

Santa Clara Valley Transportation Authority

Morgan Hill Community-Based Transportation Plan (CBTP) Report



February 2020



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CHAPTER

1

Introduction and Overview of the Morgan Hill Community-Based Transportation Plan (CBTP)

The Morgan Hill Community-Based Transportation Plan (CBTP) is the result of a community-based planning effort in the City of Morgan Hill of Santa Clara County beginning in January of 2019. Residents and community-based organizations

be a starting point for the development and implementation of relevant projects and/or services aimed at improving transportation in the City.

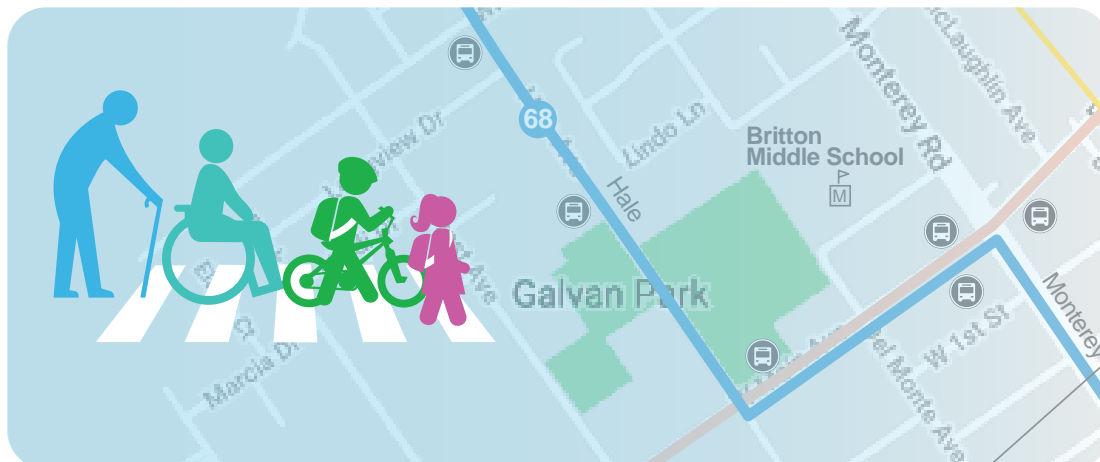
This chapter includes 1) the background and purpose of the Community-Based Transportation Planning Program and 2) the overview of the collaborative effort on the CBTP between VTA, City of Morgan Hill, other government entities, and community organizations.

“This study documents specific needs of Morgan Hill residents...”

worked closely with government entities to develop this CBTP. The study documents transportation needs of Morgan Hill residents that were gathered through a public outreach process and from previous planning efforts. The Morgan Hill CBTP can

Background of the CBTP Program

The Community-Based Transportation Planning (CBTP) Program launched in 2002 by the Metropolitan Transportation Commission (MTC). MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area region. The agency collaborates with a network of other public agencies to help support the streets, roads, highways, transit systems and other transportation resources that help Bay Area residents get





where they need to be. The CBTP Program evolved out of two regional studies completed in 2001, the Lifeline Transportation Network (LTN) and the Environmental Justice (EJ). Both studies emphasized on the needs of the communities of concern and the need for MTC to support local planning efforts in these communities. It is important to note that the communities of concern as defined by MTC is based on the thresholds in percentages of 8 different variables: minority (70%), low-income (30%), level of English proficiency (12%), elderly (10%), zero-vehicle households (10%), single parent households (20%), disabled (12%), and rent-burdened households (15%). If a census tract exceeds both threshold values for low-income and minority shares OR exceeds the threshold value for low-income AND exceeds the threshold values for three or more variables, it is considered a Community of Concern (CoC). Since its launch, the CBTP Program has provided roughly \$2.6 million in funding for over 40 collaborative planning processes in CoCs across the Bay Area. Each CBTP reflects the following three goals and objectives of the regional program:

- Emphasize resident participation in the plan development process,
- Foster collaboration between residents, community organizations, local jurisdictions, transit operators, CMAs and MTC; and
- Expand community capacity by engaging community-based organizations throughout the process

Purpose of the Community-Based Transportation Plan (CBTP)

The purpose of the CBTP is to bring residents, community organizations, and government entities together to identify Morgan Hill's most important transportation challenges and develop strategies to overcome them. The CBTP lays the groundwork towards solving transportation needs of the community of concern (COC) as defined by MTC. Residents within COC area and the City of Morgan Hill require safe, affordable and reliable transportation options to meet daily needs, including access to work, education, medical facilities, and other life-enhancing services. The challenge for local agencies and jurisdictions is providing transportation alternatives that not only support agencies' goals but is also responsible and an efficient use of available funding and resources.

The CBTP's public outreach process placed emphasis on the participation of community members through various outlets such as public meetings, focus-group meetings, tabling events, and a survey. Efforts of residents and community organizations contributed to pin pointing transportation issues and prioritizing of relevant projects and/or programs. The projects and programs that closely correspond to the transportation issues heard from the outreach process will be matched with potential funding sources. Public entities can then work collaboratively to apply for funding opportunities when they become available.

Project Management Team



Steering Committee



Project Partners & Involvement of Community-Based Organizations

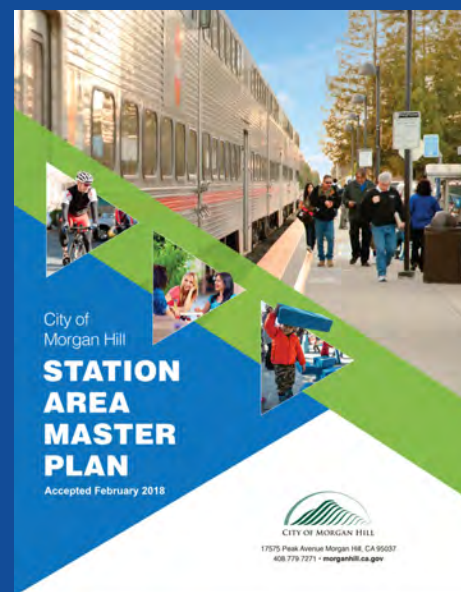
Through the CBTP Program Guidelines mentioned above, Valley Transportation Authority (VTA), the designated congestion management agency (CMA) for Santa Clara County serves as the lead agency in the CBTP planning process. To ensure the CBTP produced is robust and inclusive of the community's needs, VTA prioritizes working closely with local jurisdictions and stakeholders throughout the planning effort. VTA partnered with the City of Morgan Hill and the Morgan Hill Chamber of Commerce, a local non-profit organization, to form the Project Management Team for the Morgan Hill CBTP. Furthermore, VTA request participation from various agencies, organizations, and groups that have a stake in the Morgan Hill community to provide insights on transportation issues and participate on the Steering Committee. Steering Committee members includes Morgan Hill Unified School District, EAH Housing, the Morgan Hill Bicycle & Pedestrian Advocacy Group (BPAG), and the Youth Action Council. The CBTP will discuss the Steering Committee and its role in the plan in more details in Chapter 3.

Get to Know the City of Morgan Hill!

Morgan Hill Station Area Master Plan

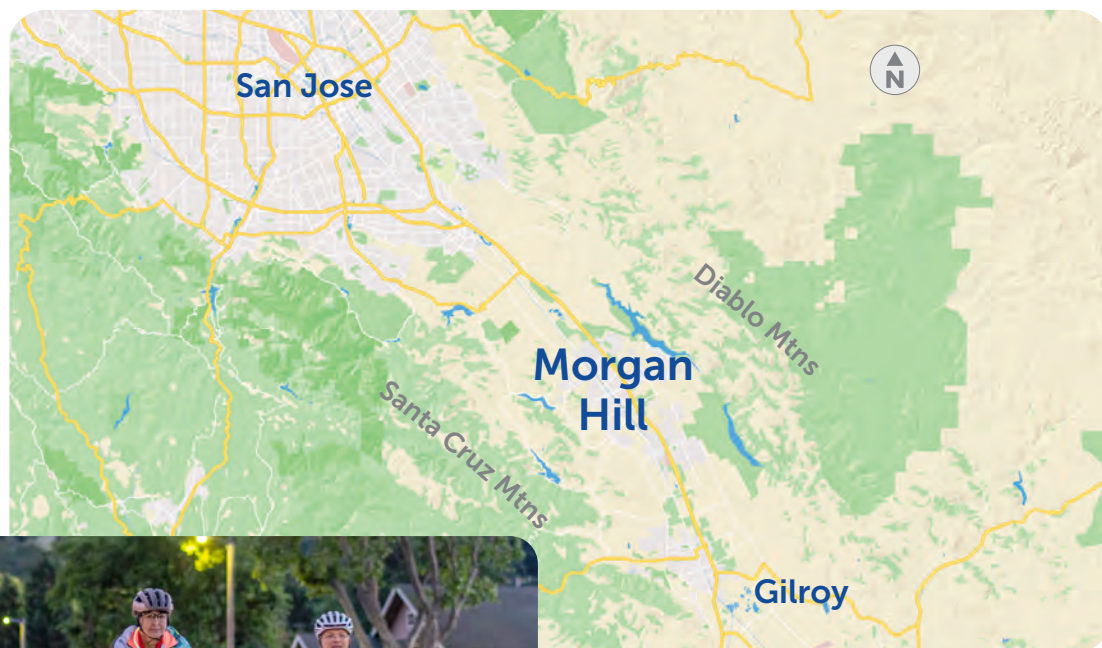
In 2016, the City of Morgan Hill received a grant from Santa Clara Valley Transportation Authority (VTA) to prepare a Station Area Master Plan for the area at and around the Morgan Hill Transit Center. This area is designated as a Priority Development Area (PDA) because of the following characteristics, 1) has been identified and approved for future growth, 2) accessible by more than one transit services, and 3) located near established job centers, shopping districts, and other services. The Station Area Master Plan is focused on strengthening the Morgan Hill Transit Center and Downtown Morgan Hill by identifying considerations and opportunities for multi-modal connectivity, such as transit, bicycling, and walking. To access the Station Area Master Plan and learn more, visit:

<https://www.morgan-hill.ca.gov/1641/Station-Area-Master-Plan>.



CHAPTER 2

Study Area Profile and Existing Conditions



To adequately identify and understand the transportation challenges in the City of Morgan Hill, it is important to look at the study area profile, demographics, travel patterns and the existing services/infrastructures. The purpose of this chapter is to present a deeper understanding of the City of Morgan Hill.

Location

The City of Morgan Hill has a total area of 12.8 square miles and is in the southern part of Santa Clara County, California. The City

is located approximately 20 miles south of downtown San Jose and roughly 10 miles north of Gilroy. The City is surrounded by the Santa Cruz mountain range to the west and the Diablo mountain range to the east.

Morgan Hill's ideal location offers residents and visitors a vibrant Downtown area, year-round outdoor recreational activities, including cycling, golfing, swimming, and boating. In recent years, the City transformed Downtown Morgan Hill into an important destination in South Silicon Valley by offering a variety of culinary and entertainment experiences, pedestrian-friendly streetscapes, public art displays as well as special events and festivals. For a complete list of attractions and activities in Downtown Morgan Hill, visit www.morgan-hill.ca.gov/1150/Morgan-Hill-Downtown-Its-Happening.

Figure 1
Location of a Community of Concern in
Morgan Hill

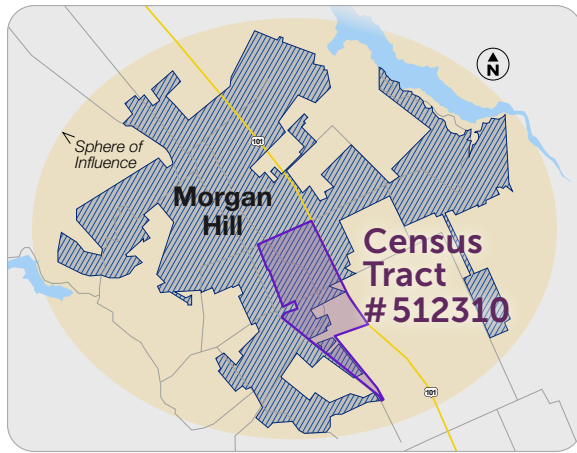


Table 1
Age distribution in the COC Census Tract,
City of Morgan Hill, and Santa Clara County

Age Distribution	COC Census Tract # 512310	City of Morgan Hill	Santa Clara County
Under 5 years	7.8%	7.1%	6.3%
5 to 9 years	9.1%	7.5%	6.4%
10 to 14 years	10.9%	8.6%	6.5%
15 to 19 years	7.4%	6.0%	6.0%
20 to 24 years	4.8%	5.8%	6.3%
25 to 29 years	7.3%	4.6%	7.7%
30 to 34 years	4.7%	5.5%	7.9%
35 to 39 years	7.0%	6.7%	7.4%
40 to 44 years	8.8%	7.1%	7.4%
45 to 49 years	6.4%	7.5%	7.2%
50 to 54 years	7.6%	7.9%	7.0%
55 to 59 years	5.6%	6.7%	6.3%
60 to 64 years	3.6%	6.3%	5.2%
65 years & up	9.0%	12.7%	12.5%

The study area of the CBTP consists of the entire city of Morgan Hill and areas adjacent to the city boundary, known as the Sphere of Influence. The presence of the Sphere of Influence allows for residents to contribute transportation concerns and recommendations that may happen right at the city's boundary.

MTC's Community of Concern (COC) in Morgan Hill

Despite the study area of the CBTP encompassing the entire City and the Sphere of Influence, there is one census tract (Census Tract #512310) in Morgan Hill that is defined as a Community of Concern (COC) per MTC's definition. Figure 1 shows the location of the COC Census Tract of Morgan Hill. Because of the relatively small geographical area of the COC census tract, VTA and the City of Morgan Hill staff felt that the CBTP may not capture the complete range of transportation issues and comments if the study area was limited to just one census tract. A request was made to MTC to expand the Plan's boundary to its current area. The larger geographical area allows for greater input from the community and offers more comprehensive solutions to transportation issues, especially for the COC. The demographics information presented in subsequent sections will

compare data from COC Census Tract #512310 with citywide and countywide data.

Demographics

Demographics information are from the 2017 American Community Survey (ACS) 5-Year Estimates data by the United States Census Bureau. For more information on the American Community Survey (ACS) or for the latest updates, visit www.census.gov/programs-surveys/acs/about.html.

People and Population

The total population of Morgan Hill is 43,135, with the median age of 38.4 years old. The age distribution of the City is 23.2% of the population is under the age of 15, 64.1% of the population is between 15 to 64 years old, and 12.6% is 65 years or older.

In comparison, the population within Census Tract 512310 is 4,397 with the median age of 32.3 years. The age distribution is 27.8% of the population under the age of 15, 63.2% of the population is between 15 to 64 years old, and 9% is 65 years or older. The age distribution for each age group in the COC Census Tract, City of Morgan Hill, and Santa Clara County is shown in Table 1 for comparison.

Race and Ethnicity

The breakdown of race in Morgan Hill is 71.3% White, 10.9% Asian, 2.0% Black or African American, 0.6% American Indian and Alaska Native, and 0.1% Native Hawaiian and another Pacific Islander. About 33.8% of the City's population identifies as Hispanic or Latino origin.

The breakdown within the COC Census Tract 512310 has a similar trend to Morgan Hill, except higher percentages of Asians and individuals identifying as having Hispanic or Latino origin. In contrast, 26.1% of the population in Santa Clara County is of Hispanic origin when compared to the 48.3% at the COC Census Tract level.

Table 2 shows the race and ethnicity comparison between the Census Tract, City of Morgan Hill and the whole Santa Clara County.

Language Spoken at Home & Limited English-Speaking Households

About 70.8% of Morgan Hill residents speak only English at home, with 17.9% speaking Spanish as

the primary language. Followed by 5.5% speaking Asian and Pacific Islander languages, 4.9% other Indo-European languages, and 0.9% speaks other languages.

The percentage for English-only speaking household is significantly lower in the COC Census Tract with 57.6%, followed by 26.5% Spanish, 0.0% Asian and Pacific Island languages, and 5.4% speaks other Indo-European languages. Table 3, on the next page, shows the comparison of the percentage of languages spoken at home in the three jurisdictions.

