



## City Council

### Special/Regular Meeting Agenda

<i>Mark Turner</i>	-	<i>Mayor</i>
<i>Marilyn Librers</i>	-	<i>Mayor Pro Tem</i>
<i>Soraida Iwanaga</i>	-	<i>Council Member</i>
<i>Yvonne Martínez Beltrán</i>	-	<i>Council Member</i>
<i>Miriam Vega</i>	-	<i>Council Member</i>

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**Wednesday, February 18, 2026**

**5:15 p.m. Closed Session**

**6:00 p.m. Regular Session**

**Council Chamber Building  
17555 Peak Avenue, Morgan Hill, CA 95037**

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Morgan Hill City Council meetings are held in person, with the option for the public to attend in person or participate by teleconference/video conference. Information on how the public may observe and participate in the meeting is below.

#### **MEETING PARTICIPATION**

Morgan Hill City Council meetings are held in person. The community may attend in person or via Zoom (video/teleconference). The meetings are also live-streamed on the City's website and Facebook page.

As a courtesy, and technology permitting, members of the public may attend online. However, the City cannot guarantee that the public's access to online technology will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Ralph M. Brown Act, the meeting will continue despite technical difficulties for participants using the online option.

Those wishing to participate in the meetings remotely must register in advance at <https://bit.ly/CityCouncilZoomRegistration>. Additionally, Zoom participants must be running the latest version or will be required to update to it before joining the meeting remotely.

Remote participation is also available by calling (669) 900-9128 and entering webinar

ID: 873 3200 8380#. Dial \*9 to raise your hand, and be called upon to speak for up to 3 minutes. Dial \*6 to unmute.

### **PUBLIC COMMENT**

Public comment may be offered verbally at the meeting or in writing before the meeting. Public comment is limited to three minutes, but the Mayor may adjust time limits for individual or total comments while ensuring all viewpoints are heard, encouraging speakers to avoid repetition, and allowing a designated spokesperson for organized support or opposition to present longer if needed.

Those attending remotely may only offer public comment for items on the agenda in one of four categories:

- Consent Calendar
- Other Business
- Public Hearings
- Closed Session

Public comment will be heard first from those attending in person, with the submission of a speaker card. Once that is complete, we will move to those on Zoom who have their hand raised. Following public comment from Zoom, we will close the public comment period for that item.

Remote public comment for items not on the agenda will not be accepted.

Written public comment may be submitted to the City Clerk:

- In person at the City Council Meeting;
- Via email to [ccpubliccomment@morganhill.ca.gov](mailto:ccpubliccomment@morganhill.ca.gov); or
- Hand-delivered or mailed to the City Clerk at 17575 Peak Avenue, Morgan Hill, CA 95037

Please email your comments to the City Clerk no later than 3:00 p.m. on Tuesday (the day before the City Council meeting) so that your comments can be submitted to the members of the City Council with sufficient time to review them. You may continue to provide written comments up to noon on Wednesday (the day of the meeting), although Council Members may not have sufficient time to review them before the meeting. Public comments submitted to the City Clerk after noon (12:00 p.m.) the day of the meeting will be provided to the City Council as time allows.

Written comments WILL NOT be read aloud during the City Council Meeting. Please note that written comments are posted on the City's website. It is recommended that you do not include any personal information that you do not want to be posted on the web. Please be advised that communications directed to the City Council are public records and are subject to disclosure pursuant to the California Public Records Act and

Brown Act unless exempt from disclosure under the applicable law. Communications will NOT be edited for redactions and will be printed/posted as submitted.

**AMERICANS WITH DISABILITIES ACT (ADA)**

In compliance with the Americans with Disabilities Act, if you are a disabled person and need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (408)779-7259 or by email at [cityclerk@morganhill.ca.gov](mailto:cityclerk@morganhill.ca.gov). Requests must be made as early as possible, at least two full business days before the start of the meeting.

**SPECIAL/REGULAR MEETING**

A special meeting of the City Council is called at 5:15 p.m. for the purpose of conducting a closed session.

**SPECIAL MEETING**

5:15 p.m. Closed Session

**CALL TO ORDER**

**ROLL CALL ATTENDANCE**

**DECLARATION OF POSTING AGENDA**

**CLOSED SESSION**

**Conference With Legal Counsel – Existing Litigation (§ 54956.9)**

City of Morgan Hill v. Garcia, 6th District Court of Appeal, Case No. H052498

**Public Employee Appointment (§ 54957)**

Title: City Attorney

**OPPORTUNITY FOR PUBLIC COMMENT ON CLOSED SESSION**

**ADJOURN TO CLOSED SESSION**

**REGULAR MEETING**

6:00 p.m.

