Manager Maureen Tobin** • City of Morgan Hill

Hello everyone. Thank you again for this robust discussion. I am closing the discussion now. All comments will be copied and included as a supplement in the staff report on this topic for next Wednesday's City Council meeting. The staff report will be available at the end of the day today, Friday, 5/29. Any further comments can be submitted to me @ [maureen.tobin@morganhill.ca.gov](mailto:maureen.tobin@morganhill.ca.gov)

**From:** [rauschermd](#)  
**To:** [CC Public Comment](#)  
**Subject:** Monterey Road Traffic Reduction and a Special Community  
**Date:** Saturday, May 30, 2020 2:36:29 PM

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We in Morgan Hill have wrestled with this for a long time. But we already know what the real answer should be here, improving our downtown for it's people and businesses.

That means taking the courage to do the right thing and making it more of an environment for its families. Cleaner air, serious noise reduction, more serene atmosphere, increased enjoyment of that beautiful little downtown.

I have many times NOT gone there because of the degradation caused by too much traffic because of the loss of those positive reasons stated above.

Drivers will get over having to go on main thoroughfares as they should be. They don't care about the noise or pollution that they cause as long as they think they can gain a minute or two staying off of 101 or Butterfield (which in great part was built for them to drive on instead of Monterey and downtown) Millions were already invested to give them those corridors. Why not direct them there and free our downtown.

I hope you leaders of Morgan Hill do the right thing and give the downtown back to the people and customers those businesses.

All the best to you-

Mark Rauscher

Sent via the Samsung Galaxy S8 Active, an AT&T 5G Evolution capable smartphone

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**From:** [CECILIA](#)  
**To:** [CC Public Comment](#)  
**Subject:** Monterey Road Lane reduction  
**Date:** Saturday, May 30, 2020 2:59:49 PM

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I truly understand the desire to support the businesses in the downtown area but as a resident of the area west of downtown I know first hand the impacts to traffic on my street (Peak - between Main and Dunne) when Monterey has either been closed completely for community event or when the lane reduction trial period was implemented several years ago.

While it is true that some of the traffic reroutes to Butterfield - a significant portion - I would guess those that live on the west side of Monterey - opt to either use Peak or DeWitt as their bypass for downtown.

Before COVID evening traffic on Peak during commute hours is very heavy and often at speeds that exceed that posted for a residential area. This increase in the amount and speed of the traffic often makes it difficult for me to back safely out of my driveway.

Adding even more traffic by closing entirely of reducing the number of lanes downtown will only add to this problem.

I would like to request that the city consider as part of this implementation methods to minimize or at a minimum slow down traffic on the side streets west of Monterey - such as the addition of one or two stop signs on Peak between Main and Dunne.

This would help to make our neighborhood safer while still allowing the city to support downtown businesses.

Thank you for your consideration.

Cecilia Wigley

Sent from my iPad

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**From:** [Kyle McElroy](#)  
**To:** [CC Public Comment](#)  
**Subject:** Monterey lane closure  
**Date:** Saturday, May 30, 2020 3:26:30 PM

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I write in support of the closure of one lane in each direction of Monterey through downtown. Covid19 and the need to learn to change to live with this virus requires that we look at new ways of structuring our retail and restaurants. I would even support the full closure of Monterey through downtown. In California, we enjoy weather that would allow outside dining and shopping almost year round. Closing lanes would help facilitate more outdoor seating. I am far more likely to dine at a restaurant outdoors. I am unlikely to dine indoors any time soon.

In pre-Covid times, my commute took me through downtown. I can easily find an alternative route to work. The reduction in road noise and traffic would make for a much more enjoyable downtown. Other cities are doing it. Morgan Hill can too.

Sincerely,

Kyle McElroy

[Sent from Yahoo Mail on Android](#)

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**From:** [Chris Ghione](#)  
**To:** [Angie Gonzalez](#); [Michelle Bigelow](#); [Maureen Tobin](#)  
**Subject:** FW: My thoughts on "Complete Streets - Monterey Road" and the pending May 28th City Council meeting:  
**Date:** Monday, June 1, 2020 10:59:31 PM

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Another Complete Streets Supplemental Item.