It is also important to note the percentage of limited English-speaking households in the COC Census Tract, City of Morgan Hill and Santa Clara County. A "limited English-speaking household" is one in which no member 14 years and over speaks only English or speaks a non-English language and speaks English "very well". In other words, all members 14 years and over have at least some difficulty with English. About 7.5% of all households within the COC Census Tract is considered a limited English-speaking household. This number is about 1.8 times

Table 2

Race and ethnicity comparison between the COC Census Tract, City of Morgan Hill, and Santa Clara County

Race & Ethnicity	COC Census Tract # 512310	City of Morgan Hill	Santa Clara County
White	70.0%	71.3%	45.5%
Black or African American	1.3%	2.0%	2.5%
American Indian and Native Alaska	0.5%	0.6%	0.5%
Asian	16.9%	10.9%	35.1%
Native Hawaiian and Other Pacific Islander	0.0%	0.1%	0.4%
Some other race	5.7%	8.5%	11.0%
Two or more races	5.6%	6.4%	4.9%
Hispanic or Latino origin (of any race)	48.3%	33.8%	26.1%

Table 3

Languages spoken at home comparison between the COC Census Tract, City of Morgan Hill, and Santa Clara County

Language Spoken at Home	COC Census Tract # 512310	City of Morgan Hill	Santa Clara County
Speak only English	57.6%	70.8%	47.6%
Speak Spanish	26.5%	17.9%	18.1%
Speak Other Indo-European languages	5.4%	4.9%	8.9%
Speak Asian and Pacific Island languages	9.9%	5.5%	24.1%
Speak other languages	0.6%	0.9%	1.3%

Table 4

Limited English-speaking households comparison between the COC Census Tract, City of Morgan Hill, and Santa Clara County

	COC Census Tract # 512310	City of Morgan Hill	Santa Clara County
Limited English-Speaking Households	7.5%	4.1%	10.8%

higher than that of Morgan Hill, but lower than the percentage at the countywide level. Morgan Hill and Santa Clara County has 4.1% and 10.8% limited English-speaking households, respectively. Table 4 shows the percentage of limited English-speaking households in the three jurisdictions.

Income and Poverty

The median household income is \$107,161 in the City of Morgan Hill, which is on par with what is observed at the Countywide level, with the average

household size of 3.01. The median household income for the COC Census Tract is significantly less at \$57,276. The percentage of individuals living below poverty level in the past 12 months is 5.8% in the City of Morgan Hill compared to the 10.2% in the COC Census Tract. Table 5 on the following page summarizes the numbers on household income range and poverty level.

Table 5

Household income range & poverty level comparison between the COC Census Tract, City of Morgan Hill, and Santa Clara County

Household Income Range & Poverty Level	COC Census Tract # 512310	City of Morgan Hill	Santa Clara County
Median Household Income	\$ 57,276	\$ 107,161	\$ 106,761
Average Household Size	2.93	3.01	2.98
Less than \$10,000	3.3%	2.4%	3.4%
\$10,000 to \$14,999	7.6%	2.2%	2.9%
\$15,000 to \$24,999	7.4%	5.8%	5.0%
\$25,000 to \$34,999	2.8%	6.4%	5.0%
\$35,000 to \$49,999	12.7%	6.3%	7.5%
\$50,000 to \$74,999	12.8%	12.5%	12.1%
\$75,000 to \$99,999	6.4%	10.7%	10.7%
\$100,000 to \$149,999	24.7%	20.9%	18.3%
\$150,000 to \$199,999	5.8%	11.6%	12.7%
\$200,000 or more	6.6%	21.1%	22.4%
Percentage of Individuals living below poverty level in the past 12 months	10.2%	5.8%	8.2%

Commuting Characteristics and Employment

The most popular mode of commute is driving alone in both the City of Morgan Hill and the COC Census Tract with 78.5% and 73.6%, respectively. About 13% of the COC Census Tract residents carpool to work, which is higher than at the city and the county level. The use of public transportation in Morgan Hill and COC Census Tract is lower than the 4.4% at the countywide level.

The mean travel time to work is 33.2 minutes for COC Census Tract and 34.6 minutes for the City of Morgan Hill. There is a discrepancy in the unemployment rate between the city and the COC Census Tract, the 10.2% unemployment rate in the COC more than doubles the number at the city level. Table 6 on the following page summarizes the commuting characteristics of the residents.



Table 6

Commuting characteristics & employment comparison between the COC Census Tract, City of Morgan Hill, and Santa Clara County

Commuting Characteristics & Employment	COC Census Tract # 512310	City of Morgan Hill	Santa Clara County
Auto-Drive alone	73.6%	78.5%	75.1%
Auto- Carpooled	13.0%	10.4%	10.5%
Public transportation (excluding taxicab)	2.5%	3.4%	4.4%
Walked	1.3%	1.1%	2.1%
Bicycle	1.1%	0.9%	1.8%
Taxicab, motorcycle, or other means	0.5%	0.9%	1.3%
Worked at home	8.0%	4.8%	4.8%
Mean travel time to work (minutes)	33.2	34.6	28.0
Unemployment Rate	10.2%	4.7%	5.7%

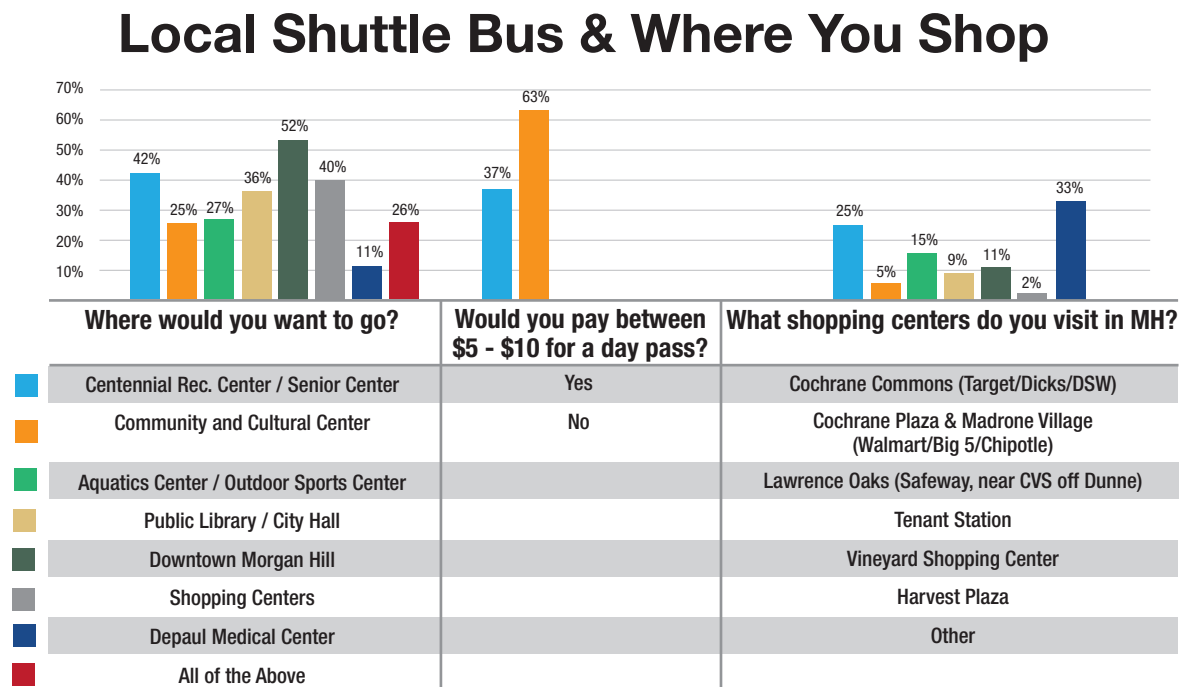
Popular Destinations

The City of Morgan Hill conducted the Morgan Hill Transit Services survey back in December of 2017 and received 549 responses. The top three most popular destinations are downtown Morgan Hill

with 53%, Centennial Recreation Center/Senior Center with 42%, and shopping centers with 40%. Out of the shopping centers in the City, Cochrane Commons is a popular location. Figure 2 displays more in-depth details.

Figure 2

Popular Destinations in City of Morgan Hill



Current Transportation Ridership and Statistics

This section presents ridership data and public transportation statistics relating to VTA bus routes currently serving the City of Morgan Hill. Table 7 shows the number of average daily boardings over a 12-month period between July 2018 to June 2019 for weekday, Saturday, and Sunday.

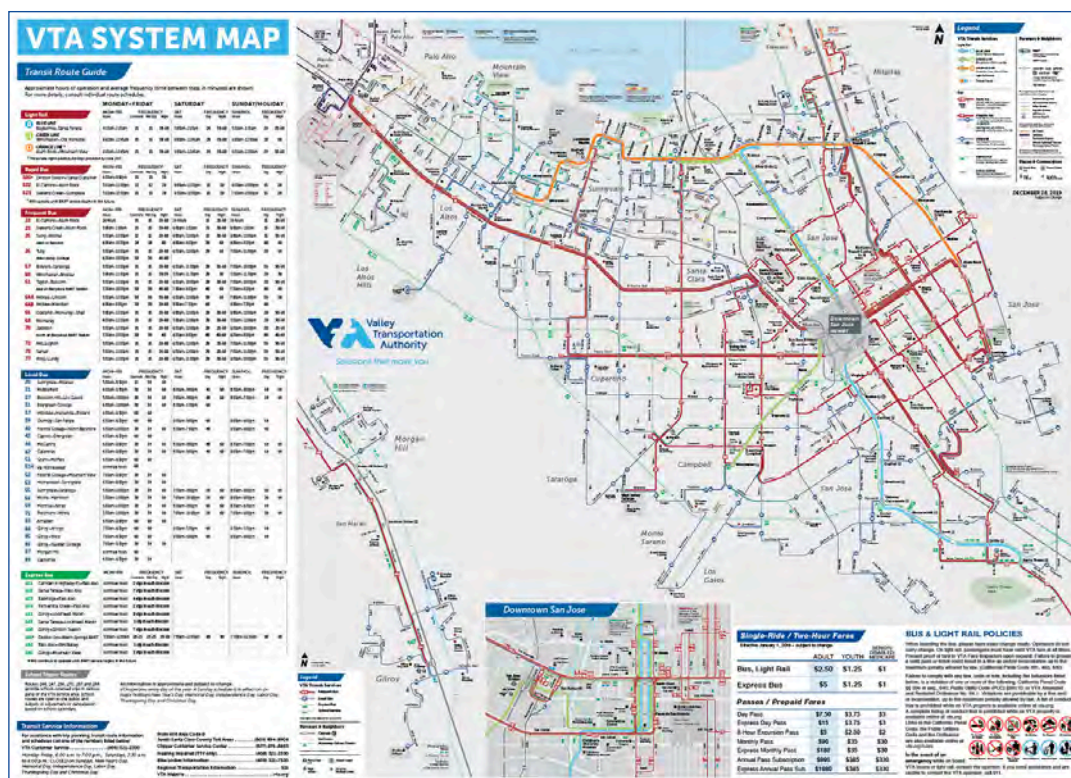
Public Transportation Network under VTA's 2019 New Transit Service (NTS)

The VTA Board of Directors approved the New Transit Service (NTS) in May 2019 and was implemented on December 28, 2019. Figure 3 shows the 2019 New Transit Service map.

Table 7
Average daily boardings of VTA bus routes serving City of Morgan Hill

Route	Description	Weekday Service	Saturday Service	Sunday Service
16	Morgan Hill Civic Center – Burnett Ave	116	N/A	N/A
68	Gilroy Transit Center – San Jose Diridon Transit Center	4,700	3,083	2,644
Express 121	Gilroy Transit Center – Lockheed/Moffett Park	264	N/A	N/A
Express 168	Gilroy Transit Center – San Jose Diridon Transit Center	221	N/A	N/A
Express 185	Gilroy Transit Center – East Whisman/Shoreline	46	N/A	N/A

Figure 3
Example of the 2019 New Transit Service Map



A copy of the map is made available at www.vta.org

The 2019 New Transit Service is a modification of the Board-adopted 2017 Next Network transit service plan. In addition to the plan's original goals of better connecting VTA transit with the Milpitas and Berryessa BART stations, increasing overall system ridership, and improving VTA's farebox recovery rate, New Transit Service adds three new parameters set by the VTA Board of Directors:

1. Reduce the plan's overall service level equal to today's service level (The Next Network plan would have incurred a \$14.7M increase in annual net operating costs over today)
2. Adjust the network's ridership/coverage balance to 90% ridership and 10% coverage
3. Minimize service cuts in South County.

There are a few notable changes to transit routes in Morgan Hill under VTA's 2019 New Transit Service. The main route serving the City of Morgan Hill, Route 68, originating from the Gilroy Transit Center to the San Jose Diridon Station will increase in frequency

on weekdays and weekends. Frequency will be upgraded to every 15 minutes from the current 20 minutes interval on weekdays between 5:30 am to 6:30 pm. Figure 4 shows the upgraded frequency for all service hours of Route 68.

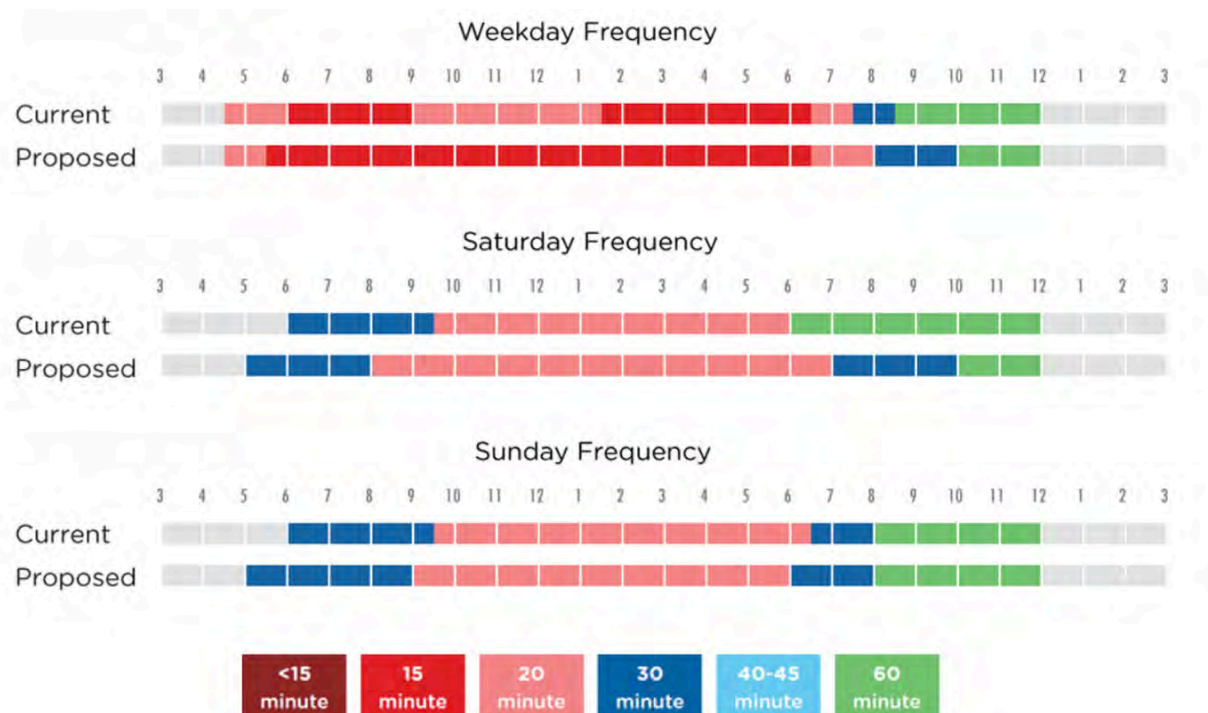
VTA will continue service for Route 16 but will be renaming it Route 87 under the New Transit Service. Operating Route 16/87 is a commitment by VTA to keep transit services in Morgan Hill (and therefore also paratransit service) in addition to the Monterey Highway corridor.

Express Route 168 serving the Morgan Hill Caltrain Station to Downtown San Jose will maintain the same level of service under the New Transit Service until 2021. The service will be converted to a Rapid Bus Service pending further decisions in December 2020.

For detailed information of all VTA routes and frequency changes through the 2019 New Transit Service, go online to <http://newtransitplan.vta.org>.

Figure 4

Route 68 upgraded frequency for all service hours.



Challenges in Providing Public Transportation Services in Morgan Hill

There are several challenges to providing public transportation services in the City of Morgan Hill. Morgan Hill has relatively low densities and an auto-oriented urban form, which means that the transit demand and the ridership achieved by VTA is low when compared to other places in Santa Clara County. VTA's ridership minimum standard, which is one of the criteria used to justify a route, is 15 boardings per hour. Table 8 shows the number of boardings per hour for Morgan Hill routes along with the breakdown of cost-per-boarding between April

to June 2019. Each passenger picked up in Morgan Hill has a cost-per-boarding to VTA that is about 2-3 times higher than in denser, more transit-supportive areas. Due to VTA's fixed operating budget, discussions regarding an increase in transit services to Morgan Hill will also need to address where VTA should cut service to offset the additional cost. The situation presents VTA with a tough decision as the agency wants to serve Morgan Hill but must be mindful of how cost-effectively funding is being spent as a public agency. VTA is currently working to update its service amid the pandemic.

Table 8

Cost per boarding for VTA bus routes serving City of Morgan Hill

April-June 2019 Metrics for Morgan Hill Routes		
Route 16	8.3 boardings/hour	\$20.62 cost/boarding
Route 68	18.2 boardings/hour	\$8.93 cost/boarding
Route 168	6.2 boardings/hour	\$33.56 cost/boarding
VTA Bus Average	18.3 boardings/hour	\$8.39 cost/boarding

VTA ACCESS Paratransit Service

VTA ACCESS paratransit service is provided to eligible individuals with disabilities who cannot use conventional accessible bus and light rail transit service due to their physical, visual or cognitive disabilities. Paratransit is shared ride public transportation that is complementary to fixed route transit service (bus and light rail). VTA ACCESS operates within the same service area and service times as VTA bus and light rail service. Paratransit standard service area is defined as being within 3/4 mile from an existing VTA bus or light rail routes and premium paratransit service area is an additional one mile from the standard service area. Standard trips are \$4 one-way and premium trips are \$16 one-way. All fares are prepaid, and trips must be booked one to three days in advance.