**SILENT INVOCATION**

**PLEDGE OF ALLEGIANCE**

**RECOGNITIONS**

**PROCLAMATIONS**

**PRESENTATIONS**

YAC Presentation - Developmental Asset #8: Youth as Resources

**CITY COUNCIL REPORTS**

Council Member Martinez Beltran

**CITY MANAGER'S REPORT**

**CITY ATTORNEY'S REPORT**

**OTHER REPORTS**

**PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

This opportunity for public comment is for items that are not on the agenda. If you would like to make comments on an item that is on the agenda, please wait until we get to that item to offer your comments. Members of the public are entitled to address the City Council concerning any item within the Morgan Hill City Council's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda. Public comment is intended for comments. Questions posed during public comment are not generally answered. If you have questions, please send them to the City Clerk at [ccpubliccomment@morganhill.ca.gov](mailto:ccpubliccomment@morganhill.ca.gov) to receive a response. (See additional noticing at the end of this agenda)

**ADOPTION OF AGENDA**

**CONSENT CALENDAR**

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Pursuant to City Council Policies and Procedures (CP 97-01), any member of the Council or public may request to have an item removed from the Consent Calendar for comment and action.

1. **ACCEPT MORGAN HILL MAGICAL BRIDGE SHADE STRUCTURE PROJECT IN THE AMOUNT OF \$362,726**

Recommendation:

1. Accept as complete the Morgan Hill Magical Bridge Shade Structure Project;
2. Authorize the City Engineer to sign the Notice of Completion; and
3. Direct the City Clerk to file said Notice of Completion with the County Recorder's Office.

2. **ADOPT RESOLUTION AUTHORIZING THE DISPLAY OF THE DONATE LIFE FLAG**

Recommendation:

Adopt resolution authorizing the display of the Donate Life Flag annually during the month of April.

3. **ADOPT ORDINANCE NO. 2374, NEW SERIES, AN ORDINANCE OF THE CITY OF MORGAN HILL REPEALING CHAPTER 15.63 (PROHIBITION OF NATURAL GAS INFRASTRUCTURE IN NEW BUILDINGS) OF TITLE 15 (BUILDINGS AND CONSTRUCTION) OF THE MORGAN HILL MUNICIPAL CODE**

Recommendation:

Waive the reading, adopt Ordinance No. 2374, New Series, and declare that said title, which appears on the agenda, shall be determined to have been read by title and further reading waived.

4. **APPROVE A REIMBURSEMENT AGREEMENT WITH KB HOME SOUTH BAY INC. FOR OUT-OF-TRACT, NON-FRONTAGE IMPROVEMENTS ALONG MISSION VIEW DRIVE ASSOCIATED WITH THE CROSSWINDS RESIDENTIAL DEVELOPMENT PROJECT**

Recommendation:

1. Approve a Reimbursement Agreement with KB Home South Bay Inc. for out-of-tract, non-frontage improvements associated with the Crosswinds Residential Development Project; and
2. Authorize the City Manager to execute the Reimbursement Agreement.

5. **APPROVE PURCHASE OF EMERGENCY COMMUNICATIONS CENTER CONSOLE FURNITURE FROM THE RUSS BASSETT CORPORATION IN THE AMOUNT OF \$104,538**

Recommendation:

1. Approve the purchase of Emergency Communications Center Console Furniture from the Russ Bassett Corporation in the amount of \$104,538; and

2. Authorize the City Manager to execute the sales agreement and any related documents necessary to implement the project.

6. **APPROVE THE JANUARY 28, 2026 CITY COUNCIL AND FEBRUARY 6 & 7, 2026 GOAL SETTING WORKSHOP MEETING MINUTES**

Recommendation:

Approve the January 28, 2026 City Council and February 6 & 7, 2026 Goal Setting Workshop Meeting Minutes.

7. **RECEIVE ANNUAL REPORT ON 2025 CITY ENGINEER ACCEPTANCES OF PUBLIC IMPROVEMENTS COMPLETED BY PRIVATE DEVELOPMENT PROJECTS**

Recommendation:

Accept and file Annual Report on 2025 City Engineer acceptances of public improvements completed by private development projects.

**PUBLIC HEARINGS**

8. **ADOPT RESOLUTION APPROVING COMMENCEMENT OF 2026 WEED ABATEMENT PROGRAM**

Recommendation:

1. Open/Close public hearing; and
2. Adopt resolution authorizing Santa Clara County to commence weed abatement activities.

