

COMMUNITY: MORGAN HILL

ENHANCEMENT: BUTTERFIELD BLVD INTERSECTION IMPROVEMENTS

Potential Enhancement

The Butterfield Blvd Intersection Improvements at three intersections in Morgan Hill will improve bicycle and pedestrian safety and connectivity. Multimodal intersection improvements will include crosswalk striping, updating signal phasing, increase pedestrian crossing times and adding countdown timers, lengthening turn lanes, widening the road, adding bicycle pavement markings, adding stop/yield to pedestrian signage, retro-reflective signal back plates, rectangular rapid flashing beacons, or raising the crosswalk.



Project Benefit to Minority Populations and Low-Income Populations

This segment of the HSR alignment traverses the Morgan Hill community, wherein the percentage of low-income populations is greater than that within the reference community.

The proposed enhancement will benefit the City's low-income community by providing pedestrian and bicycle enhancements that will improve safety and connectivity throughout the downtown area. The location of the proposed enhancement relative to the HSR alignment within the Morgan Hill community is shown graphically in Exhibit 1.

Project Consistency with Community Goals and Planning

The purpose of this project is to improve intersections to include multimodal facilities. The City's Bikeways, Trails, Parks and Recreation Master Plan of 2017 lists the intersection improvements on their proposed bikeway projects list for the development of new and enhanced bikeways.

Community Input and Relationship to Overall Project Effects

This enhancement addresses community needs included in the City of Morgan Hill's Connecting Communities Strategy and in the City's Bikeways, Trails, Parks and Recreation Master Plan. This enhancement would provide for enhanced safety and connectivity for bicycles and pedestrians. Because these same residents would experience various project effects, as described in Chapter 3 of this Report, under Alternatives 1, 2, 3, and 4, this enhancement would apply to all Alternatives.

Enhancement Cost Estimate

The Butterfield Blvd Intersection Improvements at three intersections in Morgan Hill are estimated to cost \$480,000.

Roles and Responsibilities

The City of Morgan Hill relies on multiple annual funding sources for capital facility improvements. The City has a relatively diversified approach to funding its bikeways, trails, parks, and facilities. It will need to continue to diversify and seek new funding sources, especially as the City reaches the 2035 residential population limit set by the voter approved Residential Development Control

System (RDCS)¹. The Authority would be able to provide funding directly to the City as part of their effort to expand their funding sources.

