

## EXECUTIVE SUMMARY

Today the Morgan Hill Transit Center serves as the South County Connection for all Major Transportation. This includes the inter-county Monterey Salinas Transit (MST), Caltrain, and intra-county VTA Express and local services, such as local park and ride sharing, and private commuter bus services.

The Morgan Hill Transit Center was formed when the Santa Clara County Transportation District (SCCTD) adopted the San Jose to Gilroy Caltrain Extension project in 1989. The original plan for this extension anticipated creating a station located at the south end of Morgan Hill's downtown at the northeast intersection of the Union Pacific railroad tracks and East Dunne Avenue. In April of 1991, the former Morgan Hill Redevelopment Agency (MHRDA) requested SCCTD to consider the relocation of the proposed station to center it within the Downtown. The request included an offer to assist in funding the undertaking as a joint project through acquisition of a park and ride site and funding the construction of Butterfield Boulevard in between Main Avenue and Dunne Avenue. The street construction would allow to access the park and ride site from Downtown and Butterfield. Today, the station includes a spacious loading area with three shade shelters, and a designated waiting area for passengers with disabilities that may need boarding assistance. The park and ride lot includes 465 stalls that serve the station, public bus services, and private bus/shuttle transit services.

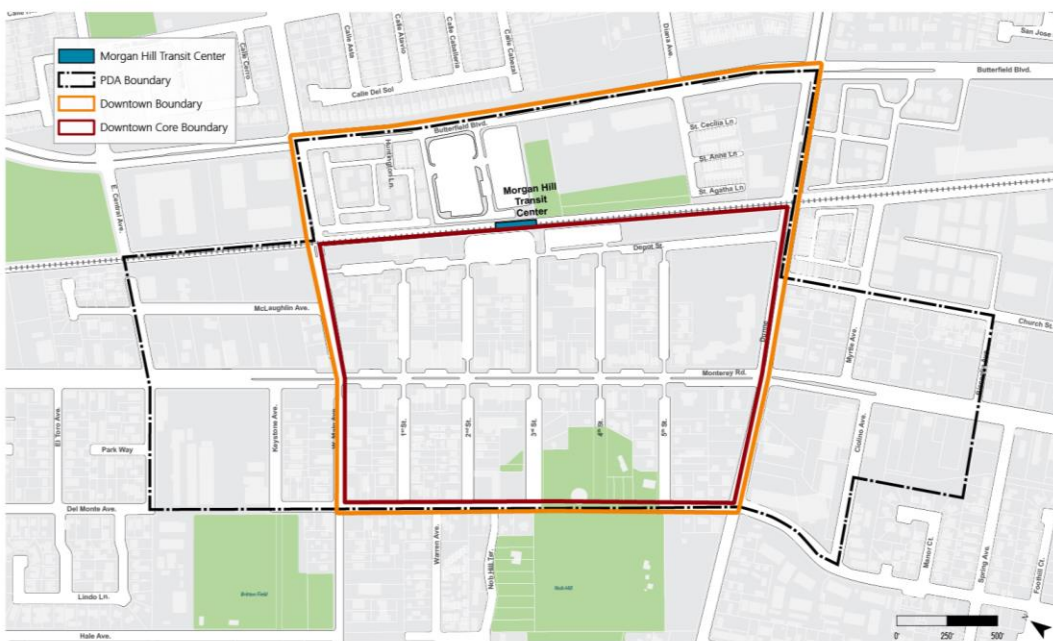
In 2008, the City designated 180 acres of land in and around the Transit Center and Downtown as a Priority Development Area (PDA) under Plan Bay Area. Plan Bay Area is a state-mandated, integrated long-range transportation, land-use and housing plan and PDA's include locally identified infill development opportunity areas and multi-modal transportation improvements to create complete and connected communities through transit-oriented development.

In 2009, the City adopted the Downtown Specific Plan and Final Environmental Impact Report (FEIR) in support of the principles of the PDA. In 2016, the City of Morgan Hill received a grant from the Santa Clara Valley Transportation Authority (VTA) to prepare a Station Area Master Plan for the PDA intended to highlight future improvements and amenities required to support growing and anticipated transportation uses and patronage.

*Morgan Hill Station Area Plan boundary*

The PDA boundary in Morgan Hill overlays the downtown boundary, but extends further north to Central Avenue and further south to Bisceglia Avenue.