**OTHER BUSINESS**

9. **APPROVE COMPREHENSIVE SAFETY ACTION PLAN**

Recommendation:

Approve Comprehensive Safety Action Plan.

10. **APPROVE NEGOTIATIONS WITH BAY AREA SPORTS FUNDING LLC FOR POTENTIAL DEVELOPMENT OF A PUBLIC-PRIVATE PARTNERSHIP FOR AN INDOOR SPORTS FACILITY AT THE BUTTERFIELD PARK SITE**

Recommendation:

Authorize staff to pursue a lease/partnership agreement with Bay Area Sports Funding LLC for development of an indoor multi-use sports facility on a portion of the Butterfield Park site.

11. **PROVIDE DIRECTION TO STAFF ON PROPOSED FUTURE COUNCIL INITIATED AGENDA ITEM TO EXPLORE POSSIBILITY OF INDOOR SPORTS AND RECREATION COMPLEX**

Recommendation:

Determine if the majority of the City Council wants the following item agendaized at a future meeting for discussion:

Strategic exploration of an indoor sports and recreation complex.

**FUTURE COUNCIL INITIATED AGENDA ITEMS**

Note: in accordance with Government Code Section 54954.2(a), there shall be no discussion, debate and/or action taken on any request other than providing direction to staff to place the matter of business on a future agenda.

**ADJOURNMENT**

## NOTICE

Any documents produced by the City and distributed to the majority of the City Council less than 72 hours prior to an open meeting, will be made available for public inspection at the City Clerk's Counter at City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 and at the Morgan Hill Public Library located at 660 West Main Avenue, Morgan Hill, California, 95037 during normal business hours. (Pursuant to Government Code 54957.5)

## PUBLIC COMMENT

Members of the Public are entitled to directly address the City Council concerning any item described in the notice of this meeting during consideration of that item. If you wish to address the Council on any item on this agenda, please complete a speaker request card located in the foyer of the Council Chambers and deliver it to the Minutes Clerk before the City Council discussion on the item. You are not required to give your name on the speaker card to speak to the Council, but it is very helpful. When you are called, proceed to the podium, and the Mayor will recognize you. If you wish to address the City Council on any other item of interest to the public, you may do so during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the City Council.

Persons interested in proposing an item for the City Council agenda should contact a member of the City Council who may request an item on the agenda for a future City Council meeting. Council discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the City Council, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of City Council Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email [cityclerk@morganhill.ca.gov](mailto:cityclerk@morganhill.ca.gov).

# SUSTAINABLE MORGAN HILL



## Vision

To sustain a safe, inclusive, socially responsible, environmentally conscious, and economically sound community.

## Choose Morgan Hill

The City of Morgan Hill is the best community for people to live, work, visit, and operate their businesses.

## Strategic Priorities 2024-2025

- Fiscal Sustainability
- Affordable Housing and Homelessness
- Community Engagement
- Economic Development and Tourism
- Transportation
- Healthy Community

## City Council Ongoing Priorities

- Enhancing Public Safety and Quality of Life
- Protecting the Environment and Preserving Open Space and Agricultural Land
- Maintaining and Enhancing Infrastructure
- Supporting our Youth, Seniors, and Entire Community
- Fostering a Positive Organizational Culture
- Preserving and Cultivating Public Trust
- Preserving our Community History
- Enhancing Diversity and Inclusiveness
- Advocating for Local, Regional, and State Legislative Initiatives



# February

# Developmental Asset #8

## **Youth as Resources:**

Young people are given useful roles in the community



**A real-life topic that connects with this month developmental assets is:**

**Youth Leadership and Community Involvement**



# YAC LEADER: Kyle Moss

## YAC Secretary

- Fostering cats
- Performing with band
- Senior events





# YAC LEADER: Jake Moss

## Active Member



- Youth Action Council
- Community service
- Veteran memorial service





# YAC LEADER: Aakash Shakya

Active Member Developmental Asset Ambassador



**SECOND HARVEST**  
of SILICON VALLEY

- Youth Action Council
- Captain of Robotics Team
- Volunteering at Food Banks



**“The youth of today are the leaders of tomorrow.”**  
— *Nelson Mandela*





## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:  
Yat Cho, Senior Project Manager  
APPROVED BY: City Manager

### **ACCEPT MORGAN HILL MAGICAL BRIDGE SHADE STRUCTURE PROJECT IN THE AMOUNT OF \$362,726**

#### **RECOMMENDATION(S)**

1. Accept as complete the Morgan Hill Magical Bridge Shade Structure Project;
2. Authorize the City Engineer to sign the Notice of Completion; and
3. Direct the City Clerk to file said Notice of Completion with the County Recorder's Office.

#### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

##### **City Council Ongoing Priorities**

Maintaining and Enhancing Infrastructure  
Supporting our Youth, Seniors, and Entire Community

##### **2024-2025 Strategic Priorities**

Fiscal Sustainability  
Healthy Community

##### **Guiding Documents**

Bikeways, Trails, and Recreation Master Plan

#### **REPORT NARRATIVE:**

In 2024, the City of Morgan Hill received a County of Santa Clara Community Development Block Grant (CDBG) for the construction of shade structures in the Morgan Hill Magical Bridge/Inclusive Playground. The preparation of plans and specifications began soon after receiving the selection of this grant.

On February 19, 2025, the Morgan Hill Magical Bridge Shade Structure Project was awarded to G&G Builders, Inc. in the amount of \$392,933 with an authorized contingency of \$100,000. The project involved the installation of five shade structures within the Magical Bridge/Inclusive Playground area. (See Attachment 1 for Vicinity Map).

The project began in July 2025 and was substantially completed in November 2025.

There were no change orders for this project. The final construction contract with G&G Builders, Inc. is \$362,726. The project saw a savings of \$30,207 from the original construction contract amount due to used bid quantities being lower than included in the project award.

Staff recommends accepting this project as it is complete in accordance with the plans and specifications. By accepting this project, the City Clerk will file a Notice of Completion for this project (Attachment 3).

By completing this project prior to June 30, 2026, the City will be eligible to receive a grant reimbursement through CDBG for up to \$300,000. Staff will submit all necessary paperwork to the County pending project acceptance by City Council.

**COMMUNITY ENGAGEMENT:**

Prior to and during construction, the project's progress was updated weekly on social media and the City website. There was additional signage on site during the partial closure of the project.

**ALTERNATIVE ACTIONS:**

Accepting the project in accordance with the contract documents is a required process and enables the City to release any retained funds owed to the contractor per California Public Contract Code Section 7107.

**PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

June 19, 2024 - City Council adopted the FY2024-25 through 2029-30 Capital Improvement Program Budget.

February 19, 2025 - City Council awarded the Morgan Hill Magical Bridge Shade Structure Project to G&G Builders, Inc. in the amount of \$392,933.

**FISCAL AND RESOURCE IMPACT:**

The final contract amount for the Morgan Hill Magical Bridge Shade Structure Project is \$362,726. The project was awarded to G&G Builders, Inc. in the amount of \$392,933, with an authorized contingency of \$100,000 (totaling \$492,933). The project is funded in the FY24-25 Budget, and the unspent amount of \$130,207 will be returned to Quimby Park Fund (375).

Once the project is accepted, staff will submit a reimbursement request of up to \$300,000 through the County of Santa Clara Community Development Block Grant (CDBG). Remaining funding for the project was provided through the Quimby Park Fund (375).

**CEQA (California Environmental Quality Act):**

Categorical Exemption

The activities described in this Staff Report are categorically exempt under CEQA, specifically pursuant to Section 15301 of CEQA Guidelines (Existing Facilities), item (e) additions to existing structures provided that the addition will not result in an increase of more than; (1) 50 percent of the floor area of the structures before the addition; or 2,500 square feet, whichever is less.



PROJECT LOCATION

YELLOWSTONE DR

OLYMPIC DR

WHITNEY WAY

BRYCE DR

W EDMUNDSON AVE

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Public Services Department  
CIP Engineering Division**

G:\R-14\Proj\GIS\Agustin\CommunityParkbridgestructure.mxd

# MORGAN HILL MAGICAL BRIDGE SHADE STRUCTURE PROJECT



820 410 0 820 1,640 2,460

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## CIP Contract Acceptance Funding Closeout Statement

Project:	Morgan Hill Magical Bridge Shade Structure Project		
Project No:	PR1004		
Date of Project Award:	19-Feb-25		Project Award Amount:
Funding Source:			Contingency Authorized:
Date of Project Acceptance:	18-Feb-26	375	Total Authorized:
			Actual Base Contract Spent:

Change Orders			
	Description	Date	Council Approval Req'd? (Y/N)
			Total C.O.:

Additional Appropriations		
Source	Amount	Date

		Total Construction Amount (Base Contract plus CO's):
Construction Fund Balance:	\$130,207.00	

\$392,933
\$100,000
\$492,933
\$362,726

\$0.00


**\$362,726.00**

Recording Requested By:

