CITY OF MORGAN HILL

# Morgan Hill Comprehensive Safety Action Plan

December 2025 Draft

# Acknowledgments


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TOOLE DESIGN


Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.

# Contents

# 1

# Introduction

Morgan Hill is a growing city in southern Santa Clara County that offers close-knit charm while serving as an important regional connector, linking South County residents to major job centers in Silicon Valley and beyond. The City has experienced, and continues to plan for, significant growth and intensifying demands on its transportation system. This has introduced new challenges—both locally and regionally—as Morgan Hill strives to maintain safe, efficient, and equitable mobility for all its residents, despite heavily constrained resources.

# What's in the Comprehensive Safety Action Plan?

The Comprehensive Safety Action Plan (CSAP, or the Plan) establishes Morgan Hill's strategic roadmap toward eliminating fatal and severe traffic crashes. Grounded in community input and a detailed analysis of crash patterns—where they occur and what types of crashes are most common—the Plan identifies targeted projects, policies, and actions to address the City's most pressing transportation safety challenges.

The first chapter of the Plan, Traffic Safety in Morgan Hill, builds a strong foundation for action by existing roadway safety conditions and reviewing prior plans and policies that inform Morgan Hill's current safety landscape. The second chapter focuses on improving safety around schools as a strategy for addressing high crash locations, systemic safety issues, and missing infrastructure in the City. The Safe Routes to School element includes comprehensive project and program recommendations to address high priority needs and position the City for future State and Federal funding opportunities.

# Why Does Morgan Hill Need This Plan Now?

In 2016, Morgan Hill joined the League of California Cities and resolved to eliminate traffic deaths.[1,2] The City made this Vision Zero pledge as a community already experiencing fewer crashes per capita than neighboring cities.[3] While the City has worked continually since then to provide a safe, connected, and efficient transportation system, its most serious crashes have yet to decline.

From 2017 to 2024, crashes in Morgan Hill caused 16 deaths and 67 serious injuries—interrupting the lives of roughly ten people every year.[4] Every person killed or harmed in a crash is more than a statistic. When fatal and serious injury crashes transform the lives of crash victims, they also affect other crash participants and countless family members, friends, colleagues, teammates, and fellow students.

With the CSAP, Morgan Hill honors all those impacted by traffic crashes and strengthens its commitment to eliminating traffic deaths and serious injuries. The City joins hundreds of communities across the country taking a proactive and systemic approach to traffic safety. Funded through the federal Safe Streets and Roads for All (SS4A) program, the CSAP recognizes that traffic deaths and serious injuries are preventable, and no loss of life on our streets is acceptable. By acting now, the City positions itself to leverage regional, state, and federal investments in traffic safety, securing critical funding it will use to save lives and prevent injuries on Morgan Hill's streets.

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1 League of California Cities Annual Conference Resolutions (2016), https://beaumontca.gov/DocumentCenter/View/28269/Item-07---League-of-California-Cities-2016-annual-Conference-Resolutions

2 Vision Zero Morgan Hill (2018), https://ca-morganhill3.civicplus.com/DocumentCenter/View/22484/Vision-Zero-Morgan-Hill-January-2018

3 Morgan Hill Transportation Master Plan (2024), https://www.morganhill.ca.gov/DocumentCenter/View/51679/Morgan-Hill-TMP-12-13-24

4 UC Berkeley Transportation Injury Mapping System: California Statewide Integrated Traffic Records System (SWITRS) Summary, https://tims.berkeley.edu/tools/summary/

The City of Morgan Hill and its residents are committed to reaching zero deaths and eliminating serious injuries on our streets by 2040, because safety for all is non-negotiable.

The Plan provides a roadmap to providing safe streets for all by identifying, prioritizing, and addressing the city's most pressing transportation safety challenges. A central focus of this plan is advancing Safe Routes to School, recognizing that children and families deserve secure, comfortable, and reliable opportunities to walk, bike, or roll to and from school. Pairing a data-driven approach with input from community members and stakeholders, the Plan lays out clear recommendations to improve safety outcomes for all—especially vulnerable road users such children, older adults, pedestrians, bicyclists, and people in underserved areas.

# Building on the 2024 Transportation Master Plan

The CSAP builds on the renewed safety focus of the 2024 Transportation Master Plan (TMP), which envisions a safe, connected, and efficient transportation system for all residents and visitors of Morgan Hill. The TMP established the goal of eliminating traffic fatalities and reducing non-fatal crashes across all modes of travel in Morgan Hill.

The CSAP carries this work forward by identifying specific policies, projects, and actions that will improve traffic safety, which will guide the City's efforts to adjust everyday transportation practices and secure grant funding.

# Planning Process

The Project Team and the Advisory Committee formed the backbone of the planning process, guiding and shaping the plan from start to finish.

- **Project Team:** The multidisciplinary Project Team included City staff and consultant support. It includes transportation planners, engineers, Safe Routes to Schools experts, and outreach specialists. The project team met bi-weekly over the course of the nine-month project to discuss various aspects of the planning process, discuss progress, and overcome challenges. The Project Team led technical efforts including data analysis, development of recommendations, and priority project selection.
- **Advisory Committee:** The Advisory Committee brought together 25 individuals representing the Morgan Hill community, including members from the Police Department; leaders and staff from the Morgan Hill Unified School District; local residents; parents; and representatives from the Planning Commission. Two Advisory Committee members who had been part of the TMP process provided continuity and background for the CSAP. The committee met three times over the course of the project at key milestones, providing input and feedback to the Project Team. Committee members also promoted opportunities for public input.

# Engagement

Input from the Morgan Hill community guided the development of the CSAP. Community perspectives shared during the TMP process helped establish the Plan's priorities and recommendations. Feedback collected from the community identified key safety concerns for youth, prioritized specific infrastructure project recommendations, and informed the development of Safe Routes to Schools program and policy recommendations. The two-phase public engagement process described below complemented the work of the Project Team and Advisory Committee.

## Phase 1

Phase 1 occurred between April and July 2025 and focused on gathering input on safety challenges and concerns in the city. The project team focused on engaging school communities (elementary through high school), including parents, caregivers, guardians, teachers, school administrators, district staff, and students.

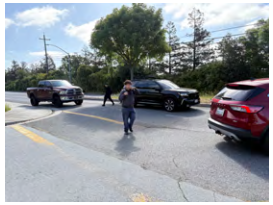
Two in-person engagement events were held in April and May 2025, where the project team hosted tables at local community gatherings to share information about the Plan and invite public input. At these events, residents marked locations where they felt unsafe on large maps using sticky dots, completed comment cards, and scanned QR codes to access an online survey. At both events, approximately 50 participants provided map feedback, and about 100 additional residents received survey QR codes.

Across all in-person events, the project team heard and recorded the following common themes:

**Missing or lack of sidewalks**

**Speeding vehicles**

**Vehicles do not yield to pedestrians at crossings**



**Vehicles making turns (both left and right) do not yield to pedestrians in crosswalks**

**Lack of bike lanes especially for students bike to and from school**

## Earth Day Festival: Saturday April 26th, Morgan Hill Community and Cultural Center

**FIGURE 1** Community members engaging with the project team at Earth Day Festival, April 2025

**FIGURE 2** Family-friendly activities at Earth Day Festival, April 2025

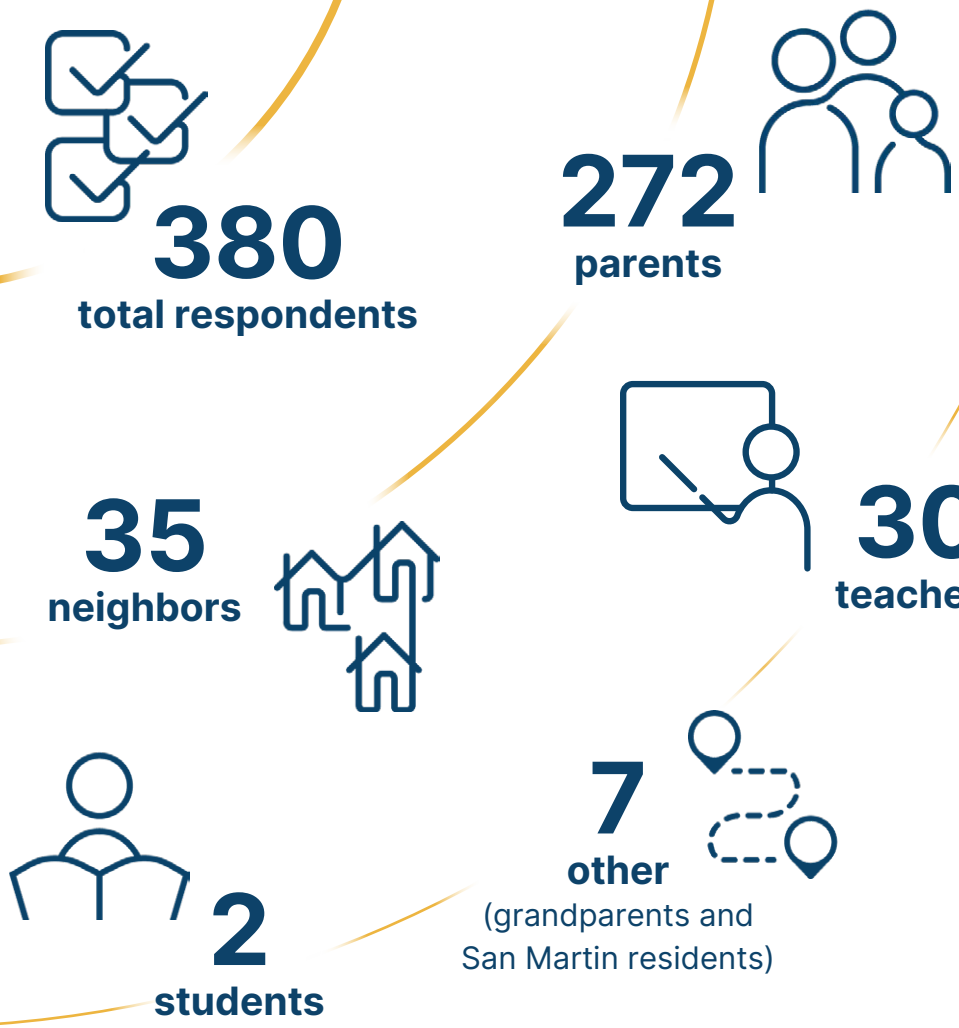
## Open Streets Morgan Hill: Saturday May 10, 2025, Morgan Hill Community and Cultural Center


**FIGURE 3** Community Members engaging with the project team at the Open Streets, May 2025


**FIGURE 4** Morgan Hill community members attending Open Streets, May 2025

From May to July, an online survey invited Morgan Hill community members to voice their concerns regarding existing safety issues near school sites. The survey received 380 total responses and 217 comments on an interactive web map from school parents, neighbors, residents, and teachers. Using an interactive web map respondents contributed their traffic safety concerns at specific locations. The survey resulted in the following key recommendations from the community:

**FIGURE 5** Survey Participants




## Key Recommendations

**Install crosswalk enhancements and deploy crossing guards, including: RRFBs, signage, and pedestrian refuge islands**

- **Location Examples:** Jackson Academy of Math and Music (Fountain Oaks Drive), Live Oak High (East Main Avenue), Paradise Valley Engineering Academy (La Rena Court and La Crosse Drive intersection)

**Redesign school traffic circulation: enforce designated pick-up zones, limit street overflow**

- **Location Examples:** Nordstrom Elementary School, Sobrato High School, and Live Oak High School

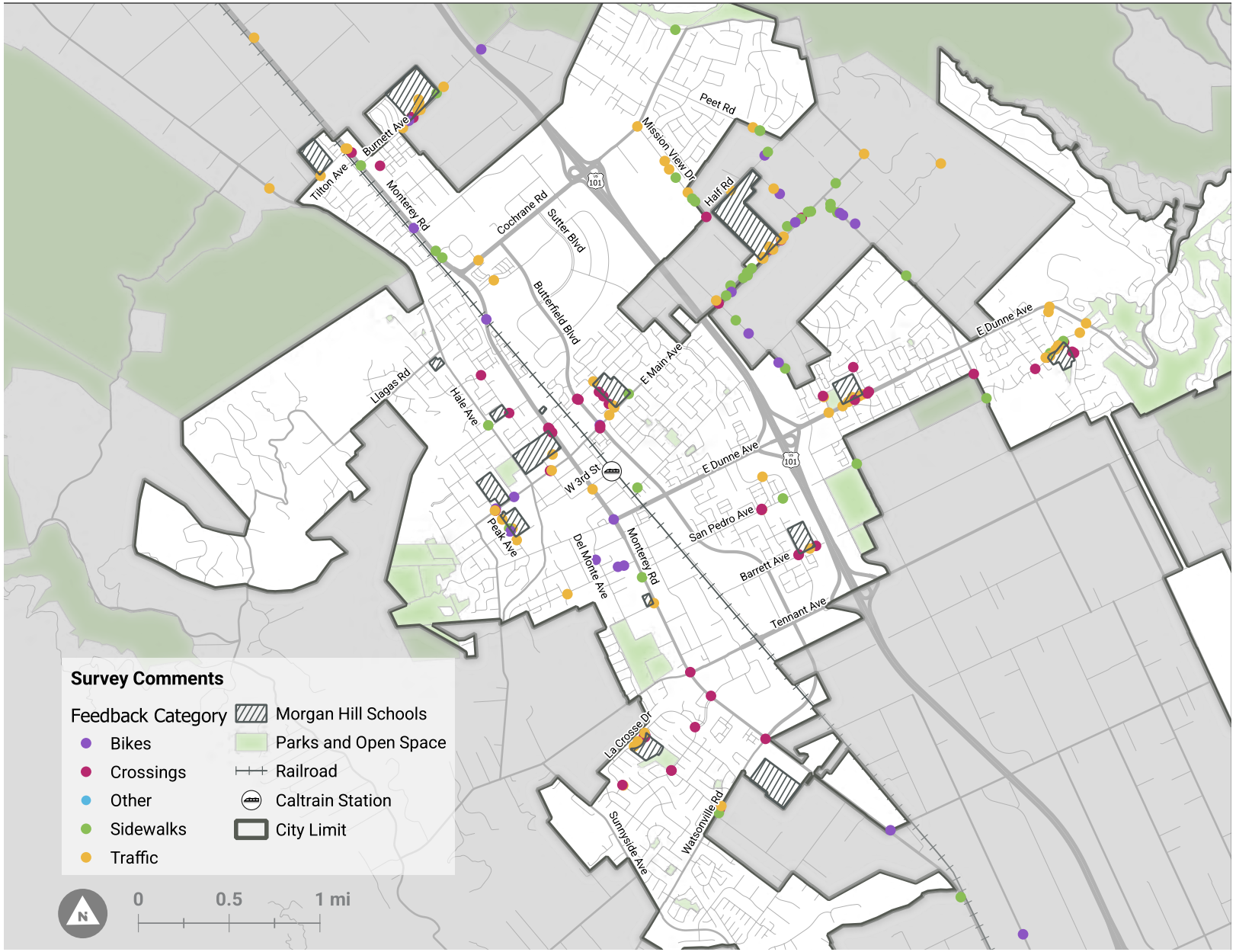
**Expand sidewalk and bike lane networks especially along key school routes and commuter paths**

- **Location Examples:** Live Oak High School, San Martin/Gwinn Environmental Science Academy

**Improve driver compliance and visibility, including: traffic enforcement, better lighting, and clearer markings**

- **Location Examples:** Paradise Valley Engineering Academy (La Rena Court and La Crosse Drive intersection)

**FIGURE 6** Map of Survey Comments



The project team convened two advisory committee meetings during Phase 1. The first meeting occurred in April 2025 and included a project overview and an open discussion regarding key safety issues in Morgan Hill. The second meeting occurred in July 2025 and reviewed results and observations from school site assessments and walk audits.

## Phase 2

Phase 2 included the third and final advisory committee meeting in December 2025 in which the draft plan and priority project list were presented. Members were invited to give feedback prior to, during, and after the meeting. Additional engagement included posting the draft plan on the project website for public comments. The project team intends to hold a final public event in February 2026 to promote and launch the Safety Campaign and advance the Plan.

# 2

# Traffic Safety in Morgan Hill

# Guiding Principles of the Safe System Approach

A Safe System approach represents a fundamental shift in how roadway safety is addressed. It recognizes both human mistakes and vulnerability, building multiple layers of protection to prevent crashes from happening in the first place and minimizing harm if they do occur. The recommendations outlined in this plan are grounded in these principles. This approach is holistic and relies on a wide variety of policies, programs, and projects to achieve desired safety outcomes. The City of Morgan Hill and its residents are committed to making systemic changes in pursuit of reaching the goal of zero crash deaths or serious injuries in Morgan Hill by 2040.

Six principles underpin the Safe System Approach:

- **Death and serious injury are unacceptable.**
  While preventing every crash may not be possible, it is possible—and necessary—to design a system where no one loses their life or suffers devastating injuries just trying to get from place to place.
- **Humans make mistakes.**
  Whether it's a moment of distraction or a wrong decision, the road system should be built to absorb common human errors and prevent those mistakes from turning into tragedies.
- **Humans are vulnerable.**
  When crashes do happen, people are vulnerable to the forces involved. Streets, speeds, and vehicles should be designed with these physical limits in mind, reducing the risk of deadly or disabling outcomes.
- **Responsibility is shared.**
  There are many different players that make the transportation system safe or unsafe. Elected officials, planners, engineers, school officials, automotive designers, and people moving on streets need to work together to create a safe roadway network.
- **Safety is proactive.**
  A crash should not have to happen to prove that something is unsafe. Transportation agencies should use the best practices and research to proactively identify and address dangerous locations.
- **Redundancy is crucial.**
  Safety works best when multiple strategies—like safe street design, appropriate speeds, protective infrastructure, and safe behavior work together to catch problems before they become deadly.

# Learning from Past Crashes

Analyzing the most recent past five years of crash data, 2018-2022, is an important step toward understanding how to make Morgan Hill's streets safe for everyone. This analysis focuses on fatal and severe crashes, as they represent the most critical safety outcomes and reveal locations and factors with the highest risk of serious harm. By examining these crashes, the project team can identify the key contributing factors, pinpoint where crashes most often occur, and understand which groups are most impacted. The findings from this analysis serve as a foundation for identifying safety issues, prioritizing projects, and guiding future actions. The information that follows describes all crashes that took place within city limits, regardless of road ownership.

Crashes in Morgan Hill resulted in 10 deaths and left 48 people severely injured. On average, that means every year two lives are lost in the community and nine people are seriously injured in crashes.

About 70% of all FSI crashes occurred at midblock or driveway access points, most often involving vehicles striking pedestrians crossing at unmarked or non-designated crosswalks.

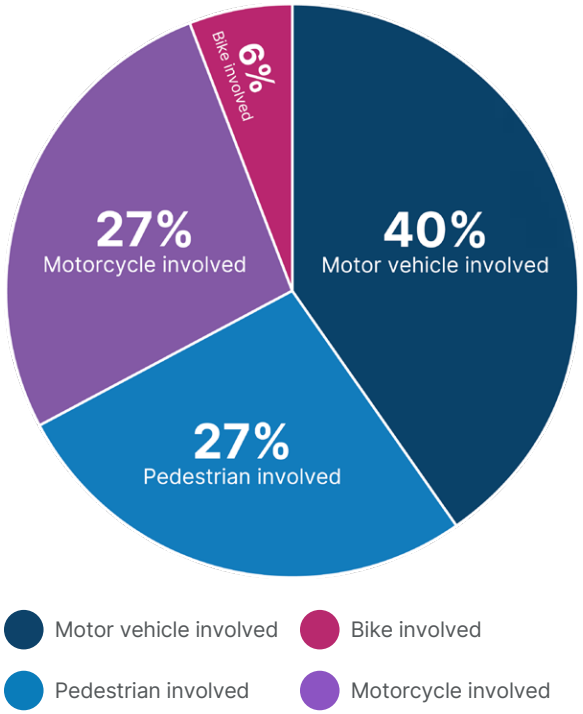
**TABLE 1** Morgan Hill Crash Data Summary

| Total Crashes | Total Fatal & Severe Injury Crashes | Fatal Crashes | Severe Injury Crashes |
|---|---|---|---|
| 608 | 52 (9%) | 10 (2%) | 42 (7%) |

## Crashes by Mode

Although bicyclists and pedestrians were involved in just 3% of the total crashes in this five-year period, they were crash victims in 33% of fatal or serious injuries crashes (FSIs). Of the total FSI crashes, 27% of crashes involved a pedestrian, 27% crashes involved a motorcyclist, and 6% of crashes involved a bicyclist as seen in Figure 7.

**FIGURE 7** Fatal and Serious Injury Crashes by Mode, 2018-2022




### Key Takeaway

Nearly two-thirds of all FSI injury crashes involve a pedestrian, bicyclist or motorcyclist. Road users who do not travel inside the protection of a vehicle are more vulnerable when crashes occur.

# Crashes by Location

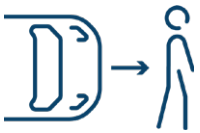
The majority of FSI crashes occurred outside intersections—at midblock locations, near driveways or access points, and along higher-speed corridors with limited traffic control (few signals or stop signs). As illustrated in Figure 8, the most common non-intersection crash type involved vehicle–pedestrian collisions. Such crashes occurred when a pedestrian was struck while walking along or across a road midblock, behaviors that can indicate a location without sidewalks or where there are long distances between crossings. One in four FSI crashes occurred at intersections. Broadside collisions were the predominant crash type as seen in Figure 9. Such collisions may occur when, for example, drivers run on red lights or fail to yield at stop signs. The second most common crash type involved conflicts between vehicles and pedestrians. This type of crash may occur when a driver does not yield right-of-way to a pedestrian crossing at marked or unmarked crosswalk. As shown in Figure 10, nearly two-thirds of FSI crashes occurred on major and minor arterials where unsafe driving speeds were a major contributing factor.

### Key Takeaway

Over 70% of all FSI crashes occurred at midblock locations. Nearly 30% of FSI crashes involve vehicles striking pedestrians while they are crossing the street.