Assessment Based on Selection Criteria

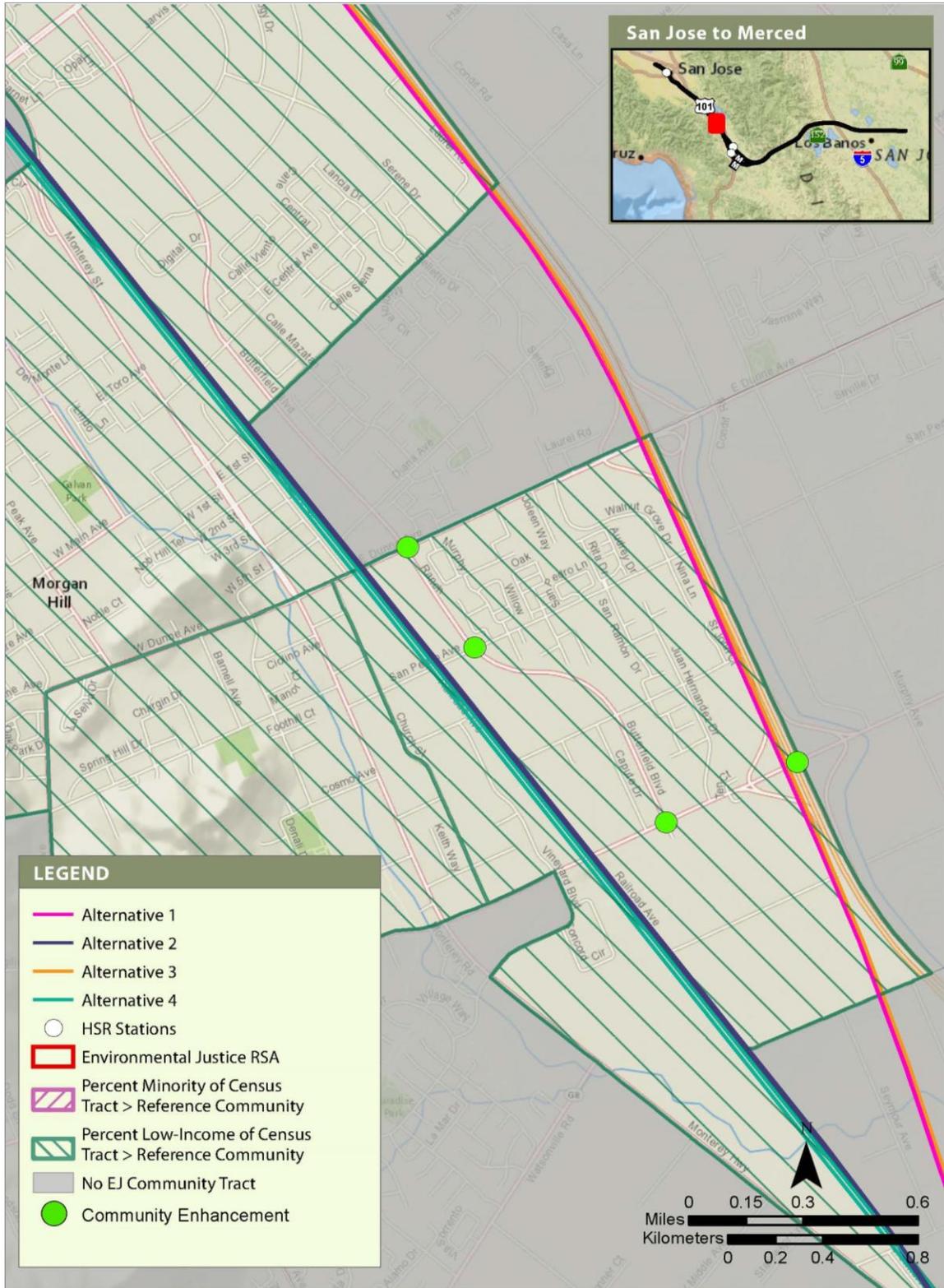
Based on the screening criteria presented in Chapter 4, Enhancement Evaluation, of this report, the following assessment has been completed for this enhancement:

Criteria	Ranking 1-10 for Benefit Intensity 1-15 for Others	Justification
Benefit Intensity	6	Very Beneficial to local bicycle riding and walking EJ populations
Relative number of Beneficiaries	15	Beneficial to local bicycle riding and walking EJ populations
Practicable	15	Improvements are mostly practicable
Defined Project or Action	10	Limited design needed
Satisfy Authority Obligations	15	Safety and transit mobility improvements
Defined Roles and Responsibilities	TBD	Authority and City; pending discussion with partner(s)
Evidence of Agreement	TBD	Pending discussion with partner(s)

Schedule for Enhancement Implementation

To be determined in consultation with community partners

¹ Note that the City Council adopted Residential Development Design and Development Standards ("Standards") to replace the RDCS Competition Manual. The Standards have been developed to meet the requirements of "Objective Standard" and are consistent with the Morgan Hill 2035 General Plan (City of Morgan Hill Housing Development Process at <https://www.morgan-hill.ca.gov/109/Housing-Development-Process> Accessed July 5, 2020).



**Exhibit 1: Butterfield Blvd Intersection Improvements
Morgan Hill**

COMMUNITY: MORGAN HILL

ENHANCEMENT: DOWNTOWN PEDESTRIAN/BICYCLE RAILROAD CROSSING AT MAIN ST, DUNNE ST, OR SAN PEDRO ST (ALTERNATIVE 4 ONLY)

Potential Enhancement

The proposed enhancement would provide an additional pedestrian and bicycle overcrossing in the Downtown Area. Alternative 2 would include grade separations at these roadways. Alternative 4 would include quad gates. This enhancement would provide Class II bike lanes on an overcrossing for Alternative 4 only.



Project Benefit to Minority Populations and Low- income Populations

The HSR alignment would pass along the eastern edge of the Morgan Hill community for Alternatives 1 and 3 (and through Morgan Hill for Alternatives 2 and 4), wherein the percentage low-income populations is greater than that within the reference community.

The proposed enhancement would benefit the community's low-income residents by providing increased safety for pedestrians and bicyclists as well as schoolchildren at one railroad crossing. The location of the proposed enhancement (all three locations are shown) relative to the HSR alignment within the Morgan Hill community is shown graphically in Exhibit 1.