This Plan is consistent with the Bay Area’s 2040 Draft Plan and SPUR’s 2017 report entitled “Rethinking the Corporate Campus” in that it provides tools to further enhance multi-modal transit within the PDA, encouraging housing and employment development in and around the PDA, and aligning with the City’s streamlined residential permitting process within the Downtown Core. It also provides guidelines that shape the walkable downtown experience.



## Station Area Master Plan Purpose and Context

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

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

transportation environment throughout the PDA and the Downtown. All tools and recommendations are supplemental to already adopted plans, policies, and initiatives applicable in the area including the Morgan Hill 2035 General Plan, the 2009 Downtown Specific Plan, the 2008 Bikeways Master Plan, the Downtown Placemaking Strategy and the City of Morgan Hill’s Street Standards.

The Morgan Hill community participated in the development of this Plan during a Downtown Summit that included a community survey and open house. Eighty-five percent of survey respondents said they felt “very comfortable” walking around within Downtown, indicating that by encouraging a “park once and walk” environment and by providing pleasing streetscapes as well as well-lit parking facilities and sidewalks, the City is already doing much to encourage walking within Downtown.

## Pedestrian, Bicycle, and Transit

### Key Questions

Where in the City do you enjoy walking and bicycling, and why?  
 What would make walking and bicycling to Downtown Morgan Hill more convenient and comfortable?  
 How do you know when you’ve entered Downtown Morgan Hill?



- Adopted Policy Goals**
- Increase bicycle and pedestrian travel to Downtown along key routes and trails
  - Provide pedestrian, bicycle and transit information
  - Enhanced pedestrian amenities along Monterey and 3rd Street
  - Increase bicycle parking

## Driving and Parking

### Key Questions

How will the new garage affect your driving and parking experience in Downtown?  
 How should on-street parking be managed?  
 How would you feel about metered parking in high-demand areas?  
 Are there opportunities to convert on-street parking to public space?



- Adopted Policy Goals**
- Increase bicycle and pedestrian travel to Downtown along key routes and trails
  - “Park Once” strategy - Visitors are encouraged to park in large garages or shared lots and walk to their destinations within Downtown
  - Programmed parking: designated lots for downtown employees
  - Shared parking strategies

*Examples of boards displayed at the Downtown Summit*

Among community members’ suggestions for future pedestrian and bicycle improvements were improved pedestrian crossings, particularly at high-traffic intersections such as Monterey Road at 1st Street and Depot Street at 2nd Street; wider sidewalks, primarily near restaurants to accommodate both people walking and outside café seating; additional separated mixed-use trails; and additional small shops to visit. Suggested improvements for bicycles included green bike lanes, bike share stations and additional bicycle parking.

The Station Area Master Plan summarizes existing conditions, provides transit and design improvement/management tools, and provides recommendations in preparation for future transit needs. The Plan is organized into three main chapters:

Chapter 1: Transportation Context

Chapter 2: Streetscape and Placemaking Toolkit

Chapter 3: Priority Improvements

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## Chapter 1: Transportation Context

This chapter presents existing transportation services and facilities in the Station Area, identifies planned improvements, and discusses how to plan for and design better rail and transit service, bicycle and pedestrian circulation, street connectivity, parking, and emerging technologies to enhance mobility to and through the Transit Center and throughout the Downtown.

*Rail Service* – This section of the chapter discusses the existing level of Caltrain service and station facilities at the Morgan Hill Transit Center. The provided information includes a ridership analysis, which concludes that based on the numbers of passengers per train, population and employment per station, and population and employment densities per station, the Morgan Hill Transit Center ranks in the middle of all Caltrain stations and has capacity to attract the projected additional Caltrain riders. An important component of the Transit Center is the park in ride lot. The lot provides access to the station, and has 465 park and ride spaces with current occupancies around 85%. Parking compacity is critical to the success of a central multi modal transit center. Adequate parking prevents parking overflow onto nearby residential neighborhoods, and provides a central location for all transit services including public and private bus/shuttle service.

Additional topics covered in this section of the chapter include, the potential extension of Capitol Corridor passenger rail service from Santa Clara County to Salinas (as proposed by the Transportation Agency for Monterey County (TAMC) the current status of alignment considerations for High Speed Rail; freight rail, and safety quiet zone goals for at-grade pedestrian and vehicle rail crossings in Morgan Hill.