-----Original Message-----

From: Harrison <sainokawara.sisyphus@gmail.com>  
Sent: Thursday, May 21, 2020 9:07 AM  
To: Chris Ghione <Chris.Ghione@morganhill.ca.gov>  
Subject: My thoughts on "Complete Streets - Monterey Road" and the pending May 28th City Council meeting:

Chris Ghione,

I was looking for a way of suggesting that Morgan Hill again "restrict downtown traffic flow" on Monterey Road when I received an email informing me that this would be a subject of a City Council meeting on May 28th. In my opinion, there is nothing that would benefit both the downtown businesses and residents of Morgan Hill area more than permanently reducing the number of lanes to a single-lane with bike lane and, hopefully, eliminate on-street parking on Monterey Road Downtown in both directions expanding bicycle/pedestrian access and allowing merchants to use part of the street. The only request I have is that merchants understand that they cannot interfere with pedestrians using the sidewalks! As a resident, I do not mind that my trips downtown to/from the parking garage would take a few minutes longer. And instead of "cutting-through" downtown, I already drive around the Downtown area! Unfortunately, some residents and many out-of-town drivers may not know that Butterfield Boulevard might be easier and faster. But, there are several simple things that could be done to improve the situation, several of which have already been completed.

The most difficult would be changing the lane configurations on Butterfield Blvd and Cochrane Road so that there are TWO protected turn-lanes in each direction. But, I recently noticed that TWO protected left-turn lanes were added to speed the traffic flow around Morgan Hill at three intersections! I don't know how much it would help nor how difficult it would be but could the same be done for the one right-turn in the southbound direction and the two right-turns in the northbound direction? Also, could SIGNS be added at ALL turns (Monterey at Cochrane, Cochrane at Butterfield and Butterfield at Monterey) encouraging drivers to utilize the full-length of Butterfield Blvd rather than using Monterey Road? The other thing that would help would be updating the MAPS users use. Unfortunately, today, these are online so would require a little "cajoling" to get the major US online MAPS to update their map but this has already been done for the Open Source "OpenStreetMap.org" MAP which are more commonly used in other countries.

If you would like to see what Morgan Hill looks like on this online mapping service, click on the URL below and, to close the ANNOYING box in the upper-left corner, clicking on the virtually invisible "X" hidden by the "!" at the end of "Welcome to OpenStreetMap!":

<https://www.openstreetmap.org/#map=13/37.1304/-121.6846>

The first things you will notice are Monterey Road, US 101 AND and how to navigate around Morgan Hill by using Butterfield Boulevard and Cochrane Road. If you examine this map closer, you will discover that it is much more accurate [except, possibly, for businesses] than any of the US online MAPS because of how it is updated. It is maintained by "volunteer mappers" who can update it directly instead of trying to convince some "nameless, faceless, employee" of a US online MAP service of "errors and omissions". Speaking from experience, it is virtually impossible to get them to update their MAPS! I do not know how difficult it is to get the Morgan Hill website updated but it would be easy to create what is referred to as a "Slippy Map" which could display this map. Although a little more difficult, static maps can be generated using this map data that could be incorporated into reports and the like. It was extremely annoying reading a recent "report" (.PDF) on the Morgan Hill website that labeled "Edmundson Creek" flowing past Paradise School as "Little Llagas Creek"! I have been unsuccessfully trying to get that US online MAP service to correct that "error" for several years

now! By the way, all of the Morgan Hill Trails and County Parks, including boundaries, are correct in OpenStreetMap! Also, these maps or its underlying mapping data can be used absolutely "free of charge" by anyone including the City of Morgan Hill.

As usual, I will be more than happy to answer any questions on this, or a number of other subjects, that anyone has. Just send me an email. If nothing else, I hope it is apparent that I will support the pending proposal.