The eligibility process for VTA ACCESS paratransit service includes a Personal Data Card, over-the-phone interview, and if necessary, a professional verification. Eligibility is based on an individual's functional ability to independently use the bus or light rail system for some or all their trips. Eligibility is not based on age, economic status, or the inability to drive an automobile. Applicants should note that having a medical condition, use of a mobility device (i.e. wheelchair, scooter, etc.), or disability will not



automatically qualify you for service. The eligibility process can take up to twenty-one (21) days from the completed over the phone interview. For more information or to receive an application please contact VTA ACCESS Eligibility Department at 408-321-2381 Monday through Friday from 8 am to 5 pm or go online to www.vta.org/go/paratransit.

Transportation Network Companies (TNCs)

Transportation Network Companies (TNCs) provide prearranged transportation services for compensation using an online-enabled application or platform (such as smart phone apps) to connect drivers using their personal vehicles with passengers. TNCs, such as Lyft and Uber, are operating in the Morgan Hill area.

CHAPTER 3 Community Outreach Strategy and Findings

In this chapter:

1. Various community outreach strategies and materials utilized during the CBTP planning process
2. The role and members of the Steering Committee
3. A summary of community outreach findings

The Community-Based Transportation Planning (CBTP) program is a collaborative planning process which included extensive community outreach in identifying transportation challenges along with potential solutions to address those gaps. Input and support from community members are crucial components in assuring that the completed Plan reflects the true needs of the City of Morgan Hill. Staff from VTA, City of Morgan Hill, and the Morgan Hill Chamber of Commerce partnered to involve residents,

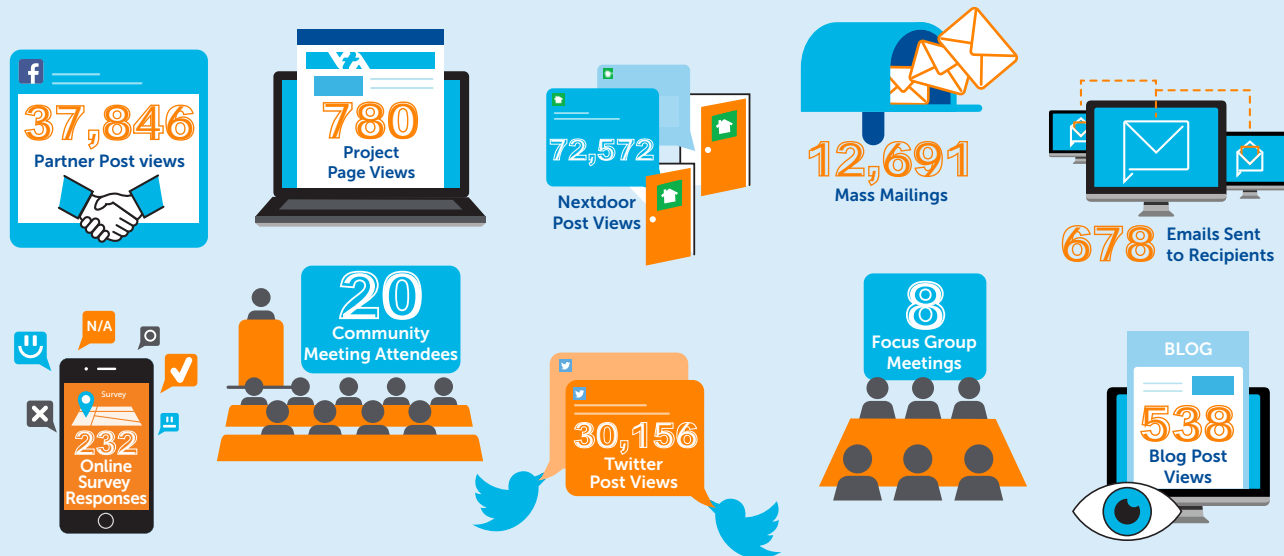
Figure 5

Summary of Public Outreach Efforts

the school district, and community-based organizations servicing the Morgan Hill community throughout the planning process.

Community Outreach Plan and Strategies

Community outreach activities were conducted from February through July 2019 with residents and various local stakeholders within the Morgan Hill area. The outreach strategies were designed to maximize community engagements and elicit information on current transportation needs. The main objective of the outreach process was to motivate low-income and other underserved residents to participate in voicing their concerns and gain a thorough understanding of the transportation gaps to better develop solutions and determine potential funding. Figure 5 shows a visual summary of the community outreach statistics.



CBTP Steering Committee

A Steering Committee comprised of representatives from a wide range of interests that have a stake in the community was convened to help the CBTP planning process satisfy the objective of reaching out to underserved residents. The Steering Committee members provided valuable input on the transportation challenges of the population that their groups and/or agencies serve and offered the opportunity for the Project Management Team to acquire more in-depth information of the study area.

Additionally, many Steering Committee members agreed to assist with the outreach process by promoting the CBTP effort on various channels (social media, newsletters, etc.), distributing comment cards, and hosting suggestion boxes in their facilities to collect completed comment cards. The Steering Committee included members from the following groups and/or agencies:

- Morgan Hill Unified School District
- Morgan Hill Youth Development and Outreach
- Morgan Hill Bicycle and Pedestrian Advocacy Group (BPAG)
- Morgan Hill Older Adult Services
- Gavilan College, Morgan Hill Campus
- Community Christian Church
- Eden Housing Incorporated (affordable housing complexes)

Outreach Strategies and Materials

The Project Management Team and the Steering Committee collaborated to develop a comprehensive outreach strategy to identify the appropriate communication methods for achieving maximum project exposure. Since community participation is vital to the success of the CBTP, the project management team employed various communication tools and channels, such as mass mailings, social media, and in-person meetings, to inform the public of the Morgan Hill study. Outreach materials were designed to be as accessible to the public as possible. Whenever feasible, materials were

Steering Committee Members

John Horner – President, Morgan Hill Chamber of Commerce

Tiffany Brown – Associate Planner, City of Morgan Hill

Chris Ghione – Director of Community Services, City of Morgan Hill

Christina Turner – City Manager, City of Morgan Hill

Edith Ramirez – Economic Development Director, City of Morgan Hill

Debbie Vasquez – Adult Services Supervisor (Senior Center), Centennial Recreation Center (CRC)

Kathleen Rael – Director of Transportation, Morgan Hill Unified School District (MHSD)

Chiquy Mejía – Youth Development & Outreach Coordinator, Youth Action Council

Lisa Aragon – Committee Chairperson, (BPAG)

Jennie Tucker – Recreation Manager, Centennial Recreation Center (CRC)

Kyle Windsor – Senior Pastor, Community Christian Church

Felicia Britton – Workability Coordinator, Morgan Hill Unified School District

Linda Bernabe – Director, Gavilan College Morgan Hill Campus

Brenda Preston – Supervisor of Transportation, Morgan Hill Unified School District

John Lang – Economic Development Manager, City of Morgan Hill

Rebecca Garcia – Housing Manager, Housing Programs

Darmin Trokic – Property Supervisor, Eden Housing Inc.

translated to Spanish and Chinese in addition to English to capture the needs of the non-English speaking residents in the community. The following sections explain in greater detail how each communication tool was used to promote the project and encouraged Morgan Hill residents to provide feedback during the outreach phase of the CBTP.

Comment Card

A comment card was created to acquire information on transportation concerns and gather feedback on the type of improvements the community wants to see. The comment card was available digitally and in paper form as well as provided in three different languages, English, Spanish, and Chinese. An option for translations into other languages was available if requested. The digital copy of the comment card was accessible through VTA's CBTP project webpage, while the physical copy version was distributed out to Steering Committee members and placed at key locations in the City of Morgan Hill, such as the Centennial Recreation Center, Senior Center, Morgan Hill Library, and City Hall. Figure 6 shows an image of the comment cards and collection box. The different comment card formats increase the accessibility to the document with the possibility that more community members will be able to provide input.

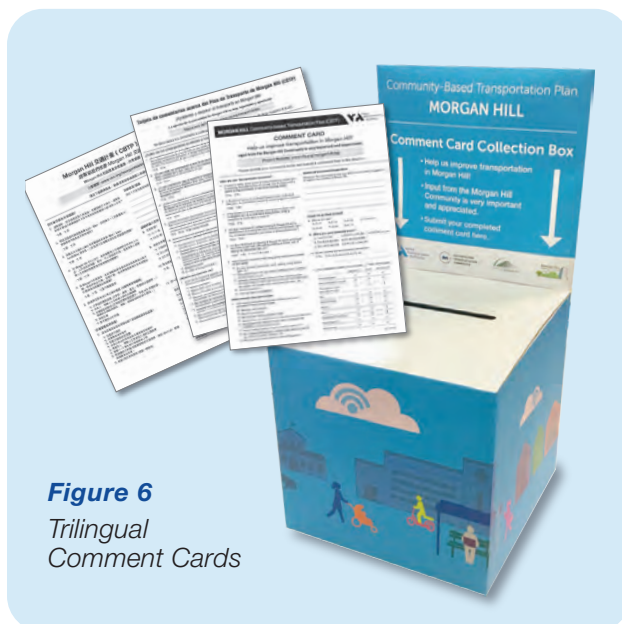


Figure 6
Trilingual
Comment Cards

The comment card included five components:

- 1) questions regarding transportation concerns,
- 2) a question listing types of improvements the community wants to see,
- 3) a blank space to write additional comments and/or suggestions,
- 4) questions regarding demographic information,
- and 5) a question on the number of times a week the respondent travels using different modes of transportation.

Outreach Events: Presentations, Focus Group Meetings and Tabling

The Project Management Team engaged in many types of outreach events to have more opportunity to interact with and hear from Morgan Hill residents. The events ranged from informal one-on-one stakeholder meetings to tabling at a community-wide event to hosting smaller focus group meetings with target population. Table 9 on the following page shows a complete list of outreach events attended by project staff.

The outreach events incorporated different types of materials and medium to tailor to the purpose and audience of each meeting. For example, focus group meetings with the Morgan Hill Youth Action Council (YAC) involved a short PowerPoint presentation and interactive activity with poster boards, while focus group meetings at the senior apartment complexes had roundtable style discussions and information sharing. VTA and the City of Morgan Hill placed an importance on reaching out to youth, low-income individuals, and older adults in Morgan Hill to obtain their feedbacks as they are the population with the greatest barriers to mobility. Furthermore, project staff also participated in other types of outreach in addition to focus group meetings such as tabling and presentation to the Morgan Hill Parks & Recreation Commission. Staff tabled at the 2019 Showcase Morgan Hill Business Expo at Live Oak High School on April 11, 2019 and presented to the Commission on May 21, 2019. Figure 7, on the following pages, shows pictures from the events.

Table 9
CBTP Morgan Hill Outreach Events

LEGEND: Internal meeting or presentation with public agencies / project partners One-on-one outreach Focus group outreach

Subject	Location	Date and Time
CBTP Morgan Hill Team Kick-Off Meeting	City of Morgan Hill (Conference room - DSC Grand)	1/30/19, 1 PM
Meeting with Chamber of Commerce	Chamber of Commerce & Visitors Center, Morgan Hill	2/8/19, 10 AM
Meeting w/MH Unified School District (Kick-off part 2)	Morgan Hill Unified School District Office, Morgan Hill	2/14/19, 4 PM
Steering Committee Meeting #1	Morgan Hill Senior Center	2/26/19, 2 PM
Youth Action Council (YAC) meeting	Morgan Hill Senior Center (CRC), Morgan Hill	3/5/19, 5 PM
One-on-One meeting with Lisa Aragon (BPAG)		3/13/19, 3 PM
Presentation to Morgan Hill BPAG	Morgan Hill Council Chambers, Morgan Hill	3/14/19, 6 PM
Steering Committee Meeting #2	Centennial Recreation Center (CRC), Morgan Hill	3/28/19, 2 PM
Tabling at Morgan Hill Business Expo	Live Oak High School (Gymnasium), Morgan Hill	4/11/19, 12 PM
Sycamore Glen, Community Meeting	Sycamore Glen Apts. Community Room, Morgan Hill	4/19/19, 10 AM
Presentation at Senior Nutrition Program	Centennial Recreation Center, Morgan Hill	4/24/19, 11 AM
Presentation at Bella Terra Senior Apartments	Bella Terra Sr. Apts. Community Room, Morgan Hill	4/24/19, 2 PM
MH Property Managers Mtg. on Older Adult Transportation	Morgan Hill City Hall	4/25/19, 9 AM
Meeting w/ Jessica Perez (St. Catherine Church)	St. Catherine of Alexandria Catholic Church, Morgan Hill	4/25/19, 2 PM
Meeting w/ Mayor Constantine & Councilmember Carr	Morgan Hill City Hall	4/30/19, 9 AM
YAC Meeting (Follow Up & Survey)	Morgan Hill Senior Center (CRC)	5/7/19, 5:30 PM
Presentation to Kiwanis International	Kiwanis Club of Morgan Hill	5/7/19, 6:50 PM
Presentation at Jasmine Square Apts (Resident's Com. Mtg.)	Jasmine Square Apartments, Morgan Hill	5/8/19, 5:30 PM
Meeting at Horizons Senior Apartment	Horizons Senior Housing, Morgan Hill	5/13/19, 3 PM
Presentation to Morgan Hill Parks & Recreation Commission	Morgan Hill City Hall	5/21/19, 7 PM
Meeting w/ Boy & Girls Club in Morgan Hill	Galvan Park, Morgan Hill	5/23/19, 2 PM
CBTP Morgan Hill Community Workshop	Morgan Hill Council Chambers, Morgan Hill	5/29/19, 6 PM
Meeting with key local stakeholders + PMT	Morgan Hill City Hall	6/13/19, 2 PM
Meeting with Santa Clara County Staff	Santa Clara County Roads & Airports Dept., San Jose	6/26/19, 2 PM
Meeting with Caltrain (Survey Results + Programs)	Samtrans/Caltrain Office, San Carlos	7/16/19, 2:30 PM
Youth Leadership Program (presentation & workshop)	Community Cultural Center, Morgan Hill	7/23/19, 1 PM
CBTP Morgan Hill: Check-In & Next Steps	Morgan Hill City Hall	7/31/19, 2 PM

Figure 7
CBTP Morgan Hill Outreach Events

Youth Action Council Workshop



Presentation to Kiwanis International



Outreach Tabling Event



Community Meeting

A Community Workshop was held on May 29, 2019 at 7:00 pm at the Morgan Hill Council Chamber. The Community Workshop allowed residents to have open dialogues with the Project Management Team about their transportation needs and offer suggestions on potential improvements. In addition, representative from VTA Access, VTA's Paratransit Services, was present to answer and clarify any questions the residents may have regarding the service. Poster boards and large maps of the City of Morgan Hill were displayed to engage attendees and provide visual representation for the areas of concern. Twenty individuals attended the Community Workshop.

VTA's Blog Posts

The Project Management Team also employed blog posts on VTA's website and websites of project's partners to encourage community members to be involved in the Morgan Hill CBTP project. Two blog posts shared on VTA's website, titled "Share Your Ideas for Transportation Solutions in Morgan Hill" on May 22nd, 2019 and "Morgan Hill Kids Weigh In" on July 24th, 2019 received 299 and 239 views, respectively, for a total of 538 blog posts views. Figure 8 shows the blog posts on VTA's website.

Postal Mailings and Flyers

Flyers publicizing the Community Workshop and the project webpage were distributed to residents, including youth and low-income individuals. Flyers were disseminated at elementary and middle schools in the Morgan Hill Unified School District, to residents living in the Census Tract deemed Community of Concern by MTC, and also on VTA Express Bus routes serving Morgan Hill. In total, 6,196 flyers were sent to schools and 299 flyers were placed on Express Buses. Additionally, 6,196 mass mailings were sent to residents within the Community of Concern boundary. A total of 12,691 flyers and mailers were delivered to community members for the Morgan Hill CBTP project. Figure 9 displays the flyer and mailer that was sent out.

Figure 8
Blog Posts on vta.org



Figure 9
Outreach Mailer



Figure 10*Project Webpages and Fact Sheets***Project Webpage**

Project webpages were created on the websites of VTA and City of Morgan Hill in English with general information regarding the CBTP effort, including purpose, project area, project timeline, and ways for residents to get involved. Fact sheets in English, Spanish and Chinese along with other related documents are also accessible on the project webpages. The VTA's CBTP project webpage has been viewed 780 times since its inception to the time of this writing. Figure 10 showcase the webpages and the fact sheets. Community members are able to request a presentation and additional meetings from project staff for their neighborhood or organization as well as sign up to be on the project's e-mail distribution list, which sends notification on any updates and upcoming meetings for the project. At the date of this writing, a total of 678 emails were sent to the subscribers on the project's distribution list.