## At non-intersection locations:

**32%**
**vehicle-pedestrian**



**24%**
**rear-end**

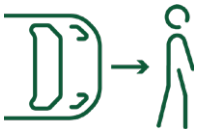
**18%** hit object
**8%** broadside
**8%** head-on
**8%** overturned
**3%** sideswipe

**FIGURE 8** Fatal and Serious Injury Crashes at Non-Intersection Locations by Crash Type, 2018-2022

## At intersections:

**46%**
**broadside**

**23%**
**vehicle-pedestrian**



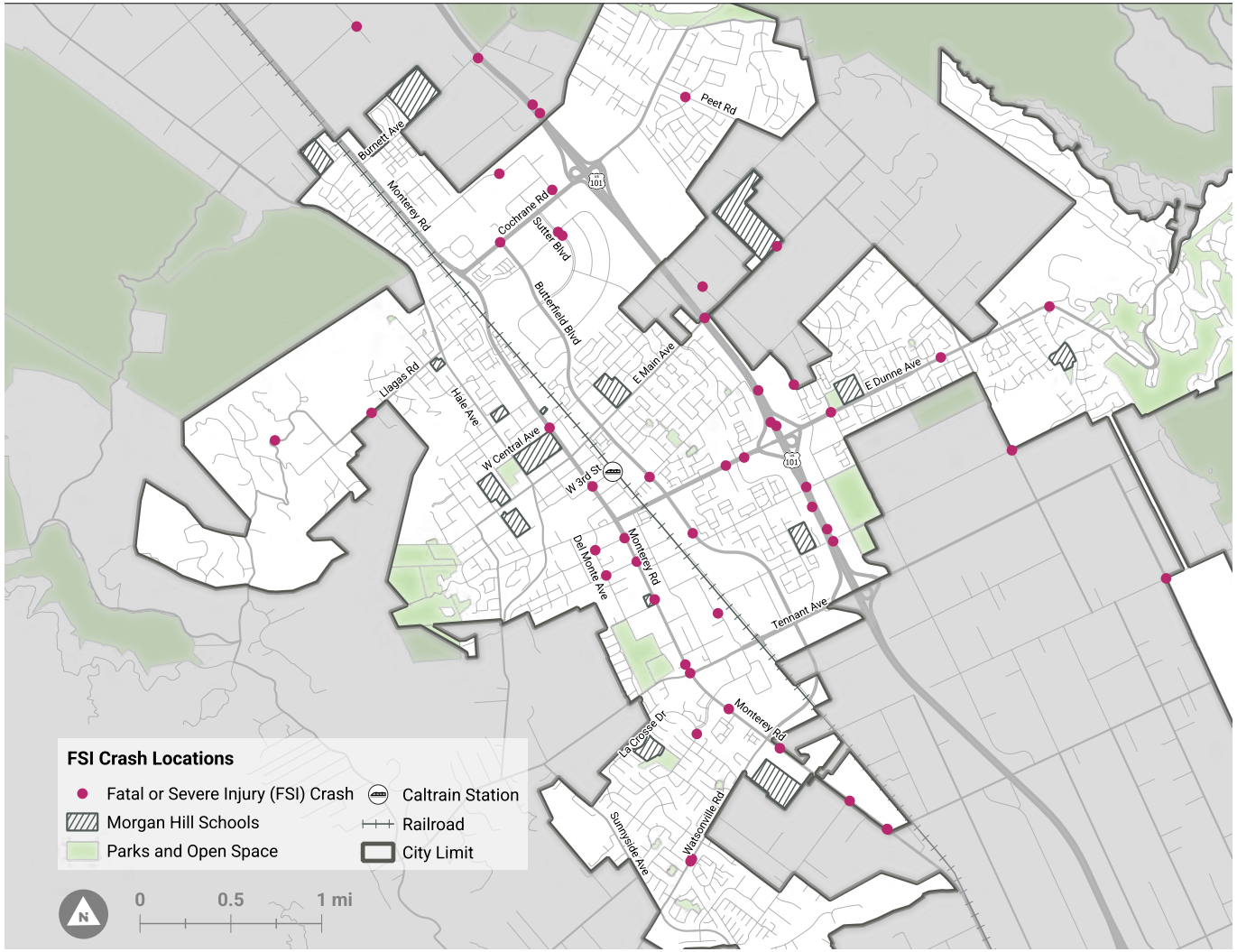
**15%** sideswipe
**8%** hit object
**8%** other

**FIGURE 9** Fatal and Serious Injury Crashes at Intersections by Crash Type, 2018-2022

**TABLE 2** Network Locations and Crash Type, 2018-2022

| | Total FSI crashes | Vehicle/Pedestrian | Rear End | Hit Object | Broadside | Head-On | Sideswipe | Over-turned | Other |
|---|---|---|---|---|---|---|---|---|---|
| **Intersection Crashes** | 14 | 3 | - | 2 | 6 | - | 2 | - | 1 |
| **Non- Intersection Crashes** | 38 | 12 | 9 | 7 | 3 | 3 | 1 | 3 | - |

**FIGURE 10** All FSI Crashes in Morgan Hill, 2018-2022



Law enforcement recorded alcohol involvement[5] in 13 FSI crashes with 17 victims. This represents 25% of all FSI crashes and 29% of people killed or severely injured in crashes. Among people walking who were victims[6] in FSI crashes, nearly half were harmed in crashes that involved alcohol—over twice the rate recorded for crash victims who were in cars (Table 3). During the study period, no bicyclists or motorcyclists were victims in FSI crashes involving alcohol. These findings highlight the vulnerability of pedestrians as road users and show that they were disproportionately impacted by fatal and severe crashes that involved alcohol.

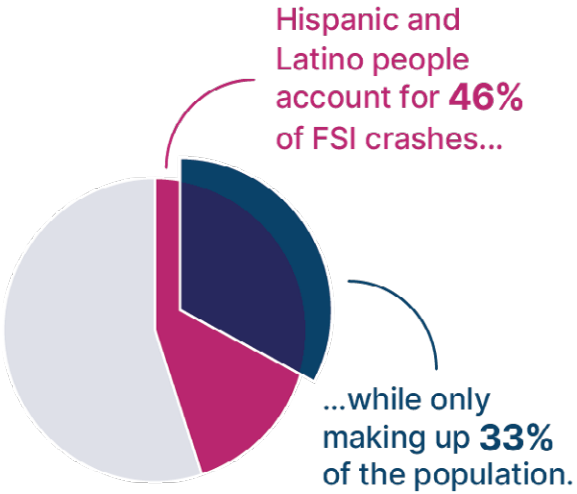
**13** **FSI crashes involving alcohol**
*25% of all FSIs*

**17** **Victims of FSI crashes involving alcohol**
*29% of all people killed or severely injured in crashes*

**7** **Pedestrians harmed in alcohol-involved FSI crashes**
*47% of all pedestrian FSI victims*

People between the ages of 18-64 accounted for 81% of all FSI crash victims, while making up 61% of Morgan Hill's population (Table 4). These results not surprising as adults in this age group travel more miles per day than either young people or older adult, increasing their personal exposure to crashes. Five FSI crashes involved drivers aged 65 years or older, and none involved youth drivers. Forty percent of young FSI crash victims and 33% of older adult FSI crash victims were walking or bicycling, compared to 17% of adult FSI crash victims aged 18-64 years. This underscores the important role that safe walkways, bikeways, and crossings play in protecting youth and older adults.

While crash data does not provide race or ethnicity of crash victims, this information is available for people recorded as parties to a crash.[7] According to this data, Hispanic or Latino people were overrepresented among FSI crash participants. This raises concerns that Morgan Hill's Hispanic and Latino communities may be burdened by elevated exposure to fatal and severe crashes.




5 When a crash is recorded as involving alcohol, this does not necessarily mean that the crash occurred due to intoxication. For example, a law enforcement officer may code a crash as alcohol involved if a driver had consumed alcohol but was below the legal limit, or if a passenger had consumed alcohol.

6 For data recording role in a crash, crash reports count a person as a victim whether they were killed or suffered a suspected serious, minor, or possible injury.

7 Parties to a crash include drivers, pedestrians, parked vehicles, bicyclists, and other participants. Passengers are not considered to be parties.

**TABLE 3** Victim role and alcohol involvement in FSI crashes

| | Driver | Passenger | Pedestrian | Bicyclist |
|---|---|---|---|---|
| Victims - all FSIs | 42 | 13 | 15 | 3 |
| Percent of all victims in FSI crashes | 58% | 18% | 21% | 4% |
| Victims - alcohol-involved FSIs only | 8 | 2 | 7 | 0 |
| Percent of all victims in alcohol-involved FSI crashes | 47% | 12% | 41% | 0% |
| Rate of alcohol involvement in FSI crashes for victims in this role | 19% | 15% | 47% | 0% |

**TABLE 4** Victim role and age in FSI crashes

| Age Range | Driver | Passenger | Pedestrian | Bicyclist | Percent of crash victims | Percent of city population (2020 Census) |
|---|---|---|---|---|---|---|
| 0-17 | 0 | 3 | 1 | 1 | 7% | 24% |
| 18-64 | 39 | 9 | 10 | 0 | 81% | 61% |
| 65 and older | 3 | 0 | 4 | 2 | 13% | 15% |

**TABLE 5** Race and ethnicity of parties involved in FSI crashes, as recorded by law enforcement

| | Asian | Black | Hispanic | White | Other or Unknown |
|---|---|---|---|---|---|
| Percent of parties involved in FSI crashes | 2% | 1% | 46% | 40% | 12% |
| Percent of city population (2020 Census) | 14% | 2% | 33% | 44% | 7% |

# Analyzing Safety Across the Network

## Mapping the High Injury Network

The High Injury Network uses crash data to analyze street segments with the highest concentrations of severe and fatal crashes. This analysis excludes US-101 and its ramps. The TMP conducted a comprehensive safety assessment including a High Injury Network analysis, which this plan has updated to incorporate 2018–2022 crash data. Higher scoring segments are those where crashes were more frequent and had more severe outcomes.

As Figure 11 shows, the High Injury Network is comprised of a small proportion of the city's overall street network. It is more concentrated on the west side of the city, where development is denser. Several High Injury Network segments are located near important destinations and civic uses, including the Caltrain Station, the South County Courthouse, the Community and Cultural Center, the Centennial Recreation Center, and multiple schools, parks, houses of worship, and shopping centers.

### Key Takeaway

The segments of the High Injury Network with the most frequent and severe crashes include:

- Butterfield Boulevard between East Main Avenue and San Pedro Avenue
- Monterey Road between El Toro Avenue and East/West Dunne Avenue
- Monterey Road between John Wilson Way and Crowner Avenue

**FIGURE 11** Morgan Hill High Injury Network, 2018-2022

# Mapping the High Risk Network

While the High Injury Network identifies locations that have been impacted by frequent and severe crashes, it does not predict where future crashes might occur. Crash patterns can vary from year to year due to factors such as route closures, traveler behavior, weather, and other unpredictable conditions. Rather than only reacting to past crash "hot spots," it is important to assess the entire street network to identify areas with potential for serious crashes. Preventing crashes before they occur is essential to saving lives.

By analyzing locations where crashes have occurred in the past, the project team identified unique combinations of street characteristics that defined places on the network by the frequency and severity of crashes. (Crashes that killed people or resulted in serious injuries were weighted more heavily than minor or suspected injuries, and crashes that did not result in injuries were set aside.) The team then mapped all locations on the network where those unique combinations of characteristics occurred. Each combination represents a "tier" of locations associated with a different level of future crash risk. As with the High Injury Network, this analysis excludes US-101, its ramps, other highways, and private roads.

The top two tiers comprise Morgan Hill's High Risk Network and are defined by the following factors:

- **Critical Tier:** Street segments with heavy traffic volumes of more than 10,000 vehicles per day and at least one transit stop. These are the city's busiest streets, meaning more travelers are exposed to traffic. Transit routes typically use Morgan Hill's larger streets, such as arterials, and transit stops are typically placed near destinations people want to reach, whether they do so by bus, on foot, by bike, or by car. In summary, this tier represents some of the busiest and most complicated locations on the city's street system. These segments make up only 7% of city streets, but accounted for 31% of the city's severity-weighted crashes during the study period (2018-2022).
- **High Tier:** Street segments with traffic volumes between 1,000 and 10,000 vehicles per day and no transit stops. These are moderate to heavily trafficked streets, which are usually designated as arterials, minor arterials, or collectors. These roads make up only 10% of city streets but represent 26% of the city's severity-weighted during the study period (2018-2022).

The High Risk Network helps us identify corridors with characteristics that are linked to frequent and severe crashes, even if no crash has recently occurred in that location. Prioritizing systemic safety improvements at these locations can help Morgan Hill prevent crashes before they happen.

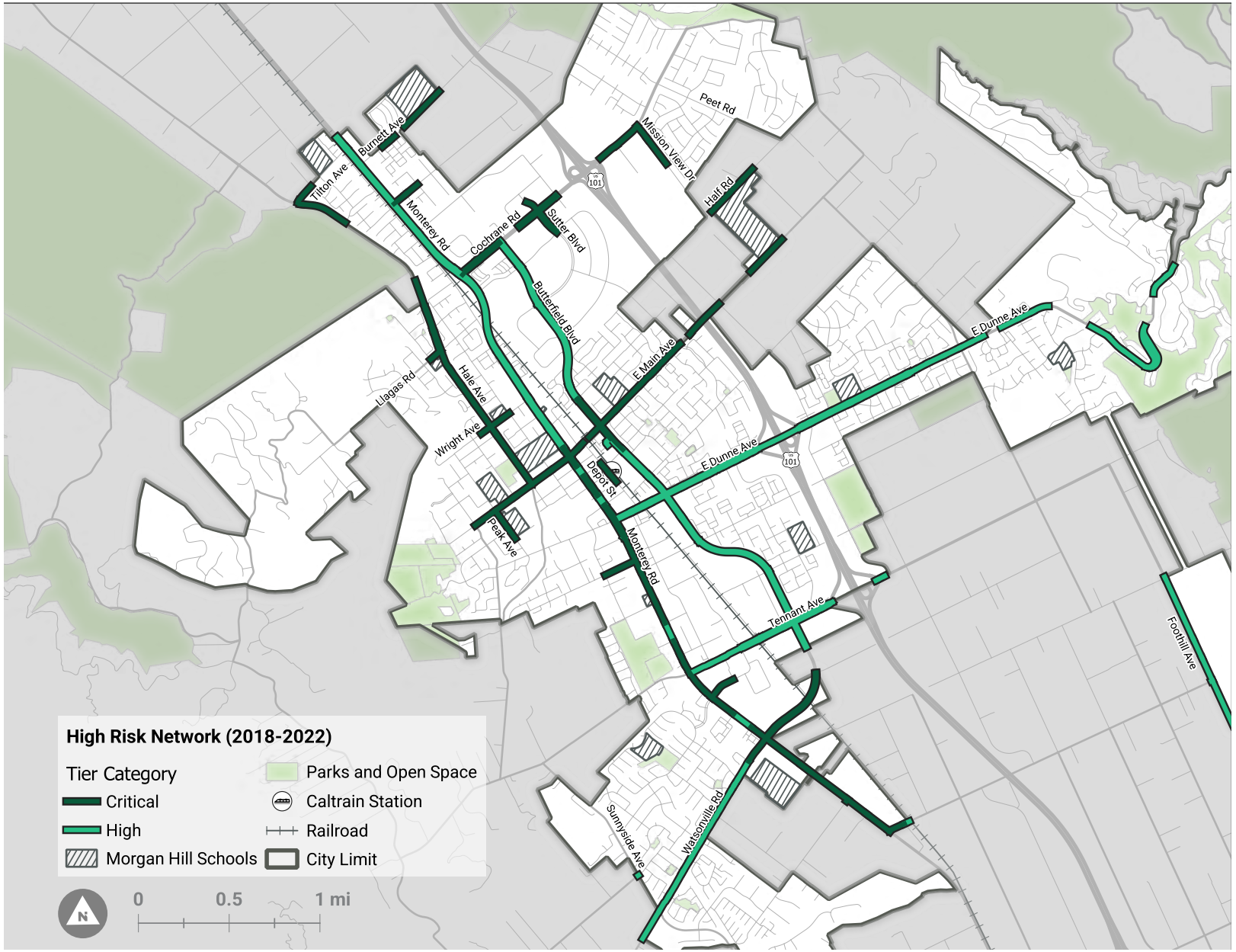
Notable corridors on the High Risk Network include:

- Butterfield Boulevard from Cochrane Road to Monterey Road, where it becomes Watsonville Road and continuing to the western city limits
- Segments of Cochrane Road to Mission View Drive
- East Dunne Avenue from Monterey Road to the western city limits
- Segments of Hale Ave from the northern city limits to West Main Avenue
- Segments of West Main Avenue from Dewitt Avenue to Live Oak High School
- Monterey Road from the northern city limits to the southern city limits

### Key Takeaway

57% of crashes (weighted by severity) occurred on Morgan Hill's High Risk Network—even though it makes up only 17% of the city's streets.

**FIGURE 12** High Risk Network, Morgan Hill



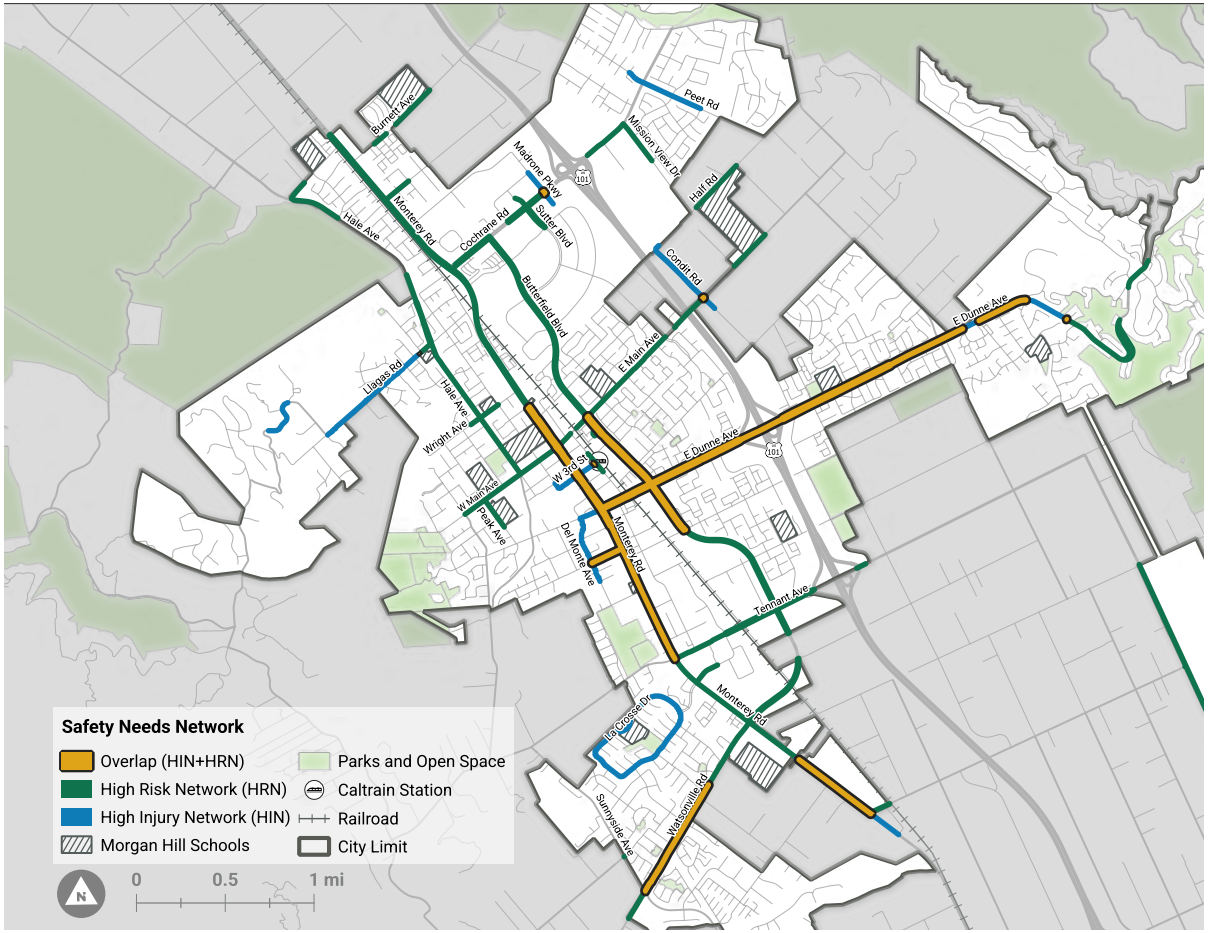
# Safety Needs Network

The CSAP considers all locations on the High Injury or High Risk Networks to make up the combined Safety Needs Network (Figure 13). The Safety Needs Network includes most of the larger and busier streets in Morgan Hill, the through routes that allow residents, students, and workers to travel across the city. Nearly every school within the city is located along or near a street on the Safety Needs Network.

Segments of Butterfield Boulevard, East Dunne Ave, Monterey Road, Spring Avenue, and Watsonville Road emerge as both high injury and high risk corridors. Locations where these safety networks overlap are defined by both a high concentration of past crashes and characteristics that predict a risk of future crashes. Investments at these locations—especially where these networks overlap—will help the city prevent fatal and life-altering crashes.

For recommended safety improvements on key sections of the Safety Needs Network, see the Priority Corridor Safety Projects beginning on page 34.

**FIGURE 13** Safety Needs Network Map



# How Cut-Through Traffic Impacts Safety

The 2024 TMP analyzed where drivers making longer distance trips cut through the city during peak commute hours. It identified a set of cut-through routes, where these longer-distance trips account for 20% or more of AM peak vehicle trips. Figure 14 shows that approximately 40% (21 out of 52) of FSI crashes occurred within 100 feet of a cut-through route. Figure 15 shows that 60% of the Safety Needs Network overlaps with cut-through routes.

Locations where cut-through routes overlap with safety needs networks are places where the city may be able to prevent future crashes by using traffic calming interventions. These are engineering changes that slow speeds, reduce intersection conflicts, normalize traffic flow, or divert longer-distance trips.

**FIGURE 14** Fatal and Serious Injury Crashes on AM Cut-Through Routes

**FIGURE 15** AM Cut-Through Routes and the Safety Needs Network

# The Role of Safety in Fostering Healthy Neighborhoods

Morgan Hill's Healthy Neighborhoods for All report (2025) highlights a strong connection between community safety, mobility, and public health. The analysis in the report identifies how limited sidewalks, bike lanes, and transit options not only reduce access to jobs, schools, grocery stores, and healthcare but also contribute to higher levels of physical inactivity and greater pollution.

Expanding opportunities for active commuting—such as walking and biking—directly supports both safety and health goals of the city. In the report, different census tracts were ranked based on indicators of concern including income, education, health inequalities, pollution exposure, access to public facilities, barriers to mobility, access to healthy food, housing burden, substandard housing, barriers to civic engagement, natural hazards, and urban heat. Census tracts whose key indicators of concern fall into the top quintile (20%) are highlighted as those experiencing the highest levels of burden, shown in Figure 16.

Several of Morgan Hill's most burdened census tracts are located in the west side of the city, in neighborhoods with multiple corridors on the Safety Needs Network. The census tract experiencing the greatest cumulative burden is located between Dunne Avenue and Tennant Avenue (north–south) and between US 101 and Monterey Road (east–west). This census tract has been identified as an Opportunity Neighborhood.[8] Approximately nine percent of adults in this area lack reliable access to transportation. This area also includes several corridors identified on the High Injury and High Risk Network as segments with high crash severity rates, notably along major arterials such as Dunne Avenue, Tennant Avenue, and Monterey Road. Safety investments in this area can help reduce the burdens on residents of this census tract and reduce barriers to meeting their daily needs.

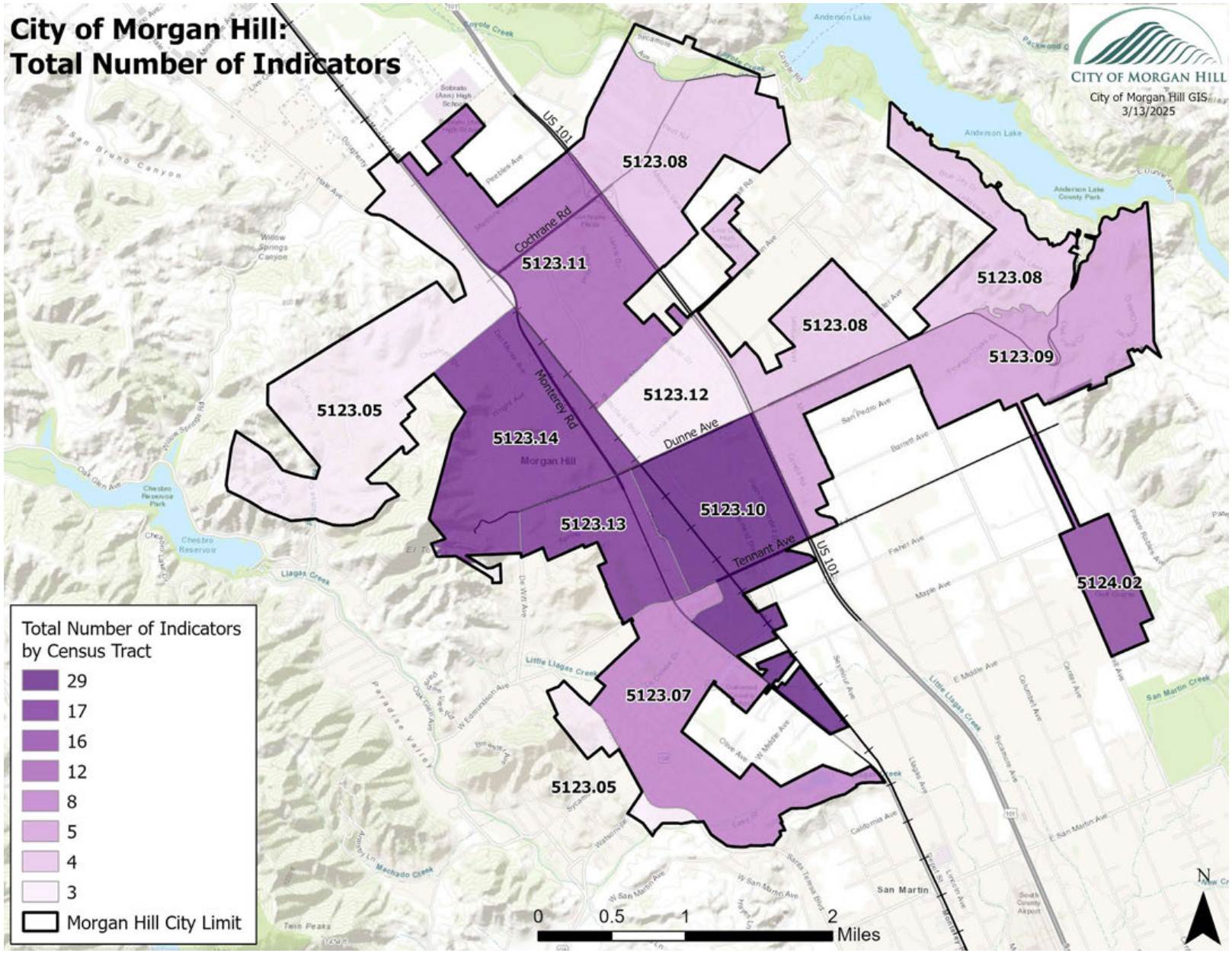
For information on systemic safety investments that can improve safe access to opportunities and daily needs, see the Systemic Safety Projects on page 40.

