

Circulation and Mobility Project

Gilroy Area Community Meeting Summary Report

The Santa Clara County Roads and Airports Department held a community meeting to discuss the County General Plan Circulation and Mobility Element's proposal for the county unincorporated road system. The PowerPoint presentation covered the proposed road system as well as policy direction regarding private roads. The meeting was held on September 15, 2014, from 6:30 – 8:30 p.m. at the Gilroy Unified School District Boardroom located at 7810 Arroyo Circle in Gilroy. Dan Collen, Deputy Director, Santa Clara County Roads & Airports Department; Dawn Cameron, County Transportation Planner, Santa Clara County Roads & Airports Department; Will Fourt, Planner, Santa Clara County Parks Department; Ivana Yeung, Planner, Santa Clara County Roads & Airports Department; and Michelle Hunt, Project Manager, Hexagon Transportation Consultants staffed the event. A dozen (12) community members attended the meeting.



Attendees who arrived to the meeting early had the opportunity to examine display boards and available alternative cross-section graphics to articulate their issues, support and/or concerns to the staff. After the twenty-minute orientation presentation, attendees asked questions of the staff in attendance. The following is a list of the questions and the staff responses. In addition, comment cards were available at the meeting.

Comment/Question	Response
Concerns with New Avenue as a Farm-to-Market truck route. The weight limit is 7 tons and standard sized farm delivery trucks would be illegal on New Avenue.	It was determined during the meeting that New Avenue is not a designated Farm-to-Market truck route.
Wine Trail: drastic cuts to boutique wineries in the future.	Comment noted.
How does MTC know that the County's actions are supported by the community? How many letters of support in comparison to the number of persons in the community are required for the project to move forward?	Obtaining letters of support from the community is integral to successful grant applications. MTC looks for these as well as evidence of robust community outreach program as part of a grant funded project.
We do not have the population in this part of the County. Freeway type traffic on Center Avenue is undesirable; can see there may be more needs on the west side of 101	The future width line for Center would accommodate wider shoulders, turn lanes where needed, improved drainage, and a trail alongside Center. No additional thru travel lanes are proposed.
Safety improvements, such as center turn lanes, will not make things safer. What we need is better law enforcement rather than engineering.	Turning lanes will only be added if and when needed to address high turning demand or significant increases in through traffic. County staff is updating the proposed cross-sections to provide more width for adequate drainage and illustrate the limited use of turn lanes. Staff will forward community concerns to the CHP.
Double standard-Why doesn't Los Altos need to have "safety improvements" (i.e. wider shoulders and turn lanes, no trails)? Why aren't you applying the same standards on other parts of the County?	Los Altos roads cross-sections do include safety improvements such as wider shoulders for pedestrian and bicycle use. Los Altos is more densely developed, basically at suburban densities, and, therefore, require different cross sections.
Opposed to trail being so close to property for the 92' cross section.	Comment noted. Staff will continue to refine the cross sections. In addition, the cross sections are guidelines that will be adapted to each street's unique characteristics at the time a transportation improvement project is funded and in design.
Safety issue: ingress and egress from property along roads. These plans create the new safety issue, rather than help the issue.	Comment noted.
Would an opposition from a neighborhood stop a grant from being funded?	Yes.

Comment/Question	Response
<p>What is the cost per mile (including property take, grading, tree removal, project itself) to build the project?</p>	<p>This is a planning level document only. Project cost estimates are developed at the time when a specific road improvement project is ready to compete for funding and be implemented. Costs per mile vary based on differing conditions and timelines. Many of the road improvements identified in this plan may be decades away from implementation, but may slowly appear, property by property, as development occurs.</p>
<p>Every property has drainage issues, and the proposed roads would make drainage worse with hundreds of homes affected.</p>	<p>County staff is updating the proposed cross-sections to provide more width for adequate drainage.</p>
<p>County has zero credibility to what they say. They have misrepresented the actual language of the 1995 San Martin Design Guidelines, which explains what the group actually recommended. The recommendation was that the County Road should be reduced from the existing right-of-way.</p>	<p>According to the San Martin Design Guidelines, “residents also expressed concern regarding the safety of pedestrians, bicyclists and equestrians . . . without the benefit of separated, designated bike lanes or equestrian/pedestrian trails.” (p. IV-1) The plan recommended repurposing the planned future widths of 92-110 feet to “include enhancements such as roadside trails, equestrian crossings, bicycle lanes and improved drainage swales.” (p. IV-6)</p>
<p>There is zero application for a third, center-turn lane from a safety standpoint.</p>	<p>Turning lanes will only be added if and when needed to address high turning demand or significant increases in through traffic. County staff is updating the proposed cross-sections to illustrate the limited use of turn lanes.</p>
<p>What are the criteria for necessitating adding a center-turn lane?</p>	<p>Collision data and/or complaints of near misses due to cars swerving into shoulders to get around cars waiting to turn are key factors. Through and left turn volumes are also factors.</p>
<p>Adding another lane would only increase the speed of the vehicles traveling on the roads. We should instead install more stop signs, and bring in the CHP to monitor the area.</p>	<p>Comment noted.</p>
<p>Columbet Road is used as a truck detour to avoid the weighing scales.</p>	<p>Staff will forward community concerns to the CHP.</p>

Comment/Question	Response
Ferguson-Leavesley-New is being used as a bypass route. What can be done to discourage commuter bypass traffic?	Improvements to US 101, SR 152, and other north-south arterial routes will help reduce commuter traffic using bypass routes to avoid congestion.
There is no signage that designates the appropriate route to and from truck routes for weight-restricted roads?	County works with agricultural sites and posts routes on the County website (www.CountyRoads.org). Agricultural sites generally communicate routes to truckers, and all parties are currently satisfied.
The San Martin Airport Master Plan wasn't adopted.	The adoption of the San Martin Airport Master Plan is on hold until additional funding is secured and available for a complete CEQA environmental analysis. Members of the public may view the draft San Martin Airport Master Plan on the County Airports website at: http://www.countyairports.org/forms.html .
We suggest that trails be implemented along San Martin and other parallel streets to feed to Harvey Bear.	A trail leading to Harvey Bear is recommended San Martin Avenue and other nearby roads.
We have concerns that this (community outreach) process will be used as a show of support to adopt/justify the center turn lanes in the future, whether or not center turn lane is needed.	The community outreach to date has clearly documented concerns about center turn lanes.
Look at proposed trails, identify priority routes—are there any that are not needed?	County staff from Roads & Airports and Parks & Recreation Departments are collaborating on the road plan and will review the trail plan.
I live on a private road and work with my neighbors to fund improvements. The agreement states that the cost is higher for neighbors who have trucks or horse trailers.	Comment noted.
Trailer on Center will require widening on the US-101 overpass.	When the overpass or bridge meets the end of its useful life, it will be rebuilt to current standards
Lack of law enforcement is an issue on private roads. Perhaps there's a way to require neighborhoods/associations to sign a road agreement for maintenance.	Comment noted.
Will there be more public meetings in South County?	Yes, in 2 or 3 months after the draft element has been circulated for review.

Comment/Question	Response
We suggest that the County Supervisors assist with noticing meetings, including direct mailing. The County supervisors have free access to postage.	Comment noted. Staff will follow up with County Supervisors to assist with meeting noticing.
What is VTA's role?	VTA adopts the Valley Transportation Plan, that includes all freeway and transit improvements. VTA also awards some of the transportation grants.

Meeting Summary prepared by County Roads Staff.