**Social Media and Newsletters**

VTA and project partners promoted the CBTP effort through various social media channels, such as Facebook, Twitter, LinkedIn, and Nextdoor, to reach a broader audience. In addition to the social media channels, Ann Sobrato High School included information on the CBTP in their May Newsletter that reached 300 students. To the date of this writing, the CBTP project received 30,156 Twitter views, 72,572 Nextdoor post views, and 37,846 Facebook post views.

Community Outreach Findings

The Project Management Team gained valuable knowledge on transportation needs and the desired improvements from the Morgan Hill residents through the numerous community outreach activities conducted for the CBTP planning process. This section summarizes the comment card results and the comments received from outreach events. The feedbacks received were used to guide the

development of transportation proposals, which are further described in Chapter 4.

Comment Card Multiple Choice Questions Results
A total of 308 comment cards were collected between April 29th through June 7th, 2019; 232 of them were digital responses and 76 were paper responses collected at focus group meetings or from the comment card collection boxes. Figures 11 and 12 illustrate the summary of the online survey responses.

Figure 11
Results of Comment Card Survey

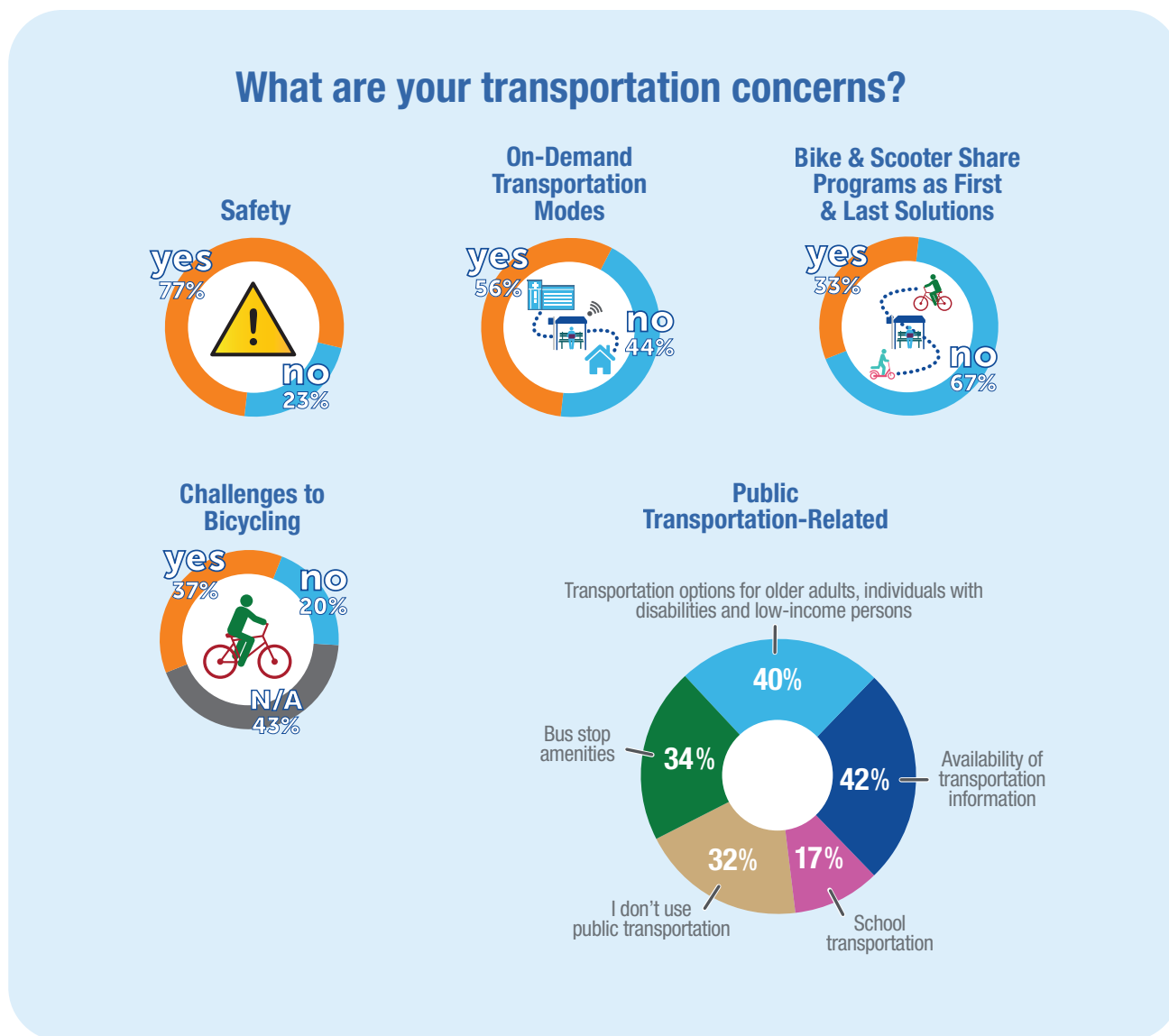
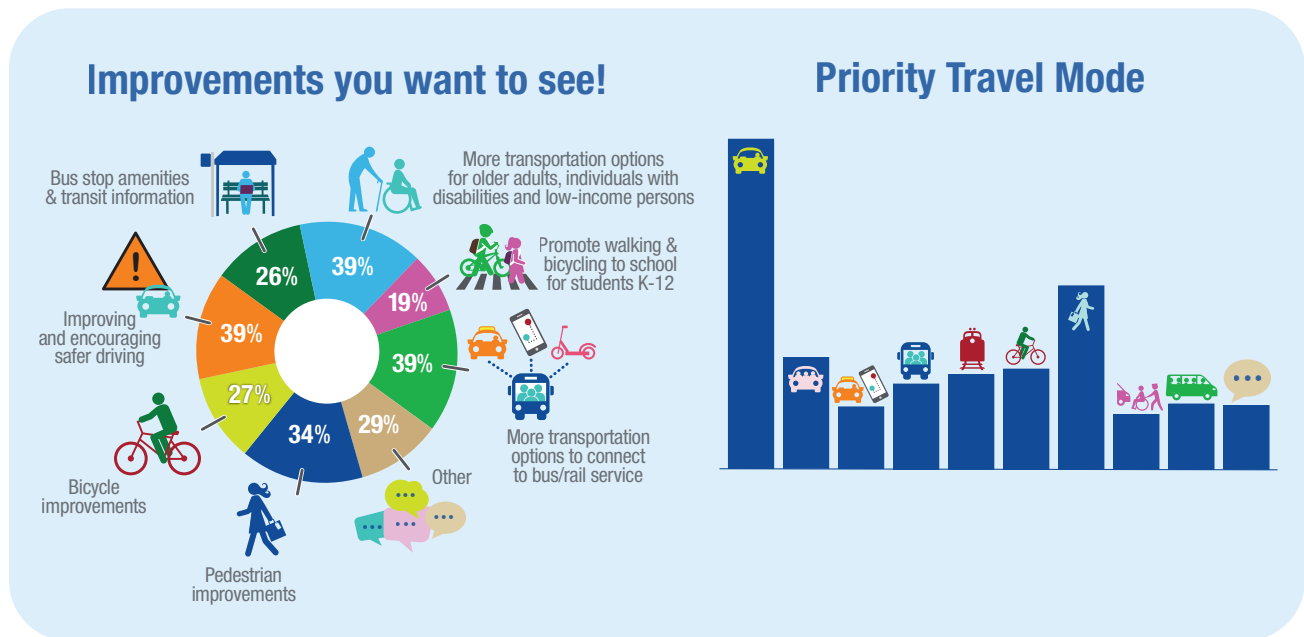


Figure 12
Results of Comment Card Survey (continued)



Key findings from the questions on the comment cards are highlighted below:

- Almost 80% say safety is a concern due to speeding, distracted drivers, not enough time to cross street or unsafe turning movements by cars when crossing the street
- Around 56% say that the current level of service of on-demand transportation modes (Lyft, Uber, taxis, vanpool and/or carpool) programs is a concern
- Close to 67% of respondents say that the absence of scooter and bike share programs (Bird, Lime, etc.) as an alternative transportation mode or transit stops connection is not a concern for Morgan Hill
- Approximately 65% of respondents believe there are challenges to walking and traveling in Morgan Hill due to discontinuous or no sidewalks, lack of street trees for shade, lighting, not enough crosswalks, not seniors or ADA-accessible
- When asked if there are challenges to bicycling in Morgan Hill due to not enough bike paths and bike lanes, bike parking, lighting of streets, lack of signage for shared bike lane, etc.; 37% of respondents said yes, 20% said no, and 43% said they do not ride a bike
- The top three concerns regarding public transportation are 1) availability of transportation information such as route information, schedules, and maps, 2) transportation options for older adults, individuals with disabilities, and low-income persons, and 3) Bus stop amenities including bus shelter, bench, lighting, clearly marked signage
- The top three improvements desired by respondents are 1) more transportation options to connect to bus and/or rail service, 2) improving and encouraging safer driving, and 3) more transportation options for older adults, individuals with disabilities, and low-income persons.

Comment Card Suggestions Results

The following section summarize some of the feedbacks received on the suggestion portion of the comment card. The comprehensive list of comments is included in Appendix B. The comments are broken down into 6 different categories to aid the Project Management Team in organizing the responses, the categories are as followed: 1) transit and shuttle, 2) transit amenities, 3) local street and road improvements, 4) bicycle and pedestrian improvements, 5) freeways and congestion, and 6) technology related and others. Figure 13 shows an example of concerns and suggested improvements for each category).

Transit and shuttles

Many comments addressed the limitations of bus and rail services in Morgan Hill, specifically coverage

of the bus network and the infrequency of Caltrain stopping at the Morgan Hill station. Respondents suggested increasing Caltrain service to the Morgan Hill station on weekdays and weekends along with the expansion of local bus routes or creation of shuttle services to encompass more of the city in order to serve popular destinations.

Transit amenities

Residents suggest making public transit information on existing routes more readily available to the public. Suggestion includes increase in marketing of VTA's services and promoting on how it can integrate with Caltrain's services. Another resident expressed concern regarding the maintenance of bus stop facilities and the lack of bus stop amenities such as lighting, benches, and shelters.

Figure 13

Most popular suggestions and concerns on Comment Card



Local street and road improvements

Community members raised a concern with speeding through downtown and major arterial roads, such as Butterfield, East Dunne, and Hill Road. Several comments advised increasing crosswalk enforcement and ensuring that speed limits are being honored. Other concerns mentioned pot holes and uneven pavement on popular roads in and near the City limit, notably Santa Teresa Road, and Monterey Road. Many suggested to improve the pavement condition on these major roads.

Bicycle and pedestrian improvements

Several voiced concerns about the lack of sidewalks near popular destinations, difficulties in walking/biking across freeway interchanges and lack of crosswalks. Comments suggest a more comprehensive bike lane network with some type of buffer, continuous sidewalks and additional flashing beacon crosswalks within City limits.

Freeways and congestion

Comments discussed traffic congestion on 101 and Monterey Road during commute hours. VTA will work with Morgan Hill on the US 101 Corridor to develop highway projects that address congestion issues.

Technology and other

The unreliability of hailing Uber and Lyft in Morgan Hill is a concern. Support for scooter and bike share programs is mixed.

Comments Received from Focus Group Meetings and Community Meeting

The following section recaps the feedback received from over 10 focus group meetings and a community meeting held on May 29th, 2019. Like the previous section, the comments are also separated into six categories. The comprehensive list of comments from focus group meetings and the community meeting is included in Appendix B.

Transit and shuttles

Similar concerns involving the availability and timing of Caltrain were expressed. Residents want to see more trains stopping at the Morgan Hill station. Other

comments suggested better transit connections from Morgan Hill to other cities in Santa Clara County and door to door/shuttle services that are ADA-accessible at an affordable price, especially for older adults. An individual stated that public transportation does not serve many of the senior complexes in the City limit, such as the Lodge, Huntington, Woodland Estates, and Casa Loma. Several individuals also articulated concerns regarding the inconsistency of pick-up/drop-off times and the ride scheduling system of the VTA Access Paratransit Service.

Transit amenities

Community members recommended an increase in marketing of VTA's services and schedules to a wider audience as well as adding digital displays of real-time transportation information at stops.

Local street and road improvements

Comments from the in-person meetings echoed those from the surveys in that speeding and poorly paved roads are some of the top concerns.

Bicycle and pedestrian improvements



Included are comments from not only the residents but also from the City of Morgan Hill's Bicycle Pedestrian Advocacy Group (BPAG). Several residents commented that they do not feel safe bicycling due to narrow streets and the absence of bike lanes or shared lane markings. The BPAG

brought up concerns relating to bicycle commuting, especially on popular roads in Morgan Hill and the connectivity of trails from San Jose to Morgan Hill. Bicycle commuters experience difficulties on Butterfield Blvd section, from Bailey Avenue to Santa Teresa Blvd/Hale Avenue, and on county roads. The BPAG suggested educational safety classes to educate drivers and bikers along with campaigns and signage improvement to promote bicycling.

Recommendations for pedestrian improvements include constructing wide and continuous sidewalks on Monterey Road, installation of blinking light crosswalks, and increasing pedestrian safety at Burnett Ave near Sobrato High School.

Freeways and congestion

Comments advocate for traffic signal retiming through downtown to relief congestion during the evening commute. Traffic congestion at major intersections with US 101, such as Cochrane and Monterey, and along US 101 during commute hours was one of the top concerns. Several comments suggested that US 101 be expanded south of Hwy 85.

Technology and other

The difficulty in hailing a TNC in Morgan Hill was mentioned again along with an interest in bike share and scooter share if they do not interfere with the roads or sidewalks.

Evolving the Comments Received into Transportation Proposals

The Project Management Team reviewed the comments received through the outreach process and developed transportation proposals to best address as many needs or concerns expressed by the community as possible. The transportation proposals in the CBTP won't be able to address all of the comments collected, however, the Project Management Team is committed to cooperating with other local agencies to seek out opportunities to incorporate the comments in the future. The following Chapter 4 will explain the transportation proposals in details and rank each by a set of criteria to prioritize the most plausible proposals.

Get to Know the City of Morgan Hill!

Morgan Hill Downtown...It's Happening!

Morgan Hill's ideal location offers residents and visitors a vibrant Downtown, year-round outdoor recreational activities, including cycling, golfing, swimming, and boating. You can visit dozens of award-winning wineries via the new Santa Clara Valley Wine Trail, watch the annual Tarantula migration at Henry W. Coe State Park, set up camp in Coyote-Lake Harvey Bear Ranch Park, go boating at Anderson Lake County Park or simply go for a cool dip at the state-of-the-art Morgan Hill Aquatics Center.

Additionally, Downtown Morgan Hill is the South Silicon Valley culinary and entertainment mecca with more than 30 restaurants offering diners wonderful selections for any palate. The historic downtown offers charming boutiques, public art displays, year-round Farmers' Market, and special events and festivals that attract 250,000 visitors each year. Popular events such as the Mushroom Mardi Gras, the Fourth of July Parade and the Taste of Morgan Hill are family favorites. You can find art walks, brew crawls and wine strolls throughout the year.

To learn more about Morgan Hill and explore restaurants in Downtown, visit:

<https://www.morgan-hill.ca.gov/1150/Morgan-Hill-Downtown-Its-Happening>



CHAPTER 4 Transportation Proposals and Funding Sources

In this chapter:

1. An overview of all transportation proposals
2. A list of the evaluation criteria used to assess each proposal
3. Evaluation results of proposals
4. A detailed description of each proposal
5. An explanation on funding sources and opportunities
6. An action plan matrix to track progress of proposals after the completion of the CBTP process

Through the collaboration with Morgan Hill residents and local stakeholders, the Project Management Team was able to match the needs and challenges heard from the community with ongoing or upcoming project proposals. These proposals were then prioritized by a set of criteria to help the Project Management Team and the Steering Committee know where to focus their efforts, especially with low hanging fruits or upcoming funding opportunities that the proposals have the potential to compete for.

Summary of Transportation Proposals

The Morgan Hill CBTP contains 20 transportation proposals that aim to address transportation challenges identified by community members during the outreach



process. The proposals are grouped into five categories of improvements as followed:

- Freeway Improvements and Congestion Management
- Bicycle and Pedestrian
- Transportation Options and Services
- Public Transportation Amenities, and
- Public Transportation Improvements

Out of the 20 proposals, 6 proposals have full funding that will allow for their implementation in the near-term. Additional information on the funding sources and opportunities for the other 14 proposals on the list is available in a later section, Funding Sources and Opportunities. **The Steering Committee and the general public will have opportunities to comment on the proposals before incorporation into the final version of the plan.** When considered as a whole, the list of transportation proposals presents a realistic, comprehensive, and multimodal approach to minimizing the transportation gaps in Morgan Hill.

Evaluation Criteria for Transportation Proposals

A set of criteria was created by the Project Management Team to evaluate each transportation proposal on whether a project lead exists and what the implementation timeline would be. The criteria also categorize financial feasibility, implementation feasibility, and community benefits from low, medium, or high. There are five different criteria that the proposals are measured against. The explanation for the criteria is as followed and summarized in Table 10.