Thank you,

Harrison Scofield

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**From:** Trish Catalano <[trishcat1969@hotmail.com](mailto:trishcat1969@hotmail.com)>  
**Sent:** Tuesday, June 2, 2020 12:26 PM  
**To:** Rich Constantine <[Rich.Constantine@morganhill.ca.gov](mailto:Rich.Constantine@morganhill.ca.gov)>; Larry Carr <[Larry.Carr@morganhill.ca.gov](mailto:Larry.Carr@morganhill.ca.gov)>; Yvonne Martinez Beltran <[yvonne.martinezbeltran@morganhill.ca.gov](mailto:yvonne.martinezbeltran@morganhill.ca.gov)>; Rene Spring <[Rene.Spring@morganhill.ca.gov](mailto:Rene.Spring@morganhill.ca.gov)>; John McKay <[john.mckay@morganhill.ca.gov](mailto:john.mckay@morganhill.ca.gov)>  
**Cc:** Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>  
**Subject:** Lane Reduction from Main to Dunne

Dear Counsel Members,

My name is Trish Catalano. I have lived in Morgan Hill since 1977 so I have seen many changes made both for good and bad. It baffles me the decisions that are coming from this group of people. It feels like you are trying to kill everything that makes Morgan Hill, Morgan Hill. It already is difficult to get around town because there is so much traffic that if you get on the freeway on any day after 1pm from San Jose you are in bumper to bumper traffic already. But we should go ahead and once again take away 1 lane of traffic going North to South?? You have put housing on just about every square inch on open property and yet have not added any more roads to handle all of the traffic. Have any of you actually tried to get from one side of Morgan Hill to another?? 25 min to go 5 miles, during the SIP it has been about 7 min, so there is an additional 18 minutes to get across town! Ridiculous!! DO YOUR JOB AND REPRESENT THE PEOPLE OF THIS TOWN AND VOTE THIS DOWN!!!!!!!!!!!!

This plan has already been tried and it failed! Businesses said then that they actually had less sales and lost money so why are you trying to kill the Downtown area? I also work Downtown and you have already made it difficult to get to my job. I can't walk far distances and saying oh there is the parking garage isn't an answer for me. You also are saying to anyone with mobility issues we don't care about you and you are not welcome in the Downtown area, Shame on You!!

I would like my voice to be heard. IAM AGAINST ANY KIND OF "ROAD DIET" OR LANE REDUCTION THROUGH DOWNTOWN MORGAN HILL!! VOTE NO!!

Throw kindness around like it's confetti,  
Trish Catalano

**From:** Kenny Silva <[knnyslv@gmail.com](mailto:knnyslv@gmail.com)>

**Sent:** Tuesday, June 2, 2020 12:19 PM

**To:** Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>; Rich Constantine <[Rich.Constantine@morganhill.ca.gov](mailto:Rich.Constantine@morganhill.ca.gov)>; Larry Carr <[Larry.Carr@morganhill.ca.gov](mailto:Larry.Carr@morganhill.ca.gov)>; Yvonne Martinez Beltran <[yvonne.martinezbeltran@morganhill.ca.gov](mailto:yvonne.martinezbeltran@morganhill.ca.gov)>; Rene Spring <[Rene.Spring@morganhill.ca.gov](mailto:Rene.Spring@morganhill.ca.gov)>; John McKay <[john.mckay@morganhill.ca.gov](mailto:john.mckay@morganhill.ca.gov)>

**Subject:** downtown lane reduction

To all concerned:

I am chiming in to express my strong opposition to the proposed lane reduction through downtown Morgan Hill. In brief, this has been attempted several times and has failed every time. Just because you think you have a new reason do to it does not mean a different outcome will result. When traffic through and around downtown becomes even more unbearable, the citizenry will only turn their displeasure in one direction - to the powers that be in the city council. I see far more to the downside of doing this than any perceived upside.

Thank you for your time in reading my thoughts. It is appreciated.

Kenny Silva

<http://kennysilva.weebly.com/>

From: Lorene Ageno <[beach4lori@yahoo.com](mailto:beach4lori@yahoo.com)>

Sent: Tuesday, June 2, 2020 12:46 PM

To: Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>; Rich Constantine <[Rich.Constantine@morganhill.ca.gov](mailto:Rich.Constantine@morganhill.ca.gov)>; Larry Carr <[Larry.Carr@morganhill.ca.gov](mailto:Larry.Carr@morganhill.ca.gov)>; Yvonne Martinez Beltran <[yvonne.martinezbeltran@morganhill.ca.gov](mailto:yvonne.martinezbeltran@morganhill.ca.gov)>; Rene Spring <[Rene.Spring@morganhill.ca.gov](mailto:Rene.Spring@morganhill.ca.gov)>; John McKay <[john.mckay@morganhill.ca.gov](mailto:john.mckay@morganhill.ca.gov)>

Subject: Monterey Highway road diet

Dear members,

Please note that I DI NOT approve of Monterey Highway, Road diet. I live near town and I feel it would be a disaster with traffic. This would force too much traffic on two Butterfield and cutting through my neighborhood to get through town.