### Key Takeaway

Improving safety for all road users on the Safety Needs Network can reduce barriers to meeting daily needs for Morgan Hill's most burdened neighorhoods.

8 California identifies "Opportunity Neighborhoods" as those impacted by pollution and other hazards, and where household incomes are at or below 80% of the area median income. https://www.morganhill.ca.gov/2587/Healthy-Neighborhoods-for-All

**FIGURE 16** Morgan Hill Census Tracts and Key Indicators of Concern (Morgan Hill Healthy Neighborhoods for All, 2025)



# Strengthening Morgan Hill's Safety Framework

The following recommendations will advance roadway safety in Morgan Hill and align City practices, policies, and investments with best practices. Utilizing the Safe System Approach requires a multidisciplinary effort that combines changes to roadway design with policy changes, safety programs, and shifts in everyday city practices. Each strategy presented below addresses specific safety issues identified in the CSAP process through data analysis and community engagement.

## Building On Existing Policies and Plans

Morgan Hill has a long history of efficiently supporting roadway safety, and several plans and policies have laid a strong foundation for the CSAP. Safety has been a consistent theme in planning efforts in Morgan Hill, particularly among road users outside of a motor vehicle such as those walking and biking. Past plans, shaped by extensive public input, have highlighted that the lack of consistent, connected walking and bicycling infrastructure limits the community's access to daily services and key destinations such as schools and parks. They recognize the risk that higher speeds pose to those both inside and outside of motor vehicles. These prior documents also highlighted the need to address safety and multimodal connectivity at many of the locations that comprise the High Injury and High Risk Networks developed for the CSAP.

Table 6 summarizes the key safety themes and policies established in these documents.

**TABLE 6** Morgan Hill Policy and Plan Review

| Document | Safety Content |
|---|---|
| **Morgan Hill General Plan (2016)** | **Key Themes:**<br>• Creating safe spaces for those walking and biking are a high priority, including ensuring the comfort, enjoyment, and visual appeal of those spaces.<br>• Inclusivity of key populations, such as seniors, youth, and disabled population, in decision making processes.<br>**Policies:**<br>• Encouraging connected and inclusive design features and amenities for pedestrians and bicyclists.<br>• Integrate land use and transportation safety strategies that prioritize the students, pedestrians and bicyclists.<br>• Reduce the need for automobile trips and create a multimodal network. |
| **Bikeways, Trails, Parks and Recreation Master Plan (2017)** | **Key Themes:**<br>• Community engagement and building partnerships.<br>• Growing senior population in the community needs specific attention.<br>• Public education, particularly toward youth.<br>**Policies:**<br>• Creating more connectivity, particularly for bicyclists and pedestrians, between public spaces.<br>• Creating physical separation-including both in time and in space-to those riding bicycles. |
| **Vision Zero Policy (2018)** | **Key Themes:**<br>• Commitment to ending all traffic deaths and severe injuries.<br>• Putting safety before speed and convenience.<br>• Advancing equity by improving safety where it's most needed.<br>• Collaboration across City departments, schools, and community partners.<br>**Policies:**<br>• Prioritizing projects that improve safety and multimodal access.<br>• Integrating Vision Zero principles into engineering, planning and design standards.<br>• Aligning enforcement, education and outreach efforts to support safe behavior. |
| **Community Based Transportation Plan (2019)** | **Key Themes:**<br>• Intersection safety improvements including striping, sidewalks, and signalization<br>• Pedestrian safety, including lighting improvements<br>• Safety around schools<br>**Policies:**<br>• No policies identified. |
| **Transportation Master Plan (2024)** | **Key Themes:**<br>• Goal #1 is to eliminate traffic fatalities and reduce the number of non-fatal collisions for all modes within the city.<br>• Goal #4 minimizing the extent of regional cut-through traffic by improving intersection and corridor operations.<br>• Top priorities via public feedback were maintenance, traffic calming, and roundabouts.<br>• Identifies several pedestrian, bicycle, and traffic calming improvement opportunities<br>**Policies:**<br>• Create Pedestrian Priority Zones and implement proposed crossing opportunities.<br>• Implement Bikeway Network.<br>• Implement Traffic Calming Improvements. |
| **Healthy Neighborhoods Plan—Background Report (2025)** | **Key Themes:**<br>• Access in all forms related to health (e.g., physical activity, housing, reliable transportation, public facilities, etc.)<br>**Policies:**<br>• Aligned with the same policy themes as the TMP. |

# Directing Actions Through Policies

Directing actions through policy is one of the most effective ways to create lasting improvements in traffic safety. Well-crafted policies establish clear expectations, allocate resources, and embed safety into everyday decision-making. Leveraging the key themes and existing policies already gathered through public participation and previous planning efforts, the following policies and practice updates will address existing gaps and allow Morgan Hill to move beyond isolated efforts and systematically reduce serious injuries and fatalities for all road users.

- **Update pavement rehabilitation policy:** Update city policy for maintenance and resurfacing to automatically include low-cost systemic safety countermeasures as part of planned pavement rehabilitation. These include countermeasures that can be installed with street surface work and do not require changes to concrete, signals, or drainage. Examples include striping bike lanes when they are part of the proposed network, widening edge lines, and daylighting intersections. As part of policy implementation, the city should research different vertical deflection materials, updating the policy to include those that perform well in terms of safety benefits and maintenance needs.
- **Update local Complete Streets policy:** When California adopted the California Complete Streets Act (AB 1358) in 2008,[9] Morgan Hill updated the transportation element of its General Plan to meet state requirements by planning for a balanced, multimodal transportation network that meets the needs of all users. In the nearly 20 years since this law was passed, peer cities across the nation have been working to complete their streets and networks. As they have learned from each other's successes and challenges, new best practices have emerged.[10]
  - While Morgan Hill's policies meet state requirements, the City would benefit from adopting a clear, strong, and up-to-date Complete Streets Policy as part of its next update its transportation element again. Recommended updates include:
  - Outlining street and project types subject to the policy, allowing only clearly defined exceptions
  - Describe the balance and prioritization of different modes of travel on different parts of the network
  - Adopting national best practice design guidance or directing the city to update its internal guidance (see next page for more detailed recommendations)
  - Prioritizing investments that align with other plans and policies, such as those that protect vulnerable road users, address the Safety Needs Network, or are in communities with high health burden indicators.
  - Set timelines and metrics for monitoring and measuring success.
  - This policy change will support safety, health, and economic opportunity for Morgan Hill, while fostering a more equitable and sustainable transportation network..
- **Access management:** Locations where driveways connect private properties to public roads can be complex, with turning vehicles, people walking, people bicycling, and vehicles passing through all crossing paths. While the City currently has some standards related to spacing and distance requirements, the City should create a formal policy that ensures driveways are being located, designed, and managed in ways that increase safety for all users. To create this policy, a review should consider what mechanisms the City will need to be able to require safety-related changes when redevelopment occurs or when safety problems arise at existing driveways.

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9 State of California Governor's Office of Planning and Research, Update to the General Plan Guidelines: Complete Streets and the Circulation Element (2010). https://lci.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf

10 Smart Growth America, "10 Elements of a Complete Streets Policy." Accessed 11/28/2025. https://www.smartgrowthamerica.org/program-of-work/complete-streets/

# Updating Guidance Documents

Policy establishes the vision, intent, and goals of an organization or government—defining what needs to be achieved, such as prioritizing safety or adopting a Safe System Approach. Guidance, on the other hand, provides the practical tools and procedures that explain how to achieve those goals in day-to-day work. While policy sets the direction, guidance operationalizes it—translating high-level commitments into standards, operational practices, funding, and decision-making frameworks that ensure consistent, on-the-ground implementation of the policy's intent.

- **Update street design guidance:** Building on the recommendation to create a formal, local Complete Streets policy, that policy would be enshrined in updated and consolidated street design guidance. The current design standards are currently limited and do not address bicycles and are limited in regards to other safety strategies, including access management. While the TMP and other planning documents provide additional guidance, particularly with pedestrian and bicycle facilities, it would be beneficial for the City to consolidate all design guidance in a single document to create a "one-stop-shop" for all design guidance regarding roadways.
- **Revise guidance on construction detours and temporary routes:** With the growth in Morgan Hill and the associated construction accompanying this growth, the City should update their guidance to ensure that safe routes are maintained for people walking, bicycling, and using mobility devices. This guidance should be shared with all firms whose work impacts roadways and infrastructure for those walking and bicycling.
- **Establish fleet purchasing standards and retrofit guidance:** While the number of municipal fleet vehicles have a low involvement in crashes within the City, the City has the opportunity to lead by example in utilizing vehicle safety purchasing standards. The policy should include updates to require certain Advanced Driver Assistance Systems (ADAS) technologies (e.g., blind zone detection), Intelligent Speed Assist, and lateral protective devices (side guards) on vehicles over 10,000 pounds. as part of all new non-emergency vehicle purchases. Some of these items, such as lateral protective devices, might be better for retrofits to new and/or existing vehicles based on grant funding opportunities (e.g., SS4A demonstration funds). Many communities take a pilot approach to phasing in new technologies into their municipal fleets, often starting with fleet vehicles in a specific department or a vehicle type that is consistent across multiple departments (e.g., pick-up truck). Morgan Hill should take a similar approach to updating its local fleet.

# Solutions to Explore in the Future

The CSAP's recommendations focus on actions and investments the City can pursue with current resources or by winning grant funds from regional, state, and federal partners. There are several effective safety countermeasures that this plan acknowledges, though they are outside the City's anticipated resources at this time:

- **Speed safety cameras** – these devices record motorist speeds. They can be used to automatically detect violations of the speed limit and issue citations. California Assembly Bill currently limits the use of this technology to six pilot communities. This legislation sunsets on January 1, 2032. The purpose of the legislation to provide a roadmap for other City's to utilize the technology if the pilots are successful.
- **Vertical deflection** – this set of traffic calming measures includes speed humps, speed tables, and raised crosswalks. They encourage motorists to slow down by raising part of the roadway. While grant programs exist that can be used to fund their construction, they require ongoing maintenance that is beyond the long-term resources the City expects to have.
- **Separated bike lanes** – this type of bike facility separates bicyclists from motorists, either by placing a physical barrier between a bike lane and the travel lane or by constructing a bike facility above the level of the roadway. While grant programs exist that can be used to fund their construction, they require ongoing maintenance with specialized equipment that is beyond is long-term resources the City expects to have.

The City will continue to monitor how these solutions are being used in peer communities and look for opportunities to pilot them locally in the future.

# Addressing Operations and Road User Behaviors

Human behavior and transportation system operations directly influence crash risk and severity. Integrating projects, operational changes, and behavioral strategies will allow the City to approach its transportation system holistically. By layering these interventions, Morgan Hill can reduce the likelihood that a mistake, poor decision, or unexpected event leads to a fatal or life-altering crash.

**TABLE 7** Operational Safety Strategies and Countermeasures

| Recommendation | Rationale | Costs |
|---|---|---|
| **Speed Feedback Signs** | These type of devices, especially when regularly relocated, have been found effective in slowing vehicle speeds and reduce crashes while in use. These devices can be coupled with other capabilities such as providing feedback to drives (e.g., "SLOW DOWN" messages). | $10,000-$25,000 each<br><br>Costs vary based on features |
| **Crossing Enhancement Toolkit** | The high proportion of FSI crashes involving pedestrians points to a need to improve safety for people crossing the street. The City should develop a toolkit that can be used to select context-appropriate crossing treatments for both intersections and midblock crossings. This toolkit will include decision-making elements that help city staff determine which locations should receive a high priority for crossing enhancements. | No additional costs; will be produced using CSAP funding |

**TABLE 8** Behavioral Safety Strategies and Countermeasures

| Recommendation | Rationale | Staffing Needs |
|---|---|---|
| **All-Ages Street Safety Campaign** | Implementing the CSAP will be a long-term effort, requiring ongoing communication with the public and consistent safety messaging. Building a communications toolkit, including print materials, social media content, and reusable event materials, will allow the city to build a shared safety culture among community members of all backgrounds. | No additional staffing needed; will be produced using CSAP funding and can be integrated into ongoing city engagement efforts |
| **Enhanced Communications**<br>• Updates on work underway<br>• Daylighting<br>• Transportation Options<br>• Detours | When the built environment changes, it is understandable that people may be confused by the change or the motivation for making the change. With the volume of work underway in Morgan Hill, the city should provide additional communication about status of projects, detour guidance for when those occur, education about new safety strategies being implemented (such as daylighting), and opportunities for shifting to other modes of travel. Being transparent about change helps build community trust and can garner goodwill for future safety improvements. It also can create a feedback loop where City staff can gain critical feedback and apply lessons learned from that feedback. | Up to ½ of a full time staff equivalent; recommend that implementation grant funding requests include budget for these activities |

# Priority Actions on the Safety Needs Network

This section describes corridor projects and systemic projects that the City of Morgan Hill can implement to address safety needs throughout the city. Corridor projects respond to areas with a history of serious crashes as well as safety risks. Systemic projects make proactive changes where risk factors are present, whether or not crashes have occurred at a particular location.

## Priority Corridor Safety Projects

Morgan Hill's TMP, Capital Improvement Program, and other past plans identified investments that improve transportation across the City. The project team compared past plans, the Safe Routes to Schools needs in Chapter 3 of this plan, the Safety Needs Network, and community feedback gathered during this process. Based on these information sources, the Plan recommends prioritizing safety investments on four corridors:

- Butterfield Boulevard/Watsonville Road
- Dunne Avenue
- Main Avenue
- Monterey Road

This section outlines near- and long-term improvements recommended for these corridors, noting overlap with other planned projects. Near-term improvements are those that do not require expensive changes like new signals, new concrete, or changes to sewer and drainage. Long-term improvements are those that are more expensive, make permanent changes using materials with a longer lifespan, or require more extensive community conversation.

Some of these improvements include treatments that may be new to the city, such as curb extensions using interim materials installed on the existing road surface. Morgan Hill intends to research peer city experiences, test new designs and materials while collecting before-and-after data, and work with the community. Corridor improvements can advance in phases, allowing the City to evaluate performance before the next segment moves forward.

**The Quick Win icon indicates improvements that are already funded and scheduled.**

## Butterfield Boulevard/Watsonville Road

### BUTTERFIELD BOULEVARD FROM MONTEREY ROAD TO COCHRANE ROAD

Other planned projects: [TMP 5]

| Safety Need | Near Term | Long Term |
|---|---|---|
| Walking: | | • Fill sidewalk gap on west side between Jarvis Drive and Sutter Boulevard |
| Bicycling: | • Class II bike lanes with buffer where space allows | |
| Intersections and Crossings: | • Curb extensions (interim quick build material) | • Curb extensions (concrete), remove right-turn lanes at all signalized intersections |
| Speed management and traffic calming: | • Signing and striping between Tennant Avenue and Monterey Road (narrow lanes, speed limit signs, speed radar signs) | |
| Roadway: | | • Consider policy change to allow LOS E operations along Butterfield Boulevard between Monterey Road & Cochrane Road for improved pedestrian/bike safety<br>• Adaptive Traffic Signal Control along Butterfield Boulevard<br>• Future extension of Butterfield Boulevard to Madrone<br>• Parkway (General Plan Roadway Improvement) |

### WATSONVILLE ROAD FROM SUNNYSIDE AVENUE TO MONTEREY ROAD

Other planned projects: N/A

| Safety Need | Near Term | Long Term |
|---|---|---|
| Bicycling: | • Class II Bike Lanes with buffer where space allows | • Linear Park with Multi-Use Trail on south side of Watsonville Road |
| Intersections and Crossings: | | • Pedestrian refuge islands and curb extensions (concrete) with RRFBs or PHBs on one approach at Via Corfinio and La Alameda Drive |

## Dunne Avenue

### PEAK AVENUE TO GALLOP AVENUE

Other planned projects: [TMP 14, 15]

| Safety Need | Near Term | Long Term |
|---|---|---|
| Walking: | • Add sidewalk on the south side between Conduit Road and Murphy Avenue and on the north side between Hill Road and Brega Lane | • Fill in sidewalk on both sides of the street from Magnolia Way to Gallop Drive |
| Bicycling: | | • Class II buffered bike lanes between Peak Avenue and US101 if space allows<br>• Improve railroad crossing for bikes/pedestrians<br>• Class II bike lanes with buffer where space allows between US 101 and Hill Road |
| Intersections and Crossings: | • Add curb extensions (interim quick build material) at Peak Avenue, Hill Road, Saddleback Drive, and Gallop Drive | • Add curb extensions (concrete) at Peak Avenue, Hill Road, Saddleback Drive, and Gallop Drive<br>• Upgrade existing crossing beacon to PHB or RRFB at Saddleback Drive<br>• Evaluate crossing opportunities between Butterfield Boulevard and US 101<br>• Improved pedestrian crossing to park at northeast corner, curb extensions, and removal of right turns at Murphy Avenue/Dunne Avenue<br>• HAWK/RRFB at Dunne Avenue/Tassajara Circle and Dunne Avenue/Pine Way<br>• Add marked crossings and RRFB or PHB at Gallop Drive and Thomas Grade |
| Speed management and traffic calming: | • Signing/striping (narrow lanes, speed limit signs, speed radar signs) | |
| Roadway: | | • Upgrade restricted northbound and southbound movements at Gallop Drive and Thomas Grade to more permanent materials like K-Rail or concrete curbing. If needed for emergency access consider a mountable curb.<br>• Collaborate with Caltrans to request enhance existing crossings and controlled right-turn movements at Dunne Avenue and US 101 Southbound ramps |

## Main Avenue

### JOHN TELFER DRIVE TO HALE AVENUE

Other planned projects: [TMP 27]

| Safety Need | Near Term | Long Term |
|---|---|---|
| Walking: | | • Add sidewalk to gaps west of Dewitt Avenue on north side |
| Bicycling: | • Class III bike boulevard west of Peak Avenue<br>• Class II bike lanes otherwise | |
| Intersections and Crossings: | • Curb extensions (interim quick build material) at Peak Avenue/Main Avenue & Dewitt Avenue/Main Avenue | • Curb extensions (concrete) at Peak Avenue/Main Avenue & Dewitt Avenue/Main Avenue |
| Speed management and traffic calming: | • Signing/striping (narrow lanes, speed limit signs, speed radar signs) | |

### AT EL TORO ELEMENTARY

Other planned projects: [TMP 27]

| Safety Need | Near Term | Long Term |
|---|---|---|
| Intersections and Crossings: | • At Main Ave/Calle Mazatan (Intersection) add curb extensions (interim quick build materials) on all corners into both streets except the northeast corner into Main | |
| Roadway: | • Update signage in school area according to School Signage Recommendations on page 79 | |

## Monterey Avenue

### EL TORO AVENUE TO MAIN AVENUE

Other planned projects: N/A

| Safety Need | Near Term | Long Term |
|---|---|---|
| Intersections and Crossings: | • Add high visibility crosswalks | |
| Speed management and traffic calming: | • Signing/striping (narrow lanes, speed limit signs, speed radar signs)<br>• In-street vertical separation along centerline (interim quick build material) | • Signal coordination with lower speeds |

### MAIN AVENUE TO DUNNE AVENUE

Other planned projects: [TMP 35]

| Safety Need | Near Term | Long Term |
|---|---|---|
| Intersections and Crossings: | • Add high visibility crosswalks | • Raised intersections<br>• Improve intersection visibility at 1st street crosswalk next to Veterans memorial |
| Speed management and traffic calming: | • Signing/striping (narrow lanes, speed limit signs, speed radar signs)<br>• In-street vertical separation along centerline (interim quick build material) | • Signal coordination with lower speeds |
| Roadway: | | • Study feasibility of Bus Only lanes |

### DUNNE AVENUE TO VINEYARD BOULEVARD

Other planned projects: [TMP 34]

| Safety Need | Near Term | Long Term |
|---|---|---|
| Walking: | • Add sidewalks ★ | |
| Bicycling: | • Add buffered bike lanes where space allows | |
| Intersections and Crossings: | • Curb extensions (interim quick build material)<br>• Add high visibility crosswalks | • Curb extensions (concrete)<br>• Remove right-turn lanes at selected signalized intersections<br>• Pursue controlled crossing (HAWK) at location between Ciolino Avenue and Cosmo Avenue |
| Speed management and traffic calming: | • Signing/striping (narrow lanes, speed limit signs, speed radar signs)<br>• In-street vertical separation along centerline (interim quick build material) | • Signal coordination with lower speeds |

**FIGURE 17** Priority Action Projects on the Safety Needs Network

## Systemic Safety Projects

The following systemic projects aim to prevent future crashes by addressing the underlying risk factors present in the Safety Needs Network. While the plan does not propose specific locations for improvement, it describes the conditions and parts of the network where each countermeasure will have the most benefits. This provides flexibility and allows the City to respond to evolving safety conditions at the time funds become available. This plan recommends that Morgan Hill prioritize Opportunity Neighborhoods and other high-burden census tracts for early systemic investments. This will address areas where residents are most likely to lack affordable transportation resources, providing safe access to opportunity.

### Install hardened centerlines at Intersections

- Use modular, removable quick-build materials to allow evaluation and adjustment.
- Target intersections with:
  - High crash frequencies involving left-turning vehicles.
  - High pedestrian volumes
  - Documented pattern of vehicle–pedestrian conflicts
- Expected safety outcomes:
  - Reduced left-turn speeds
  - Increased driver yielding behavior
  - More predictable vehicles paths
  - Address community concern about vehicles making turns (both left and right) and not yielding to pedestrians in crosswalks

### Upgrade signalized intersections to include retroreflective borders using MUTCD-compliant reflective sheeting

- Prioritize intersections with nighttime crash history or older signal heads
- Expected safety outcomes:
  - Improved driver recognition of signal displays
  - Reduced angle and red-light-running crash risk
  - Enhanced low-light safety

### Install curb extensions at intersections

- Use low-cost, reversible materials — paint, epoxy, modular markings, and elements that create vertical separation
- Expected safety outcomes:
  - Shortens pedestrian crossing distances
  - Increases visibility
  - Reduces turning speeds

# 3

# Safe Routes To School

# Why Focus On Safe Routes To School?

The City of Morgan Hill is home to approximately 9,500 school-aged children (ages 5 to 19), who represent nearly 20 percent of the community's population.[11] Each weekday, thousands of these children make the trip to and from school — the most frequent and predictable journey of their daily lives. Schools are not only destinations for learning but also community hubs, offering year-round access to recreation, parks, and cultural events. Ensuring safe and reliable access to schools benefits not only students but families and neighborhoods across Morgan Hill.

Children are among the most vulnerable road users. They are still developing the skills needed to safely navigate traffic, are less visible to drivers, and face higher risks of severe injury in a crash. Many lack access to a car, because they are too young to drive or live in households with limited vehicle availability, making them more reliant on walking, biking, or being escorted by parents and caregivers. This dependence adds both safety risks for children and time and financial burdens for families — contributing to a community where many would like to walk or bike but feel unable to do so.

Because school trips are the most common and consistent trips young people make, focusing safety improvements around schools is a practical and strategic choice. The schools' centralized locations, year-round community use, and role as neighborhood anchors make them natural focal points for safer and more connected transportation networks.

With many city schools located near routes on the High Injury and High Risk Networks, Morgan Hill has the opportunity to take proactive action to protect young people, their families, and school staff and volunteers. Community engagement and site assessments confirmed that families are interested in more opportunities for walking and biking, but face challenges due to limited infrastructure, safety concerns, and community norms that don't always support active transportation.

Advancing Safe Routes to Schools (SRTS) within the framework of the CSAP can protect children while also delivering broader community benefits: improved physical and mental health, greater independence for families, reduced household transportation costs (which average around $13,000 annually[12]), and cleaner, more livable and connected neighborhoods. Including SRTS within the CSAP directly supports the four goals of the TMP – Safety, Choice, Access, and Efficiency – by seeking to make walking and biking safer, more accessible, and more appealing.

# Youth Safety By The Numbers

Between 2018 and 2022, Morgan Hill recorded 608 crashes.[13] Of these, 115 crashes—19%—involved youth under 18 years old. Among the youth victims, 102 sustained injuries:, five suffered major injuries, and 66 experienced minor or suspected injuries, including five young people who suffered severe injuries.

While youth are not over-represented in the city's crashes, the Safe System Approach begins with the principle that **any fatality or serious injury is unacceptable and entirely preventable.** Morgan Hill is already close to zero fatalities and serious injuries among school-aged children, and the CSAP can provide a roadmap to eliminate them altogether.