\_\_\_\_\_

When Recorded Mail To:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

SPACE ABOVE THIS LINE IS FOR RECORDER'S USE

**NOTICE OF COMPLETION**  
Civil Code §§ 9204 and 9208

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is the agent of the Owner of the Project described below.
2. Owner's full name is City of Morgan Hill ("City").
3. Owner's address is 17575 Peak Ave., Morgan Hill, CA 95037.
4. The nature of Owner's interest in the Project is:  
XX Fee ownership    \_\_ Lessee    \_\_ Other: \_\_\_\_\_
5. Construction work on the Project performed on Owner's behalf is generally described as follows: Installation of five (5) shade structures at the Morgan Hill Inclusive Playground location.
6. The name of the original Contractor for the Project is: G&G Builders, Inc. located at 4542 Contractor PI Livermore, CA 94551.
7. The Project was accepted as completed on: February 18, 2026.
8. The Project is located at: 171 W. Edmundson Avenue Morgan Hill, CA 95037.

Verification: In signing this document, I, the undersigned, declare under penalty of perjury under the laws of the State of California that I have read this notice, and I know and understand the contents of this notice, and that the facts stated in this notice are true and correct.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature  
Scott Creer – City Engineer

*EXEMPT FROM NOTARY ACKNOWLEDGMENT REQUIREMENTS PER GOVERNMENT CODE § 27287 AND CIVIL CODE § 9208*

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:

Chris Ghione, Public Services Director

APPROVED BY: City Manager

## **ADOPT RESOLUTION AUTHORIZING THE DISPLAY OF THE DONATE LIFE FLAG**

### **RECOMMENDATION(S)**

Adopt resolution authorizing the display of the Donate Life Flag annually during the month of April.

### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

#### **City Council Ongoing Priorities**

Supporting our Youth, Seniors, and Entire Community

### **REPORT NARRATIVE:**

For the second year, the City has received a request from the Donor Network West to display the Donate Life Flag for the month of April in support of Donate Life Month. Donate Life Month is an observance focusing national attention on the need for and importance of organ, eye and tissue donation. The request is included as Attachment 1.

On September 27, 2017, the Council adopted a City Council policy on Flag Raising (CP17-02). Per the City Council's Flag Raising Policy, "the City's flag poles are not intended to serve as a forum for free expression by the public, but rather for the display of the Flags of the United States and the State of California. The flag poles located at City Hall, the CCC, and the CRC may also be used to display the flags of the City of Morgan Hill, Sister Cities, and any Commemorative Flags as may be authorized by the City Council as an expression of the City's official sentiments."

Under the policy, a commemorative flag "means a flag that identifies with a specific date, historical event, cause, nation or group of people, whereby the City honors or commemorates the date, event, cause, nation or people by flying the flag. Commemorative Flags shall be displayed at City facilities only upon City Council direction, consistent with the City's vision, mission, and ongoing and strategic priorities, incorporating themes of diversity, equity, social justice, and inclusion."

Commemorative flags may only be hung at City Hall, the CCC, and/or the CRC. Per the policy, commemorative flags may be hung no longer than 30 days. Authorization of commemorative flags must be approved by City Council resolution.

Last year the Council determined the proposed flag met the criteria of a "cause consistent with the Council's vision, mission and ongoing and strategic priorities". Since this Flag has been previously approved for display, City staff is proposing that the Council approve display of this flag annually during the month of April on an ongoing basis.

**COMMUNITY ENGAGEMENT:**

Inform

This request has come directly to the City from the Donor Network West organization. Should this request be approved, the City would share information on the flag display with the Community.

**ALTERNATIVE ACTIONS:**

The Council may choose to just support a proclamation for Donate Life Month as an alternative to displaying the flag. The Council may also choose to approve to fly the flag for only one year in April and not on an ongoing basis.

**PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

On September 27, 2017 the Council adopted a City Council policy on Flag Raising (CP-17-02).

On March 5, 2025 the City Council previously approved display of the Donate Life Flag.

**FISCAL AND RESOURCE IMPACT:**

There is no significant fiscal impact related to the flag display.

**CEQA (California Environmental Quality Act):**

Not a Project.

Organizational or administrative activity of governments that will not result in direct or indirect physical changes in the environment.