Identified Lead Agency

This criterion considers whether a champion for the proposal exists and currently has the capability to manage the project. The lead agency will assume leadership role in securing funding and dedicating staff time along with other resources to push the proposal to the implementation phase.

Financial Feasibility

The Project Management Team considered several factors for the financial feasibility criterion, such as whether the cost is reasonable compared to the number of people who will benefit from the proposal. The group also examined if (and when) funding might be available to plan, construct, operate, and/or maintain the proposed projects and programs.

Implementation Feasibility

The Project Management Team looked at how easily the proposals can be implemented given existing conditions and factors, such as political, technology, safety, etc. Another vital component to successful implementation is the opportunity for partnerships amongst multiple organizations. The coordination of agencies can increase available funding opportunities, speed up implementation, and generate a broader support for the proposal. This criterion looks at whether there is a potential to collaborate between the lead agency and other organizations.

Community Benefits and Relevance

The criterion evaluates whether the proposal address the transportation challenges identified through the

Table 10

Evaluation Criteria and Types of Categories Associated

Criteria	Type of Categories
Identified Lead Agency Does the proposal have an agency that will take a leadership role in securing funding and dedicating staff time along with other resources to push the proposal to implementation?	Yes or No
Financial Feasibility <i>Cost effectiveness:</i> Is the cost of the proposal reasonable as compared to the number of people who will benefit? <i>Funding availability/sustainability:</i> Are there funding sources identifiable and likely to be available to construct or operate the proposal?	Low, Medium, or High
Implementation Feasibility <i>Ease of implementation:</i> Can the proposal be easily implemented given existing conditions and factors, such as political, technology, safety, etc.? <i>Potential for coordination between multiple organizations:</i> Because partnerships can increase available funding opportunities, speed up implementation, and generate a broader support for the proposal, is there a potential to collaborate between the lead agency and other organizations?	Low, Medium, or High
Community Benefits/ Relevance Do the proposal address transportation challenges identify through the Morgan Hill CBTP public outreach process? Do the proposal have benefits to populations with the greatest needs and/or underserved community, especially those with the greatest barriers to mobility? Is there community support and other benefits associated with the proposal, whether it would be environmental, public safety, congestion relief, etc.?	Low, Medium, or High
Implementation Timeline Near-term (within 3 years), Mid-term (3-6 years), and Long-term (7+ years)	Near-, Mid-, or Long-Term

Morgan Hill CBTP public outreach process. It also considers whether it benefits the populations with the greatest needs and/or underserved communities, especially those with the greatest barriers to mobility. The Project Management Team also takes into consideration whether there is community support for the proposal and whether there are other benefits associated with the proposal, including environmental, public safety, congestion relief, etc.

Implementation Timeline

This criterion examines the time frame that the proposal can reasonably be implemented and is dependent on several factors, such as the readiness of the lead agency to take a leadership role and/or when funding opportunities that aligns with the proposal will become available. Near-term is defined as the proposal being implemented within 3 years, mid-term within 3-6 years, and long-term in 6 or more years.

Evaluation Results

The 20 transportation proposals were assessed using the evaluation criteria through qualitative analyses and in-depth discussions between the Project Management Team and other public agencies. The Steering Committee members and the public is encouraged to make suggestions on the evaluation of the proposals before incorporation into the final version of the plan. Each proposal was assigned as low, medium, or high under the different criteria. The criteria do not rank the proposals in any order, nor do they suggest that some proposals are more valuable than others, just that some may have more barriers to overcome to reach implementation. Regardless, the Project Management Team, decision makers, and community members can use the criteria to compare the benefits and feasibility of each transportation proposal. The criteria can also be used to inform decisions and rally support for the proposal. Table 11 on the following page provides a summary and greater explanation on the evaluations of each proposal.

Table 11
Evaluation of each proposal

ID #	Proposal/Project Name	Identified Lead Agency	Financial Feasibility	Implementation Feasibility	Community Benefits/Relevance	Implementation Timeline
1	Santa Teresa-Hale Corridor Road and Trail between Dewitt and Main (Phase I)			Funded		
2	Signalize Santa Teresa Blvd & Watsonville Road intersection	No(?)	Medium	High	Medium	Long-Term
3	Signalize Santa Teresa Blvd/Hale Avenue & West Main Ave intersection			Funded		
4	Santa Teresa-Hale Corridor Road and Trail aligning Hale/Dewitt Avenue with Sunnyside Avenue at West Edmundson Avenue (Phase II)	(No?)	Low	Medium	Medium	Long-Term
5	Expansion of Highway 101 adding one additional express lane through Morgan Hill	No	Low	Low	Medium	Long-Term
6	Traffic Signal Intelligent System Management for regional traffic and major arterial streets	No	Low/Medium(?)	Low	Low	Mid to Long-Term
7	Intersection Improvements - Improved Traffic Congestion and Bicycle and Pedestrian Safety	(No?)	Medium	Medium	High	Near-to Long-Term
8	Citywide Pedestrian Safety Improvements	Yes	Medium	Medium	High	Near- to Long-Term
9	School Safety Improvements	Yes	Medium	Medium	High	Near- to Long-Term
10	Main Avenue Bike Lane and Sidewalk Project			Funded		
11	Madrone Channel Trail			Funded		
12	West Little Llagas Creek Trail	Yes	Medium	Medium	High	Near-Term
13	Safe Routes to School Program Implementation	Yes	High	Medium	High	Medium-Term
14	Watsonville Road Multi-use Trail	Yes	Low	Medium	High	Medium-Term
15	Rider's Choice Pilot Program			Funded		
16	Mobility Assistance Program (MAP)			Funded		
17	Regional Means-Based Fare Discount Program			Funded		
18	Volunteer Driver Program Expansion	Yes	High	Medium	High	Short-Term
19	Morgan Hill Transit Amenities Improvement Project			Funded		
20	Caltrain Grade Separation at Tennant Avenue and Dunne Avenue	No	Low	Low/Medium(?)	High	Long-Term

Description of Transportation Proposals

This section provides detailed descriptions of all proposals grouped by the type of improvements. There are six proposals under the Freeway Improvements and Congestion Management group, eight under the Bicycle and Pedestrian group, four

under Transportation Options and Services group, one under Public Transportation Amenities, and one under Public Transportation Improvements. The proposals are presented below and in a table format under the Action Plan Matrix section.

Freeway Improvements and Congestion Management

1	Santa Teresa-Hale Corridor Road and Trail between Dewitt and Main (Phase I)		
	<p>Proposal Details</p> <p>Construction of a 2-lane road connection with trail Hale Avenue/ Sunnyside Avenue from Main/Hale Avenue intersection south to DeWitt Lane and Spring Avenue. This proposal is one of the 20 candidate projects identified under 2016 Measure B County Expressways Program to relieve congestion, improve safety, and increase the effectiveness of the expressway system in the county. The proposal was also included in the Expressway Plan 2040 completed in 2017 by the County of Santa Clara Roads and Airports Department.</p> <p>Acquired or Potential Funding Sources</p> <p>This proposal has been fully funded through VTA's 2016 Measure B County Expressways Program with City match contribution. For more information on the 2016 Measure B program, visit: https://www.vta.org/projects/funding/2016-measure-b.</p>	<p>Community Need</p> <p>Improvement of local roads and streets.</p> <p>Implementation</p> <p>The implementation timeline for this proposal is near-term (within 3 years). The proposal is a collaboration between the County of Santa Clara and the City of Morgan Hill.</p>	<p>Estimated Costs</p> <p>\$13.5 M</p>
2	Signalize Santa Teresa Blvd & Watsonville Road Intersection		
	<p>Proposal Details</p> <p>Signalize intersection or install roundabout and add an eastbound left-turn lane.</p> <p>Implementation</p> <p>The implementation timeline for this proposal is mid-term (3-6 years). This project will lead by the City of Morgan Hill and will be funded through local traffic impact fees.</p> <p>Acquired or Potential Funding Sources</p> <p>The City of Morgan Hill will fund this effort through Local Traffic Impact Fees.</p>	<p>Community Need</p> <p>Improvement of local roads and streets.</p>	<p>Estimated Costs</p> <p>\$1M as of 2008 estimate</p>

3

Signalize Santa Teresa Blvd/Hale Avenue & West Main Ave Intersection**Proposal Details**

Signalize intersection.

Community Need

Improvement of local roads and streets.

Estimated Costs

\$0.6 M as of 2008 estimate

Implementation

The implementation timeline for this proposal is near-term (1-3 years). The project is a collaboration with the County of Santa Clara.

Acquired or Potential Funding Sources

Fully funded project to be completed as part of the County's Hale Avenue Extension Phase I.

4

Santa Teresa-Hale Corridor Road and Trail aligning Hale/Dewitt Avenue with Sunnyside Avenue at West Edmondson Avenue (Phase II)**Proposal Details**

Construction of a 2-lane road connection between Sunnyside and Dewitt at W. Edmondson and add trail at Sunnyside Ave to DeWitt Ave. The proposal has been identified in the Transportation Element of the City of Morgan Hill's General Plan and the County Expressway Plan 2040. To access Morgan Hill's General Plan 2035, visit: <https://www.morgan-hill.ca.gov/75/General-Plan>

Community Need

Improvement of local/regional roads and streets

Estimated Costs

\$12 M

Implementation

The implementation timeline for this proposal is long-term (6+ years). County Roads is the lead agency for the project.

Acquired or Potential Funding Sources

There are currently no funding sources dedicated towards this proposal. The City of Morgan Hill, the County of Santa Clara, and VTA will work together to identify a funding source in the future.

5

Expansion of Highway 101 adding one additional express lane through Morgan Hill**Proposal Details**

Construction of express lanes south through Morgan Hill. The proposal has been identified in the US-101 Comprehensive Corridor Plan and the Transportation Element of the City of Morgan Hill's General Plan. The proposal falls under future phases of VTA's Silicon Valley Express Lanes Program, which aims to increase efficiency of existing roadway by allowing carpoolers and motorcyclist to use for free and by single occupant vehicles to use for a toll paid with a FasTrak transponder. For more information on VTA's Silicon Valley Express Lanes Program, visit:
<https://www.vta.org/programs/silicon-valley-express-lanes>

Community Need

Improvement of highway

Estimated Costs

\$110 M

Implementation

The implementation timeline for this proposal is long-term (6+ years). VTA is the lead agency for the project. In-depth discussions and cooperation between VTA, Caltrans, and the County of Santa Clara is needed to move the proposal forward. Before VTA can consider moving this proposal forward, the agency is focusing on delivering Phases 3 and 4 (US 101 and SR-85) of the Express Lanes Program by 2021.

Acquired or Potential Funding Sources

There are currently no funding sources dedicated towards this proposal. Local jurisdictions will continue to work together to identify funding sources in the future.

6

Traffic Signal Intelligent System Management for regional traffic & major arterial streets**Proposal Details**

Addition of hardware and software to manage traffic signals on major arterial streets in an integrated system, improving traffic congestion. The proposal has been identified in the Transportation Element of the City of Morgan Hill's General Plan and the County Expressway Plan.

Community Need

Improvement of local roads and streets.

Estimated Costs

\$1.3 M

Implementation

The implementation timeline for this proposal is mid to long term. Additional staff is needed for this effort.

Acquired or Potential Funding Sources

There are currently no funding sources dedicated towards this proposal. Local jurisdictions will continue to work together to identify funding sources in the future. A potential funding source could include Senate Bill (SB) 83 Vehicle Registration Fund (VRF).

Bicycle and Pedestrian

7

Intersection Improvements - Improved Traffic Congestion and Bicycle and Pedestrian Safety

Proposal Details

Striping, sidewalk and signal improvements at approximately 30 intersections through the City per Bikeway Master Plan. The proposal is also identified in the Transportation Element of the City of Morgan Hill's General Plan.

Community Need

Improvement of bicycle and pedestrian infrastructures

Estimated Costs

\$5 M +

Implementation

The implementation timeline for this proposal varies from near-term (within 3 years) to long-term (6+ years) as there are multiple projects included. Collaboration between City of Morgan Hill, VTA and the County Health Department is needed to move the proposal forward.

Acquired or Potential Funding Sources

Some projects are already funded, while others are awaiting on funding. Potential funding sources include 1) Measure B Local Streets and Roads Program, as the City of Morgan Hill's Pavement Condition Index (PCI) is over 70, and 2) Transportation Development Act (TDA) Article 3 Program available for use on bicycle and pedestrian projects. For more information on Measure B Local Streets and Roads Program, visit:

<https://www.vta.org/projects/funding/2016-measure-b>. For information on TDA Article 3 Program, visit:

<https://www.vta.org/programs/congestion-management-program/grants>

8

Citywide Pedestrian Safety Improvements

Proposal Details

Addition of pedestrian activated enhanced crosswalk lighting at 12-20 locations. The proposal has been identified in the City of Morgan Hill's Vision Zero, which prioritize safety, create livable streets, and eliminate traffic fatalities. In-depth information on Morgan Hill's Vision Zero efforts can be found here: <https://www.morgan-hill.ca.gov/1676/Vision-Zero-Morgan-Hill>

Community Need

Improvement pedestrian infrastructures

Estimated Costs

\$800,000-\$1.5M

Implementation

The implementation timeline for this proposal varies from near-term (within 3 years) to long-term (6+ years) as there are multiple projects included. Collaboration between City of Morgan Hill, VTA and the County Health Department is needed to move the proposal forward.

Acquired or Potential Funding Sources

Some projects are already funded, while others are awaiting on funding. Potential funding sources may include Highway Safety Improvement Program (HSIP). The HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. Information on HSIP can be found on Caltrans' website here: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>.

9

School Safety Improvements**Proposal Details**

Changes and enhancements to school frontages, adjacent crosswalks and other off-site facilities near schools. The proposal has been identified in the Transportation Element of the City of Morgan Hill's General Plan and Morgan Hill's Vision Zero.

Community Need

Improvement of school-related infrastructures

Estimated Costs

\$2 M-\$5 M

Implementation

The implementation timeline for this proposal varies from near-term (within 3 years) to long-term (6+ years) as there are multiple projects included. Collaboration between City of Morgan Hill, VTA and the County Health Department is needed to move the proposal forward.

Acquired or Potential Funding Sources

Some projects are already funded, while others are awaiting on funding. Potential funding sources may include VTA's Vehicle Emissions Reductions Based at Schools (VERBS) Program. City of Morgan Hill and VTA will continue to work together to find funding for this project. The VERBS program is focused on reducing greenhouse gases by promoting walking, biking, transit, and carpooling to school, targeting grades K-12. For in-depth information on the VERBS grant, visit: [https://www.vta.org/programs/congestion-management-program/grants#accordion-vehicle-emissions-reductions-based-at-schools-\(verbs\)-program](https://www.vta.org/programs/congestion-management-program/grants#accordion-vehicle-emissions-reductions-based-at-schools-(verbs)-program)

10

Main Avenue Bike Lane and Sidewalk Project**Proposal Details**

Buffered bike lanes and completion of sidewalk projects from Butterfield Avenue to Condit Road. The proposal was identified in the City of Morgan Hill's Bikeways Master Plan. To access the City of Morgan Hill's Bikeways, Trails, Parks and Recreation Master Plan, visit <https://www.morganhill.ca.gov/1429/Master-Plan-for-Parks-Trails-and-Bikeway>

Community Need

Improvement of bicycle & pedestrian infrastructures

Estimated Costs

\$650,000

Implementation

The implementation timeline for this proposal is near-term (within 3 years) and the City of Morgan Hill is the proposal sponsor.

Acquired or Potential Funding Sources

The proposal has been fully funded.

11

Madrone Channel Trail**Proposal Details**

Paving existing trail to create a Class 1 Bike/Pedestrian path from Cochrane Road to Tennant Avenue. The proposal has been identified in the City of Morgan Hill's Bikeways Master Plan and also in VTA's Countywide Bike Plan Update 2018. For more on VTA's efforts on the Countywide Bike Plan Update, visit: <https://www.vta.org/projects/santa-clara-countywide-bike-plan-update-2018>.

Community Need

Improvement of bicycle & pedestrian infrastructures

Estimated Costs

\$1.4 M

Implementation

The implementation timeline for this proposal is near-term (within 3 years).

Acquired or Potential Funding Sources

The proposal has been fully funded through 2016 Measure B funding and Water District grants.

12

West Little Llagas Creek Trail**Proposal Details**

Paving existing trail to create a Class 1 Bike/Pedestrian path south from Watsonville Road to Silviera Lake and north from Spring Avenue to Ciolino Avenue. The proposal has been identified in the City of Morgan Hill's Bikeways Master Plan.

Community Need

Improvement of bicycle & pedestrian infrastructures

Estimated Costs

\$1.5 M

Implementation

The implementation timeline for this proposal is near-term (within 3 years). Partnership between the City of Morgan Hill and the Santa Clara Valley Water District.

Acquired or Potential Funding Sources

The proposal has been partially funded through Water District, Open Space Authority, and other state grants. City is also looking to fund other segments of the trail network.

13

Safe Routes to School Program Implementation**Proposal Details**

Add one full-time Safe Routes to School Coordinator and increase Police Department support. The proposal supports the City of Morgan Hill's Vision Zero.