Project Consistency with Community Goals and Planning

The proposed enhancement would be consistent with the Morgan Hill Station Area Master Plan, which recommends improvements to pedestrian overcrossings.

Community Input and Relationship to Overall Project Effects

While no community input directly relevant to this enhancement was received, this enhancement would address community needs documented in the Morgan Hill Station Area Plan for increased pedestrian safety and connectivity.

This enhancement would provide for increased safety and connectivity for pedestrians and bicyclists crossing the Caltrain tracks at one of the targeted locations. Because these same residents would experience various project effects, as described in Chapter 3 of this Report, under Alternatives 2 and 4, this enhancement would apply only to Alternative 4; as Alternative 2 would provide grade separations at this roadway. Alternative 1 and 3 go around Morgan Hill.

Enhancement Cost Estimate

Provision for a pedestrian/bicycle overcrossing on Main St, Dunne St, or San Pedro St is estimated at \$10,000,000 per overcrossing. This is based on comparable facilities in the greater area.

Roles and Responsibilities

The Authority would provide capital funding for the proposed enhancement. Design and implementation would be coordinated by the City of Morgan Hill and VTA.

Assessment Based on Selection Criteria

Based on the screening criteria presented in Chapter 4, Enhancement Evaluation, of this report, the following assessment has been completed for this enhancement:

Criteria	Ranking 1-10 for Benefit Intensity 1-15 for Others	Justification
Benefit Intensity	10	Beneficial to EJ populations; however site borders non-EJ
Relative number of Beneficiaries	15	Beneficial to dense EJ populations in close proximity
Practicable	15	Improvements are expensive
Defined Project or Action	10	Design is required
Satisfy Authority Obligations	15	Mobility improvements, safety and connectivity
Defined Roles and Responsibilities	TBD	Authority and city Pending discussion with partner(s)
Evidence of Agreement	TBD	Pending discussion with partner(s)

Schedule for Enhancement Implementation

To be determined in consultation with community partners.