Feedback from community engagement and site visits revealed another side to the story. The relatively low number of fatal and severe injury crashes mask a suppressed demand for improvements that support walking and biking to school. During community engagement, families consistently reported barriers such as missing sidewalks and crosswalks, a lack of protected bicycle facilities, and driver behaviors that posed risks to student safety—for example, vehicles failing to yield to pedestrians, speeding, and making improper turning movements. These gaps in infrastructure and culture may help explain why

11 https://www.neilsberg.com/insights/morgan-hill-ca-population-by-age/?utm_source=chatgpt.com

12 https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/ida7-k95k/?utm_source=chatgpt.com

13 https://tims.berkeley.edu/

more students are not choosing to walk or bike,
despite the benefits and community interest.

**FIGURE 18** Youth Crashes in Morgan Hill, 2018-2022

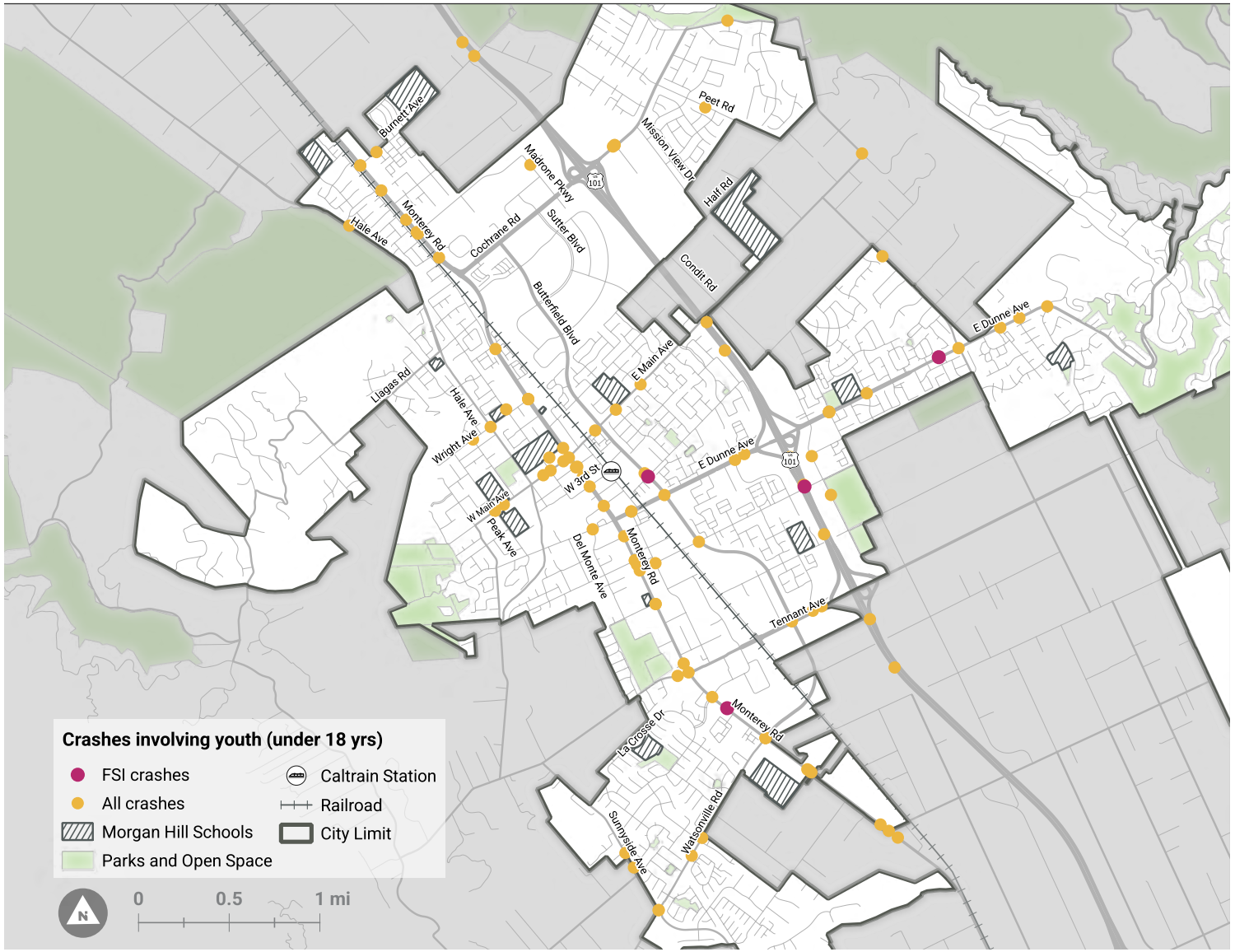
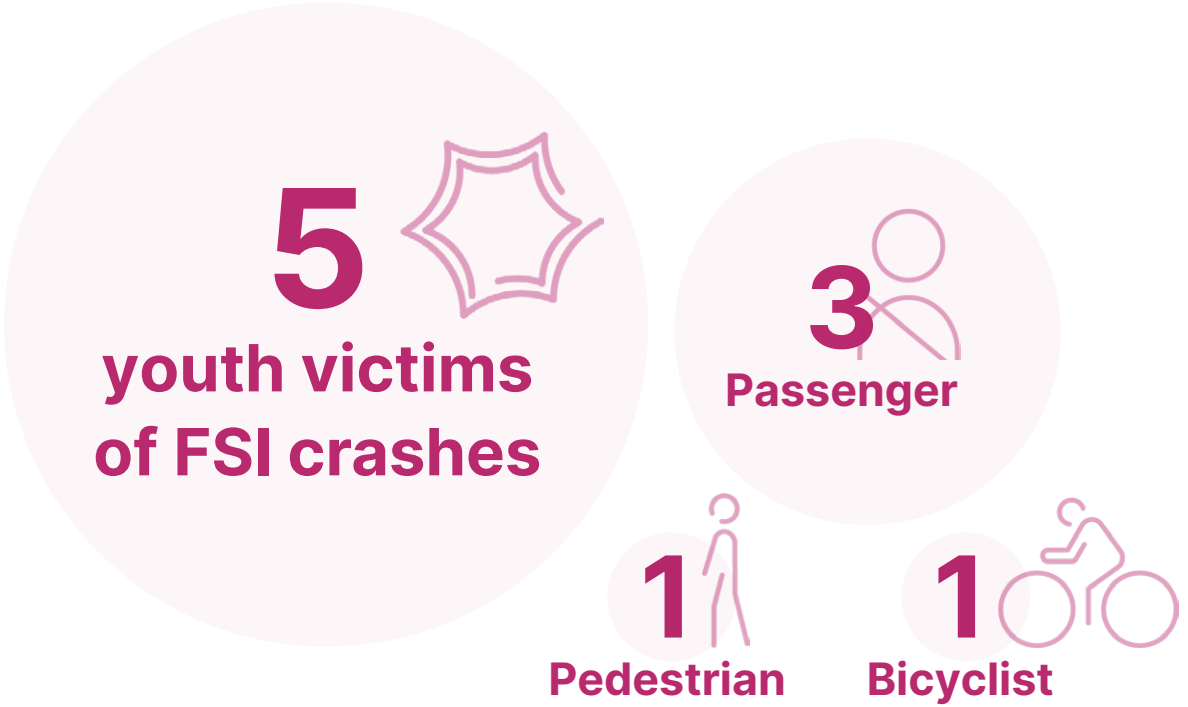


**FIGURE 19** Youth Crash Statistics




Between 2018 and 2022, Morgan Hill recorded **608** crashes.

Of these, **115** crashes – just under 20 percent – involved youth under 18 years old.

Among the youth victims, **102** sustained injuries,

including **5** who suffered life-altering injuries.

# Assessing Safe Routes To School Needs

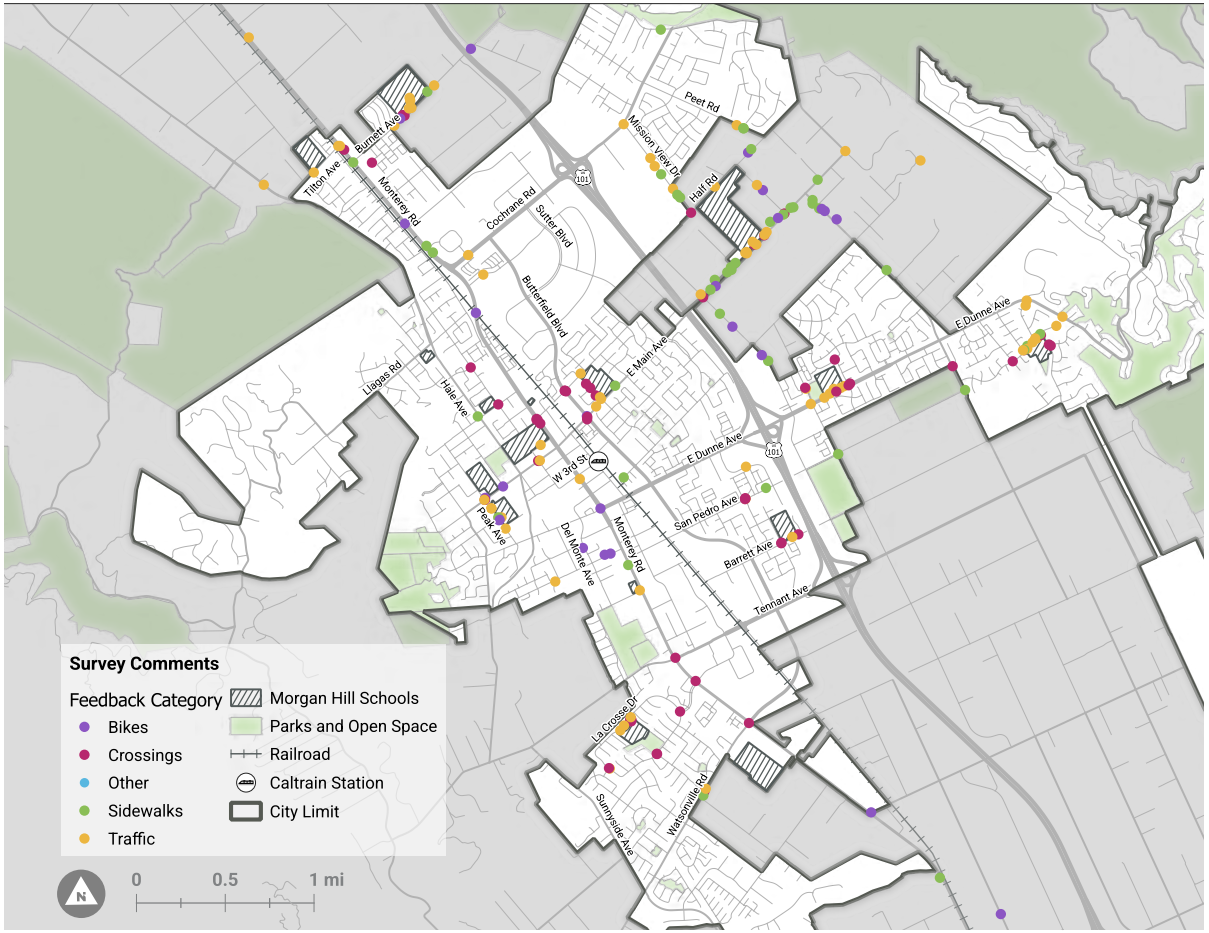
Along with the data analysis and community engagement described earlier in the Plan, the project team conducted walk audits and site assessments at eleven Morgan Hill public schools. For each school, the consultant team and city staff assessed student arrival and dismissal and conducted a walk audit around the campus and surrounding streets, focusing primarily on key student travel routes. Site assessments and walk audits took place in May 2025.

School arrival and dismissal field observations were conducted during both morning arrival and afternoon dismissal periods at the following schools on the following days:

**TABLE 9** School Site Assessment Dates

| Date | School(s) |
|---|---|
| **Tuesday May 13th, 2025** | • El Toro Heath Science Academy (Elementary)<br>• Paradise Valley Engineering Academy (Elementary) |
| **Wednesday May 14th, 2025** | • Nordstrom Elementary School<br>• Live Oak High School<br>• P.A. Walsh Elementary School<br>• Ann Sobrato High School |
| **Thursday May 15th, 2025** | • Barrett Elementary School<br>• Voices College Bound Language Academy (Charter School)<br>• Britton Middle School |
| **Tuesday May 20th, 2025** | • Central Continuation High School |
| **Wednesday May 21st, 2025** | • Jackson Academy of Math and Music |

**FIGURE 20** School Walk and Bike Sheds



During arrival and dismissal, the team:

- Observed arrival patterns for 30-45 minutes before the first bell until 15 minutes after the bell,
- Observed dismissal patterns for 15 minutes before the dismissal bell until 30 minutes after the bell,
- Observed traffic patterns for people driving, taking the bus, walking, and biking/rolling,
- Assessed behavioral and infrastructure safety, and
- Spoke to school staff and parents/caregivers about issues and opportunities.

Walk audits took place during school hours and lasted approximately one hour. In addition to the consultant team, typical attendees included school principals or vice principals, other school leaders, school district officials, and City of Morgan Hill engineering staff. During audits, attendees observed and discussed traffic patterns, student travel routes, and street infrastructure.

The following findings and observations synthesize the key themes identified through field observations, online community survey input, in-person engagement events, and Advisory Committee feedback.

## Sidewalk gaps

Morgan Hill's existing sidewalk network is incomplete, with segments missing along many roadways. In addition, some sidewalks are in poor condition or too narrow to accommodate comfortable pedestrian travel. These gaps reduce walkability and contribute to an overall uncomfortable experience for children walking to and from school. Of the 57 survey comments received on sidewalk safety issues, 48 cited missing, broken, or narrow sidewalks as the primary concerns. Several responses noted the lack of sidewalk on streets surrounding Live Oak High School, including East Main Avenue and Half Road, both of which are on the Safety Needs Network.

**FIGURE 21** Missing sidewalks along Peet Road

## Challenging pedestrian crossings

Several street crossings adjacent to Morgan Hill schools lack clearly marked crossings. Faded crosswalk markings reduce the visibility of existing crossings, making it more difficult for drivers to see both the crosswalk itself and the pedestrians using it. When crosswalks are unmarked at intersections with high crossing demands, or marked crosswalks are spaced too far apart, pedestrians are more likely to cross at unmarked, midblock locations, thereby increasing the risk of collisions. Survey comments echoed these findings, noting significant concerns for child pedestrian safety due to poor intersection visibility and lack of crosswalks in critical areas. Challenging crossing locations included Calle Mazatan at El Toro Health Science Academy and Trail Drive at Jackson Academy of Math and Music.

## Lack of dedicated bicycle facilities

Morgan Hill's current bicycle network is incomplete and lacks a connected system of designated bike facilities, especially around schools. For children biking to and from school, the absence of designated infrastructure separating them from vehicle traffic creates unwelcoming and uncomfortable conditions. Without these facilities, young bicyclists must travel alongside high-volume and high-speed vehicular traffic without protection. Of the 40 survey comments on bike safety, 29 identified feeling unsafe—citing challenges such as limited safe access to destinations and reliance on sidewalks for riding—as their primary concern. Locations without dedicated bicycle facilities include eastbound Burnett Avenue toward Ann Sobrato High School, the streets surrounding Live Oak High School, including E Main Avenue, Elm Road, Half Road, and Mission View Drive, among others. Most of the streets are on the Safety Needs Network.

**FIGURE 22** Faded crosswalk at Ann Sobrato High School

**FIGURE 23** Bike racks at Britton Middle School, lacking bike facilities in the surrounding area

## Vehicular traffic and speeds

Schools in Morgan Hill experience significant motor vehicle traffic and congestion during student arrival and dismissal periods. Residents have also reported concerns about perceived excessive vehicle speeds on local roadways. Perceived high speeds contribute to uncomfortable conditions for pedestrians and bicyclists, especially for the many children walking or biking to school. Survey responses reinforced these observations: 145 comments cited concerns about vehicle congestion and perceived high speeds. Streets frequently mentioned in the survey and through conversations with community members include Monterey Road near Britton Middle School, La Crosse Drive near Paradise Valley Engineering Academy, and Dunne Avenue near Nordstrom Elementary School. Morgan Hill's 2023 Engineering and Traffic Survey Report indicates that on all of these roadway segments, 85th percentile speeds exceed posted speed limits.[14] As noted in the Traffic Safety section of the Plan, Monterey Road and Dunne Avenue have also been identified as key cut-through routes that would benefit from enhanced traffic calming and safety improvements.


**FIGURE 24** Long vehicle queue during Sobrato high school dismissal period.

14 https://www.morganhill.ca.gov/DocumentCenter/View/48826/MH-2023-ETS-Report-20240506-signed
Monterey Road from Main Avenue to Wright Avenue: Existing Posted Speed Limit – 30 MPH, Measured 85th Percentile Speed – 43 MPH, Recommended Posted Speed Limit – 30 MPH
La Crosse Drive: Existing Posted Speed Limit – 30 MPH, Measured 85th Percentile Speed – 34 MPH, Recommended Posted Speed Limit – 25 MPH
Dunne Avenue from Condit Road to Hill Road: Existing Posted Speed Limit – 40 MPH, Measured 85th Percentile Speed – 52 MPH, Recommended Posted Speed Limit – 40 MPH

# School Profiles

School Profiles include a summary of site visit and walk audit observations, photos (where applicable), a summary of recommendations, a map depicting recommendations, and a table of recommendations.

For each school, a set of high-impact safety interventions is recommended, with a focus on slowing speeds and protecting the most vulnerable street users – those walking and bicycling, and especially children. These recommendations are grounded in the Federal Highway Administration's Safe System Approach.

Accepting that humans make mistakes means that streets must be designed in a way that prevents fatal and serious injuries from occurring in the first place. This requires recognizing that children and youth are still learning and still growing. They have not fully developed their cognitive abilities and attention systems and therefore are especially vulnerable when it comes to traffic safety. Not only is their awareness less acute than that of adults', but they also have not fully developed critical thinking skills to help guide their decisions. Furthermore, younger children are small and their visual perception is limited.

There are three key strategies that address these challenges and guide recommendations, presented below with example implementation actions.

- Separation of street users in time and space;
- Reduction of crash kinetic energy; and
- Increased attentiveness and awareness.

**TABLE 10** Key Strategies and Actions to Address Common Roadway Safety Challenges

| Strategy | Example Action |
|---|---|
| **Separate street users in time and space** | Add Leading Pedestrian Intervals (LPIs) |
| **Reduce crash kinetic energy** | Physically redesign streets or install mechanisms like chicanes to reduce operating speeds |
| **Increase awareness and attentiveness** | Use gateway treatments at intersection approaches |

For each school profile, the following is provided:

- **Summary of Observations:** Observations from walk audits and site assessments
- **Summary of Recommendations:** Including infrastructure and programmatic recommendations
- **Photos (where applicable):** Photos of issues observed at school site
- **Map:** Map of recommendations
- **Recommendations table:** Site-specific table of all recommendations

Site-specific recommendations include elements described above in the traffic calming toolkit, as well as additional measures that are defined as follows:
**Daylight Intersections:** Paint red curbs to comply with California Assembly Bill 413, which prohibits parking:

- Within 20 feet of a marked or unmarked crosswalk; or
- Within 15 feet of a crosswalk that has a curb extension.

**Faded and outdated striping/paint/signage:** It is recommended that the City refresh, repaint, and update any faded or outdated signage, striping, and paint (e.g., curb paint).

**Landscaping and foliage:** It is recommended that the City ensure that existing signage is not blocked or obstructed by landscaping or foliage, and that this be regularly maintained.

**Morgan Hill Transportation Master Plan Proposed Bicycle Network:** It is assumed that the proposed TMP bicycle network would apply to these recommendations.

**Stop sign warrant studies:** For all instances where a stop sign is recommended, the city should consider warrant studies at these locations.

**Signage:** It is recommended that the City review signage near schools to ensure adherence to the following standards, guidance, and options from the CA MUTCD. A full list of signage recommendations can be found in Chapter 4.

# Ann Sobrato High School

## Summary of Observations

During both the morning arrival and afternoon dismissal periods, students were observed walking in areas without sidewalks along Burnett Avenue and Monterey Road, with most afternoon foot traffic concentrated at the school's west exit. In the afternoon, bicycle use was moderate, with about 10 students riding toward Monterey Road, though the Burnett Avenue bike lane is often blocked by illegal parking. Vehicle circulation challenges occurred during both the morning arrival and afternoon dismissal periods, and included the use of bus zones for drop-off, u-turns at driveways, and queuing that blocked access to parking lots and driveways. Transit played a consistent role, with VTA buses serving around 10 students in both morning and afternoon and a yellow school bus providing on-campus service, though its afternoon arrival occurred after peak dismissal.

## Summary of Recommendations

Recommendations focus on enhancing pedestrian and bicyclist safety and improving vehicle circulation. Pedestrian improvements include filling sidewalk gaps along Burnett Avenue and Monterey Road, adding curb extensions, and installing a Rectangular Rapid Flashing Beacon (RRFB) on Burnett Avenue to support safer crossings. Proposed bicycle enhancements include establishing bike lanes on Burnett Avenue west of campus, with the long-term goal of transitioning to a separated facility. To address circulation challenges, a campus-wide study is recommended to evaluate potential reconfiguration of the drop-off and pick-up loops. Complementary programs and policies such as a parent and staff safety education campaign, safety training for student parking permit holders, and formalized arrival and dismissal procedures are also recommended to reinforce safe travel practices and improve traffic management.

**FIGURE 25** (Right) Queued vehicles along both sides of Burnett Avenue during morning arrival (Left) Congestion, crossing pedestrians, bicyclist, and turning movements at Burnett and west school driveway

**FIGURE 26** Ann Sobrato High School Recommendations Map

**TABLE 11** Ann Sobrato High School Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Burnett Ave northeast of campus between Baumann Ct / Fwy Vista Rd (Intersection) | Pedestrian enhancements | Lack of sidewalks | • Add sidewalks | This is Santa Clara County jurisdiction and would require partnership with the County. |
| 2 | Burnett Ave west of campus between south-west parking lot driveway and Monterey Rd | Bicycle enhancements<br><br>Traffic calming and speed management | Parking in red curb/bike lane, u-turns, and perceived high speeds | **Near Term:**<br>• Install Class II buffered bike lanes<br>• Install portable radar-speed signs<br>**Long Term:**<br>• Install Class IV separated bike lanes | Both bike lane options would require parking removal or lane removal along Burnett Ave.<br><br>Separated Class IV bike lanes would require resources that the City does not currently have. |
| 3 | Corner of Burnett and southwest parking lot driveway | Traffic calming and speed management | Fast turning movements out of driveway | • Add curb extension on northwest corner to tighten corner radius<br>• Add stop sign for vehicles exiting driveway<br>• Add high visibility crosswalk markings | This will require a school bus route feasibility check. |
| 4 | Burnett Ave between both driveways of northwest parking lot | Traffic calming and speed management | Observed u-turns | Phase 1: Add center line delineators<br><br>Phase 2: Install center median<br>• Add high visibility crosswalk markings | Further discussion with school staff required. |
| 5 | Burnett Ave at existing crosswalk (immediately north of southwest parking lot driveway) | Crossing enhancements | Limited visibility for crossing pedestrians | Upgrade to RRFB | Relocated pole or mount RRFB and push button on street light pole for increased visibility. |
| 6 | Campus | Circulation enhancements | Current drop-off and pick-up loops result in queuing and congestion | Consider school campus circulation study, including feasibility of utilizing entire school perimeter as designated drop-off and pick-up loop | *On school property and would require further discussion with school staff.* |
| 7 | Monterey Rd between Cochrane Rd and Burnett Ave | Pedestrian enhancements | Lack of sidewalks/sidewalk gaps | • Fill sidewalk gaps along Monterey Rd<br>• Add green conflict markings through intersections and sharrows in the right turn lanes at intersections (including Burnett Ave., Peebles Ave., Madrone Parkway, and Cochrane Rd.) | This would require redevelopment/ additional ROW along Monterey Road |

# Barrett Elementary School

## Summary of Observations

During arrival and dismissal periods, pedestrian activity was limited, with some students and families observed crossing midblock on both Barrett Avenue and Juan Hernandez Drive. Bicycle activity was also minimal, possibly due to the lack of dedicated bike infrastructure along Barrett Avenue. Vehicle behavior presented safety concerns, as several drivers failed to yield to pedestrians at the crosswalks near the main parking lot entrance. While pick-up and drop-off operations functioned efficiently with minimal queuing, afternoon parking demand exceeded available capacity, leading to vehicles parking along Barrett Avenue and Juan Hernandez Drive. School bus operations appeared well-managed, with the morning bus arriving early and consistently.