Community Need

Education and Outreach Program for School Age Youth

Estimated Costs

\$120,000 annually

Implementation

The implementation timeline for this proposal is medium-term (between 3-6 years). Partnership between the City of Morgan Hill, VTA, and the County Health Department is needed to move the proposal forward.

Acquired or Potential Funding Sources

There is currently limited Measure B funding for the proposal. The proposal may qualify for targeted technical assistance under Safe Routes to School program funded by Measure B and conducted by Santa Clara County's Public Health Department. VTA will continue to work with the City to pursue other sources for funding.

14

Watsonville Road Multi-Use Trail**Proposal Details**

Development of a new multi-use trail reusing existing right of way. Pedestrian crossings at multiple locations. The proposal has been identified in City of Morgan Hill's Bikeways Master Plan.

Community Need

Improvement of bicycle & pedestrian infrastructures

Estimated Costs

\$3.5 M

Implementation

The implementation timeline for this proposal is medium-term (between 3-6 years). The City of Morgan Hill is the project sponsor for this proposal.

Acquired or Potential Funding Sources

The proposal is currently unfunded, but the City will continue to work with VTA to identify funding for the proposal. Potential funding sources for the proposal includes 1) Recreational Trails Program (RTP) through the California Department of Parks and Recreation and 2) funding opportunities through the Rails-to-Trails Conservancy. The RTP grant funds recreation trail projects for pedestrians, bicyclists, and may also serve as non-motorized transportation corridors. For more information on the RTP grant can be accessed through this page: https://www.parks.ca.gov/?page_id=24324. The Rails-to-Trails Conservancy is a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for people. More information on the organization and the grant opportunities available is accessible through this webpage: <https://www.railstotrails.org>.

Transportation Options and Services

15

Rider's Choice Pilot Program

Proposal Details

This pilot program is a new and innovative solution that VTA offers to its eligible paratransit customers residing in Santa Clara County. It is a cost-effective solution that is flexible and affordable compared to traditional paratransit services and serves as an alternative transportation option. The Rider's Choice Program gives eligible paratransit customers the choice to choose a standard, same day trip with a Transportation Network Company (TNC) within the Rider's Choice Program instead of VTA's paratransit provider. The Rider's Choice Program will offer trip bookings on the same day or in advance, point to point service, no shared ride required, companions ride free, and better on-time performance.

Community Need

Alternative transportation option for VTA's paratransit customers

Estimated Costs

Potential cost savings for paratransit customers. True costs to be determined.

Implementation

The implementation timeline for this proposal is near-term (within 3 years). The pilot program began in April 2019, and VTA has 8 paratransit customers enrolled as of July 2019. We will continue to identify select customers to participate and provide feedback to VTA. In doing so, VTA can better understand what to expect from the program as the Rider's Choice Program grows.

Acquired or Potential Funding Sources

Funding for the pilot phase has been acquired and VTA is currently rolling out the pilot program.

16

Mobility Assistance Program (MAP)

Proposal Details

This project seeks to provide reduced cost and no-cost transportation options for older adults, individuals with disabilities, and low-income persons seeking to find and retain employment. Service includes travel training, door to door rides for new employees, training, community agencies or support services, supporting public transit use, and supporting healthy, independent living.

Community Need

MAP endeavors to address the transportation gaps and barriers affecting older adults, low income families, and individuals with disabilities to where and when public transit is not available or suitable.

Estimated Costs

The total budget for MAP is approximately \$2,617,818.

Implementation

The implementation timeline for this proposal is near-term (within 3 years). MAP is currently in the development phase with the anticipated start date sometime in 2020 and will be in place for three years. VTA is the project sponsor for this proposal.

Acquired or Potential Funding Sources

VTA successfully applied for the Lifeline Transportation Program Cycle 5 Funding, which will be the main funding source for the program. The breakdown of the Lifeline grant funding is 50% from the Federal Transit Administration (FTA), 30% from the State Transit Assistance (STA), and 20% VTA local match.

17

Regional Means-Based Fare Discount Program**Proposal Details**

This is a 12- to 18-month pilot program, expected to begin in early 2020, that will offer a 20% fare discount to eligible low-income residents of the Bay Area for travel on Caltrain, BART, Golden Gate Transit and Ferry and Muni. Program guidelines will allow adults whose annual earnings are up to 200% of the federal poverty level to qualify for the fare discount pilot program and will require riders to use Clipper for fare payment. This effort is being led by MTC with support from the four agencies and social service agencies. At the conclusion of the pilot program, a determination will be made of whether to discontinue/continue the pilot or make it a permanent program.

Community Need

Affordable transportation options for low-income adults

Estimated Costs

MTC committed roughly \$11 million to implement the Regional Means-Based Fare Discount program.

Implementation

The implementation timeline for this proposal is near-term (within 3 years) and is mandated by MTC with the support from Caltrain, BART, Golden Gate Transit and Ferry, and MUNI. The pilot program is expected to begin in early 2020 and will last for 12-18 months.

Acquired or Potential Funding Sources

The Means-Based Fare Discount Program is a program under MTC. The breakdown of the funding sources is \$8 million from the State Transit Assistance (STA) funds generated by the state sales tax on diesel fuel and \$3 million from the statewide Low-Carbon Transit Operations Program (LCTOP). For more information on the STA funds, visit: <https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/transit-21st-century/transit-operating-0>. For information on LCTOP, visit: <https://dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop>

18

Volunteer Driver Program Expansion**Proposal Details**

Add one full-time Mobility Management Coordinator for Morgan Hill to manage and grow Volunteer Driver Program. This transportation gap has been identified in the City of Morgan Hill Senior Services Strategic Plan .

Community Need

Transportation for Older Adults

Estimated Costs

\$100,000 annually

Implementation

The implementation timeline for this proposal is near-term (within 3 years) to medium-term (3-6 years).

Acquired or Potential Funding Sources

There are currently no funding sources dedicated to the program. However, a grant application for the program has been submitted under FTA 5310 Enhance Mobility of Seniors and Individuals with Disabilities Program grant in September 2019. For more information on the FTA 5310 Grant, visit: <https://dot.ca.gov/programs/rail-and-mass-transportation/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310>

Public Transportation Amenities

19

Morgan Hill Transit Amenities Improvement Project

Proposal Details

The Morgan Hill Transit Amenities Improvement Project encompass: 1) Replacement of solar lights at Morgan Hill bus stops, 2) Installation of lighting at selected bus stops, 3) Updating of bus shelters at the 3 busiest locations (Morgan Hill Caltrain, NB Monterey FS Tennant, and NB Monterey and Dunne), and 4) Upgrade of wooden benches to new metal benches to meet VTA's standards. The project involves collaboration between VTA's Passenger Facilities and Transit Planning Departments as well as the City of Morgan Hill to identify bus stops that needs lighting and upgraded benches. The improvement project is guided by and adheres to VTA's Transit Passenger Environment Plan, which is accessible through VTA's website. For more information on the Transit Passenger Environment Plan, visit: <https://www.vta.org/projects/transit-passenger-environment-plan>.

Community Need

Improvement of public transit amenities

Estimated Costs

The estimated cost to make the listed improvements are roughly between \$40,000 to \$50,000.

Implementation

The implementation timeline for this proposal is near-term (within 3 years). Purchase requisition started in August 2019 and aims to have the items ordered and installed sometime in 2020. VTA is the project sponsor for this proposal.

Acquired or Potential Funding Sources

The full funding for this improvement project has been identified as part of VTA's Passenger Facilities Operating Budget.

Public Transportation Improvements

20

Caltrain Grade Separation at Tennant Avenue and Dunne Avenue

Proposal Details

Grade separation of the Caltrain tracks through Morgan Hill at intersections of Tennant Avenue and Dunne Avenue in order to improve safety, traffic flow and accommodate for the increase in train frequency in the future.

Community Need

Public transit improvements

Estimated Costs

The rough estimated cost is \$80 million.

Implementation

The implementation timeline for this proposal is long-term (6+ years). The project will require extensive collaboration between various parties, such as the City of Morgan Hill, UPPR, and Caltrain.

Acquired or Potential Funding Sources

There are currently no funding sources identified for this project.

Funding Sources and Opportunities

It is important to reiterate that the CBTP process is a planning effort, which means that all but 6 transportation proposals that are included in the Plan do not currently have funding sources attached to them. VTA and the City of Morgan Hill will continue to work closely with one another to identify potential funding sources that best fit each transportation proposal as they become available. The information in Appendix D provides a general understanding of the requirements for federal, state, regional, and local funding sources that the lead agency of a transportation proposal can pursue to fund and move the proposal towards implementation.

Funds may be distributed either based on population or through a competitive process, where the lead agency must submit an application for the proposal. Each funding source has requirements that dictate if funding can be applied to planning/feasibility study phase, capital (infrastructure) improvements, operational needs, and/or administrative costs. Lead agency may also be required to provide a local match fund of a certain percentage of the grant amount to implement the program, this requirement can be met through cash contributions, staff costs, and/or other grants received by the agency.

Action Plan Matrix

The Action Plan Matrix presents an overview of the 20 transportation proposals included in the Plan. Information on potential project sponsor(s),

Get to Know the City of Morgan Hill!

Community Events sponsored by the Morgan Hill Chamber of Commerce

The Morgan Hill Chamber of Commerce is a community-based organization that promotes members' local businesses for a strong regional economic, civic, cultural and educational climate in the City of Morgan Hill. Every year the Chamber sponsors numerous fun events in the city, such as the Taste of Morgan Hill in September and Morgan Hill Friday Night Music Series during the summer months.

Taste of Morgan Hill is an annual fun, free, and family-friendly festival held in Downtown Morgan Hill on the last full weekend in September. The festival celebrated its 30th anniversary back in 2019. The event features

local wines and craft beers, wide variety of food vendors, live entertainment, and the 'Classic & Custom' Car Show. For the Taste of Morgan Hill webpage, visit <https://www.morganhill.org/taste-of-morgan-hill/>.



The Morgan Hill Friday Night Music Series features local bands every Friday nights at the Downtown Amphitheater from June through August. The family-friendly event brings the community together for a summer of fun and gives residents the opportunity to enjoy live music under the stars. To stay up to date with the annual event, visit <https://www.morganhill.org/chamber-sponsored-events/>.

Action Plan Matrix

Freeway Improvements and Congestion Management								
ID #	Proposal/Project Name	Community Need	Description	Sponsor(s)	Estimated Costs	Implementation Timeline Near (0-3 years) Mid (3-6 years) Long (6+ years)	Acquired or Potential Funding Sources	Identified in Plan(s)
1	Santa Teresa-Hale Corridor Road and Trail between Dewitt and Main (Phase I)	Improvement of local roads and streets	Construction of a 2-lane road connection with trail Hale Avenue/Sunnyside Avenue from Edmondson Avenue to W. Main Avenue.	County/City of Morgan Hill	\$ 13.5 M	Near-Term	Funded; Measure B with City match contribution	Expressway Plan 2040 Measure B
2	Signalize Santa Teresa Blvd & Watsonville Road intersection	Improvement of local roads and streets	Signalize intersection and add an eastbound left-turn lane	County/City of Morgan Hill	"\$1 M 2008 estimate"	Long-Term	Unfunded collaboration with city needed	Unfunded long term projects
3	Signalize Santa Teresa Blvd/Hale Avenue & West Main Ave intersection	Improvement of local roads and streets	Signalize intersection	County/City of Morgan Hill	"\$0.6 M 2008 estimate"	Near-Term	Funded	Expressway Plan 2040 Measure B
4	Santa Teresa-Hale Corridor Road and Trail aligning Hale/Dewitt Avenue with Sunnyside Avenue at West Edmondson Avenue (Phase II)	Improvement of local/regional roads and streets	Construction of a 2-lane road connection between Sunnyside and Dewitt at W. Edmondson and add trail at Sunnyside Ave to DeWitt Ave	County/City of Morgan Hill	\$12 M	Near-Term	Unfunded collaboration with city needed	City General Plan Transportation Element, County Expressway Plan
5	Expansion of Highway 101 adding one express lane through Morgan Hill	Improvement of highway	Construction of express lanes south through Morgan Hill	Caltrans/VTA/County	\$110M	Long-Term	Funding sources to be identified	US 101 Comprehensive Corridor Plan, City of Morgan Hill General Plan Transportation Element
6	Traffic Signal Intelligent System Management for regional traffic and major arterial streets	Improvement of local roads and streets	Addition of hardware and software to manage traffic signals on major arterial streets in an integrated system, improving traffic congestion.	City of Morgan Hill/ VTA	\$1M-\$3M	Mid to Long-Term	Funding sources to be identified	City General Plan Transportation Element, County Expressway Plan

NOTE:

Funded

Attachment: MH CBTP Final (2949 : Community Based Transportation Plan)

Action Plan Matrix – continued

Bicycle and Pedestrian								
ID #	Proposal/Project Name	Community Need	Description	Sponsor(s)	Estimated Costs	Implementation Timeline Near (0-3 years) Mid (3-6 years) Long (6+ years)	Acquired or Potential Funding Sources	Identified in Plan(s)
7	Intersection Improvements - Improved Traffic Congestion and Bicycle and Pedestrian Safety	Improvement of local roads and streets	Striping, sidewalk and signal improvements at approximately 30 intersections through the City per Bikeway Master Plan.	City of Morgan Hill/ VTA/County Health Department	\$5+	Near-long as there are multiple projects some that are funded and some that are not.	Potential funding: Measure B Local Streets and Roads program through TDA 3 and LSR funding for projects	City General Plan Transportation Element
8	Citywide Pedestrian Safety Improvements	Improvement of local roads and streets	Addition of pedestrian activated enhanced crosswalk lighting at 12-20 locations	City of Morgan Hill/ VTA/County Health Department	\$800,000-\$1.5M	Near-long as there are multiple projects some that are funded and some that are not.	Potential funding sources Highway Safety Improvement Program (HSIP) and Transportation Impact Fee in Morgan Hill	City Vision Zero
9	School Safety Improvements	Improvement of local roads and streets	Changes and enhancements to school frontages, adjacent crosswalks and other off-site facilities near schools.	City of Morgan Hill/ VTA/County Health Department	\$2M-\$5M	Near-long as there are multiple projects some that are funded and some that are not.	Potential funding sources Active Transportation Program funding and VTA's Vehicle Emissions Reductions Based at Schools (VERBS) program	City General Plan Transportation Element, City Vision Zero
10	Main Avenue Bike Lane and Sidewalk Project	Improvement of local roads and streets	Buffered bike lanes and completion of sidewalk projects from Butterfield Avenue to Condit Road.	City of Morgan Hill	\$650,000	Near-Term	Funded	City Bikeways Master Plan
11	Madrone Channel Trail	Pedestrian and Bike Facilities	Paving existing trail to create a Class 1 Bike/Pedestrian path from Cochrane Road to Tennant Avenue.	City of Morgan Hill/ VTA	\$1.4M	Near-Term	Funded	City & County Bikeways Master Plan
12	West Little Llagas Creek Trail	Pedestrian and Bike Facilities	Paving existing trail to create a Class 1 Bike/Pedestrian path south from Watsonville Road to Silvierra Lake and north from Spring Avenue to Ciolino Avenue.	City of Morgan Hill/ Valley Water	\$1.5M	Near-Term	Partially funded: Water District and State grants.	City Bikeways Master Plan
13	Safe Routes to School Program Implementation	Education and Outreach Program for School Age Youth	Add one full-time Safe Routes to School Coordinator and increase Police Department support.	City of Morgan Hill/ VTA/County Health Department	\$120,000 annually	Medium-Term	Limited Measure B funding only at this point; potential to request targeted technical assistance for Safe Routes to School funded by Measure B and conducted by County's Public Works Department	City Vision Zero
14	Watsonville Road Multi-use Trail	Improvement of local roads and streets	Development of a new multi use trail reusing existing right of way. Pedestrian crossings at multiple locations	City of Morgan Hill	\$3.5M	Medium-Term	Unfunded; Potential funding includes Recreational Trails Program (California Department of Parks and Recreation) and other funding opportunities through Rails-to-Trails Conservancy	City Bikeways Master Plan

NOTE: Funded

Attachment: MH CBTP Final (2949 : Community Based Transportation Plan)