*Public and Private Bus Transit Service* – This part of the chapter discusses the public bus service provided in the City of Morgan Hill by the Valley Transportation Authority (VTA) and Monterey Salinas Transit (MST) as well as how future service reductions by VTA can be balanced by exploring service models that are more compatible with a city's development

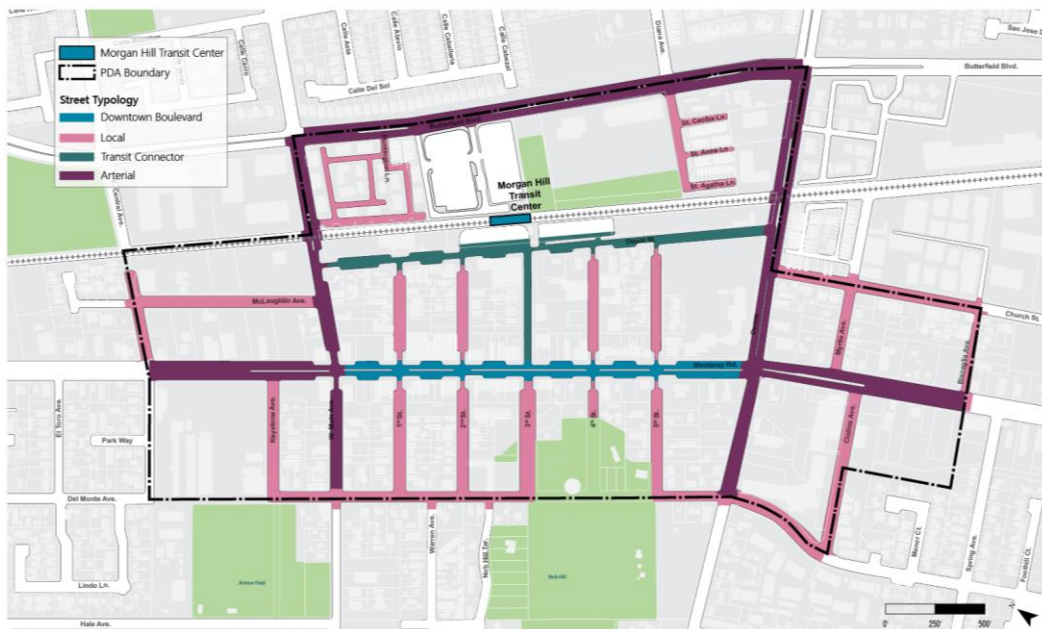
patterns. In addition, this section includes information on the services provided by private bus transit and shuttle operators and the transportation options associated with rideshare services.

*Parking* – The section of the chapter that discusses parking includes a summary of information regarding the parking supply and demand within the Downtown Specific Plan area (based on information from the 2016 “Morgan Hill Downtown Parking Conditions Study”) and concludes that after currently known development projects have been completed, there will be a sufficient amount of parking in the Downtown. However, parking shortages may be localized along some streets and in some parking lots based upon placement and private ownership. Chapter 3 provides recommendations if and when Downtown parking supply is fully utilized, achieving 85% or higher parking occupancy rate.

*Roadways* – The chapter’s discussion of roadways introduces a typology for all streets located in the Station Area in order to link each street to the multi-modal street design recommendations and suggested considerations for further improvements included in Chapters 1 and 2. The Plan distinguishes the following four street types: *Downtown Boulevard, Local Street, Arterial Street, and Transit Connector*. Each street type is illustrated with a typical cross section that describes how pedestrians, bicyclists, and vehicles (including transit) are accommodated within the public right of way.

- **Downtown Boulevard** – Monterey Road between Main and Dunne Avenues is the main business corridor in Downtown and a primary pedestrian route.
- **Local Street** – First, Second, Fourth, and Fifth Streets are two-lane roadways with residential and small business frontages. They primarily provide access to their adjacent land uses for vehicles, bicyclists, and pedestrians alike.
- **Arterial Street** – Dunne Avenue, Main Avenue, and Butterfield Boulevard as well as the portions of Monterey Road beyond Main and Dunne Avenues, are wider streets with faster moving traffic that border on and lead to the Downtown area.