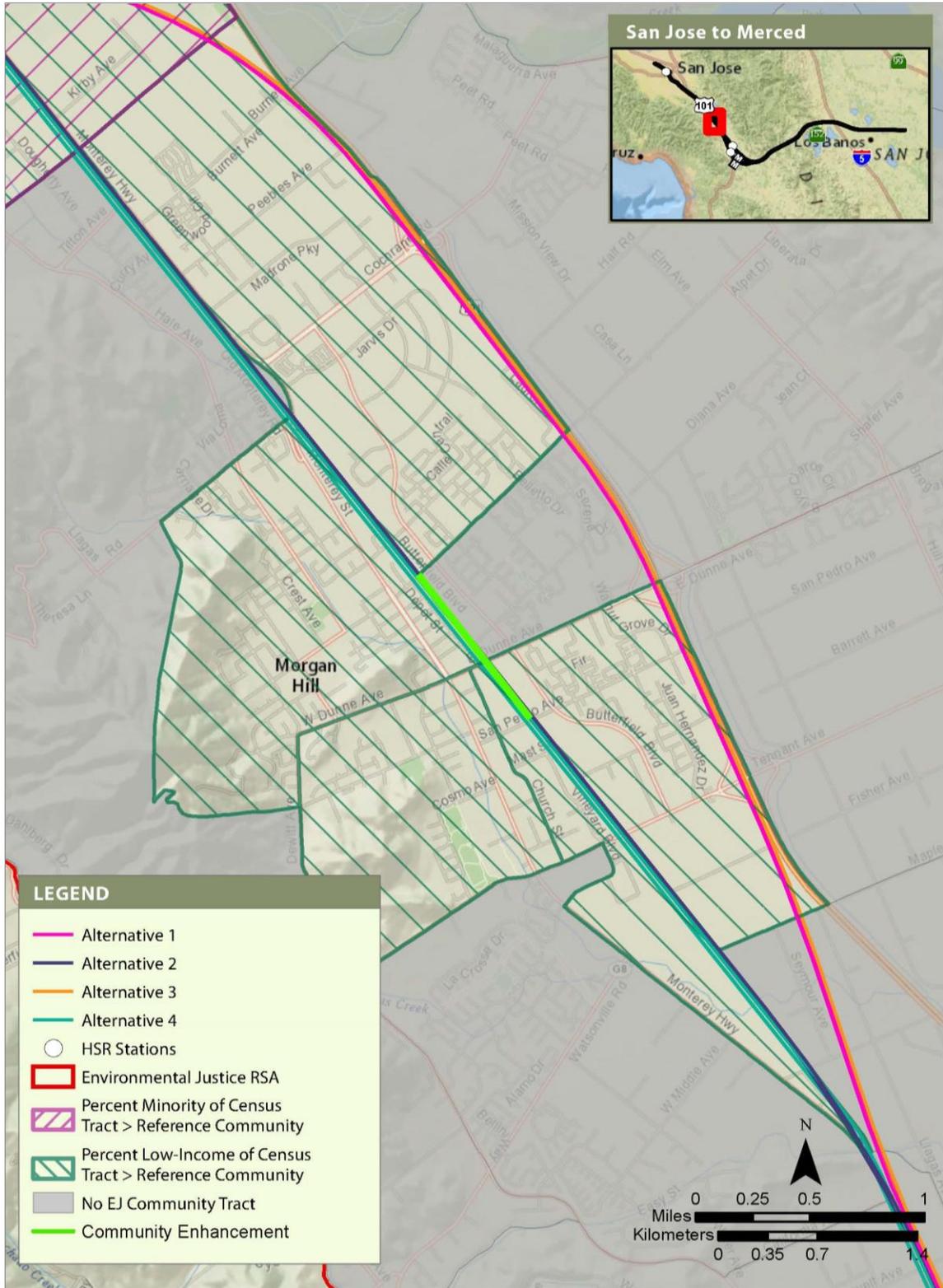


Exhibit 1: Downtown Pedestrian/Bicycle Railroad Crossing at Main St, Dunne St, or San Pedro St (Alternative 4 only) Morgan Hill

COMMUNITY: MORGAN HILL

ENHANCEMENT: MONTEREY ROAD INTERSECTION IMPROVEMENTS (ALTERNATIVE 2 AND 4)

Potential Enhancement

The proposed enhancement will improve 10 intersections to create separation between auto traffic and pedestrian and bicycle traffic. Multimodal intersection improvements would include both time- and space-separation that continues a protected or buffered bike lane's separation from vehicles through intersections.



Project Benefit to Minority Populations and Low-Income Populations

The HSR alignment would pass through (Alternatives 2 and 4) or along the north (Alternatives 1 and 3) of the Morgan Hill community, wherein the percentage low-income populations is greater than that within the reference community. The proposed enhancement will benefit the community's low-income community by providing pedestrian and bicycle enhancements. The location of the proposed enhancement relative to the HSR alignment within the Morgan Hill community is shown graphically in Exhibit 1.

Project Consistency with Community Goals and Planning

The proposed enhancement would be consistent with the following City of Morgan Hill policies:

- Policy TR-1.3 Transportation Safety. Implement strategies to ensure safe and appropriate operation of all components of the transportation system for all users, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education, enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians, and bicyclists.
- Policy TR-2.1 Multi-Modal System for All Users. A balanced multi-modal system offers viable choices for residents, employees, customers, visitors, and recreational users. Use smart growth and Sustainable Communities principles throughout the city to provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including modes such as auto, ride sharing, public rail and bus transit, paratransit, bicycling, and walking. (South County Joint Area Plan 11.00 & 11.01).
- Policy TR-2.11 Arterial Roadways. Require the following streets to be built to arterial standards in the locations and at the number of lanes shown on Figure TR-1, and encourage the County to improve county arterial roadways to appropriate arterial standards in unincorporated areas. As described by the "Planned Transportation System (2030)" description of the major planned roads in this Transportation Element, the nature of the arterials will range from a two-lane minor arterial, two lane major arterial, two-lane multi-modal arterial, four-lane or six-lane major arterial, and four-lane multi-modal arterial.
 - North/South Arterial Roadways
 - Monterey Road (the current four-lane arterial may be narrowed to a two-lane arterial)
- Policy TR-8.4 Coordinated Bicycle Planning. Coordinate development of the bikeways system with the Santa Clara Countywide Trails Master Plan, the Santa Clara Countywide Bicycle Plan, the South County Joint Area Plan, the Santa Clara County Bicycle Technical Guidelines, and the California Department of Transportation Highway Design Manual.