Action Plan Matrix – continued

Transportation Options and Services								
ID #	Proposal/Project Name	Community Need	Description	Sponsor(s)	Estimated Costs	Implementation Timeline Near (0-3 years) Mid (3-6 years) Long (6+ years)	Acquired or Potential Funding Sources	Identified in Plan(s)
15	Rider's Choice Pilot Program	More affordable options through VTA Access Program	Pilot program that allows eligible paratransit customers to choose a standard, same day trip with a Transportation Network Company (TNC) instead of VTA's paratransit provider.	VTA	True costs to be determined	Near-Term	Funding acquired; VTA's operating budget	
16	Mobility Assistance Program (MAP)	More transportation options for COC residents	A 3-years program to provide reduced cost and no-cost transportation options for older adults, individuals with disabilities, and low-income persons seeking to find and retain employment. Anticipated to start in 2020.	VTA	\$2,617,818 for pilot program	Near-Term	Funding acquired; 50% FTA, 30% STA, and 20% VTA match	
17	Regional Means-Based Fare Discount Program	More affordable transportation options for low-income adults	A 12- to 18-month pilot program offering a 20% fare discount to eligible low-income residents of the Bay Area for travel on Caltrain, BART, Golden Gate Transit and Ferry, and Muni.	MTC with support from Caltrain, BART, Golden Gate Transit	\$11 M	Near-Term	Funding acquired; \$8M State Transit Assistance (STA), \$3M Statewide Low-Carbon Transit Operations Program	
18	Volunteer Driver Program Expansion	Transportation for Older Adults	Add one full-time Mobility Management Coordinator for Morgan Hill to manage and grow Volunteer Driver Program.	City of Morgan Hill/ County/VTA	\$100,000 annually	Near-Term to Medium-Term	Grant app in progress; FTA 5310 Grant (Enhanced Mobility of Seniors and Individuals with Disabilities Program)	City Senior Services Strategic Plan

Public Transportation Amenities								
ID #	Proposal/Project Name	Community Need	Description	Sponsor(s)	Estimated Costs	Implementation Timeline Near (0-3 years) Mid (3-6 years) Long (6+ years)	Acquired or Potential Funding Sources	Identified in Plan(s)
19	Morgan Hill Transit Amenities Improvement Project	Improvement of public transit amenities	Project encompass four components: 1) replacement of solar lights at Morgan Hill bus stops, 2) installation of lighting at selected bus stops, 3) updating bus shelters at the 3 busiest stops, and 4) upgrade wooden benches to new metal benches to meet VTA's standards	VTA	\$40,000-\$50,000	Near-Term	Funding acquired; VTA's Passenger Facilities Operating Budget	Transit Passenger Environment Plan

Public Transportation Improvements								
ID #	Proposal/Project Name	Community Need	Description	Sponsor(s)	Estimated Costs	Implementation Timeline Near (0-3 years) Mid (3-6 years) Long (6+ years)	Acquired or Potential Funding Sources	Identified in Plan(s)
20	Caltrain Grade Separation at Tennant Avenue and Dunne Avenue	Public transit improvements	Grade separating the Caltrain track going through Morgan Hill at Tennant Avenue and Dunne Avenue to improve safety and traffic flow as well as accommodate for the an increase in train frequency in the future	Caltrain/City of Morgan Hill	\$80M	Long-Term	Funding sources to be identified	Caltrain Business Plan 2040, City Vision Zero

NOTE: Funded

Attachment: MH CBTP Final (2949 : Community Based Transportation Plan)

CHAPTER 5 Next Steps and Monitoring of Projects/Programs

In this chapter:

1. Next steps after finalizing and adopting of the CBTP by City of Morgan Hill and VTA committees
2. Methods VTA will use to monitor and evaluate progress of transportation proposals included in the Plan

Critical to the CBTP process is bridging the gap between planning and action. The implementation of projects and consequently, the success of the CBTP relies on multiple jurisdictions and agencies, each responsible for managing and pursuing funding for the transportation proposals detailed in Chapter 4. Funding for the proposals may be acquired from a variety of sources, including at the local, regional, state and federal level.

Next Steps

The Morgan Hill City Council and VTA's Board of Directors will formally adopt the final Morgan Hill CBTP as part of MTC's requirements. The success of the CBTP is dependent on the willingness of the designated lead agency to move each transportation proposal forward to meet the needs of the Morgan Hill community. Potential funding sources and implementation timeline listed in the matrix provide guidance for lead agencies to advance transportation proposals in a timely manner. VTA and the City of Morgan Hill will check-in periodically and continue to cooperate to seek out funding opportunities to move transportation proposals included in the Plan forward after the conclusion of the CBTP planning process.



Monitoring and Evaluation of Projects and Programs

The transportation proposals presented in the plan ranges from improving of Santa Teresa-Hale Corridor to Citywide Pedestrian Safety Improvements to Transit Amenities Improvement Project. The implementation of these proposals is heavily dependent on the availability of funding and finding a champion to advance projects and/or programs at the appropriate lead agency. To evaluate the progress and success of each proposal, VTA and the City of Morgan Hill will work in partnership with MTC to establish monitoring protocols to track the status of projects and programs included in the CBTP every two years after the adoption of the Plan. The reporting protocol includes VTA submitting an updated action plan matrix with additional details on the status of the programs/projects to MTC. VTA is committed to working with the City of Morgan Hill and MTC to maximize the potential of the Morgan Hill CBTP after its completion.

APPENDIX

A

Relevant Transportation Studies, Plans, and Reports

Existing studies, plans, and reports conducted by various government agencies are relevant and provides great value in addressing transportation challenges and creating proposals in Chapter 7 of the CBTP. This chapter examines the current overlying strategies and goals relevant to the City of Morgan Hill and sets the groundwork for the project management team and residents to produce proposals that have the potential to close the gaps. It is important to take the findings from existing plans into consideration for the CBTP to avoid redundancy and make sure that the proposals in the CBTP aligns with what has already been defined by other plans and other regional plans.

Metropolitan Transportation Commission (MTC)

Plan Bay Area 2040

Plan Bay Area 2040 is a long-range Regional Transportation Plan and Sustainable Communities Strategy for the nine-county San Francisco Bay Area. The document discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. The goals and performance targets established in the plan are in Table 12. The CBTP draws from the goals and performance targets that correlates to transportation, especially for lower-income households.

Table 12

Final adopted goals and performance targets for Plan Bay Area 2040

Goal	Target
Climate Protection	Reduce per-capita CO2 emissions
Adequate Housing	House the region's population
Healthy and Safe Communities	Reduce adverse health impacts
Open Space and Agricultural Preservation	Direct development within urban footprint
Equitable Access	Decrease share of lower-income households' budgets spent on housing and transportation
	Increase share of affordable housing
	Do not increase share of households at risk of displacement
Economic Vitality	Increase share of jobs accessible in congested conditions
	Increase jobs in middle-wage industries
	Reduce per-capita delay on freight network
Transportation System Effectiveness	Increase non-auto mode share
	Reduce vehicle operating and maintenance costs due to pavement conditions

Coordinated Public Transit-Human Services Transportation Plan 2018

The Coordinated Public Transit-Human Services Transportation Plan focuses on the mobility needs and cost-effective transportation options of seniors, individuals with disabilities, people on low-incomes, and veterans. The plan identified coordination strategies that MTC and its local partners can implement or facilitate. The strategies are as followed:

- Implement County-based mobility management
- Improve paratransit
- Provide mobility solutions for suburban areas
- Regional means-based transit fare program
- Advocate for the accessibility of shared mobility solutions and autonomous vehicles
- Improve mobility for veterans

City of Morgan Hill

Morgan Hill 2035 General Plan

The General Plan represents the community's collective vision for what Morgan Hill will look and feel like through the year 2035. The overarching goal for the plan is to maintain Morgan Hill's family-friendly character and strong sense of community while the community grows and prospers. The General Plan includes a robust Transportation Element section contains goals, policies, and actions aimed at making the existing road network efficient and user-friendly, implementing strategies to ensure safe and appropriate operation of the transportation system, solving existing traffic and parking problems, and expanding transit and non-motorized travel opportunities. The City is in the process of updating its Transportation Element. Goals included in the Transportation Element includes:

- A balanced, safe, and efficient circulation system for all segments of the community, meeting local needs and accommodating projected traffic
- A system designed for a healthy, active community based on complete streets, smart growth, and Sustainable Communities strategies

- A coordinated, continuous network of streets and roads
- Emphasis on transportation improvements in the Butterfield, Hale/Santa Teresa, and Monterey corridors
- A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation
- A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations
- Expand pedestrian opportunities
- A transportation system that incorporates strategies and technologies to manage traffic efficiently and reduce automotive vehicle trips

Vision Zero: Morgan Hill

The Morgan Hill City Council adopted the Vision Zero concept, which prioritize safety, create livable streets, and eliminate traffic fatalities. The Vision Zero philosophy aligns with the City's vision by implementing safeguards to be included in the plans, projects, and policies related to the community's transportation system with the goal of eliminating traffic deaths and severe injuries. The core principles that guide Vision Zero are:

- Traffic deaths are preventable and unacceptable
- The street system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
- The transportation system should be designed to anticipate error, so the consequence is not severe injury or death
- The transportation system should be designed for speeds that protect human life
- Safe human behaviors, education, and enforcement are essential contributors to a safe system
- Policies at all levels of government need to align with making safety the highest priority for roadways

Bikeways, Trails, Parks and Recreation Master Plan

The vision and goals for the Bikeways, Trails, Parks and Recreation Master Plan were developed from public and stakeholder input, which provide an aspirational description of the City's future parks, recreation, bikeways and trails system. The plan will support community health, economic development, and quality of life in Morgan Hill. The goals outlined in the plan includes:

- Improve connections between residences and the network of City parks and facilities
- Engage people of all ages and all abilities
- Support the health and wellness of all community members
- Ensure equitable access to programs and places for recreation and activity
- Leverage partnerships to maximize community benefit and use resources efficiently
- Enhance safety and navigation to key recreation destinations and along popular routes
- Invest in and maintain existing assets while carefully planning for future growth

The plan recommends priority bikeway and trail projects in Morgan Hill that supports the goals above.

Station Area Master Plan

The Station Area Master Plan summarizes existing transportation services and is focused on strengthening the Morgan Hill Transit Center by identifying considerations and opportunities for future transit needs through further improvement of multi-modal connectivity.

The transportation, planning, and design tools presented throughout the Station Area Master Plan are intended to build upon and update the Multi-Modal Circulation and Streetscapes Chapters contained within the Downtown Specific plan and support officials, transit providers, Morgan Hill residents, business, and property owners, as well as other stakeholders making decisions to improve

and enhance the quality of the multi-modal Station Area Master Plan – Executive Summary Page | E-3 transportation environment throughout the PDA and the Downtown. All tools and recommendations are supplemental to already adopted plans, policies, and initiatives applicable in the area including the Morgan Hill 2035 General Plan, the 2009 Downtown Specific Plan, the 2008 Bikeways Master Plan, the Downtown Placemaking Strategy and the City of Morgan Hill's Street Standards.

The Station Area Master Plan is organized into three main chapters: Transportation Context, Streetscape and Placemaking Toolkit, and Priority Improvements. To access the Station Area Master Plan and learn more, visit <https://www.morgan-hill.ca.gov/1641/Station-Area-Master-Plan>.

Valley Transportation Authority (VTA)

Valley Transportation Plan (VTP) 2040

VTP 2040 provides a long-range vision for the transportation system in Santa Clara County for the next twenty years. The plan identifies programs, projects, and policies that VTA is going to pursue over the lifetime of the plan. The plan also connects projects and programs with anticipated funds and provides a framework for the development and maintenance of the County's transportation. The City of Morgan Hill considered the projects presented in Table 13.

Table 13*List of Projects and Programs in and around the City of Morgan Hill in VTP 2040*

Program Area	Project Title	Project Description
Transit	Caltrain: South County	Double track segments on the Caltrain line between San Jose and Gilroy
Express Lanes/Toll Facilities	Convert Existing HOV Lanes to Express Lanes on US 101 from Whipple Ave. in San Mateo County to Cochrane Rd in Morgan Hill	Convert 34 miles of existing HOV lane on US 101 between Cochrane Rd and Whipple Ave in San Mateo County to express lane operation; two lanes of express lanes within existing footprint
Express Lanes/Toll Facilities	US 101 Express lanes: Cochrane Rd. to Masten Ave	Build new express lanes on US 101 between Cochrane Rd and Masten Ave
Local Streets and County Roads Projects	Butterfield Blvd Extension	Construct Butterfield Blvd and North Rd improvements that include a four-lane arterial, bike lanes, sidewalks, lighting and signal modification
Local Streets and County Roads Projects	Butterfield Blvd South Extension	Construct a new roadway segment by extending Butterfield Blvd between Tennant Ave and Watsonville Rd.
Local Streets and County Roads Projects	Ave ?????	Project improves the roadway between Main Ave and DeWitt Ave. Roadway includes one lane of traffic and bike lanes in both direction, project scope includes sidewalks, street lights, overhead utility relocations, traffic signals
Local Streets and County Roads Projects	Hill Rd. Extension from East Main Ave to Peet Rd	Construct an extension of two-lane alignment for Hill Rd from East Main Ave to Half Rd and connects Peet Ave.
Bicycle Expenditure Program	Main Ave Bike lanes: Butterfield Blvd to Condit Rd	Construct Class II bike lanes on Main Ave
Bicycle Expenditure Program	Sobrato High School Bike Access Improvements: Bike Path Southeast from Burnett Ave to Coyote Creek Trail	Construct a bridge over Coyote Creek, shoulder widening and striping to provide bike access from Sobrato High School east to existing Coyote Creek Trail System
Bicycle Expenditure Program	West Little Llagas Creek Trail: Main Ave to Spring Ave	Construct Class I bicycle/pedestrian trail adjacent to West Little Llagas Creek
Transportation Systems Operations and Management	Citywide Traffic Signal Operation Center	Project provides citywide improvements to signal timing in Morgan Hill
Transportation Systems Operations and Management	Citywide Wireless Vehicle Detection System Installation	Install wireless vehicle detection system at all signalized intersections within Morgan Hill

VTA Strategic Plan

The VTA Strategic Plan establishes the agency's Mission, Vision, and Values. This plan provides a framework to tie all the work by VTA staff into the overall direction and priorities of the agency. VTA's Action Values are Creativity, Collaboration and Leadership. Creativity ensures that a creative approach to services and projects will allow agency to make the best use of the available resources, while meeting the needs of the customers. Collaboration allows for the best use of resources and form relationships with cities, counties, nonprofit organizations, businesses, regional agencies and the community to tailor services and projects to what the community needs. Leadership helps guide the creative development of transportation solutions in Santa Clara County, in collaboration with VTA's partners.

Santa Clara Countywide Bicycle Plan

The Santa Clara Countywide Bicycle Plan envisions a future where Santa Clara is served by a countywide bicycle network that is safe, convenient, and connected, enabling people of all ages and abilities to easily bike to work, school, shopping, transit, and elsewhere. The plan highlights goals for the County's bicycle infrastructure to be 1) comprehensive and continuous, 2) safe and convenient, 3) innovative, and 4) connected to transit. The plan identifies major barriers to bicycle connectivity and put forth potential solutions that include innovations in education, encouragement, technology, funding and delivery. The Plan is a framework to guide bicycle infrastructure improvements project in Santa Clara County, which compasses the City of Morgan Hill.

APPENDIX B Comprehensive List of Comments

Morgan Hill Community-Based Transportation Plan Online Survey Comments

Transit and Shuttle Related Comments

Jun 09 2019 07:41 PM	Improving the Northbound commute from MH (Shuttle services?)
Jun 08 2019 06:03 PM	Rail schedule is too sporadic.
Jun 07 2019 03:02 PM	It takes 2 hours to get to San Francisco via train from Morgan hill. Would like to see a 1 hour service.
Jun 03 2019 10:02 PM	Have route 16 go towards Safeway/Trader Joe's area too and run more often so people can get to the main food source areas.
May 30 2019 04:13 PM	I and my co-workers work for a global organization and as such we have a very dynamic work day. Often times we need to start conferences calls from home to accommodate other regions of the world so the relatively few train/express bus schedules rarely work out for us. Providing a wider range of options by extending the schedules would allow us to take advantage of mass transit more frequently.
May 16 2019 08:45 PM	A better local bus route that encompasses more of the city: to get from one side of town to another without having to walk more than a mile to get to a bus stop, public transportation to downtown to attend events and not deal with larking
May 13 2019 01:41 PM	I'm commuting from Sunnyvale area to Morgan Hill and I wish that I could use public transportation instead of driving 60+ miles (round-trip) every day (5 days a week). In the morning, there's Cal Train that runs from Morgan Hill going Northbound every day, however, there's nothing running the other way from South Bay down to Morgan Hill (the last time I checked) and vice versa in the evening.
May 12 2019 06:49 PM	We need a free or low-income transportation option for seniors and low-income community members. We also need more access to public transportation provided by the county (Caltrain and VTA buses). Let's add more Caltrains that stop at Morgan Hill/Gilroy and provide at least one train option on weekends.
May 09 2019 04:20 PM	Caltrain operating on the weekends would be great.
May 08 2019 06:57 AM	Need express service to other bay area towns
May 07 2019 08:08 AM	Maintaining or increase the number of vta express lines. It's the only alternate form of transportation besides Caltrain. Caltrain has limited lines. Vta is by far best option
May 06 2019 05:38 PM	More VTA and Caltrain options to get to San Jose and back.
May 04 2019 06:50 AM	More CalTrain options in the South Bay! Weekend service to San Fransisco.
May 03 2019 07:31 PM	Incentives to use public transportation ie discounts to passengers who use VTA (including Express buses) on a daily or regular basis.
May 03 2019 01:52 PM	Trains to connect to City