- **Transit Connector** – Third Street and Depot Street are downtown-serving streets each with a unique configuration and function. Third Street serves as the main pedestrian connection between the Morgan Hill Transit Center and Downtown. Depot Street connects Main Avenue and Dunne Avenue to the Morgan Hill Transit Center.



*Downtown Morgan Hill street typology*

In addition to the street typology, the roadway section of the chapter discusses topics such as signals and intersection operations, curb extensions, traffic calming, wayfinding, collision history and safety, and planned improvements as well as roadway system gaps.

*Pedestrian and Bicycle Networks* – The discussion of the Station Area’s pedestrian and bicycle networks includes descriptions of existing and planned facilities, including sidewalks and crosswalks and bicycle lanes and routes. The discussion also identifies conditions that require improvements such as sidewalk and bike lane gaps.

*Toolboxes* – Throughout all sections of the chapter, toolboxes are provided to provide a menu of tools available to the City to further improve transportation services and facilities in the Station Area. Provided toolboxes include the following:

- Rail Service Toolbox
- Public Bus Service Toolbox
- Private Rideshare and Bus Service Toolbox

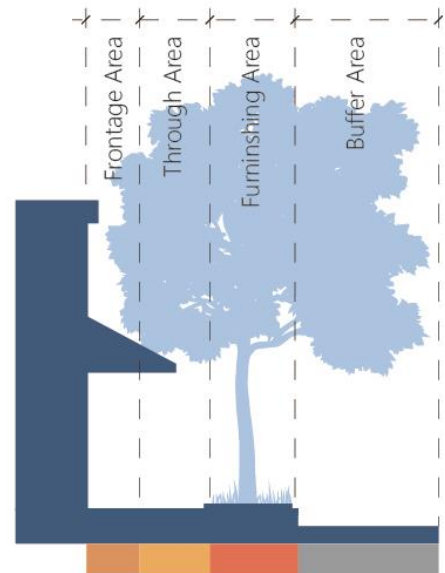
- Parking Toolbox
- Roadway Toolbox
- Pedestrian Toolbox
- Bicycle Toolbox

## Chapter 2: Streetscape and Placemaking Toolkit

Chapter 2 first provides an overview of gains made with respect to open space, streetscape, and placemaking in the Downtown area through a variety of City initiatives and programs, including the Downtown Placemaking Strategy (approved by the City Council in 2014), the Complete Streets Pilot Project for Monterey Road, the Creative Placemaking Mini Grant Program, and the Gateway Art project.

The second half of Chapter 2 focuses on the design of the pedestrian realm of streets in the Station Area and utilizes the street typology introduced in Chapter 1 (Transportation Context) to provide tools for organizing improvements in the pedestrian realm and strategies for further enhancing the quality of the pedestrian experience. The pedestrian realm of each street type is further divided into specific subareas: the Frontage Area, Through Area, Furnishing Area, and the sidewalk-adjacent Buffer Area (see Chapter 2 for a more detailed description of each of these pedestrian realm areas).

The provided tools and recommended design considerations clarify which pedestrian realm improvements belong where in the sidewalk, further enhance the identity of Downtown, and improve accessibility and walkability for visitors, residents, and employees.



*Pedestrian realm design areas*

The chapter concludes with public space and placemaking tools that make creative use of sidewalk-adjacent underutilized buffer areas (e.g. parking lanes) by accommodating flexible public open spaces, such as temporary parklets or permanent improvements like

parklets installed for the long-term or landscaped bulb-outs. Pedestrian-scale lighting is discussed as well.

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## Chapter 3: Priority Improvements

Chapter 3 highlights gaps within the transportation system and identifies improvements increase multi-modal connectivity, safety, and comfort for pedestrians, bicyclists, bus and rail passengers in the Downtown and areas surrounding the Morgan Hill Transit Center, emphasizing improved pedestrian and bicycle connections.