**RESOLUTION NO. 26-XXX**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL IN SUPPORT OF THE DONATE LIFE CAUSE**

**WHEREAS**, more than 100,000 Americans and 20,000 Californians are currently on the national transplant waiting list; and

**WHEREAS**, by becoming an organ, eye and tissue donor, one individual can save and heal the lives of more than seventy-five people. During National Donate Life Month, we honor the compassion and generosity of registered donors, donor families, and living donors; and

**WHEREAS**, the commitment of medical professionals, researchers, national partners, and all those who work tirelessly to save and heal lives through donation and transplantation is deserving of recognition; and

**WHEREAS**, Californians can register to be donors regardless of their age or medical history; and

**WHEREAS**, the City of Morgan Hill recognizes that the Donate Life cause of saving and healing lives through organ, eye and tissue donation is of such immediate and worthwhile importance; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Morgan Hill supports the Donate Life cause by displaying the Donate Life Flag at the Civic Center annually for the Month of April.

**PASSED AND ADOPTED** by the City Council of Morgan Hill on this 18<sup>th</sup> day of February 2026 by the following vote:

**AYES: COUNCIL MEMBERS:**  
**NOES: COUNCIL MEMBERS:**  
**ABSTAIN: COUNCIL MEMBERS:**  
**ABSENT: COUNCIL MEMBERS:**

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
**MARK TURNER, Mayor**

\_\_\_\_\_  
**MICHELLE BIGELOW, City Clerk**

**∞ CERTIFICATION ∞**

**I, Michelle Bigelow, City Clerk of the City of Morgan Hill, California,** do hereby certify that the foregoing is a true and correct copy of Resolution No. 26-XXX, adopted by the City Council at its meeting held on February 18, 2026.

**WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.**

**DATE:** \_\_\_\_\_

\_\_\_\_\_  
**Michelle Bigelow, City Clerk**



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**[EXTERNAL] Flag Raise and Proclamation Inquiry for Donate Life Month (April 2026)**

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**From** Hoa Ha <hha@dnwest.org>

**Date** Tue 1/13/2026 3:55 PM

**To** Chris Ghione <chris.ghione@morganhill.ca.gov>

Happy New Years Chris!

I hope that you are doing well!

It's Hoa again from Donor Network West. Thank you so much for all of your help and support last year. I wanted to reach out to you again about a Flag Raising event this upcoming April for National Donate Life month. Donate Life Month is an observance focusing national attention on the need for and importance of organ, eye and tissue donation. It is also about the importance of registering your decision to be a donor, honoring deceased, and living donors, and celebrating the lives they have saved. And finally, it is the generosity of the donors and donor families that make saving lives through transplantation possible.

The donate life flag is a national symbol of unity, remembrance, and hope, while honoring those touched by donation and transplantation. Giving the gift of life is one of the most selfless legacies a person can leave behind. The act of a flag raising ceremony is to make a unified statement about the importance of donation, to represent the great need for donors, to encourage people to register as a donor, and last, but certainly not least, to honor the donors. Donor Network West works with 175 hospitals throughout Northern California and Northern Nevada. Many of which will be flying the donate life flag throughout the month of April. The flag stands as a symbol of gratitude towards the Donors selfless act, giving the gift of life. It offers support and comfort to the donor families as well as transplant candidates while raising awareness about the importance of organ donation.

I look forward to collaborating with you soon.

Sincerely,  
Hoa

Hoa Ha Community Engagement Specialist I  
O: 925.480.3100 M: 510.919.9818  
175 N. Jackson Ave. Ste. 210, San Jose, CA 95116

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Confidentiality Note: This e-mail message contains information from the Donor Network West that may be privileged and/or confidential. If you are not the addressee or an authorized recipient of this message, any distribution, copying, publication, or use of this information for any purpose is prohibited. Please notify the sender immediately by e-mail and then delete this message.

WARNING: This message is from an external user. Confidential information such as social security numbers, credit card numbers, bank routing numbers, wire transfer information and other personally identifiable information should not be transmitted to this user. For question, please contact the Morgan Hill IT Department by opening a new helpdesk request online or call 408-909-0055.

# CITY OF MORGAN HILL

## COUNCIL POLICIES AND PROCEDURES

CP-17-02

**SUBJECT: FLAG RAISING**

**EFFECTIVE DATE SEPTEMBER 27, 2017**

**ORIGINATING DEPARTMENT: CITY ATTORNEY'S OFFICE**

### **BACKGROUND**

The City of Morgan Hill displays the flags of the State of California and of the United States of America on poles located at facilities throughout Morgan Hill. City flag poles are not a public forum, but from time to time the City Council will authorize the display of ceremonial flags consistent with the City's ongoing and strategic priorities.

### **PURPOSE**

Establish guidelines for the City Council to approve the display of flags other than those of the City of Morgan Hill, the State of California or the United States of America.