- Policy TR-8.5 Bicycle Facility Standards. Where feasible, incorporate the Bicycle Technical Guidelines prepared by the Valley Transportation Authority into City standards for bicycle facility planning and design, including intersection striping, signalization, and railroad crossings.
- Policy TR-9.3 Pedestrian System for Diverse Users. The trails and pedestrian system shall recognize and reflect the needs and abilities of pedestrians with a diverse range of age and ability.
- The purpose of this project is to improve intersections to include multimodal facilities. The City's Bikeways, Trails, Parks and Recreation Master Plan of 2017 lists the intersection improvements on their proposed bikeway projects list for the development of new and enhanced bikeways.

Community Input and Relationship to Overall Project Effects

This enhancement addresses community needs included in the City of Morgan Hill's Connecting Communities Strategy and in the City's Bikeways, Trails, Parks and Recreation Master Plan. This enhancement would provide for increased safety and connectivity for bicycles and pedestrians. Because these same residents would experience various project effects, as described in Chapter 3 of this Report, under Alternatives 2 and 4, this enhancement would apply only to these Alternatives. Alternatives 1 and 3 go around Morgan Hill.

Enhancement Cost Estimate

The Monterey Road Intersection Improvements is estimated at \$750,000 to \$790,000, or approximately \$75,000 per intersection.

Roles and Responsibilities

The City of Morgan Hill relies on multiple annual funding sources for capital facility improvements. The City has a relatively diversified approach to funding its bikeways, trails, parks, and facilities. It will need to continue to diversify and seek new funding sources, especially as the City reaches the 2035 residential population limit set by the voter approved RDCS. The Authority would be able to provide funding directly to the City as part of their effort to expand their funding sources.

Assessment Based on Selection Criteria

Based on the screening criteria presented in Chapter 4, Enhancement Evaluation, of this report, the following assessment has been completed for this enhancement:

Criteria	Ranking 1-10 for Benefit Intensity 1-15 for Others	Justification
Benefit Intensity	6	Very beneficial to bicycle-riding EJ populations
Relative number of Beneficiaries	15	Beneficial to bicycle-riding EJ populations which are likely centered in downtown Morgan Hill
Practicable	15	Improvements are practicable and standard design
Defined Project or Action	10	Design is nearly completed
Satisfy Authority Obligations	15	Transit mobility improvements, connectivity, safety
Defined Roles and Responsibilities	TBD	Authority and City; pending discussion with partner(s)
Evidence of Agreement	TBD	Pending discussion with partner(s)

Schedule for Enhancement Implementation

To be determined in consultation with community partners.



**Exhibit 1: Monterey Road Intersection Improvements (alternative 2 and 4)
Morgan Hill**

COMMUNITY: MORGAN HILL

ENHANCEMENT: NEW HIGH SCHOOL SITE ACQUISITION (ALTERNATIVE 2 AND 4 ONLY)

Potential Enhancement

The proposed enhancement would provide funding to the Morgan Hill Unified School District for acquisition of a site for a new high school.

Project Benefit to Minority Populations and Low-Income Populations

The HSR alignment would pass through (Alternatives 2 and 4) or along the northern edge (Alternatives 1 and 3) of the Morgan Hill community, wherein the percentage low-income populations is greater than that within the reference community.



The proposed enhancement would benefit the community's minority and low-income residents by providing a site for construction of a new school to serve this community. Project Consistency with Community Goals and Planning

The proposed enhancement would support the Morgan Hill Unified School District's Facilities Master Plan guiding principles and planning assumptions regarding the need for new schools to serve its student population. The enhancement also would be consistent with the following Morgan Hill General Plan policies:

- Policy HC-1.1 Neighborhood Schools. Coordinate community development and school development to promote neighborhood schools, which educate neighborhood children and serve as a community resource facility.
- Policy HC-1.2 Coordinate School Development. Work with the Morgan Hill Unified School District to coordinate planning for school facilities in conjunction with new development, and to identify appropriate locations for future school facilities.
- Policy HC-1.3 Quality Education. Cooperate with the City of San Jose, Santa Clara County, and the Morgan Hill Unified School District to ensure a high quality education experience by providing adequate and safe school facilities, preventing overcrowding, and providing school locations convenient to the population served.
- Policy HC-1.4 Strategic Plan. Encourage the Morgan Hill Unified School District, Gavilan College, and private schools to develop a strategic plan for and construct schools to coincide with the planned future growth of the City.
- Policy HC-1.5 Site Selection. Work with the Morgan Hill Unified School District in selecting sites for new schools to optimize educational and community development goals. (South County Joint Area Plan 4.08)

Community Input and Relationship to Overall Project Effects

While no community input directly related to this enhancement was received, a school district need for additional facilities to serve its students would be addressed.