I feel this would be a disaster and not a good way to spend the towns money.

I also have a handicapped brother and elderly mother that could never walk from a distant parking site to enable us to shop and eat downtown Please note that I do not approve of Monterey Highway, Road diet. I live near town and I feel it would be a disaster with traffic. I also have a handicapped brother and elderly mother that could never walk from a distant parking site to enable us to shop and eat downtown

Thank you for considering my vote on this topic, Lori Ageno Morgan Hill resident

From: Amy Tate <[amyktate@yahoo.com](mailto:amyktate@yahoo.com)>

Sent: Tuesday, June 2, 2020 12:14 PM

To: MHDowntown Emails <[MHDowntown@morganhill.ca.gov](mailto:MHDowntown@morganhill.ca.gov)>

Subject: Closing lanes downtown?

Is the city going to close some lanes downtown to support the local restaurants and their patio dining option starting 6/5?

I sure hope so hopefully ASAP

Sent from my iPhone

**From:** James Haskell <[jameskhaskell@gmail.com](mailto:jameskhaskell@gmail.com)>

**Sent:** Tuesday, June 2, 2020 2:03 PM

**To:** Rich Constantine <[Rich.Constantine@morganhill.ca.gov](mailto:Rich.Constantine@morganhill.ca.gov)>; Larry Carr <[Larry.Carr@morganhill.ca.gov](mailto:Larry.Carr@morganhill.ca.gov)>; Yvonne Martinez Beltran <[yvonne.martinezbeltran@morganhill.ca.gov](mailto:yvonne.martinezbeltran@morganhill.ca.gov)>; Rene Spring <[Rene.Spring@morganhill.ca.gov](mailto:Rene.Spring@morganhill.ca.gov)>; John McKay <[john.mckay@morganhill.ca.gov](mailto:john.mckay@morganhill.ca.gov)>

**Cc:** Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>

**Subject:** Road Diet

My wife and I, residents of Morgan Hill for 25 years, are strongly in support of the downtown Road Diet plan. It will make downtown much more pedestrian and business friendly, and support the restaurants that desperately need outdoor seating space.

We would also encourage the council to do everything possible to encourage safe use of mass transit to reduce the morning and evening commute traffic through town.

Thanks.

James Haskell  
Susanna Vartanian

From: Victor Rousseu <[VRousseu@ACTEnviro.com](mailto:VRousseu@ACTEnviro.com)>  
Sent: Tuesday, June 2, 2020 1:03 PM  
To: Rich Constantine <[Rich.Constantine@morganhill.ca.gov](mailto:Rich.Constantine@morganhill.ca.gov)>  
Cc: Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>  
Subject: Road Diet

I am against traffic impediments on any Highway

Sent from my iPhone

**From:** Karen Miles <[KCM.Retail@outlook.com](mailto:KCM.Retail@outlook.com)>

**Sent:** Tuesday, June 2, 2020 2:05 PM

**To:** Larry Carr <[Larry.Carr@morganhill.ca.gov](mailto:Larry.Carr@morganhill.ca.gov)>; r.constatine@morganhill.ca.gov; Yvonne Martinez Beltran <[yvonne.martinezbeltran@morganhill.ca.gov](mailto:yvonne.martinezbeltran@morganhill.ca.gov)>; Rene Spring <[Rene.Spring@morganhill.ca.gov](mailto:Rene.Spring@morganhill.ca.gov)>; John McKay <[john.mckay@morganhill.ca.gov](mailto:john.mckay@morganhill.ca.gov)>

**Cc:** Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>

**Subject:** Monterey Road Complete Streets/Lane Reduction Project

I understand that the intent of Item 15 on the agenda is to provide direction to staff on revisiting the Monterey Road Complete Streets/Lane Reduction Project and on the use of other public spaces in the Downtown.