Transit and Shuttle Related Comments

May 03 2019 12:11 PM	CalTrain service is too limited, both on weekends and weekdays.
May 03 2019 11:48 AM	Add more trains during the week and weekend to SJC.
May 01 2019 07:18 PM	Increased Caltrain service to and from Morgan Hill, especially off peak hours and off peak direction. I would love to send my 15yo to Gilroy from MH on the Caltrain and back in the evenings for his sport. I would also like to be able to travel to and from the peninsula during the day via the Caltrain.
Apr 30 2019 03:44 PM	Odor of homeless people on the bus is a problem for the rest of the riders.
Apr 29 2019 07:55 PM	I would like to see a FREE shuttle that runs frequently to the Senior Center on Edmundson. One that runs a circuit around the downtown banks/businesses. I have driven seniors from the Sr Center to the B of A and back. It pains me to see the seniors waiting in the Center lobby waiting for para transit rides. Paratransit doesn't seem to care how long the wait is, as if the seniors have no place to go/things to do. And they PAY for this kind of service. I think a free shuttle that makes frequent stops at services seniors need will help seniors get out into the community and involved with "life".
Apr 29 2019 04:40 PM	More non-rush hour service from MH Caltrain to SJ
Apr 29 2019 03:20 PM	It would be nice if there was a local bus services that connected different sections of town to downtown. CRC to Library to Caltrain to Depot st to the High Schools.
Apr 29 2019 11:38 AM	Community Bus frequency needs improvement- More stops and less wait time in Tennant, E.Dunne, and Cochrane Road.
Apr 29 2019 11:37 AM	more cross town, local bus options..not just Rt.68
Apr 29 2019 10:40 AM	The one VTA bus route in town makes no sense at all. It's the bus to no where. Why isn't there a bus route or routes that run along Cochrane, Hill, Main, Dunne, Tennant, and Monterey that connect to the Caltrain station? Why are the condos adjacent to the Caltrain station allowed to use the Caltrain parking lot for residential use?
Apr 29 2019 10:06 AM	Increase bus frequency
Apr 29 2019 10:05 AM	Need more public transportation options for commuters. With increased housing, the commute gets worse and worse!
Apr 29 2019 10:03 AM	We desperately need more train times. As someone who works in downtown San Jose, it can be very difficult to adjust my schedule around the few train times daily. Additionally, the Diridon station does not allow for ease of access to other downtown San Jose facilities, and thus a rideshare is necessary. An easier way to access light rail, which has a much wider range in the San Jose area, would be of great use to me and many of my neighbors.
Apr 29 2019 09:52 AM	More CALTRAIN Service
Apr 29 2019 09:51 AM	More buses. Weekend options.
Apr 29 2019 09:47 AM	Would love for the baby bullet train to start in Morgan Hill vs. Diridon. I would never have to drive to get to SF and save the 30 minute ride to train station to get the bullet.
Apr 27 2019 03:15 PM	Better bus service.

Transit and Shuttle Related Comments

Apr 27 2019 12:26 PM	Light rail installation in Morgan Hill
Apr 27 2019 11:28 AM	More train times. It is not convenient to commute with the limited train schedule.
Apr 27 2019 08:28 AM	There are no stops on Butterfield and San Pedro. There are many apartments and houses here too.
Apr 27 2019 08:23 AM	Stops on Butterfield and San pedro
Apr 27 2019 08:14 AM	Morgan Hill needs more Caltrain options during the evening commute. We also need more Uber and Lyft drivers. It would be great to have more express buses from Morgan hill to different parts of Silicon Valley. Or how about a Vta bus from MH to the new BART station in San Jose.
Apr 27 2019 08:11 AM	I have to walk 30 minutes from home to bus stop.
Apr 26 2019 09:24 PM	Vta stop in Jackson oaks
Apr 26 2019 05:51 PM	More public transport buses to new areas Like Santacruz directly
Apr 26 2019 04:58 PM	In Morgan Hill, all bus & Train transit is clustered downtown along Monterrey St. There is simply no transportation to any outlying areas on an east/west basis. The cheapest Uber-X ride is ~ \$15.00 each way, or \$30.00 to buy some groceries. Way to expensive for most folks.
Apr 26 2019 04:47 PM	More Caltrain service/stops!
Apr 26 2019 04:40 PM	When cutting service to an area please come up with alternatives for disabled individuals!
Apr 30 2019 09:15 PM	Bring a high speed rail stop to Morgan hill.
Apr 29 2019 06:17 PM	Limited options between Morgan Hill and the greater San Jose area.
Apr 28 2019 05:11 PM	How can anyone expect public transportation to work when it doesn't run all day and late in to the night / starting early in the morning and continuing all day? I'm getting to sell my car in Santa Clara, and it's a nightmare to figure out how I'll get home, never mind the hours wasted waiting for transport. I have a fixed income, while healthy, which cannot cover \$50 or so for taxi's.
Apr 26 2019 06:44 PM	I have a 62 year old senior, lower income friend who is losing her eyesight. She would benefit from consistent options for public transportation, and easy access to shopping using public transportation.
Apr 29 2019 02:05 PM	More access to commuting north. More options to get north for work and home during commuting times.

Transit Amenities

Jun 07 2019 02:57 PM	I would use bus service if it was easier to find schedule information
Jun 07 2019 01:44 PM	Besides Uber, no good information on in town transportation
May 03 2019 01:19 PM	1. Better publicize what VTA has available, and cross-promote with CalTrain so people know they have options that will actually work.
Apr 26 2019 09:05 PM	At a time when you want to entice riders to take VTA. you need to maintain facilities, and enhance the transportation not reduce or discontinue along with increases in fares. The connections are an issue and lighting of facilities is also a big concern

Local Streets and Roads Improvements (Speeding included)

Jun 08 2019 06:20 AM	I am concerned about motorists speeding through the school zone near Nordstrom Elementary and passing stopped school buses letting children out.
May 03 2019 12:22 PM	Better enforcement of crosswalk safety. I see people race through the crosswalk in their car just barely missing pedestrians or waiting until the pedestrian has barely passed and charge through before the pedestrian is safely across
Apr 30 2019 11:45 AM	reduce speed limits : 50 mph down to 40 mph; 40 mph down to 35 mph.
Apr 30 2019 08:48 AM	Connect Butterfield to Monterey on the north side of town. Finally do the Hale Dewitt extension.
Apr 29 2019 01:40 PM	Can the city please partner with the county since we border unincorporated areas? Repair uneven pavements, pot holes too. Add blue emergency phones in risk areas for bikers and walkers. Carpool parking Shuttles to medical facilities Shuttles to schools including colleges
Apr 29 2019 10:20 AM	Ensure the Speed limit is honored along the Butterfield Blvd. Motor bikes going fast and making more noise in the Butterfield blvd causing disturbance in the residential area.
Apr 27 2019 01:29 AM	Speeding in downtown Morgan hill, pedestrians feeling safe to walk around in downtown without the fear of getting hit by cars
May 04 2019 02:46 PM	I live off East Dunne near Hill - concerned that crosswalks are not observed by drivers on East Dunne. Hill Road speed is excessive as it is used as a bypass for the freeway.

Bicycle and Pedestrian Improvements

Jun 07 2019 06:34 PM	More pedestrian friendly.
May 21 2019 10:29 AM	There should be a walking / bike path that goes all around town connecting places of interest eg: all schools, downtown, crc, aquatic center, etc.
May 13 2019 01:35 PM	Would love to see improvements to the bicycle grid, especially protected lanes on busy roads. Paint on the road doesn't protect us from a distracted driver.
May 03 2019 02:04 PM	side walks and lights at night
May 01 2019 03:29 PM	I cycle 2/3x per week. Bikes lane and wider bike lanes would be great.
Apr 29 2019 11:10 AM	I stopped biking for groceries and other errands because going over 101 is a hazard for bikers. The cars that cut in front of you are really dangerous.
Apr 29 2019 09:43 AM	More bike and scooter lanes and improved shoulders
Apr 29 2019 06:31 AM	Not enough sidewalks, especially around live oak high school
Apr 26 2019 06:44 PM	If I felt bike riding was safe, I would do it more.
Apr 26 2019 05:10 PM	I wish I could walk to Safeway BUT due to lack of sidewalks, and the entrance/exit of the 101 freeway makes it very dangerous to cross. MH is small enough for folks to be able to walk 1-2 miles to their destination.

Freeways/Congestion

Jun 08 2019 03:05 PM	Off load from 101 south traffic onto Monterey Road / downtown should be discouraged by return to a single lane downtown with improved bike lane. Encourage the use of butterflyfield if seeking alternative routes to south 101
Jun 07 2019 03:17 PM	long term infrastructure plan to deal with increased residential and commercial development impacts on traffic.
Apr 29 2019 04:27 PM	Commute traffic on surface streets. 101 needs to be widened. Also more CalTrain express and other time options from Morgan Hill. Getting to San Francisco from Morgan Hill takes several hrs vis public transportation- it's too long and too combersome.
Apr 29 2019 10:07 AM	Stop building homes!! The surface streets in Morgan Hill are beyond capacity in the mornings.

Technology Related and Other Comments

Jun 08 2019 06:28 AM	ticket cars parked on street in same place for multiple days
Jun 07 2019 02:41 PM	parking downtown is getting more and more challenging in terms of availability.
May 05 2019 08:05 AM	Parking.
Apr 29 2019 08:00 PM	Too much building with not enough parking
Apr 26 2019 06:12 PM	Availability of Uber, Lyft is unreliable.

Morgan Hill Community-Based Transportation Plan Physical Survey Copy Comments

Transit and Shuttle Related Comments

Paper Survey	We need a smaller shuttle sized bus to get to and from residential areas
Paper Survey	Better transit connections into other cities from Morgan Hill (San Jose, Gilroy)
Paper Survey	More Caltrain trains and extra express buses on the weekend are needed
Paper Survey	There are not enough Express buses
Paper Survey	Add a light rail extension all the way to Gilroy, add another Caltrain for commuting
Paper Survey	Improve light rail options in South County
Paper Survey	Look at how the electrification on the Caltrain Tracks will affect service in south county
Paper Survey	Possible trolley or rail system between Morgan Hill, San Martin/Gilroy for low income seniors
Paper Survey	Caltrain from Morgan Hill to SF on weekends
Paper Survey	Better access to more bus route; destinations such as bookstore, Home Depot, Walgreen's, Target are too far to walk from Cochrane Ave
Paper Survey	Shuttle bus for Morgan Hill that serves Senior Housing, De Paul Clinic, grocery stores, shopping centers, apartments, senior center, and library
Paper Survey	More VTA buses moving E-W; should join with merchants in offering shuttle to popular destinations in Morgan Hill (Target, Walmart, etc.)
Paper Survey	Need of bus service in south Morgan Hill; currently bus route #16 is the only bus that operates in Morgan Hill, which covers South Morgan Hill only, from Main Street to Cochrane
Paper Survey	A community bus would be great here in Morgan Hill
Paper Survey	Lower discount to "60", expansion of routes
Paper Survey	Request to have bus #12 from San Pedro Street to Monterey to be able to most bus 68 for senior people
Paper Survey	Bus stops on Tenant & Barrett; unable to use bus, would like bus going to downtown
Paper Survey	Concerns: no adequate bus coverage network in Morgan Hill, more bus routes up into the neighborhoods on west side of Monterey Highways
Paper Survey	Add train trips during morning and evening hours from Santa Clara to Morgan Hill

Transit Amenities

Paper Survey	Translated from Spanish: I don't have enough information on where to buy the pass of the month, for the bus
Paper Survey	Not enough bus stop benches (for line 68); no shelters
Paper Survey	More bus amenities (bus shelter) between Dunne and Tennant

Local Streets and Roads Improvements (Speeding included)

Paper Survey	Paved or asphalt sidewalks on both sides of the street Butterfield to Monterey Hwy
Paper Survey	Speeding and other traffic violations around town
Paper Survey	Improve the Monterey Road Hwy
Paper Survey	Too many people are starting to cut through the poorly paved Monterey and Santa Teresa roads for commuting
Paper Survey	Fix the Santa Teresa Road and Monterey Road
Paper Survey	Repave Bailey Road to San Jose
Paper Survey	Improve Monterey Road between Gilroy to San Jose
Paper Survey	Repave Monterey Road. It is full of pot holes
Paper Survey	Repave Santa Teresa, there are too many potholes
Paper Survey	Need speed mitigation on the East Dunne Avenue; cars drive too fast
Paper Survey	My concern is speeding drives on the street wher I live, McLaughlin between Main and East Central. No stop sign on East Central
Paper Survey	Hill Road between East Dunne and Barrett Ave is full of potholes and needs to be redone, it's the only place where you haven't repaired the road, please fix
Paper Survey	There is no lighting on my street at night
Paper Survey	Improve conditions of some rural and popular roads
Paper Survey	Longer lasting potholes repairs; stop dangerous exits from Nob Hill parking lot, crossing 4 lanes, make right turn only signs
Paper Survey	Enforce the traffic rules and laws to avoid unnecessary accidents

Bicycle and Pedestrian Improvements

Paper Survey	Add more blinking light crosswalks to alert drivers of pedestrian crossing
Paper Survey	Look at the roads and intersection at Burrent Avenue. It is not safe for senior community and high school students at Sobrato High
Paper Survey	Need improved crosswalk just outside the Sycamore Glen Community; cars do not see the flashing pedestrian sign and roll right past as pedestrians are trying to walk
Paper Survey	There should be a pedestrian island on the street in case we can't cross the entire length of the streeeen time before oncoming traffic comes
Paper Survey	Fix sidewalk between McLaughlin to East Main (corner is too narrow?); need sidewalk on Central between McLaughlin and Monterey; dangerous for senior citizens who are at Horizon
Paper Survey	Need crosswalk Mclaughling to Depot
Paper Survey	Some dirt bike trails not next to roads
Paper Survey	More sidewalks
Paper Survey	Make sure all the street trees are well trimmed to clean the sight for crossing

Freeways/Congestion

Paper Survey	We need more lanes on 101 after Hwy 85
Paper Survey	Add lanes to 101 to Santa Teresa.
Paper Survey	I start my commute at 5 am and still becomes an hour drive, and is already backed up from Gilroy to Morgan Hill, this needs improvement

Technology Related and Other Comments

Paper Survey	Electric scooters should be brought to Morgan Hill
Paper Survey	Time the traffic lights through downtown better, it gets too backed up during rush hour
Paper Survey	Concern about electric scooters coming to Morgan Hill and cluttering the sidewalks

Morgan Hill Community-Based Transportation Plan Public Meeting Comments

Transit and Shuttle Related Comments

Public Meeting	Lack of airport shuttles from South County
Public Meeting	Residents in the Jackson Oaks neighborhood (E. Dunne Ave in the hillside area) stated that there are no bus services in the area, which means that the area is not within the VTA Access corridor. There are a lot of seniors and wheelchair-bound individuals that do not have access to doctor's appointment or other mobility options. Rideshare services aren't not feasible due to not being wheelchair accessible. Suggestions for improvements: extend the corridor of VTA Access service and/or shuttle services that provide wheel-chair accessible vehicles
Public Meeting	Lack of trains. More Caltrain, frequency of service
Public Meeting	On-call short run shuttle
Public Meeting	More express buses, not just during rush hour; no transportation at senior housing; need community buses to go east and west to get to Sports Complex and Aquatic center and other popular attractions/stores in Morgan Hill; no bus service at the Lodge, Huntington, Woodland Estates, and Casa Loma senior complexes; more Caltrain
Public Meeting	Paratransit (VTA Outreach) - long wait on phone to arrange rides, lots of waiting for rides, must schedule way in advance; Morgan Hill is a rural community with very few bus lines and transportation options. Paratransit Access riders are penalized, paying a premium rate which is cost prohibitive for living beyond the ¾ of a bus line. South County should have a more extended core service area of up to 1 mi off a bus line due to the few bus lines and rural community. Several senior housing locations are located out of the core. Seniors are paying \$16 each way on a trip.
Public Meeting	Don't run buses through the downtown corridor
Public Meeting	Buses and paratransit don't serve DePaul Medical Center
Public Meeting	Lack of airport shuttles from South County

Transit Amenities

Public Meeting	Add electronic/ digital displays at bus stops to know when buses are arriving, out of service, etc.
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Local Streets and Roads Improvements (Speeding included)

Public Meeting	Speeding on Mission View, no crosswalks on Mission View
Public Meeting	There are several places throughout the City with no continuous sidewalk. Going south on Monterey Road from Dunne to Tennant is a good example

Bicycle and Pedestrian Improvements

Public Meeting	Likes trees on Monterey-Downtown; pedestrian flags
Public Meeting	Not safe for bicycle on many streets, too narrow
Public Meeting	There is a current attitude in Morgan Hill where cyclists and commuters are at odds with each other. This is due to cyclists needing to use roadways where there are no bike lanes.
Public Meeting	Monterey Road doesn't have full sidewalk

Freeways/Congestion

Public Meeting	Already a bottleneck at Cochrane/101
Public Meeting	101 & Monterey commute is terrible

Technology Related and Other Comments

Public Meeting	Difficult of getting Uber or Lyft in Morgan Hill
Public Meeting	Interest in e-scooters, maybe restrict to pocket
Public Meeting	Open to the idea of scooter and bike share as long as not on the roads