This enhancement would provide for additional educational facilities for Morgan Hill Unified School District students. Because these same residents would experience various project effects, as described in Chapter 3 of this Report, under Alternatives 2 and 4, this enhancement would apply only to these Alternatives. Alternatives 1 and 3 go around Morgan Hill.

Enhancement Cost Estimate

The Authority would provide funding support for the acquisition of a new high school site for Morgan Hill at \$10 million.

Roles and Responsibilities

The Authority would provide funding to the Morgan Hill Unified School District for site acquisition. The District would coordinate with the City of Morgan Hill on school siting opportunities.

Assessment Based on Selection Criteria

Based on the screening criteria presented in Chapter 4, Enhancement Evaluation, of this report, the following assessment has been completed for this enhancement:

Criteria	Ranking 1-10 for Benefit Intensity 1-15 for Others	Justification
Benefit Intensity	6	Ann Sobrato ES is the only Morgan Hill school in EJ community
Relative number of Beneficiaries	15	No demonstrated need for a new high school
Practicable	5	Site acquisition is expensive
Defined Project or Action	5	Site has not been identified; not identified on district plans
Satisfy Authority Obligations	5	Benefits to schoolchildren if overcrowding exists
Defined Roles and Responsibilities	TBD	Authority and school district; pending discussion with partner(s)
Evidence of Agreement	TBD	Pending discussion with partner(s)

Schedule for Enhancement Implementation

To be determined in consultation with community partners.

COMMUNITY: MORGAN HILL

ENHANCEMENT: SCHOOL BUS ROUTE STUDY

Potential Enhancement

A study will be prepared to evaluate and recommend potential enhancements to Morgan Hill Unified School District’s bus routes. The study will focus on the effects of the institution of at-grade high speed rail service through the City. Alternative 4 will implement at-grade high speed rail service through Morgan Hill which will increase gate-down time at crossings and potential delays to the traveling public and school bus service. Using the locations of the District’s students and school sites, the current route structure will be reviewed and assessed. Alternative route structures and service patterns will be developed and tested to assess if modifications can be made that will reduce the effects (delay) of additional gate down time on bus service. As part of the study, the local community, stakeholders, and school officials will be engaged so that their input can be heard and incorporated into the work.



Project Benefit to Minority Populations and Low-income Populations

The HSR alignment would pass through (Alternatives 2 and 4) or along the northern edge (Alternatives 1 and 3) of the Morgan Hill community, wherein the percentage low-income populations is greater than that within the reference community. The proposed enhancement would benefit the community’s minority and low-income residents by improving safety and circulation for school buses crossing the rail corridor.

Project Consistency with Community Goals and Planning

The proposed enhancement would be consistent with the following City of Morgan Hill policies:

Policy TR-7.3. Rail Crossings. The City recognizes that rail crossings are essential to provide connections from neighborhoods to destinations such as schools, parks, and services. The convenience of rail crossings shall be balanced with the need to minimize safety and circulation impacts.

Community Input and Relationship to Overall Project Effects

This enhancement would address the community need identified by the Morgan Hill Unified School District for a study of school bus routes in the District to improve the safety of rail crossings.

This enhancement would provide for reduced potential delay and increased safety for students and bus drivers of Ann Sobrato Elementary School. Because these same residents would experience various project effects, as described in Chapter 3 of this Report, under all Alternatives, this enhancement would apply to all Alternatives.

Enhancement Cost Estimate

The cost for preparation of the study would be approximately \$60,000, which is sufficient to study the catchment area for Ann Sobrato Elementary School.

Roles and Responsibilities

The Authority would provide funding to the Morgan Hill School District to conduct a bus route study for students attending Ann Sobrato Elementary School which is in the EJ population.