## Summary of Recommendations

Recommendations for Barrett Elementary School focus on improving pedestrian safety, enhancing visibility, and reducing vehicle speeds near the campus. Proposed infrastructure improvements include upgraded signage, curb extensions, and high-visibility crosswalk markings to improve driver awareness and pedestrian visibility. Portable speed feedback signs are recommended to promote compliance with posted speed limits. Complementary education and encouragement programs such as encouragement events like Walk and Bike to School Days and bike rodeos are also recommended to foster safe travel habits and build a culture of active transportation.

**FIGURE 27** Barrett Elementary School Recommendations Map

**TABLE 12** Barrett Elementary School Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Juan Hernandez Dr between Barrett Ave and San Vicente Dr | Signage enhancements | Faded signage and signage blocked by landscaping/foliage | • Upgrade school zone signage/ensure landscaping is not obstructing signage | Specific signage recommendations will be provided for final report/recommendations. |
| 2 | Juan Hernandez Dr /Barrett Ave (Intersection) | Crossing enhancements | Potential for modal conflicts | • Add curb extensions<br>  • On northeast corner into Juan Hernandez Dr<br>  • On northwest corner into Juan Hernandez Dr and Barrett Ave<br>  • On southwest corner into Juan Hernandez Dr<br>  • On southeast corner into Barrett Ave<br>• Restripe high visibility crossings<br>• Reduce overall size of intersection by removing dedicated right and left turn lanes on all approaches pending feasibility analysis. | This will require a school bus route feasibility check and feasibility analysis for reducing intersection size. |
| 3 | Juan Hernandez Dr between Barrett Ave and San Vicente Dr | Traffic calming and speed management | Potential for high speeds | Install radar-speed signs | |
| 4 | Barrett Ave between Juan Hernandez Dr and Cul De Sac (in front of school) | Traffic calming and speed management | Potential for high speeds | Install radar-speed signs | |
| 5 | School driveway entrance | Signage enhancements | Faded lettering | Repaint “Staff Only” lettering in driveway | School property |
| 6 | San Pedro Ave /San Ramon Dr (Intersection) | Crossing enhancements | Potential for modal conflicts | • Add curb extensions on all corners into both streets except southeast corner into San Pedro Ave<br>• Add high visibility crosswalks on all approaches | |

# Britton Middle School

## Summary of Observations

During the morning arrival period, pedestrian activity was concentrated at the Central Avenue entrance. Students were observed using the RRFB at Central Avenue and Monterey Road, with some crossing midblock. Bicycle activity was moderate, with most students traveling on the sidewalk along Monterey Road. Vehicle congestion and lack of bike facilities on Keystone Avenue presented challenges to bicyclists. Vehicle activity included a mix of designated and undesignated drop-offs, queuing along Central Avenue, and occasional behaviors such as u-turns and blocking travel lanes. During the afternoon dismissal period, pedestrian volumes were highest heading toward Monterey Road and the Keystone Avenue gate. Afternoon bicycle activity was minimal. Vehicle queuing during student pick-up proceeded efficiently. However, parking in red curb zones on Central Avenue was observed.

## Summary of Recommendations

Recommendations for Britton Middle School focus on enhancing crossings, calming traffic, and improving multimodal connectivity. Proposed improvements include enhanced crossings, upgraded signage, and curb extensions at key locations along Monterey Road, Central Avenue, and Main Avenue. Traffic calming treatments such as portable speed feedback signs are recommended to encourage slower vehicle speeds near the campus. Infrastructure upgrades, including filling sidewalk gaps and adding bike lanes are recommended to improve pedestrian and bicyclist connectivity. Complementary programs include skills-based, age-appropriate pedestrian and bicycle safety education and the development of active transportation route maps to support safer travel choices.

**FIGURE 28** Britton Middle School Recommendations Map

**TABLE 13** Britton Middle School Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Monterey Rd between Central Ave and Keystone Ave | Crossing enhancements | High volumes and speeds on Monterey Rd, crossing perceived as unsafe | • Remove crosswalk at Central Ave and Monterey Road<br>• Install midblock PHB<br>• Install raised medians<br>• Implement left-turn restrictions from Central Avenue | From TMP –Tier 1, Project #78 – project in progress |
| 2 | Central Ave between Monterey Rd and Del Monte Ave | Traffic Calming and speed management | Perceived high speeds | • Install radar-speed signs | |
| 3 | School driveway exit | Crossing enhancements | Vehicles do not always yield to crossing pedestrians | • Add Yield or Stop Sign to driveway exit<br>• Add curb extension on northeast corner into school driveway | On school property. |
| 4 | Main Ave between Hale Ave and Peak Ave | Bicycle enhancements | Lack of dedicated bicycle facility | Implement Class II buffered bike lane | From TMP –Tier 1, Project #27<br><br>This will impact existing parking along Main Ave. |
| 5 | Del Monte Ave / Main Ave (Intersection) | Crossing enhancement | Uncontrolled crossing | Add curb extensions and pedestrian crossing signage | From TMP –Tier 1, Project #72<br><br>This will require school bus route feasibility check. |
| 6 | Monterey Rd between Main Ave to Cochrane Rd | Bicycle enhance-ments, pedestrian enhancements, crossing enhance-ments, traffic calming and speed management | Missing sidewalks, modal conflicts, high vehicle speeds | • Class II buffered bike lanes (where space allows)<br>• Fill sidewalk gaps<br>• Signing/striping (narrow lanes, speed limit signs, speed radar signs)<br>• Median islands<br>• In roadway signs & delineators<br>• Signal coordination with lower speeds | From TMP –Tier 1, Project #36 – median islands from TMP Tier 1 project #78 already in progress |
| 7 | Monterey Rd / Wright Rd (Intersection) | Crossing enhancements | Non-ADA compliant, high volumes and speeds on Monterey Rd, limited pedestrian visibility | • Add high visibility crosswalk markings<br>• Add curb extensions into Monterey Rd<br>• Install Leading Pedestrian Intervals (LPIs)<br>• Enhance existing crossing by upgrading four corners to meet ADA standards<br>• Remove on-street parking within 50-feet of intersection to improve sight lines for pedestrian safety. | From TMP –Tier 1, Project #78<br><br>Major signal modification will be required due to utilities. |
| 8 | Keystone Ave between Del Monte Ave to Monterey Rd | Circulation enhancement | No formalized or designated pick-up and drop off-zone on Keystone Ave | • Formalize a pick-up and drop-off zone on Keystone Ave | This would require further discussion with school staff and feasibility checks. |

# Central Continuation High School

## Summary of Observations

Students were observed using the existing Rectangular Rapid Flashing Beacon (RRFB) on Tilton Avenue; however, overall pedestrian infrastructure remains limited, particularly west of Dougherty Avenue where sidewalks are absent. Vehicle activity along Tilton Avenue raised safety concerns due to frequent speeding and commuter cut-through traffic. Moderate school bus usage was observed, and a Valley Transportation Authority (VTA) bus stop is located at the intersection of Hale Avenue and Tilton Avenue, providing students with local and regional transit access.

## Summary of Recommendations

The recommendations for Central Continuation High School focus on enhancing pedestrian and bicyclist infrastructure by addressing sidewalk gaps, conducting a warrant study for an all-way stop at the Tilton Avenue and Dougherty Avenue intersection, and extending the existing bicycle path on Monterey Road. To further enhance pedestrian and bicycle safety, traffic calming measures such as lane narrowing and speed feedback signs are also recommended on Tilton Avenue. To complement infrastructure recommendations, the following programs are recommended: bike maintenance classes, and driver awareness campaigns to promote safe travel behaviors.

**FIGURE 29** Central High School Recommendations Map

**TABLE 14** Central High School Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Tilton Ave between Dougherty Ave and Hale Ave | Pedestrian enhancements | Sidewalk gaps exist | Near Term: Work with school administrators to discuss appropriate walking routes with students<br><br>Long Term: Construct sidewalks | This requires coordination with school staff and students |
| 2 | Dougherty Ave /Tilton Ave (Intersection) | Crossing enhancements | Uncontrolled crossing across Tilton Ave | • Consider warrant study for all-way stop pending feasibility analysis<br>• Add high-visibility crosswalk markings<br>• Add curb extensions on all corners into both streets except northeast corner into Tilton Ave | Addition of curb extensions would eliminate west-bound right turn lane onto Dougherty.<br><br>All-way stop impacts on cut-through traffic would need to be evaluated. |
| 3 | Tilton Ave between Monterey Rd and Dougherty Ave | Traffic calming and speed management | Potential for high speeds | • Install portable radar-speed signs<br>• Narrow lanes on Tilton Ave | |
| 4 | Campus parking lot | Traffic management | Vehicles cut through school parking lot to access Dougherty Ave | Fence off dirt section of parking lot (near corner of Dougherty/Tilton) | On school property. |
| 5 | Tilton Ave near Saffron Dr | Bicycle enhancements | | Near Term: Consider future bike connection/ formalize path from Tilton Ave onto Saffron Dr<br><br>Long Term: Continue path on Monterey Rd along railroad tracks | Would require partnership with HOA for any proposed bicycle paths on private roads. |

# El Toro Health Science Academy

## Summary of Observations

Many parents and guardians parked along Calle Mazatan, East Main Avenue, and nearby side streets before walking children to school, frequently resulting in midblock crossings. During the morning arrival period, the designated drop-off circle on Calle Mazatan was often underutilized, contributing to congestion, queuing, and reduced sight lines. In the afternoon, vehicles began queuing well before dismissal, but school staff effectively managed operations by coordinating student release with vehicle arrivals, improving overall efficiency.

## Summary of Recommendations

Recommendations for El Toro Health Science Academy focus on improving pedestrian crossings along Calle Mazatan and reducing vehicle congestion during arrival and dismissal periods. Proposed pedestrian safety enhancements include installing curb extensions and new crosswalks to calm traffic and improve visibility. To alleviate congestion, strategies include adding red curb paint to improve sight lines and circulation, upgrading signage to meet enforceable standards, and enhancing the management of the drop-off and pick-up circle. Complementary programs such as walking and biking safety assemblies, and participation in encouragement events like Walk and Bike to School Days are recommended to reinforce safe travel behaviors and encourage active transportation.

**FIGURE 30** (Left) Underutilized drop-off circle during morning arrival (Right) Queued vehicles along Calle Mazatan during afternoon dismissal

**FIGURE 31** El Toro Elementary Recommendations Map

**TABLE 15** El Toro Elementary Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Central Ave/Calle Mazatan (Intersection) | Crossing enhancements | Wide crossing, safety concerns | Add curb extensions on all corners into both streets except southeast corner into Central Ave | This will require a school bus route feasibility check. |
| 2 | Calle Verde/ Calle Mazatan (Intersection) | Crossing enhancement | No crosswalk, lots of midblock crossings | • Add crosswalk and RRFB to the south leg<br>• Add curb extensions on northwest and southwest corners into both streets and the east side of Calle Mazatan north and south of Calle Verde | This will require ensuring daylighting requirements are met. |
| 3 | East side of Calle Mazatan from Main Ave. to school drop off circle | Curbside management | Vehicles park here even though "no parking" signage | • Paint red curb<br>• Install upgraded No Parking signage | |
| 4 | Main Ave/ Calle Mazatan (Intersection) | Crossing enhancements | Wide crossing, safety concerns | Add curb extensions on all corners into both streets except the northeast corner into Main | This will require a school bus and local transit maneuverability assessment. |
| 5 | School drop off circle | Circulation enhancements | Queuing backs up onto Calle Mazatan and blocks sightlines | Consider utilizing full circle to mitigate queuing onto Calle Mazatan | This recommendation requires further discussion with school staff and is on school property.<br><br>Vehicles would pull around the entire circle and drop students on the north side of the circle. This may require initial assistance and direction from school staff or parent volunteers. |
| 6 | Calle Mazatan between Central Ave and Main Ave | Traffic calming and speed management | Potential for high speeds | Install radar-speed signs | |
| 7 | El Toro Elementary School - School Zone | Signage enhancements | Faded signage/ striping | Refresh / add new MUTCD compliant enforceable signage to replace old/faded signs and faded striping | Specific signage recommendations will be provided for final report/ recommendations. |
| 8 | Central Ave between Butterfield Blvd and Serene Dr | Traffic calming and speed management | Observed high speeds between Butterfield Blvd and Serene Dr | • Install portable radar-speed signs<br>• Add buffers to existing bike lanes to reduce travel lane width | |
| 9 | Butterfield Blvd /Central Ave (Intersection) | Crossing enhancement | Modal conflicts with turning vehicles | • Add protected left-turn phase to separate pedestrian crossings from left-turning vehicles. Modify existing westbound approach to a dedicated left-turn lane and shared through/right lane.<br>• Install Leading Pedestrian Intervals (LPIs) | City approved and project in progress. |

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 10 | Main Ave / Butterfield Blvd (Intersection) | Bicycle Enhancement | Light does not turn for bicyclists if no vehicles are present | **Near Term:**<br>Provide bike detector loops and symbols within the bike lanes and ensure that the minimum green time for Main Ave is appropriate for bicyclists<br>**Long Term:**<br>Install bike signals on Main Ave | |
| 11 | Main Ave /Butterfield Blvd (Intersection) | Crossing enhancement | Wide crossing, modal conflicts | • Consider removal of right-turn lanes to shorten pedestrian crossing distances and improve bicycle facilities.<br>• Add ADA compliant curb ramps and visibility crosswalk markings on all approaches<br>• Tighten corner radii | Considering removal of right-turn lane will require further feasibility analysis. |

# Jackson Academy of Math and Music

## Summary of Observations

During afternoon dismissal, a high volume of students was observed walking away from campus. At the intersection of Fountain Oaks and Gallop Drive, school staff actively supported student crossings and managed pick-up and drop-off operations. However, several pedestrian safety concerns were noted, including missing or non-compliant curb ramps and obscured stop signs that reduced visibility and accessibility. Vehicles parked along Fountain Oaks Drive and adjacent neighborhood streets frequently blocked curb ramps and limited sight distance at driveways, contributing to conditions that raised safety concerns. Traffic congestion and unsafe driver maneuvers persisted throughout dismissal. Despite these challenges, organized bus operations helped minimize conflicts between buses and general traffic.

## Summary of Recommendations

Recommendations focus on improving pedestrian crossings and accessibility to enhance safety around the school. Key intersections along Fountain Oaks Drive, including Gallop Drive, Saddleback Road, and Sorrel Way, are recommended for upgrades such as curb extensions, new curb ramps, and high-visibility crosswalks to calm traffic and improve pedestrian visibility. A new RRFB is proposed at the existing crossing at the intersection of Trail Drive and Cerro Vista to support safer crossings for students and community members. Complementary programs, including walking and biking safety assemblies, walking school buses, and bike trains, are recommended to promote safe, active transportation habits.

**FIGURE 32** Jackson Academy Recommendations Map

**TABLE 16** Jackson Academy Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Fountain Oaks Dr /Gallop Dr (Intersection) | Crossing enhancements | Potential for modal conflicts | • Consider warrant study for all way stop OR RRFB<br>• Add curb extensions/tighten up corner radius on all corners into both streets | This will require a school bus route feasibility check. |
| 2 | Fountain Oaks Dr /Saddleback Dr (Intersection) | Crossing enhancements | Potential for modal conflicts | • Add curb ramps<br>• Add crosswalk at west leg of intersection<br>• Add curb extensions/tighten up corner radius on all corners into both streets | This will require a school bus route feasibility check. |
| 3 | Fountain Oaks Dr /Sorrel Way (Intersection) | Crossing enhancements | Potential for modal conflicts | • Add curb extensions/tighten up corner radii on all corners into both streets | This will require a school bus route feasibility check. |
| 4 | Trail Dr / Vista Del Valle (Intersection) | Crossing enhancements | Lack of crossing across Trail Dr | Add RRFB at existing crosswalk | |
| 5 | Gallop Dr / Dunne Ave (Intersection) | Traffic management | Observed noncompliance with existing left turn restriction | Enhance signage and consider physical left-turn restriction through use of flex posts (or similar) to restrict cars from making illegal left turns on Dunne Ave | |

# Live Oak High School

## Summary of Observations

Pedestrian activity at Live Oak High School was high, with approximately 50 students observed using the marked crosswalk on Main Avenue during afternoon dismissal. Bicycle activity was minimal, likely due to the lack of a westbound bike facility in front of the school and the narrow width of the existing eastbound bike lane on East Main Avenue. Vehicle behavior contributed to congestion and safety challenges, as some drivers used prohibited areas, including bus zones and driveways, for student drop-off. Afternoon pick-up operations were particularly congested, with long queues along Main Avenue and instances of double-parking that further delayed traffic and disrupted bus circulation.

## Summary of Recommendations

Recommendations for Live Oak High School focus on enhancing pedestrian safety, calming vehicle traffic, and improving circulation along Main Avenue and surrounding streets. Key infrastructure actions include installing new sidewalks and curb extensions to slow vehicle speeds, upgrading the main school crosswalk with restriping and flashing beacons, and coordinating roadway striping and signage to better define vehicle movements. Near driveways and intersections, a phased approach is recommended, starting with temporary treatments such as traffic cones and radar speed signs, followed by permanent infrastructure improvements like curb extensions. A complimentary vehicle safety training program for students can help reinforce safe and responsible driver behaviors increasing overall safety in Morgan Hill.

**FIGURE 33** Pedestrian crossing at midblock crossing in front of Live Oak High School on Main Avenue

**FIGURE 34** Live Oak High School Recommendations Map

**TABLE 17** Live Oak High School Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Main Ave (in front of school) | Traffic calming<br>Pedestrian enhancements | Observed u-turns | Add sidewalks on south side of Main Ave (across from school) | South side of sidewalk is Santa Clara County jurisdiction and would require partnership with the County. |
| 2 | Existing crosswalk in front of school (Main Ave) | Crossing enhancements | Safety concerns at crossing, historic crashes at this location | • Add RRFB<br>• Add curb extensions on both sides of crosswalk<br>• Extend red curb 20' on each side of the crosswalk | |
| 3 | Striping on Main Ave in front of school | Signage and striping enhancements | Current striping does not communicate intended vehicle movements | City and School Staff work to coordinate onsite and street striping for entry/exit into student parking lot. | |
| 4 | Driveway in front of school (on Main Ave) | Traffic management | Observed u-turns, parking, and loading in this area | Phase 1: Rearrange cones to discourage and restrict u-turns, parking, and loading in this area<br><br>Phase 2: Add curb extensions on both sides of driveway and harden center line | Phase 1 requires further discussion with school staff as cone setup is performed by school.<br><br>Phase 2 would require partnership with school district and City. |
| 5 | Half Rd between Mission View to Elm Rd | Traffic calming and speed management | Safety concerns and perceived high speeds | Install radar-speed signs | |
| 6 | Half Rd /Mission View Dr (Intersection) | Traffic calming and speed management | Safety concerns and perceived high speeds | Add curb extensions on northwest and northeast corners into both streets | *Development plans include curb ramps and sidewalks but wide corner radius is not being addressed.* |
| 7 | Half Rd between Condit Rd and Elm Rd | Pedestrian enhancements<br><br>Signage enhancements | Lack of sidewalk, parked vehicles despite No Parking signs | • Add sidewalks to south side of street, starting at Mission View Dr<br>• Review/upgrade signage by Live Oak High School Football Field to discourage parking during school hours<br>• Work with school district to lock specific back gates during school hours to restrict campus access and illegal parking on Half Road. | South side of sidewalk is Santa Clara County jurisdiction and would require partnership with the County. |
| 8 | Condit Rd / Main Ave (Intersection) | Crossing enhancements | Vehicles do not yield to crossing pedestrians | • Add high visibility crosswalk makings<br>• Add LPIs | Signal is County owned. Signal modifications would need County approval. |

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 9 | Main Ave / Elm Rd (Intersection) | Crossing enhancements | Vehicles do not yield to crossing pedestrians | Add high visibility crosswalk markings on all legs of intersection (pending installation of sidewalk on both sides of Main Ave) | County road |
| 10 | Elm Rd between Half Rd to Main Ave | Traffic calming and speed management | Safety concerns and perceived high speeds | Install portable radar-speed signs | County road |
| 11 | Half Rd between Condit Rd to Mission View Dr | Bicycle enhancements | No bike lanes | Add Class II Bike Lane | A portion of this segment is in the County.<br><br>The westbound side of Half Road, west of Mission View Drive, will get buffered bike lanes.<br><br>The eastbound side of Half Road, west of Mission View Drive, will have Class II bike lanes where width is available. |
| 12 | Main Ave between Condit Rd to Elm Rd | Traffic calming and speed management | Safety concerns and perceived high speeds | Install radar-speed signs | |

# Nordstrom Elementary School

## Summary of Observations

High volumes of pedestrian activity were observed along East Dunne Avenue, with many parents and guardians walking students from Peppertree Drive. To manage heavy vehicle queues, the school temporarily delineates a right-turn lane by coning off the existing bike lane. Despite this measure, traffic frequently backed up to Peppertree Drive, creating delays for eastbound left-turn and westbound through movements. Safety concerns included red-light running and conflicts between turning vehicles and pedestrians within crosswalks.

## Summary of Recommendations

Recommendations focus on improving pedestrian and bicyclist safety while enhancing vehicle circulation near the campus. Key infrastructure measures include protected left-turn signals, curb extensions, and leading pedestrian intervals at major intersections along Dunne Avenue. Recommendations also include enhanced protection and currently uncontrolled crossings and speed management strategies such as radar speed signs and refreshed pavement striping. Additional actions include fencing to discourage midblock crossings, reconfiguring the drop-off area to reduce queuing impacts, and upgrading school zone and other signage to promote safer crossings. To further support multimodal safety, the plan recommends implementing no-parking restrictions near the school and adding buffered Class II bike lanes between US 101 and Hill Road. Complementary programs. such as walking and biking safety assemblies and a driver awareness campaign for nearby residents, are recommended to reinforce safe travel behaviors.

**FIGURE 35** (Left) Coned-off bike lane during morning arrival (Right) Vehicle queuing into school driveway from westbound Dunne Avenue

**FIGURE 36** Nordstrom Elementary Recommendations Map

**TABLE 18** Nordstrom Elementary Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Dunne Ave. / Peppertree Dr. (Intersection) | Crossing and signal enhancements | Lack of yielding to pedestrians by unprotected left-turning vehicles | Add dedicated left-turn lanes and upgrade signals (and striping) on Peppertree Dr. to include dedicated/protected left-turns for northbound and southbound approaches (Peppertree Dr) | |
| 2 | Dunne Ave. / Peppertree Dr. (Intersection) | Crossing enhancements | Modal conflicts and safety concerns at crossing | • Add curb extensions on all corners into both streets<br>• Install green colored pavement markings in bicycle lane conflict areas, extending through and approaching the intersection, in accordance with CA MUTCD Figure 9C-106<br>• Implement LPIs | |
| 3 | Murphy Ave / Dunne Ave (Intersection) | Crossing enhancements | Wide crossing, safety concerns | • Add curb extensions on all corners into both streets<br>• Install green colored pavement markings in bicycle lane conflict areas, extending through and approaching the intersection, in accordance with CA MUTCD Figure 9C-106(CA) and CA MUTCD Figure 9C-4(CA) | From TMP –Tier 1, Project #15 |
| 4 | Pine Way/ Dunne Ave (Intersection) | Crossing enhancements | Uncontrolled crossing | • Add PHB or RRFB<br>• Add high visibility crosswalk markings<br>• Add curb extensions on all corners into both streets<br>• Install green colored pavement markings in bicycle lane conflict areas, extending through and approaching the intersection, in accordance with CA MUTCD Figure 9C-106(CA) | From TMP –Tier 1, Project #15<br><br>Note: TMP recommends RRFB, but to enhance safety due to traffic speeds and volumes, a PHB could be more appropriate here. |
| 5 | Tassajara Circle / Dunne Ave (Intersection) | Crossing enhancements | Uncontrolled crossing | • Add PHB or RRFB<br>• Add high visibility crosswalk markings<br>• Add curb extensions on all corners into both streets<br>• Install green colored pavement markings in bicycle lane conflict areas, extending through and approaching the intersection, in accordance with CA MUTCD Figure 9C-106(CA) | From TMP –Tier 1, Project #15<br><br>Note: TMP recommends RRFB, but to enhance safety due to traffic speeds and volumes, a PHB could be more appropriate here. |
| 6 | Dunne Ave between Murphy Ave and Peppertree Dr | Traffic calming and speed management | High speed and volumes | • Install portable radar-speed signs<br>• Re-stripe faded striping | |
| 7 | Malaga Dr at Dunne Ave | Crossing enhancement | Midblock crossing safety concerns | Add fencing/barricade to median to discourage midblock crossing | |
| 8 | School driveway/ back parking lot | Circulation enhancements | Queuing onto Dunne Ave obstructs bike lane | Extend drop off circle into back parking lot of school so that there is a longer area for vehicles to queue (reduce back up on Dunne) | This recommendation requires further discussion with school staff and is on school property. |

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 9 | Shopping/retail parking at north-west corner of Murphy Ave and Dunne Ave | Crossing enhancements | Midblock crossing across Murphy Ave from retail/ shopping center parking lot | • Replace existing "Use Crosswalk" signage to include "No Crossing" text<br>• Distribute messaging/instructions to school community about crossing at intersection of Murphy Ave/Dunne Ave | Example signage: https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/signs/r/r49-ca-a11y.pd |
| 10 | Nordstrom Elementary School - School zone | Signage enhancements | Some signage may not be as visible as possible | Upgrade existing school zone signage/install school zone signage | Specific signage recommendations will be provided for final report/ recommendations. |
| 11 | Dunne Ave between US 101 and Hill Rd | Bicycle enhancements | Modal conflicts | Implement Class II buffered bike lanes (Eliminate Parking Westbound Dunne Avenue) | From TMP –Tier 1, Project #15<br><br>This would require parking removal in front of the school and along Dunne Ave. |
| 12 | Peppertree Dr / Jasmine Way (Intersection) | Crossing enhancements | Missing curb ramps, modal conflicts | • Add curb extensions on southeast and southwest corners into Jasmine Way and Peppertree Dr. Include receiving curb ramps on north side of Jasmine Way<br>• Add high visibility crosswalks across east and west legs of Jasmine Way | |

# P.A. Walsh Elementary School

## Summary of Observations

Frequent midblock crossings were observed across Main Avenue during both morning arrival and afternoon dismissal periods. Drop-off and pick-up operations experienced brief but moderate periods of congestion at both school gate locations along Peak Avenue and Main Avenue, with afternoon vehicle queues extending through the crosswalks at Claremont Court and Peak Avenue. Additional unsafe driver behaviors were observed, high vehicle speeds, reversing in driveways, u-turns, and failure to yield to pedestrians, all of which contributed to safety risks for students and families walking to and from school.