### **POLICY**

It is the policy of the City of Morgan Hill that the City's flag poles are not intended to serve as a forum for free expression by the public, but rather for the display of the Flags of the United States and the State of California. The flag poles located at City Hall, the Community and Cultural Center and Centennial Recreation Center may also be used to display the flags of the City of Morgan Hill, Sister Cities, and any Commemorative Flags as may be authorized by the City Council as an expression of the City's official sentiments.

A Commemorative Flag under this policy means a flag that identifies with a specific date, historical event, cause, nation or group of people, whereby the City honors or commemorates the date, event, cause, nation or people by flying the flag. Commemorative Flags shall be displayed at City facilities only upon City Council direction, consistent with the City's vision, mission, and ongoing and strategic priorities, incorporating themes of diversity, equity, social justice, and inclusion.

### **PROCEDURE**

In addition to the flags of the State of California and the United States of America, the City Council may, by resolution, direct City staff to display any Commemorative Flag on the flag poles of City Hall, the Community and Cultural Center and/or the Centennial Recreation Center as an expression of the City's official sentiments, for those dates and times and on those terms and conditions as set forth in the resolution. Commemorative Flags shall be displayed for a period of time that is reasonable or customary for the subject that is to be commemorated, but no longer than 30 continuous days.

**This Policy shall remain in effect until modified by the City Council.**

**APPROVED:**



**STEVE TATE, MAYOR**

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

**PREPARED BY:**

Vicky Rossi, Deputy City Clerk

**APPROVED BY:** City Manager

### **ADOPT ORDINANCE NO. 2374, NEW SERIES, AN ORDINANCE OF THE CITY OF MORGAN HILL REPEALING CHAPTER 15.63 (PROHIBITION OF NATURAL GAS INFRASTRUCTURE IN NEW BUILDINGS) OF TITLE 15 (BUILDINGS AND CONSTRUCTION) OF THE MORGAN HILL MUNICIPAL CODE**

**RECOMMENDATION(S)**

Waive the reading, adopt Ordinance No. 2374, New Series, and declare that said title, which appears on the agenda, shall be determined to have been read by title and further reading waived.

**COUNCIL PRIORITIES, GOALS & STRATEGIES**

None

**REPORT NARRATIVE:**

On January 28, 2026, the City Council introduced Ordinance No. 2374 New Series, by the following roll call vote: AYES: Vega, Iwanaga, Librers, Martinez Beltran, Turner; NOES: None; ABSTAIN: None; ABSENT: None.

The proposed ordinance repeals [Chapter 15.63](#) of the Municipal Code, which prohibited the installation of natural gas infrastructure, with exceptions, in newly constructed buildings.

**COMMUNITY ENGAGEMENT:**

Inform

City staff provided notice of the recommended repeal via various communication channels to the community. City staff emailed community members that were engaged in our climate action plan work, informing them of the repeal and City Council meeting.

**ALTERNATIVE ACTIONS:**

There is no feasible alternative to the recommended action. While the City is not required to actively repeal ordinances that have been invalidated so long as the ordinances are not being enforced, repeal of the ordinance will eliminate any confusion over the status of the ordinance. Since the Ninth Circuit Court of Appeals struck down the City of Berkeley's gas ban in 2023, cities have shifted away from "direct bans" on

gas piping or appliances. Because federal law prevents local governments from regulating the energy use of appliances, cities are now using alternative strategies, such as "Reach Codes" to restrict the use of natural gas in new construction.

**PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

The ordinance eliminating natural gas for new construction was adopted by the City Council on November 6, 2019. The City's intent to reduce natural gas use in the City was reinforced by the City Council's adoption of its Climate Action Plan on December 15, 2021. The ordinance repealing natural gas for new construction was introduced on January 28, 2026.

**FISCAL AND RESOURCE IMPACT:**

There are no direct fiscal impacts associated with this repeal.

**CEQA (California Environmental Quality Act):**

Not a Project

In accordance with CEQA Guidelines section 15378(b)(5), action on this item is not a project subject to CEQA because it is an administrative and legal action that will not result in a direct physical change to the environment.

**ORDINANCE NO. 2374, NEW SERIES**

**AN ORDINANCE OF THE CITY OF MORGAN HILL  
REPEALING CHAPTER 15.63 (PROHIBITION OF  
NATURAL GAS INFRASTRUCTURE IN NEW  
BUILDINGS) OF TITLE 15 (BUILDINGS AND  
CONSTRUCTION) OF THE MORGAN HILL MUNICIPAL  
CODE**

THE CITY COUNCIL OF THE CITY OF MORGAN HILL DOES ORDAIN AS FOLLOWS:

**Section 1.**     **Findings.** The City Council finds and declares as follows:

1. The City of Morgan Hill previously adopted Chapter 15.63 of the Municipal Code to prohibit natural gas infrastructure in newly constructed buildings.
2. The City Council finds that the Ninth Circuit Court of Appeals' decision in *California Restaurant Association v. City of Berkeley* held that the federal Energy Policy and Conservation Act (EPCA) preempts local ordinances that prohibit the installation of natural gas infrastructure in new buildings. Consequently, Chapter 15.63 of the Morgan Hill Municipal Code is now preempted by federal law and is no longer legally enforceable.
3. The repeal of this ordinance ensures that building standards in Morgan Hill remain consistent with the judicial rulings and the current practices of the City.