Past attempts on a trial basis resulted in substantial impact on traffic. As you continue to approve residential building and Commercial/Industrial projects; in town traffic is already being impacted.

As a long time resident of Morgan Hill, I oppose the reduction project.

Karen

Sent from [Mail](#) for Windows 10

**From:** Brigid ORourke <[cbrofm@yahoo.com](mailto:cbrofm@yahoo.com)>

**Sent:** Tuesday, June 2, 2020 3:47 PM

**To:** Michelle Bigelow <[Michelle.Bigelow@morganhill.ca.gov](mailto:Michelle.Bigelow@morganhill.ca.gov)>

**Cc:** Rich Constantine <[Rich.Constantine@morganhill.ca.gov](mailto:Rich.Constantine@morganhill.ca.gov)>; Larry Carr

<[Larry.Carr@morganhill.ca.gov](mailto:Larry.Carr@morganhill.ca.gov)>; Yvonne Martinez Beltran

<[yvonne.martinezbeltran@morganhill.ca.gov](mailto:yvonne.martinezbeltran@morganhill.ca.gov)>; Rene Spring <[Rene.Spring@morganhill.ca.gov](mailto:Rene.Spring@morganhill.ca.gov)>; John

McKay <[john.mckay@morganhill.ca.gov](mailto:john.mckay@morganhill.ca.gov)>

**Subject:** Road "Taming" for the June 3 Council Meeting

I continue to be amazed by the tenacity of certain individuals when it comes to "saving our downtown". The Monterey Road corridor has taken on sacred status in the minds of some people, to the detriment of quality of living for many residents, as well as sad lack of help for businesses that AREN'T in the downtown corridor. I realize that Downtown provides a face to the world outside that we need to continue to grow our little town, but making it the centerpiece to the detriment of other areas in town is not doing the residents any favors.

For starters, I was shocked to find out that downtown only contributes to 5% of the sales tax revenue. That means the balance of the revenue is coming from every other business in town, the ones who are struggling through this hard time.

Then there are the hard working residents of this town, many of whom need to get SOUTH or WEST of downtown to get to their residences. I can't believe that the "traffic tamers" don't remember the disaster of the last experiment, the one that ended abruptly as we edged closer to a full scale revolt, when forced on to the freeway or Butterfield to get around town. The council all but promised not to repeat the fiasco, stating that we needed another North-South thruway before we tried this again. While I sympathize with Rene Spring on the Hale Ave problems, those of us who live off of Butterfield suffered immensely during the experiment. Traffic backed up north from Dunne to Cochrane every work day. The increase in noise and pollution was downright horrible for anyone who lived near the boulevard.

I have always suspected that the majority of the people voting for this improvement never had to commute to the Valley, because they show no sympathy or empathy for the thousands of people who are stuck in their cars for hours each day.

Sure, you say, the Virus has slowed that down and moving forward there will be fewer people commuting to work. To that I say, you're living in a dream world. The Twitter employees won't be in the mix, but the employees of hundreds of other companies are already being told to prepare to come back into work within the next months certainly will be. So, back we go to

commuter hell and all it takes is a look at 101 South on Friday evenings to see what's in our future.

Take note of the growing anger around town over the reckless development of the open spaces, and the seemingly single minded industrial/commercial planned for the future. We still have the Great Wall of Shoe Palace that mysteriously went up without the community understanding what is coming. The Trammel Crow monstrosity is fast becoming the center of civil discontent for our city, with many of us waiting to see how you explain away the things that can't be mitigated. This blatant attempt to make everyone even more miserable for the benefit of some restaurant owners (since retail has now opened up) makes no sense. Have those restaurant folks negotiate with their retail neighbors for more space.

I suggest that you take pity on the 99% of residents who don't own a business downtown. Take an alternate way of keeping them happy. Find side streets that can be closed and used for dining, or parking lots that can be sacrificed for outdoor seating, there are a myriad of other solutions that don't disrupt the lives of the ordinary citizens for the blessed few. And while you are at it, don't try to repair the bank by penalizing the people who use it.

Respectfully submitted,  
Brigid O'Rourke