## Summary of Recommendations

Recommendations for PA Walsh Elementary School focus on improving vehicle circulation and enhancing pedestrian safety near the school. Circulation strategies include restructuring the student drop-off zone, installing signage to discourage vehicle idling, and improving communication to reduce midblock drop-offs along Main Avenue. To alleviate queuing, additional signage is recommended at the Peak Avenue driveway to direct vehicles to pull forward and maintain efficient flow. Pedestrian safety enhancements include portable radar speed signs to address speeding concerns, curb extensions at the intersection of Peak and Main Avenues, and upgraded school zone signage with curb extensions at Peak and Claremont. Complementary programs, such as written arrival and dismissal procedures and an outreach campaign encouraging active travel to school, are also recommended to support safe and sustainable travel behavior.

**FIGURE 37** (Left) Pedestrian crossing midblock on Main Avenue (Right) Vehicles dropping off students in Main Avenue driveway, including reversing vehicles, queued vehicles, and students exiting vehicles

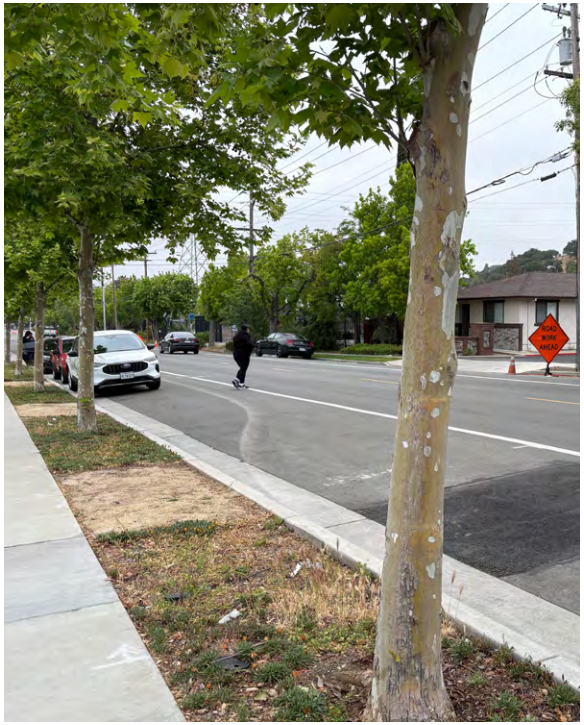


**FIGURE 38** PA Walsh Elementary Recommendations Map

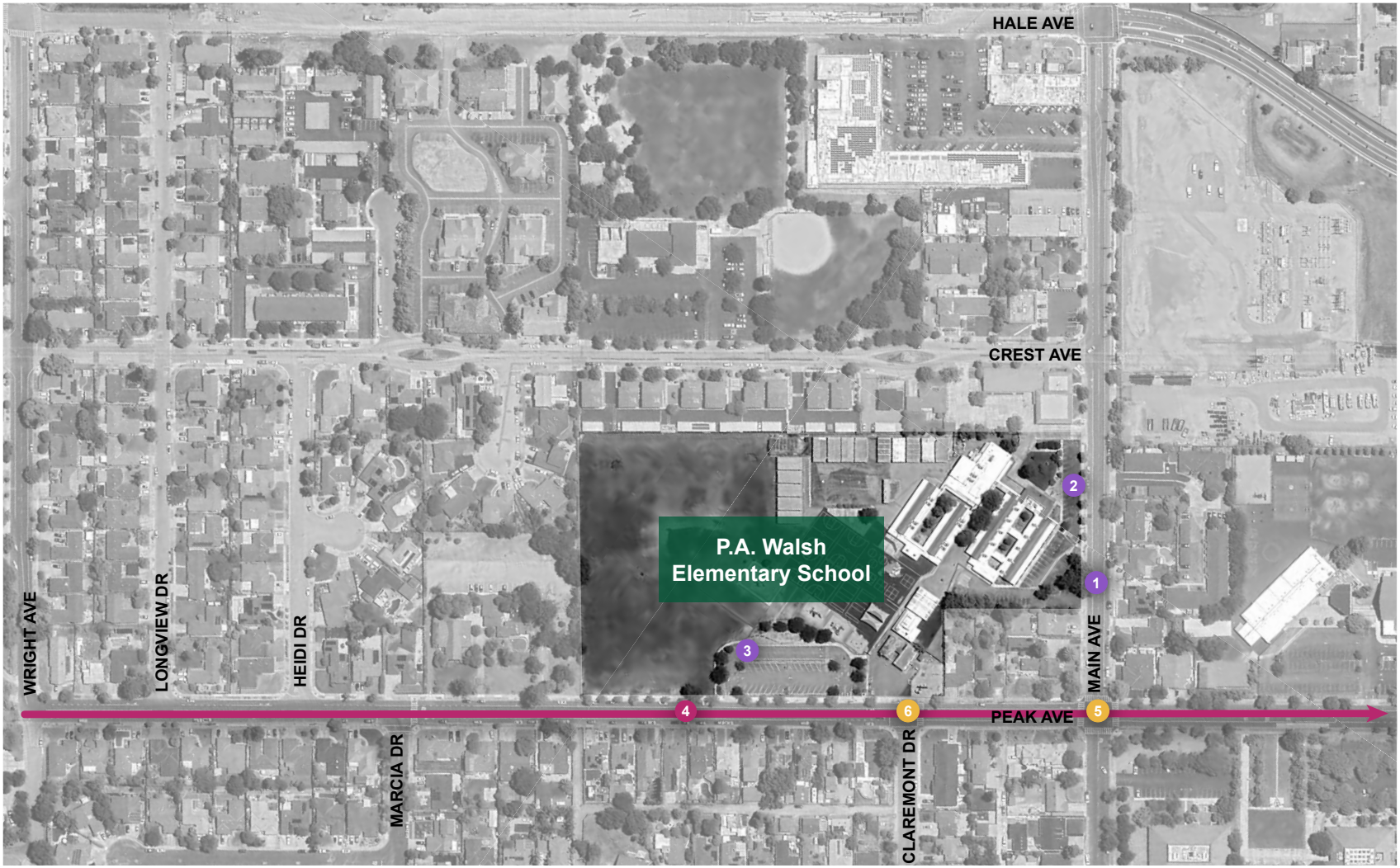


**TABLE 19** PA Walsh Elementary Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Main Ave midblock across from school | Circulation enhancements | Long distance between crossings, observed midblock crossings | • School staff to provide messaging to parents to discourage drop-off and midblock crossings on eastbound Main Ave.<br>• Install "Use Crosswalk" signage on eastbound and westbound sides of street approximately 300' feet from intersection | Messaging could include school drop-off and pick-up circulation guidelines and encourage use of existing crosswalks at Peak Ave and Main Ave. |
| 2 | School driveway parking spots on Main Ave | Circulation enhancements | Queuing onto Main Ave,<br><br>Modal conflicts | Option 1: Relocate student drop-off/parking from existing diagonal spots to the staff parking area (switch so that staff parking in diagonal spots)<br><br>Option 2: Change from diagonal parking to parallel parking or diagonal parking along curb facing Main Ave | *Options would reduce conflicts between vehicles/students and could reduce queuing onto Main Ave.*<br><br>*On school property and would require further discussion with school staff.* |
| 3 | School driveway/parking lot on Peak Ave | Circulation enhancements | Queuing onto Peak Ave | • Install "no idling" sign in driveway/parking lot<br>• Add signage to direct vehicles to pull all the way to the north end of the curb to pick up students | *On school property and would require further discussion with school staff.* |
| 4 | Peak Ave between Wright Ave to Dunne Ave | Traffic calming and speed management | Potential for high speeds near school zone | Install radar-speed signs | |
| 5 | Peak Ave / Main Ave (Intersection) | Crossing enhancements | Potential for modal conflicts | • Add curb extensions on all corners into both streets<br>• Add pedestrian crossing signage | From TMP –Tier 1, Project #27<br><br>This will require a school bus route feasibility check. |
| 6 | Peak Ave/Claremont Dr (Intersection) | Crossing enhancements<br><br>Signage enhancements | Potential for modal conflicts | • Enhance existing crossing with school zone crossing signage<br>• Add curb extensions<br>  • On southwest corner into Claremont Dr and Peak Ave<br>  • Into Peak Ave on the south side of Claremont Dr | This will require a school bus maneuverability feasibility check.<br><br>Low-priority. |

# Paradise Valley Engineering Academy

## Summary of Observations

A significant number of parents and guardians were observed parking along La Crosse Drive and in nearby cul-de-sacs to walk students to and from school, contributing to congestion around the campus. Several vehicles were parked illegally along red curbs. Bicycle activity was minimal, with only one student was observed riding on the sidewalk before and after school. Bus operations were limited but orderly. School staff actively assisted students entering and exiting vehicles within the school driveway, and a volunteer was observed supporting pedestrian crossings at the midblock crosswalk on La Crosse Drive west of the school entrance. The roadway's curvature in front of the school did little to reduce vehicle speeds and instead limited sight lines, particularly near the two midblock crossings. During afternoon dismissal, despite the school's use of cones to discourage left turns into the driveway from westbound La Crosse Drive, numerous drivers were observed making these prohibited turns, often conflicting with right-turning vehicles approaching from the eastbound direction. Additionally, vehicles queued along the red curb immediately west of the western midblock crossing, further constraining visibility and circulation.

## Summary of Recommendations

Recommendations focus on reducing unsafe driver behaviors, calming traffic, and improving pedestrian visibility. Key strategies include restricting unsafe turning movements with hardened centerlines, enhancing crosswalk safety with curb extensions and Rectangular Rapid Flashing Beacons (RRFBs), and implementing speed management measures such as radar speed signs and upgraded school zone signage. Complementary programs, including walking school buses, bike trains, and a parent and staff safety education campaign, are proposed to promote safe and responsible travel around the school.

**FIGURE 39** Vehicles parked along red curbs near crosswalk on La Crosse Drive

**FIGURE 40** Vehicle passing through midblock crosswalk as pedestrian crosses on the far side on La Crosse Drive

**FIGURE 41** Paradise Valley Engineering Academy Recommendations Map

**TABLE 20** Paradise Valley Engineering Academy Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | School driveway entrance (east of La Roda Court) | Traffic management | Vehicles make left turns from La Crosse Drive into school driveway even though school intends to restrict this movement | Phase 1: Use delineators in center lane to restrict left turns from La Crosse into school driveway<br><br>Phase 2: Harden center line to restrict left turns<br>• Add high visibility crosswalk markings | *This requires further discussion with school staff.* |
| 2 | Both crosswalks in front of school (east of La Roda Court and north of La Rena Court) | Crossing enhancements | Pedestrian visibility | Add curb extensions on both sides of crosswalks and RRFBs | Prior to final report/recommendations, City staff will assess the feasibility of a curb extension on the south side of La Crosse to ensure this would not interfere with driveway queuing.<br><br>This will require a school bus route feasibility check. |
| 3 | Tree at La Rena Court / La Crosse Dr (Intersection) | Crossing enhancements | Vehicles use right side of tree as slip lane, pedestrians crossing are not visible | Close right slip lane by bumping out curb to edge of tree and create curb extension | Consistent with TMP –Tier 1, Project #24 |
| 4 | La Crosse Dr (entire loop) | Traffic calming and speed management | Perceived high speeds | • Install radar-speed signs<br>• Upgrade school Zone Signage | Specific signage recommendations will be provided for final report/ recommendations.<br><br>Consistent with TMP –Tier 1, Project #24 |
| 5 | School driveway exit | Signage enhancements | Cars not yielding to crossing pedestrians or traffic on La Crosse Dr | • Add larger/more visible stop sign<br>• Add high visibility crosswalk marking | On school property. |
| 6 | La Crosse Dr/ Calle Enrique (Intersection) | Traffic calming and speed management Crossing enhancements | Complaints of vehicles not adhering to stop sign and perceived high speeds | • Install portable radar-speed signs<br>• Add curb extensions on southeast and southwest corners into both streets and on the north side of La Crosse Dr east and west of Calle Enrique<br>• Add additional stop signs on driver side for eastbound and westbound Lacrosse approaches (on both sides of the street)<br>• Consider regular/consistent enforcement of intersection | Heading eastbound on La Crosse Dr a stop sign currently only exists on the right side of the street. Heading westbound on La Cross Dr a stop currently only exists on the right side of the street. |

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 7 | Vineyard Blvd / La Crosse Dr (Intersection) | Crossing enhancements | Vehicles do not stop for crossing pedestrians | • Add curb extensions on all corners into both streets<br>• Add high visibility crosswalk markings<br>• Add pedestrian crossing signage | |
| 8 | La Grande Dr / La Crosse Dr (Intersection) | Crossing enhancements | No curb ramps on east side of La Cross, no high visibility crosswalk markings | • Add curb extensions on northwest and southwest corners into both streets and on the east side of La Cross Dr north and south of La Grande Dr<br>• Add high visibility crosswalk markings<br>• Add crosswalk to the south leg of intersection | |

# Voices College-Bound Language Academy

## Summary of Observations

Pedestrian activity along Cosmo Avenue was moderate, with approximately 20 to 25 students observed during arrival and dismissal periods. Safety concerns included vehicles encroaching into crosswalks while pedestrians were crossing and a long crossing distance on Monterey Road, which lacked a pedestrian refuge island. School staff assist students crossing the intersection across Monterey Road and across Cosmo Avenue, although safety gear is not worn. Vehicle circulation challenges included required turnarounds for drop-offs within the school zone and congestion extending toward the Cosmo Avenue and Monterey Road intersection. When the designated drop-off area reached capacity, some drivers dropped students off across the street, resulting in frequent midblock crossings. Transit activity was minimal, with only one bus drop-off observed.

## Summary of Recommendations

Recommendations emphasize improved circulation management, pedestrian safety, and bicycle connectivity. The school's circulation plan should be treated as a living document, with regular reviews and updates to adapt to changing traffic patterns and operational needs. At the intersection of Cosmo Avenue and Monterey Road, proposed improvements include curb extensions, signal timing adjustments, and enhanced pedestrian protections. On Monterey Road north of Cosmo Avenue, bicycle safety improvements are advised through restriping or removal of the southbound right-turn lane to provide safer space for cyclists. Complementary programs, such as a parent and staff safety education campaign and formalized arrival and dismissal procedures are recommended to reinforce safe travel practices and support long-term circulation management.

**FIGURE 42** (Left) Voices College Bound Language Academy school staff assisting with crossing on Cosmo Avenue (Right) Congestion during afternoon dismissal on Cosmo Avenue


**FIGURE 43** Voices College Bound Language Academy Recommendations Map

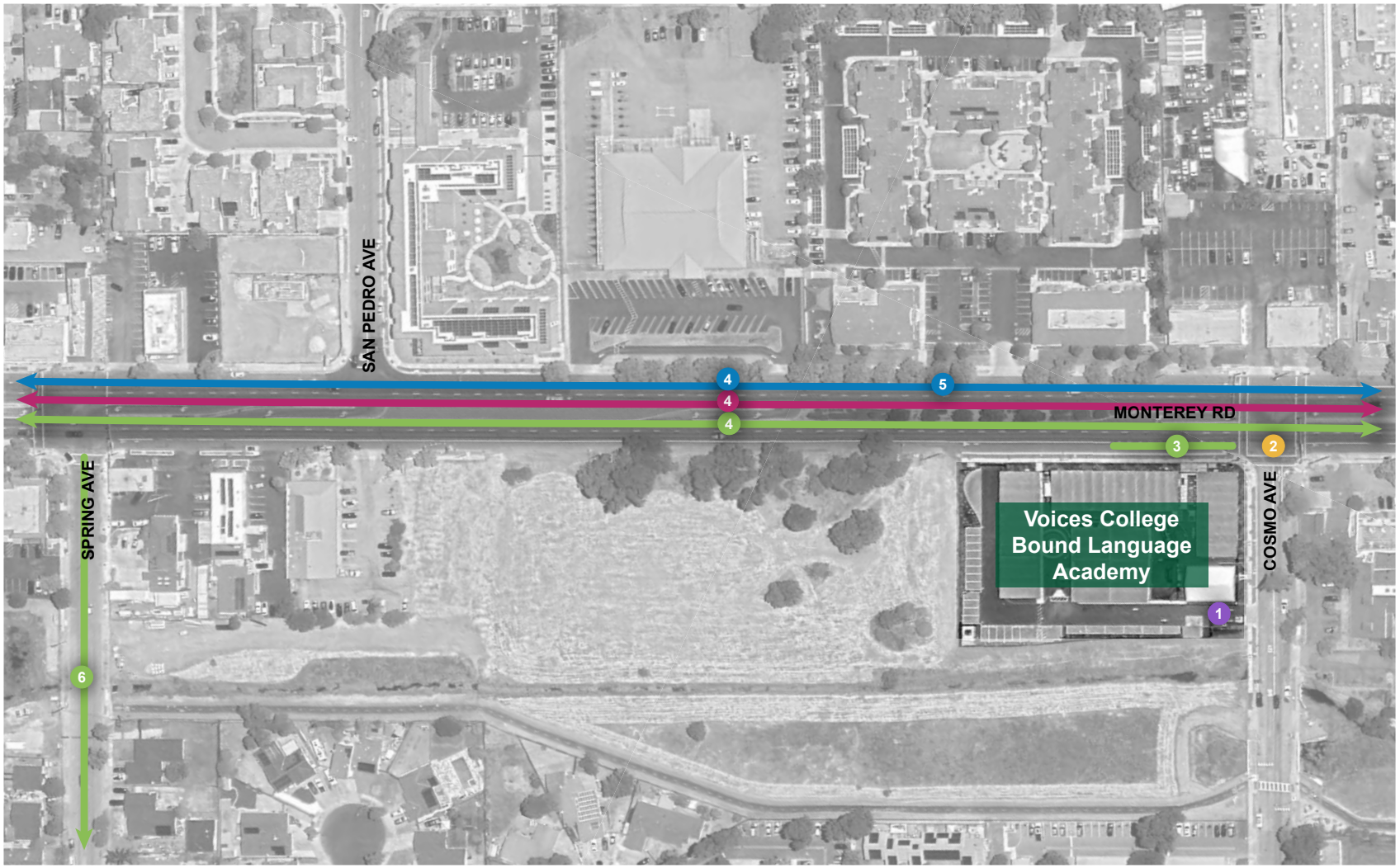


**TABLE 21** Voices College Bound Language Academy Recommendations

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 1 | Campus | Circulation enhancements | School is required to implement a circulation plan by the beginning of the school year. | The school's required circulation plan should be considered a living document, in which City and school district staff review and assess on a regular basis. The school should implement necessary changes upon review/assessment periods. | *This requires a partnership between City, school, and school district staff.*<br><br>*Circulation plan with interior drop off and multiple start times for students should reduce congestion and conflicts.* |
| 2 | Cosmo Ave/ Monterey Rd (Intersection) | Crossing enhancements | Modal conflicts and safety concerns | • Add curb extensions on all corners into both streets except the southwest corner into Cosmo Ave<br>• Implement no right on red (from Monterey Rd onto Cosmo Ave and from Cosmo Ave onto Monterey Rd)<br>• Implement LPIs<br>• Separate signal phasing (left turn currently conflicts with ped crossing on Monterey Rd). Modify existing eastbound approach to a dedicated left-turn lane and shared through/right lane.<br>• School should supply safety vests for school staff assisting with pick-up/drop-off | This will require school bus route feasibility check. |
| 3 | Monterey Rd – immediately north of Cosmo Ave | Bicycle enhancements | Modal conflicts | Option 1: Restripe southbound right turn lane mixing zone to meet best practices<br><br>Option 2: Consider removing dedicated southbound right turn lane | |
| 4 | Monterey Rd between Dunne Ave to Vineyard Blvd | Bicycle enhance-ments, pedestrian enhancements, crossing enhance-ments, traffic calming and speed management | Missing sidewalks, modal conflicts, high vehicle speeds | • Class II buffered bike lanes (where space allows)<br>• Add sidewalks<br>• Signing/striping (narrow lanes, speed limit signs, speed radar signs)<br>• In roadway signs & delineators | From TMP –Tier 1, Project #34 |
| 5 | Monterey Rd between San Pedro Ave and Cosmo Rd | Pedestrian enhancements | Missing sidewalk | Fill sidewalk gap on west side of Monterey Rd | |

| Location ID | Location | Type | Issue | Recommendation | Notes |
|---|---|---|---|---|---|
| 6 | Spring Ave between Hale Ave to Monterey Rd | Bicycle enhancements | No bike lane | Install Class II bike lane (requires parking removal on one side of the street) | This will provide greater connection to/from the Llagas Creek Trail.<br><br>This is included as a proposed Class II bike lane in the TMP and would require parking removal on one side of the street. |

# 4

# Building A Safe System For Everyone

The Morgan Hill Comprehensive Safety Action Plan reflects the City's commitment to building a transportation system that protects every person, at every age, on every street. The Plan is grounded in the Safe System Approach and provides a framework for making proactive, systemwide safety improvements while addressing locations with a history of severe crashes. It emphasizes coordinated programs, targeted investments—such as Safe Routes to School—and concrete policy actions that protect young people and foster a culture of safety for all.

The City can begin this work within its current resources by adjusting everyday actions and practices to achieve safer outcomes. Many ongoing city activities such as repaving streets or permitting new development offer opportunities to make targeted safety improvements during other public or private projects. By updating guidance and policies, and developing new frameworks to guide decision-making, city staff will have the tools they need to advance systemic improvements – many of which can begin with low-cost changes like signal timing or restriping. These actions allow the City to begin reducing the frequency and severity of crashes while they pursue new funding to advance priority projects identified in the Plan, the TMP, and other recent efforts.

By adopting an all-ages safety lens, Morgan Hill recognizes that safety is not only a design objective, it is a community value. The work of teaching safe travel behavior to young people is collaborative, as programs and messages aimed at students tend percolate outward to their parents, caregivers, teachers, and peers. The broader community absorbs safety information alongside young people during everyday interactions, school programs, and community events. As people consider the behaviors they want to model for the younger generation, they take on a sense of shared responsibility for safety. Over time, this strengthens an intergenerational belief that safety for all people, traveling in all ways and by all modes, is achievable and a wise investment of public resources.

As next steps, the City will translate this Plan into action by updating everyday practices, pursuing funding for priority projects, and collaborating with partners to implement near-term safety improvements. In early 2026, the City intends to launch an ongoing all ages safety campaign to engage residents, schools, and community partners in building and sustaining a citywide culture of care and shared responsibility. Step by step, with dedication and collaboration, Morgan Hill will achieve its vision of freeing its streets from traffic deaths and serious injuries by 2040.

Evaluation and regular reporting are necessary to track progress toward the City's Vision Zero commitment to end traffic deaths and serious injuries. Morgan Hill city staff will conduct an annual review of the latest fatality and serious injury data, along with any other relevant or emerging safety trends. They will share this information with city departments who have traffic safety responsibilities, monitoring progress toward reaching zero fatalities and serious injuries by 2040.