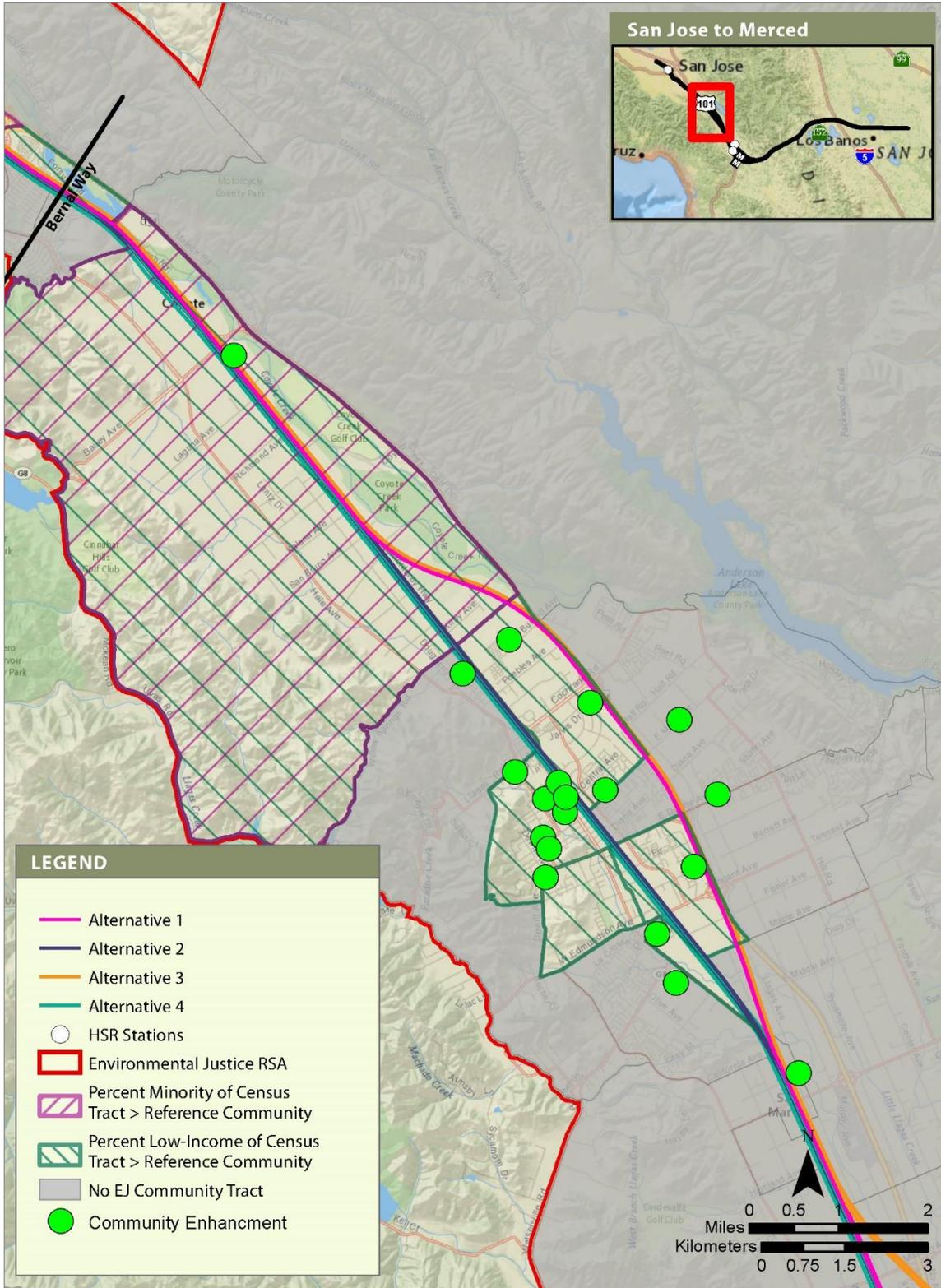
Assessment Based on Selection Criteria

Based on the screening criteria presented in Chapter 4, Enhancement Evaluation, of this report, the following assessment has been completed for this enhancement:

Criteria	Ranking 1-10 for Benefit Intensity 1-15 for Others	Justification
Benefit Intensity	6	Beneficial to EJ student population attending Ann Sobrato Elementary School
Relative number of Beneficiaries	5	Beneficial to students of Ann Sobrato Elementary School
Practicable	15	Improvements are unknown at this time
Defined Project or Action	15	Design of the study is straightforward
Satisfy Authority Obligations	15	Transit mobility improvements; only a study
Defined Roles and Responsibilities	TBD	Authority and school district; pending discussion with partner(s)
Evidence of Agreement	TBD	Pending discussion with partner(s)

Schedule for Enhancement Implementation

To be determined in consultation with community partners.



**Exhibit 1: School Bus Route Study
Morgan Hill**