Specifically discussed are recommendations for:

- Sidewalk gap closures
- Pedestrian improvements at signalized and unsignalized crossings and intersections
- Potential striping modifications to accommodate bicycles at the intersection of Monterey Road and Main Avenue and the intersection of Monterey Road and Dunne Avenue
- Coordinated of improvements to transit services and facilities operation at the Morgan Hill Transit Center
- Roadway improvements at the intersections of Depot Street and Church Street with Dunne Avenue and the intersections of McLaughlin Avenue and Depot Street with Main Avenue
- Short-term parking improvements to help alleviate localized peak hour parking shortages

Chapter 3 concludes with the prioritization of recommendations for improvements discussed in greater detail throughout the chapter. The table of prioritized projects (on page E-9) establishes three tiers, with Tier 1- improvements that could be implemented immediately or in the near term (1 to 2 years), Tier 2 - improvements that could be implemented in the mid-term (2 to 5 years), and Tier 3 - long-term improvements (implemented in 5+ years).



Table of Prioritized Improvements				
Improvement	Tier 1	Tier 2	Tier 3	Comments
<b><i>Pedestrian Improvements</i></b>				
Close sidewalk gap on Depot Street		X		Timing dependent on development of adjacent lot
Conduct before and after studies of in-pavement flashers on Monterey Road at Third Street	X			Data needed to select appropriate treatments at other locations such as Monterey/First and Monterey/Fifth
Establish an uncontrolled pedestrian crossing policy	X			
Safety Enhanced railroad crossing improvements consistent with Quiet Zone Goals		X		Quiet Zone pedestrian crossing enhancements should be revisited once the CHSR Authority chooses a preferred alignment.
Conduct a study to identify appropriate pedestrian crossing treatments on Main Avenue at Depot Street/McLaughlin Avenue	X			To be conducted as part of the Depot Street study. Pedestrian counts and other data would be needed
<b><i>Bicycle Improvements</i></b>				
Install bicycle improvements at Monterey Road and Main Avenue	X			See Figure 3-4
Install bicycle improvements at Monterey Road and Dunne Avenue	X			See Figure 3-5
Evaluate on-street parking on Depot Street – consider redesign of Depot Street with the intent to create a complete street to the Transit Center and Downtown		X		To be considered as part of the Depot Street study.
Close bicycle lane gap on Depot Street		X		Timing dependent on development of adjacent lot

Table of Prioritized Improvements				
Improvement	Tier 1	Tier 2	Tier 3	Comments
Add second stripe to bicycle lanes on Dunne Avenue, Main Avenue, Depot Street, and Monterey Road		X		This will reduce incidence of parked vehicles encroaching into bicycle lanes
Add green paint to transition zones with new bicycle lane installations		X		This will better alert drivers of bicyclists and delineate their travel paths
Install buffered bicycle lanes on Monterey Road between Main Avenue and Dunne Avenue			X	Dependent on completion of Hale Avenue extension
<b>Transit Improvements</b>				
Work with Caltrain to adjust schedules	X			
Work with Caltrain and VTA on safety enhancements and to maintain pedestrian track crossing with double tracking project		X		Dependent on timing of preferred alignment chosen by CHSR Authority and the double tracking project
Create public outreach program to increase Caltrain riders	X			
Work with TAMC to extend station platform 200 feet to accommodate future rail service	X			City currently working with TAMC
Explore a community shuttle bus program or increased TNC service	X			
Install pedestrian shade and rain structures at remaining bus stop locations		X		Work with VTA on installation of shade and rain structures for the remaining bus stops.
<b>Roadway Improvements</b>				
Conduct Depot Street Study	X			The study would address future role of Depot Street, considering future parking facilities, and pedestrian crossings at Main and Dunne

Table of Prioritized Improvements				
Improvement	Tier 1	Tier 2	Tier 3	Comments
Study realignment of Depot Street with Church Street		X		To be conducted in conjunction with redevelopment of Hale Lumberyard site and Depot Street study
<b>Parking Improvements</b>				
Enforce two-hour parking limits	X			To free up prime spaces for customers
Extend time limits in parking garage	X			To allow long-term parking
Implement parking marketing and wayfinding program	X			To increase utilization of parking garage
Work with businesses on a valet parking program		X		To alleviate localized parking shortages
Reinstate parking in-lieu fees		X		To provide funding for parking improvements
Retain public park in ride lot for the Transit Center and explore additional parking options/designs for future transit ridership and service increase.	X			
Reserve options for future parking locations in the north Downtown area and conduct study		X		See Figure 3-7

*City staff will further modify the list based on input from City Planning Commissioners and City Council Members.*