# 5

# Resources

This section provides tools, guidance, and reference materials to support implementation of the CSAP. It includes:

- A unified list of projects recommended in this plan that advance safety
- A summary of funding opportunities
- The Safe Routes to School Traffic Calming Toolkit
- An overview of Safe Routes to School programs and policies
- School signage guidance from the California Manual of Traffic Control Devices (MUTCD)

Together, these resources will equip City staff, community partners, and residents with practical information to advance safety improvements and foster a culture of safe, active transportation across Morgan Hill.

**TABLE 22** Unified Project List

| Category | Extents | School Name | Page Reference |
|---|---|---|---|
| Priority Corridor Safety Project | Butterfield Bouelvard at Cochrane Road to Watsonville Road at Sunnyside Avenue | | 35 |
| Priority Corridor Safety Project | Dunne Avenue from Peak Avenue to Gallop Avenue | | 36 |
| Priority Corridor Safety Project | Main Avenue from John Telfer Drive to El Toro Elementary | | 37 |
| Priority Corridor Safety Project | Monterey Avenue from El Toro Avenue to Vineyard Boulevard | | 38 |
| Systemic | Install hardened centerlines at intersections | | 40 |
| Systemic | Upgrade signalized intersections to include retroreflective borders | | 40 |
| Systemic | Install curb extensions at intersections | | 40 |
| Safe Routes to School Project | Burnett Ave northeast of campus between Baumann Ct / Fwy Vista Rd (Intersection) | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Burnett Ave west of campus between southwest parking lot driveway and Monterey Rd | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Corner of Burnett and southwest parking lot driveway | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Burnett Ave between both driveways of northwest parking lot | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Burnett Ave at existing crosswalk (immediately north of southwest parking lot driveway) | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Campus | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Monterey Rd between Cochrane Rd and Burnett Ave | Ann Sobrato High School | 52 |
| Safe Routes to School Project | Juan Hernandez Dr from Barrett Ave to San Vicente Dr | Barrett Elementary School | 55 |
| Safe Routes to School Project | Juan Hernandez Dr /Barrett Ave (Intersection) | Barrett Elementary School | 55 |
| Safe Routes to School Project | Juan Hernandez Dr between Barrett Ave and San Vicente Dr | Barrett Elementary School | 55 |
| Safe Routes to School Project | Barrett Ave between Juan Hernandez Dr and Cul De Sac (in front of school) | Barrett Elementary School | 55 |
| Safe Routes to School Project | School driveway entrance | Barrett Elementary School | 55 |
| Safe Routes to School Project | San Pedro Ave /San Ramon Dr (Intersection) | Barrett Elementary School | 55 |
| Safe Routes to School Project | Tilton Ave between Dougherty Ave and Hale Ave | Central High School | 59 |
| Safe Routes to School Project | Dougherty Ave /Tilton  Ave (Intersection) | Central High School | 59 |
| Safe Routes to School Project | Tilton Ave between Monterey Rd and Dougherty Ave | Central High School | 59 |
| Safe Routes to School Project | Campus parking lot | Central High School | 59 |
| Safe Routes to School Project | Tilton Ave near Saffron Dr | Central High School | 59 |
| Safe Routes to School Project | Central Ave/Calle Mazatan (Intersection) | El Toro Elementary School | 61 |
| Safe Routes to School Project | Calle Verde/ Calle Mazatan (Intersection) | El Toro Elementary School | 61 |
| Safe Routes to School Project | East side of Calle Mazatan from Main Ave. to school drop off circle | El Toro Elementary School | 61 |
| Safe Routes to School Project | Main Ave/ Calle Mazatan (Intersection) | El Toro Elementary School | 61 |

| Category | Extents | School Name | Page Reference |
|---|---|---|---|
| Safe Routes to School Project | School drop off circle | El Toro Elementary School | 61 |
| Safe Routes to School Project | Calle Mazatan between Central Ave and Main Ave | El Toro Elementary School | 61 |
| Safe Routes to School Project | El Toro Elementary School - School Zone | El Toro Elementary School | 61 |
| Safe Routes to School Project | Central Ave between Butterfield Blvd and Serene Dr | El Toro Elementary School | 61 |
| Safe Routes to School Project | Butterfield Blvd /Central Ave (Intersection) | El Toro Elementary School | 61 |
| Safe Routes to School Project | Main Ave / Butterfield Blvd (Intersection) | El Toro Elementary School | 61 |
| Safe Routes to School Project | Main Ave /Butterfield Blvd (Intersection) | El Toro Elementary School | 61 |
| Safe Routes to School Project | Fountain Oaks Dr /Gallop Dr (Intersection) | Jackson Academy | 65 |
| Safe Routes to School Project | Fountain Oaks Dr /Saddleback Dr (Intersection) | Jackson Academy | 65 |
| Safe Routes to School Project | Fountain Oaks Dr /Sorrel Way (Intersection) | Jackson Academy | 65 |
| Safe Routes to School Project | Trail Dr / Vista Del Valle (Intersection) | Jackson Academy | 65 |
| Safe Routes to School Project | Gallop Dr / Dunne Ave (Intersection) | Jackson Academy | 65 |
| Safe Routes to School Project | Monterey Rd between Central Ave and Keystone Ave | Britton Middle School | 57 |
| Safe Routes to School Project | Central Ave between Monterey Rd and Del Monte Ave | Britton Middle School | 57 |
| Safe Routes to School Project | School driveway exit | Britton Middle School | 57 |
| Safe Routes to School Project | Main Ave between Hale Ave and Peak Ave | Britton Middle School | 57 |
| Safe Routes to School Project | Del Monte Ave / Main Ave (Intersection) | Britton Middle School | 57 |
| Safe Routes to School Project | Monterey Rd between Main Ave to Cochrane Rd | Britton Middle School | 57 |
| Safe Routes to School Project | Monterey Rd / Wright Rd (Intersection) | Britton Middle School | 57 |
| Safe Routes to School Project | Keystone Ave between  Del Monte Ave to Monterey Rd | Britton Middle School | 57 |
| Safe Routes to School Project | Main Ave (in front of school) | Live Oak High School | 67 |
| Safe Routes to School Project | Existing crosswalk in front of school (Main Ave) | Live Oak High School | 67 |
| Safe Routes to School Project | Striping on Main Ave in front of school | Live Oak High School | 67 |
| Safe Routes to School Project | Driveway in front of school (on Main Ave) | Live Oak High School | 67 |
| Safe Routes to School Project | Half Rd between  Mission View to Elm Rd | Live Oak High School | 67 |
| Safe Routes to School Project | Half Rd /Mission View Dr (Intersection) | Live Oak High School | 67 |
| Safe Routes to School Project | Half Rd between Condit Rd and Elm Rd | Live Oak High School | 67 |
| Safe Routes to School Project | Condit Rd / Main Ave (Intersection) | Live Oak High School | 67 |
| Safe Routes to School Project | Main Ave / Elm Rd (Intersection) | Live Oak High School | 67 |
| Safe Routes to School Project | Elm Rd between Half Rd to Main Ave | Live Oak High School | 67 |
| Safe Routes to School Project | Half Rd between Condit Rd to Mission View Dr | Live Oak High School | 67 |
| Safe Routes to School Project | Main Ave between Condit Rd to Elm Rd | Live Oak High School | 67 |
| Safe Routes to School Project | Dunne Ave. / Peppertree Dr. (Intersection) | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Dunne Ave. / Peppertree Dr. (Intersection) | Nordstrom Elementary School | 71 |

| Category | Extents | School Name | Page Reference |
|---|---|---|---|
| Safe Routes to School Project | Murphy Ave / Dunne Ave (Intersection) | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Pine Way/ Dunne Ave (Intersection) | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Tassajara Circle / Dunne Ave (Intersection) | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Dunne Ave between Murphy Ave and Peppertree Dr | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Malaga Dr at Dunne Ave | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | School driveway/back parking lot | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Shopping/retail parking at northwest corner of Murphy Ave and Dunne Ave | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Nordstrom Elementary School - School zone | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Dunne Ave between US 101 and Hill Rd | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | Peppertree Dr /Jasmine Way (Intersection) | Nordstrom Elementary School | 71 |
| Safe Routes to School Project | School driveway entrance (east of La Roda Court) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | Both crosswalks in front of school (east of La Roda Court and north of La Rena Court) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | Tree at La Rena Court / La Crosse Dr (Intersection) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | La Crosse Dr (entire loop) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | School driveway exit | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | La Crosse Dr/Calle Enrique (Intersection) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | Vineyard Blvd / La Crosse Dr (Intersection) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | La Grande Dr / La Crosse Dr (Intersection) | Paradise Valley Engineering Academy | 78 |
| Safe Routes to School Project | Main Ave midblock across from school | PA Walsh Elementary Recommendations Map | 75 |
| Safe Routes to School Project | School driveway parking spots on Main Ave | PA Walsh Elementary Recommendations Map | 75 |
| Safe Routes to School Project | School driveway/parking lot on Peak Ave | PA Walsh Elementary Recommendations Map | 75 |
| Safe Routes to School Project | Peak Ave between  Wright Ave to Dunne Ave | PA Walsh Elementary Recommendations Map | 75 |
| Safe Routes to School Project | Peak Ave / Main Ave (Intersection) | PA Walsh Elementary Recommendations Map | 75 |
| Safe Routes to School Project | Peak Ave/Claremont Dr (Intersection) | PA Walsh Elementary Recommendations Map | 75 |
| Safe Routes to School Project | Campus | Voices College Bound Language Academy | 82 |
| Safe Routes to School Project | Cosmo Ave/Monterey Rd (Intersection) | Voices College Bound Language Academy | 82 |
| Safe Routes to School Project | Monterey Rd – immediately north of Cosmo Ave | Voices College Bound Language Academy | 82 |
| Safe Routes to School Project | Monterey Rd between Dunne Ave to Vineyard Blvd | Voices College Bound Language Academy | 82 |
| Safe Routes to School Project | Monterey Rd between San Pedro Ave and Cosmo Rd | Voices College Bound Language Academy | 82 |
| Safe Routes to School Project | Spring Ave between Hale Ave to Monterey Rd | Voices College Bound Language Academy | 82 |

# Unified List of Policy and Programs

# Funding Opportunities

A range of funding opportunities exist at the Federal, State, and regional level to increase safety on roadways. While future funding is uncertain, the funding programs below can provide the City of Morgan Hill to compete effectively for public grants that can advance the actions project recommendations included in this plan to help eliminate crashes that kill and seriously injure people.

**TABLE 23** Federal, State, and Regional Funding Sources

| Level | Funding Source/ Program | Administering Agency | Funding Type | Supports / Description | Typical Award Amount | Application Cycle |
|---|---|---|---|---|---|---|
| Federal | Active Transportation Infrastructure Investment Program (ATIIP) | Federal Highway Administration | Infrastructure | Supports planning, design, and construction of active transportation networks and spines connecting communities and destinations. | $200K-$13M | Annual (last release in 2024) |
| Federal | Better Utilizing Investments to Leverage Development (BUILD) | U.S. Department of Transportation | Infrastructure | Funds major capital projects (roads, bridges, rail, ports) with national or regional impact on safety and mobility. | $1M-$25M+ | Annual |
| Federal | Community Development Block Grant (CDBG) | U.S. Department of Housing and Urban Development | Infrastructure & Program | Flexible funding for community development, including streets, sidewalks, and neighborhood revitalization. | $200-$400K | Annual |
| Federal | Congestion Mitigation and Air Quality (CMAQ) | Federal Highway Administration | Infrastructure | Funds projects improving air quality and reducing congestion—includes bike lanes, sidewalks, and pedestrian improvements. | $100K-$3M | Annual |
| Federal | Reconnecting Communities and Neighborhoods | U.S. Department of Transportation | Infrastructure | Funds removal, retrofit, or replacement of infrastructure barriers to community connectivity. | $100K-$5M+ | Annual to 2-Year Cycle |
| Federal | Safe Streets and Roads for All (SS4A) | U.S. Department of Transportation | Infrastructure & Program | Provides grants to develop safety action plans, pilot projects, and implement safety infrastructure improvements aiming for zero roadway deaths. | $200K-$25M | Annual through 2026 |
| State | Active Transportation Program (ATP) | California Transportation Commission | Infrastructure & Program | Competitive grant supporting active transportation (walking, biking) infrastructure and Safe Routes to School (SRTS) programs, prioritizing disadvantaged communities. | $500K-$2M | 2-4 Year Cycle |
| State | Affordable Housing and Sustainable Communities (AHSC) | California Strategic Growth Council | Infrastructure & Program | Integrates housing, transit, and infrastructure to reduce vehicle miles traveled and support sustainable development. | $5M+ | Annual |
| State | California Office of Traffic Safety (OTS) | OTS | Program | Funds education and enforcement programs for roadway safety, including Safe Routes to School and public outreach. | $100K-$5M | Annual |
| State | Highway Safety Improvement Program (HSIP) | Caltrans | Infrastructure & Program | Funds infrastructure and safety education programs that reduce roadway fatalities and serious injuries. | $100K-$10M | 2-Year Cycle |
| State | SB-1 / State Transportation Improvement Program (STIP) | California Transportation Commission | Infrastructure | Funds long-term highway, rail, and transit improvements at the state and regional level. | >$10M | 2-Year Cycle |

| Level | Funding Source/ Program | Administering Agency | Funding Type | Supports / Description | Typical Award Amount | Application Cycle |
|---|---|---|---|---|---|---|
| State | Sustainable Transportation Equity Project (STEP) | California Air Resources Board | Infrastructure & Program | Funds clean and community-led transportation projects (bike/ped infrastructure, shared mobility, education). | $3M-$14M | Annual |
| State | Sustainable Transportation Planning (STP) Grants | Caltrans | Program (Planning) | Funds planning and community engagement studies to improve active transportation and connectivity. | $100K-$500K | Annual |
| Regional / Local | Bay Area Traffic Incident Management Micro-Grant Pilot | MTC | Program | The Bay Area Traffic Incident Management Micro-Grant Pilot (Micro-Grant) will provide targeted funding to empower local agencies in acquiring necessary training, equipment and technology to enhance their ability to respond to and clear traffic incidents quickly and safely. | $5,000-$100K | Pilot |
| Regional / Local | Community-Based Transportation Plan (CBTP) Implementation Opportunities | VTA / MTC | Program (Planning & Implementation) | Supports community-based transportation priorities identified in local CBTPs such as Morgan Hill's, including safety and connectivity projects. | $150K-$600K | 4-Year Cycle |
| Regional / Local | Measure B (Santa Clara County) | Santa Clara Valley Transportation Authority | Infrastructure | Sales tax revenue for transit, highway, and active transportation improvements. | $500K-$2M | 2-Year Cycle |
| Regional / Local | MTC One Bay Area Grant (OBAG) | MTC | Infrastructure | Funds local street maintenance, bicycle/pedestrian enhancements, and transportation planning aligned with regional housing goals. | >$500K | 4-Year Cycle |
| Regional / Local | Transportation Fund for Clean Air (TFCA) – Regional Fund | Bay Area Air Quality Management District (BAAQMD) | Infrastructure & Program | Competitive regional funding for bike/ped safety, clean mobility, and transportation demand management projects. | $100K-$500K+ | Annual |

# Citywide Traffic Calming Toolkit

Well established safety measures are available to address issues such as missing pedestrian and bicycling infrastructure, speeding, and cut-through traffic (as mentioned above). As part of the Safe Routes to School element of the Plan, the project team developed a traffic calming toolkit designed to enhance safety and comfort throughout Morgan Hill. While these treatments are primarily intended for areas near schools, they can also be applied more broadly, particularly in locations that generate pedestrian and bicycle activity or where vulnerable populations are present. This toolkit serves as a resource for City staff, offering a menu of treatments along with guidance on where and how they can provide safety benefits. It is not intended to prescribe specific actions or prioritize investments, as decisions about when and how to calm traffic must rely on engineering judgment and local context.

Each treatment includes the following:

- A photo
- Brief Description
- Safety benefits summary
- Applicability, including:
  - Street Types based on Street Typologies developed for the TMP (see Table 7 below):
  - Locations
- General considerations for implementation
- Expected Crash Reduction and/or Modification Factors
- Crash Reduction Factor (CRF)[15]: Represents the expected percentage reduction in crashes that would occur after implementing a specific countermeasure
- Crash Modification Factor (CMF)[16]: A multiplicative factor used to estimate the expected number of crashes after implementing a countermeasure.
- Typical cost range (in USD)
  - $ = <5,000
  - $$ = 5,000 – 49,999
  - $$$ = 50,000 – 150,000
  - $$$$ = >150,000
- Expected lifespan range (where applicable)
  - Short Term: Less than 5 years
  - Medium Term: 5-25 Years
  - Long Term: Greater than 25 years
- References

15 https://highways.dot.gov/safety/data-analysis-tools/rsdp/rsdp-tools/desktop-reference-crash-reduction-factors

16 https://cmfclearinghouse.fhwa.dot.gov/

**TABLE 24** 2024 TMP Street Typology Definitions

| Street Typology | Travel Patterns | Bike And Pedestrian Considerations | Land Uses |
|---|---|---|---|
| **Boulevard** | Higher volume streets that connect various parts of a city or region; signal coordination should be a priority; typically carry more than 20,000 vehicles per day | Facilities require greater separation to be comfortable and useful | May include commercial, residential, or recreational amenities along the route; site access should be managed |
| **Community Corridor** | Moderate speed and volume streets that primarily serve trips within the City of Morgan Hill; daily traffic volumes range from 5,000 to 25,000 vehicles per day | Accommodates all modes while prioritizing safety, convenience, and comfort of bicyclists and pedestrians | Balances land access and mobility and passes through residential and mixed-use areas |
| **Main Street** | Primarily serves trips within the City of Morgan Hill; typical traffic volumes are less than 10,000 vehicles per day | Accommodates all modes while prioritizing safety, convenience, and comfort of bicyclists and pedestrians | Balances land access and mobility and passes through residential and mixed-use areas |
| **Neighborhood Street** | Supports short-distance trips and access to residential areas; prioritizes safety, lower vehicle speeds, and traffic volumes; typical traffic volumes are less than 1,000 vehicles per day | Basic facilities should be able to meet the needs of people walking and biking of all ages and abilities | Provides local access to neighborhoods and residential areas |
| **Rural Street** | High speed roadways that serve both local traffic and regional trips from outside of city limits to destinations on the edge of the City; traffic volumes are generally 5,000 vehicles per day or less | Bikeways may require greater separation to be comfortable and useful; dedicated pedestrian facilities may only be necessary in some locations | May include both residential and rural/agricultural uses along the route |

# Pedestrian Infrastructure And Crossings

## Sidewalks


**FIGURE 44** Sidewalk on Jarvis Drive and Butterfield Boulevard, Morgan Hill (Source: Toole Design)

### Overview

Sidewalk installation involves filling gaps in the existing sidewalk network and adding sidewalks where none currently exist.

### Safety Benefits

By installing and upgrading pedestrian facilities, pedestrians have a space to travel separately from vehicles, reducing conflict opportunities and crash risk.

### Applicability

**Street types:** Boulevard, Community Corridor, Main Street, Neighborhood Street

**Location:** Adjacent to roadways, especially near high pedestrian traffic generators (including schools, parks, shopping centers, and other destinations).

### General considerations for implementation

- Including a landscape buffer in between the sidewalk and roadway increases pedestrian comfort.

### Expected Crash Reduction

74-88% reduction in pedestrian-vehicle crashes

### Cost (per block face)

| | |
|---|---|
| **Design/Construction** | $$ to $$$ |
| **Maintenance** | $$ |

### Expected Lifespan

Long Term

### References

Arlington County Multimodal Safety Engineering Toolbox | Executive Summary

# Curb Extensions

**FIGURE 45** Curb extensions (Source: Caltrans)

## Overview

Curb extensions, also known as bulb-outs, extend the curb line into the parking lane. This treatment narrows the street width where it is applied. Curb extensions include ADA-compliant curb ramps and high-visibility crosswalk markings.

## Safety Benefits

Narrowing the street width shortens the crossing distance for pedestrians, reduces the amount of time pedestrians are exposed to conflicts, discourages high motor vehicle speeds, and improves driver visibility of pedestrians.

## Applicability

**Street types:** Boulevard, Community Corridor, Main Street, Neighborhood Street

**Location:** Curb extensions are commonly applied to intersection corners but can also be applied midblock. This treatment is typically implemented in areas with higher density and development.

## General considerations for implementation

- Turning radius of design vehicles (e.g. school buses)
- Road diets, daylighting efforts, and road functional class changes are situations in which tightening intersections can be considered
- Paint and flex posts can be used as a near-term curb extension treatment, with concrete curb extensions recommended as the long-term treatment.

## Expected Crash Reduction

A CRF has not yet been associated with curb extensions. However, research indicates that tighter corner radii is associated with a reduction in crash severity.

## Cost (per Curb Extension)

| | Concrete | Paint/Post |
|---|---|---|
| **Design/Construction** | $$$ | $$ |
| **Maintenance** | $ | $$ |

## Expected Lifespan

Medium Term

## References

STEP STUDIO - Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety

NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections (2020)

# Midblock Crosswalk

**FIGURE 46** Midblock crosswalk in front of Live Oak High School, Morgan Hill (Source: Toole Design)

## Overview

A midblock crosswalk is a pedestrian crosswalk located midblock rather than at an intersection.

## Safety Benefits

Midblock crosswalks reduce the distance between crosswalks by creating additional formalized crossing locations. Creating formalized crossing locations midblock reduces unpredictable pedestrian crossings and increases drivers' ability to predict and detect crossing pedestrians.

## Applicability

**Street types:** Boulevard, Community Corridor, Main Street, Neighborhood Street, Rural Street

**Location:** Midblock crosswalks can be applied anywhere where there is a significant distance between existing crosswalks and there is a demand for crossing.

## Considerations for Implementation

- All midblock crossings should be paired with a traffic control device such as a HAWK or RRFB.
- Analyze the network for popular pedestrian destinations such as transit stops, schools, parks, parking lots, retail shopping, and tourist attractions.
- Midblock crossings should only be placed in locations where approaching vehicles have adequate time to yield to the pedestrian.
- Locate midblock crossings at least 100 feet from side streets or major driveways so turning drivers have enough time to detect and yield to pedestrians.
- If a midblock crossing is added too close to an existing crossing, vehicle queues may extend across the crosswalk, or drivers may not anticipate stopping for the crossing.
- High visibility crosswalk patterns (e.g., continental and ladder) and reflective crosswalk markings (e.g., retro reflective paint and thermoplastic tape) increase the visibility and effectiveness of midblock crossings.
- Adding curb extensions and median islands to a midblock crosswalk can increase pedestrian visibility especially on roadways with 4 or more lanes and AADT ≥ 9,000, or the risk for pedestrian crashes could increase.
- Strongly consider adding advance 'Stop Here For Pedestrians' sign and Stop line if:
  - 4 or more lane roadway with or without raised median refuge with any AADT and any speed limit, or;
  - Any number of lane roadway with any AADT and ≥ 35 mph speed limit.

## Expected Crash Reduction

48% reduction in pedestrian crashes for high visibility materials

## Cost

| | |
|---|---|
| **Design/Construction** | $$ to $$$ |
| **Maintenance** | $ |

## Expected Lifespan

Short to Medium Term

## References


Rectangular Rapid Flashing Beacons (RRFB) | FHWA

STEP STUDIO - Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety

Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections (2020)

# Crosswalk Restriping

**FIGURE 47** Crosswalk in front of Paradise Valley Elementary School, Morgan Hill (Source: Toole Design)

## Overview

Crosswalk restriping involves repainting cross-walks using high-visibility crosswalk markings (e.g., continental or ladder patterns) and/or reflective materials (e.g., retro reflective paint or thermoplastic tape).

## Safety Benefits

This treatment increases crosswalk visibility to drivers in day and nighttime conditions, helping them predict and identify pedestrian crossing locations. Crosswalk restriping helps reduce the risk of crashes caused by poor visibility.

## Applicability

**Street types:** Boulevard, Community Corridor, Main Street, Neighborhood Street, Rural Street Location: Refer to the Manual on Uniform Traffic Control Devices (MUTCD) guidance for placement of all signs and markings.

## General considerations for implementation

- Consider using in-street signs at midblock locations. In-street signs are appropriate on streets with a speed limit of 30 miles per hour or less and 2-3 lanes.
- Typical signs and markings are appropriate both midblock and at intersections, particularly where the volume of pedestrians is high.

## Expected Crash Reduction

40% reduction in pedestrian injury crashes when implementing high-visibility crosswalks | CMF ID 4123

10% reduction in crashes where thermoplastic markings were applied | CMF ID 9017

## Cost

| | |
|---|---|
| **Design/Construction** | $ to $$ |
| **Maintenance** | $ |

## Expected Lifespan

Short to Medium Term

## References


Crosswalk Visibility Enhancements | FHWA

Manual on Uniform Traffic Control Devices (MUTCD) - FHWA

Pedestrian Safety Guide and Countermeasure Selection System

# Leading Pedestrian Interval

**FIGURE 48** Intersection featuring an LPI (Source: City of San Rafael)

## Overview

A Leading Pedestrian Interval (LPI) is a traffic signal feature that gives pedestrians 3–7 seconds to enter the crosswalk before vehicles are given a green light. This increases visibility, helps prevent conflicts, and increases the likelihood of motorists yielding to pedestrians.

## Safety Benefits

LPIs increase pedestrian visibility by better establishing their presence in the crosswalk before vehicles turn right or left.

## Applicability

**Street types:** Boulevard, Community Corridor, Main Street

**Location:** It is recommended that LPIs are used at intersections with high turning vehicle volumes and high pedestrian volumes.

## General considerations for implementation

- Refer to the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on LPI timing and to ensure that pedestrian signals are accessible for all users.

## Expected Crash Reduction

13% reduction in pedestrian-vehicle crashes at intersections | CMF ID 9918

## Cost

| | |
|---|---|
| **Design/Construction*** | Varies |
| **Maintenance**** | $ |

* Design/Construction costs vary depending on the need to upgrade existing signal infrastructure and/or software to implement LPIs.

**Impact to the overall maintenance cost of an existing signal is negligible.

## Expected Lifespan

N/A

## References


STEP STUDIO - Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety

FHWA Proven Safety Countermeasures

NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections (2020)

# Rectangular Rapid Flashing Beacons (RRFBs)

**FIGURE 49** RRFB at Main Ave and Del Monte Ave, Morgan Hill (Source: Toole Design)

## Overview

A Rectangular Rapid Flashing Beacon (RRFB) is a crosswalk enhancement feature that consists of pedestrian crossing signage accompanied by rectangular, yellow flashing lights. The lights are activated by a pedestrian push button and flash at a high frequency when activated.

## Safety Benefits

RRFB's flashing lights increase pedestrian visibility at uncontrolled crossings. RRFBs can reduce crashes up to 47% and increase motorist yielding rates up to 98%.

## Applicability

**Street types:** Boulevard, Community Corridor, Main Street, midblock crossing

**Location:** RRFBs are commonly placed midblock and where there is demand for crossing.

## General considerations for implementation

- In densely populated areas, safe crossing opportunities that include crosswalk enhancements should be provided close together (every 200 feet).
- For 2 or 3 lane roadways with raised median and AADT ≤ 15,000 and ≥ 40 mph speed limit, or;
- 3 or more lane roadways with or without raised median and AADT 9,000-15,000 and ≥ 35 mph speed limit.

## Expected Crash Reduction

47% reduction in pedestrian crashes | CMF ID 9024

## Cost

| | |
|---|---|
| **Design/Construction** | $$ ($30,000 average cost per crossing) |
| **Maintenance** | $$ |

## Expected Lifespan

Medium Term

## References


Rectangular Rapid Flashing Beacons (RRFB) | FHWA

STEP STUDIO - Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety

Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections (2020)

# High-Intensity Activated Crosswalks (HAWKs)

**FIGURE 50** HAWK Crossing (Source: Toole Design)

## Overview

A High-Intensity Activated Crosswalk (HAWK), also referred to as a Pedestrian Hybrid Beacon (PHB), is a type of traffic signal consisting of 2 red lights above a single yellow light. HAWKs remain dormant until activated by a pedestrian push button or other form of pedestrian detection. Once activated, the HAWK flashes yellow before transitioning to solid red. These lights signal approaching drivers to come to a complete stop.

## Safety Benefits

A HAWK's flashing lights increase pedestrian visibility and give pedestrians the right of way at uncontrolled crossings.

## Applicability

**Street types:** Boulevard, Community Corridor, midblock crossing

**Location:** HAWKs are commonly placed mid-block and where there is demand for crossing. This treatment can also be applied to facilitate pedestrian crossings where a warrant for traffic control signals is not met, or where the warrant for Pedestrian Crossings or School Crossings is met but the decision is made not to install a traffic control signal. (CA-MUTCD Chapter 4F)
If no traffic control warrants are met, and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay. (CA-MUTCD Chapter 4F)

## General considerations for implementation

- For 4 or more lane roadway with AADT ≥ 15,000 and any speed limit, or;
- 3 or more lane roadway with or without raised median refuge with AADT ≥ 9,000 and ≥ 35 mph speed limit, or;
- Any number of lanes roadway with any AADT and ≥ 40 mph speed limit.

## Expected Crash Reduction

55% reduction in pedestrian crashes | CMF ID 9020

## Cost

| | |
|---|---|
| **Design/Construction** | $$$$ ($350,000 average cost per intersection) |
| **Maintenance** | $$$ |

## Expected Lifespan

Medium Term

## References


STEP STUDIO - Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety

Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections (2020)

# Signage

## Improved Signage



**FIGURE 51** Existing Signs in Morgan Hill (Source: Toole Design)

### Overview

This treatment involves upgrading existing signage and installing new signage (e.g., school zone signage, speed limit signage, stop signs).

### Safety Benefits

Signage alerts drivers of local speed limits, traffic rules, and school zones, reminding them to be conscious of traffic safety.

### Applicability

**Street types:** Boulevard, Community Corridor, Main Street, Neighborhood Street, Rural Street

**Location:** Refer to the Manual on Uniform Traffic Control Devices (MUTCD) guidance for design and placement of all signs and markings.

### General considerations for implementation

- Signage location and resulting visibility
- Signage should be placed with consideration of other existing signage to avoid visual clutter
- Signs require regular maintenance
- Consideration for Stop Signs requires a warrant analysis

### Expected Crash Reduction

A Crash Reduction Factor has not been associated with static speed limit signs.

### Cost

| | |
|---|---|
| **Design/Construction** | $ |
| **Maintenance** | $ |

### Expected Lifespan

Short to Medium Term

### References

2020-ntmp-manual.pdf

# Speed Feedback Signs


**FIGURE 52** Pole-mounted Radar-Speed Sign (Source: Tim Magee)

## Overview

A speed feedback sign is a speed limit sign with an electronic component that measures approaching vehicle speeds and displays feedback to drivers in real time. Detected speeds of approaching vehicles flash on the sign's screen when a driver is going faster than the speed limit.

## Safety Benefits

This treatment increases driver awareness of the speed limit and their own traveling speed. Analysis of speed feedback signs have shown that they are effective at reducing speed at installation locations for different vehicle types across a variety of roadway contexts.

## Applicability

**Street types:** Boulevard, Community Corridor, Main Street, Neighborhood Street, Rural Street

**Location:** Speed feedback signs should be placed where speeding issues have been identified.

## General considerations for implementation

- Feedback signs can be permanent or portable

## Expected Crash Reduction

7% reduction in all crashes when implemented at high-crash curve sites | CMF ID 6886

## Cost

| | |
|---|---|
| **Design/Construction** | $$ |
| **Maintenance** | $ |

## Expected Lifespan

5-10 years

## References

Dynamic Speed Display/Feedback Signs | NHTSA

Proven Safety Countermeasures | FHWA

Countermeasures That Work | NHTSA

Pedestrian Safety Guide and Countermeasure Selection System

# Bike Facilities

**FIGURE 53** Class II Buffered bike lane on Main Ave, Morgan Hill (Source: Toole Design)

## Overview

Shard Use Paths (Class I) separate bicyclists from motorists, either by placing a physical barrier between a bike lane and the travel lane or by constructing a bike facility above the level of the roadway.

Buffered bike lanes (Class II) are conventional bike lanes paired with an adjacent painted buffer to create physical space between the bike lane and motor vehicle traffic.

Bike Boulevards or Bike Routes (Class III) share the roadway with motor vehicles. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrows) along roadways.

## Safety Benefits

**Class I – Shared Use Paths:** By removing bicyclists and pedestrians from motor vehicle traffic, these facilities offer the highest level of safety and comfort for all users. Shared use paths significantly reduce the likelihood of vehicle-bicycle conflicts and encourage active transportation by providing low-stress options for people to walk and bike.

**Class II - Buffered Bike Lanes:** By installing and upgrading bike facilities, bicyclists have designated space to travel separately from motor vehicles, reducing conflict opportunities and crash risk.

**Class III – Bike Boulevards/Bike Routes:** Establishing a roadway as a bike route signals to bicyclists that it has lower motor vehicle traffic volumes than other parallel routes. Bike route signage also increases drivers' awareness of bicyclists in the area and reminds them to safely share the space.

## Applicability

### SHARED USE PATHS

**Street types:** Boulevards, Community Corridor

**Location:** Shared use paths are typically located along corridors with higher motor vehicle speeds and volumes, or where direct, low-stress connections are needed between key destinations such as parks, schools, neighborhoods, and commercial areas. They may be placed within independent rights-of-way (such as greenways or utility corridors) or adjacent to roadways, separated by a landscaped buffer. Shared use paths are most appropriate when on-street bicycle facilities would not meet the comfort or safety needs of all users.

### BUFFERED BIKE LANES

**Street types:** Community Corridor, Main Street

**Location:** Buffered bike lanes with a considerable buffer width of upwards of 11' are recommended next to travel lane where vehicle speeds exceed 30 mph and/or when the traffic volume exceeds 6,000 vehicles per day.

### BIKE BOULEVARDS/BIKE ROUTES

**Street types:** Neighborhood Street

**Location:** Bike route location applies to the entire roadway segment it is applied to

## General considerations for implementation

### SHARED USE PATHS

- Shared Use Paths are intended to provide comfortable, two-way operation for all users. A minimum width of 10' is preferred to allow for side-by-side travel. 8' is considered the constrained minimum. Path widths less than 11' do not allow for two people traveling side-by-side to be passed by a person approaching the opposite direction without increasing the potential for conflicts.
- When intersecting a roadway, follow guidance for two-way separated bike lanes as their geometry and operation is similar (see 2023 AASHTO Guide for the Development of Bicycle Facilities).
  - Offset the crossing between 6' to 16.5' to create a space for turning motorists to yield to bicyclists and pedestrians.
  - Curb Ramps should match the full width of the shared use path.

- Cross slopes should be limited to 2% to follow pedestrian accessibility guidelines. 1 to 1.5% is preferred to enhance pedestrian comfort while allowing for surface drainage.

### BUFFERED BIKE LANES

- Bike lanes must be a minimum of 4’ wide, excluding gutter pan width, but ideally should be 5-6’ wide, plus a 2’ minimum painted buffer.
- Bike lanes may be enhanced with consistent use of conflict area striping, preferably with green-colored pavement, including right turn lanes & major driveways.
- Consider placing buffer next to parking lane:
  - Wider bike lanes or buffered bike lanes are preferable at locations with high parking turnover.

### BIKE BOULEVARDS/BIKE ROUTES

- Bike routes can generally be considered on any road with a Maximum Average Daily Traffic (ADT) of 3,000 or motor vehicle speeds around 20-25 mph.
- Signs or traffic signals should be placed along the bicycle boulevard in a way that prioritizes bicycle movement, minimizing stops and delays for bicyclists whenever possible.

## Expected Crash Reduction

### SHARED USE PATH

25% (Alluri et al., 2017; accessed via the CMF Clearinghouse)

### BUFFERED BIKE LANES

50% (Burbridge and Shea, 2018)

### BIKE BOULEVARDS/BIKE ROUTES

N/A

## Cost

| | |
|---|---|
| **Design/Construction** | $$, $$$ |
| **Maintenance** | $$ |

## Expected Lifespan

Short to Medium Term depending on striping and materials

## References

FHWA CMF Clearinghouse

BDOT-Traffic-Calming-Policy-6-9-20-1.pdf

2023 AASHTO Guide for the Development of Bicycle Facilities

# Safe Routes to School Programs and Actions

This section identifies programs and actions that advance safe, multimodal access to schools in ways that respond to Morgan Hill's varied land use contexts and traffic safety challenges. They are organized around the four key issues that impact school travel and address the "E"s of SRTS.

**Driver Behavior:** High vehicle speeds and unsafe maneuvers in school zones

**Safety Knowledge:** Knowing how and where to safely walk and roll

**Community Culture:** Awareness of school travel options and SRTS efforts

**Built Environment:** Supporting safe street infrastructure

While there are many Safe Routes to School policies and programs deployed around the U.S., not all are appropriate or effective for every school. Resources including funding, staff, and volunteers also determine what efforts are feasible.

The following tables catalogues a comprehensive set of Safe Routes to School programs and actions that are suitable for Morgan Hill's community context and youth safety needs. Some activities are best led by city public services staff, in collaboration with partners (Table 25). Most programs will need to be developed and deployed at the city or district level, then offered to schools; individual school sites can then control the logistics of the participation. Others programs are best led by the district, schools, or other partners (Table 26). In these cases, the city role is to advocate, encourage, help develop safety content, and offer resources.

This list can be treated as a toolkit for actions the City and its district, schools, and community partners can take.

## The "E"s of Safe Routes to School

**Engagement:** Listening and involving students, families, teachers, and school leaders in program development and implementation, and working with existing community organizations to build intentional, ongoing opportunities to engage with the program.

**Equity:** Ensuring that safe routes initiatives benefit all demographic groups, paying particular attention to low-income students, students of color, students with disabilities, unhoused students, and others.

**Engineering:** Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.

**Encouragement:** Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.

**Education:** Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.

**Evaluation:** Assessing the success of different approaches, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

**Enforcement:** Reinforcing safe behaviors (while paying attention to potential equity impacts and reconsidering any strategies that might negatively impact communities of color).

**TABLE 25** SRTS Programs and Actions – City in Lead

| Program or Action | Description | Key Issue | Roles | Grades |
|---|---|---|---|---|
| **Parent and staff school traffic safety education materials campaign.** | Prepare information packets and tip sheets in English and Spanish that emphasize safe behaviors such as adhering to school zone speed limits, being alert for pedestrians and bicyclists, and respecting the school crossing guard(s). City staff should lead development of these materials, drawing on the citywide safety campaign. School and district staff can determine how best to deploy materials and provide content that can establish expectations for student and parent/caregiver behavior. Materials should be provided to parents, caregivers, students, and school staff at the beginning of the school year, then redistributed throughout the year as needed to reinforce safe behavior. |  | Lead: City<br>Support: School, District, Police Department | All |
| **Active transportation route maps** | Develop and distribute walking and bicycling route maps for each school that identify sidewalks, bike lanes, crosswalks, crossing guard placements, and other relevant conditions in the area around the school, as well as estimated walk/bike times from different locations. |  | Lead: City<br>Support: District, School | All |
| **Message campaign for neighbors or drivers near the school** | Provide yard signs , neighborhood newsletters, or flyers to communicate with neighbors and drivers the need to watch for/yield to pedestrians and cyclists, drive slowly, keep sidewalks clear, and prune vegetation. |  | Lead: City<br>Support: District, School | All |
| **Activity books** | These engaging books include activities, worksheets, and illustrations to share information on walking, rolling, and biking with younger students. |  | Lead: City<br>Support: District, School, Community Partners | K-5 |
| **Bike rodeos** | Bike rodeos teach children skills related to walking and bicycling safely, which can increase student and parent/caregiver confidence for biking or walking to school. |  | Lead: City<br>Support: District, School, other partners such as<br>Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch | 3-5 |

| Program or Action | Description | Key Issue | Roles | Grades |
|---|---|---|---|---|
| **Traffic gardens** | A traffic garden is a set of small- sized streets with scaled-down traffic features where children can practice and learn about biking skills, road safety, and how traffic works. They offer a controlled environment for children to gain confidence and learn how to safely walk, roll, and ride bicycles. |  | Lead: City<br><br>Support: District, School, other partners such as<br><br>Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch | K-5 |
| **Family cycling workshop** | Family cycling workshops gather children and parents in a class with lessons and games on how to fit a helmet, check bike safety, communicate with other road users, ride in a straight line and avoid obstacles, and safely navigate streets and intersections. |  | Lead: City<br><br>Support: District, Schools, other partners such as<br><br>Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch | 3-5<br><br>MS |
| **Publicity for SRTS safety efforts** | Provide parents with an informational flyer or email about the SRTS program and what they can do to support it. This may include regular reminders to caregivers encouraging walking and biking to school.<br><br>However, this also needs to be very sensitive to income disparities and cultural norms. Deliver presentations on SRTS to school PTA / PTO groups. Establish social media accounts for disseminating information on school division SRTS activities. Distribute an e-newsletter on SRTS activities via a listserv or email marketing service. Deliver presentations on SRTS activities at meetings involving parents, staff, other community members and community leaders. Collaborate with local media to get the word out. Develop a list of potential partners within the community who could help implement elements of a division-wide SRTS program and reach out to them. |  | Lead: City<br><br>Support: Districts, Schools, other community partners | All |
| **Advertising campaign to promote active travel to school** | Explicitly encourage students to walk, roll, and bike to school as a form of physical activity. |  | Lead: City<br><br>Support: District, School | All |

| Program or Action | Description | Key Issue | Roles | Grades |
|---|---|---|---|---|
| **Park and walk** | For students who live beyond bicycling or walking distance, a program to encourage parents to park or drop-off students at a designated location from which students can walk or bicycle to school, either with their parent or as part of a walking school bus or bicycle train. The City is a suitable lead as they can identify safe locations and potential land use partners for pick-up and dropoff sites. |  | Lead: City<br>Support: District, School | All |
| **Evaluation and performance monitoring** | Regularly evaluate effectiveness of pedestrian and bicycle infrastructure on and near school campuses to ensure that it is well-maintained, and any safety hazards are addressed. Establish goals and performance targets, and then regularly assess progress toward meeting them. |  | Lead: City<br>Support: County of Santa Clara Roads Department, Police Department | All |
| **Free bicycle helmets and bike locks** | The City can purchase helmets and locks, provide them to schools, or advertise giveaway events via schools and the districts. Schools could also partner with another community organization to acquire and fit the helmets for students who do not have them. Helmet and bike lock giveaways should be coordinated with bicycle safety education or skills practice and should include instruction on helmet safety. |  | Lead: City<br>Support: Schools, District, Police Department | 3-5<br>MS HS |

**TABLE 26** Safe Routes to Schools Programs and Actions – Other Partners in Lead

| Program or Action | Description | Key Issue | Roles | Grades |
|---|---|---|---|---|
| **Education about arrival and dismissal procedures** | Prepare and distribute information packets/tip sheets to parents, caregivers, and school staff at the beginning of the school year containing school arrival and dismissal procedures. City could prepare multimodal circulation maps for participating schools. This packet or tip sheet should include messaging encouraging parents to reach out to other parents who live near them to create carpool arrangements. |  | Lead: School<br>Support: District, City | All |
| **Safety training for high school student parking passes** | Provide safety training for high school students who wish to receive a parking pass. To encourage participation, this can be a required and mandatory course for students who wish to receive a parking pass. This can utilize similar materials as the parent/staff safety training, as well as materials for first-time drivers. |  | Lead: District<br>Support: School, City | HS |

| Program or Action | Description | Key Issue | Roles | Grades |
|---|---|---|---|---|
| **Walking and biking safety assembly** | These single-day events can be held in conjunction with Walk, Bike, and Roll to School Days. City staff and other guest speakers teach the students pedestrian and bicycle safety skills that they can use when walking and biking to school. City staff can assist in identifying specific schools where these assemblies may have the greatest overall safety impact. |  | Lead: District<br><br>Support: School, City | K-8 |
| **Bike maintenance classes** | These courses can teach students of varying ages how to perform basic fixes and maintenance on their bike. Classes may cover bike parts, essential tools, a safety check, flat fixing, brake adjustments and chain resetting, cleaning and lubrication. |  | Lead: District, local bicycle shops, or community bicycle advocacy organizations<br><br>Support: School, City | MS HS |
| **Skills-based, age-appropriate pedestrian and bicycle safety education for students** | Students should receive age-appropriate pedestrian and bicycle education inside and outside of the classroom that is regularly reinforced (e.g., annually) and provides opportunities for skills practice. School-based education works best when integrated into the PE or Health curriculum. This can include personal safety education to address concerns about bullying, stranger danger, and child abduction.<br>• K-2: Where to walk, crossing the street safely, not running into the street<br>• 3-5: Making sure bikes/brakes work, not looking down at pedals while starting, following the rules of the road/traffic signs<br>• MS: Empowers students with skills to be independent, follow the rules of the road/traffic signs, safety projects<br>• HS: Biking for transportation, motorist safety, safety projects and leadership, special unit on traffic safety in health, science, or social studies |  | Lead: District<br><br>Support: Schools, City, other partners such as<br><br>Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch | All |
| **Walk, Bike, and Roll to School Days** | Encourage students and families to try out walking, bicycling, or rolling in a supportive environment. These events can be held in participation with International Walk to School (October), Bike to School Day (May), or on another date that suits school, district, and city calendars. As an annual event, it allows students, staff, and parents to envision what it might look like if most students who aren't bussed were to walk or bike to school. It may result in minor mode shift, but it's more about social norming and shifting opinions. Preparations and day-of logistics can be a heavy lift for many schools, especially low-income schools, so it should be supported or encouraged at the city or district level. Once established, they can lead to monthly walking/bicycling events to maintain momentum and enthusiasm. |  | Lead: School<br><br>Support: District, City, other partners such as Silicon Valley<br><br>Bicycle Coalition | All |

| Program or Action | Description | Key Issue | Roles | Grades |
|---|---|---|---|---|
| **Green Commute program** | Track and reward students who have "green commutes" (walk, roll, skateboard, bike, or take transit) with incentives or prizes. Green commute programs require a system for tracking student trips. For example, students can be assigned a punch card that volunteers or teachers can punch each time a trip is completed. |  | Lead: School<br>Support: District, City, other partners such as Silicon Valley Bicycle Coalition | 3-5<br>MS HS |
| **Walking school buses and bike trains** | Walking school buses and bike trains are groups of children who walk or bicycle to school together with adult supervision. Organize parent or community volunteers to "pick up" students on their walk or bike ride to and from school. |  | Lead: School<br>Support: District, City, other partners such as Silicon Valley Bicycle Coalition | 3-5<br>MS |
| **Crossing guards** | Explore funding opportunities and different options for sustained a sustained district-wide crossing guard program. Options include working with non-profit organizations, training parents or volunteers, and/or training school staff. |  | Lead: District<br>Support: City, Schools, other community partners | All |
| **School drop-off and pick-up monitors** | Ask school personnel to assist with drop-off and pick-up by standing at key locations and providing direction to parents and children. This will reinforce school procedures on and around the school campus. Explore options for additional monitors including training parents or volunteers. |  | Lead: School<br>Support: District, City | All |
| **Surveys on travel behavior to and from school and barriers to walking and biking** | Continue to collect mode share data for the school and determine how travel patterns may shift as a result of SRTS efforts. |  | Lead: District<br>Support: City, Schools | All |
| **Lock library** | Maintain a library of bicycle locks to be available for students locking their bikes at school. |  | Lead: Schools<br>Support: District, City | 3-5<br>MS HS |

# School Signage Recommendations

Reference Figures for sign examples from the CA MUTCD: 7B-1(CA), 7B-5(CA), 7B-102(CA), 7B-103(CA), and 7B-104(CA).

- **School Warning Assembly**
  - The SW24-1(CA) sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway
  - If a school area is located on a cross street in close proximity to the intersection, a SW24-1(CA sign with a supplemental arrow (W16-5P or W16-6P) plaque can be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school area soon after making the turn.
  - The School Advance Warning Assembly D(CA) is required in advance of any School Crosswalk Warning Assembly B(CA), School Crosswalk Warning Assembly E(CA) or the School Speed Limit Assembly C(CA)
- **School Speed Limit Assembly**
  - If a school zone has been designated under State or local statute, an SR4-1(CA) is required to identify the beginning point(s) of the designated school zone
  - Use a Reduced Speed School Zone Ahead (S4-5) sign to give advance notice of a reduced 20 mph school zone speed limit
- **School Crossing Assembly**
  - A School Crossing Assembly is required at the school crossing, or as close to it as possible, and consists of a School (S1-1) sign supplemented with a diagonal downward pointing arrow (W16-7P) plaque to show the location of the crossing.
  - The School Crossing Assembly is prohibited on approaches controlled by a stop sign, a yield sign or a traffic signal.
  - A School Crosswalk Assembly is required at all yellow school crosswalks that are not controlled by a stop sign, a yield sign or a traffic signal.
- **School Advance Crossing Assembly**
  - Use a School Advance Crossing Assembly in advance of the first School Crossing assembly that is encountered in each direction as traffic approaches a school crosswalk
    - If a school crosswalk is located on a cross street in close proximity to an intersection, a School Advance Crossing Assembly with a supplemental arrow (W16-5P or W16-6P) plaque can be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school crosswalk soon after making the turn.

CITY OF MORGAN HILL

# Comprehensive Safety Action Plan

December 2025 Draft