**Section 2.**     **Repeal.** Chapter 15.63 (Prohibition of Natural Gas Infrastructure in New Buildings) of the Morgan Hill Municipal Code is hereby repealed in its entirety.

**Section 3.**     **Severability.** Should any provision of this ordinance be deemed unconstitutional or unenforceable by a court of competent jurisdiction, such provision shall be severed from the ordinance, and such severance shall not affect the remainder of the ordinance.

**Section 4.**     **Effective Date; Posting.** This Ordinance shall take effect on the 31<sup>st</sup> day following adoption. The City Clerk is hereby directed to publish this Ordinance or a summary thereof pursuant to Government Code Section 36933.

**THE FOREGOING ORDINANCE WAS INTRODUCED AT A MEETING OF THE CITY COUNCIL HELD ON THE 28<sup>TH</sup> DAY OF JANUARY 2026, AND WAS FINALLY ADOPTED AT A MEETING OF THE CITY COUNCIL HELD ON THE 18<sup>TH</sup> DAY OF FEBRUARY 2026, AND SAID ORDINANCE WAS DULY PASSED AND ADOPTED IN ACCORDANCE WITH LAW BY THE FOLLOWING VOTE:**

**AYES: COUNCIL MEMBERS:  
NOES: COUNCIL MEMBERS:  
ABSTAIN: COUNCIL MEMBERS:  
ABSENT: COUNCIL MEMBERS:**

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
**MARK TURNER, Mayor**

\_\_\_\_\_  
**MICHELLE BIGELOW, City Clerk**

**CERTIFICATE OF THE CITY CLERK**

**I, MICHELLE BIGELOW, CITY CLERK OF THE CITY OF MORGAN HILL, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of Ordinance No. 2374, New Series, adopted by the City Council of the City of Morgan Hill, California at their regular meeting held on the 18<sup>th</sup> day of February 2026.**

**WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.**

DATE: \_\_\_\_\_

\_\_\_\_\_  
**MICHELLE BIGELOW, City Clerk**

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:

Nolen Ugalde, Assistant Engineer

APPROVED BY: City Manager

### **APPROVE A REIMBURSEMENT AGREEMENT WITH KB HOME SOUTH BAY INC. FOR OUT-OF-TRACT, NON-FRONTAGE IMPROVEMENTS ALONG MISSION VIEW DRIVE ASSOCIATED WITH THE CROSSWINDS RESIDENTIAL DEVELOPMENT PROJECT**

#### **RECOMMENDATION(S)**

1. Approve a Reimbursement Agreement with KB Home South Bay Inc. for out-of-tract, non-frontage improvements associated with the Crosswinds Residential Development Project; and
2. Authorize the City Manager to execute the Reimbursement Agreement.

#### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

##### **City Council Ongoing Priorities**

Maintaining and Enhancing Infrastructure

##### **Guiding Documents**

Morgan Hill 2035 General Plan

#### **REPORT NARRATIVE:**

The Crosswinds Project (Project), is a 269-unit residential development with two phases (Phase 1 - Tract No. 10618 and Phase 2 - Tract No. 10652) located on the northeast corner of the intersection of Mission View Drive and Half Road (see Attachment 1). As part of the Project's Phase 1 conditions of approval, the developer, KB Home South Bay Inc., was required to install and dedicate public improvements along the project's Mission View Drive, Half Road, and De Paul Drive frontages, which included sidewalk, curb, gutter, landscaping, stormwater treatment facilities, street widening, and street-lighting.

On August 28, 2024, the City Council approved the Phase 1 Final Map and a Subdivision Improvements Agreement (SIA). The SIA was recorded at the County Recorder's office on September 5, 2024. As part of the SIA, the Developer agreed to install out-of-tract, non-frontage improvements along a portion of the east side of Mission View Drive, while the City agreed to give the Developer a traffic impact fee credit equivalent to the costs associated with the out-of-tract, non-frontage

improvements.

As of January 2026, the total traffic impact fees due from the Project are projected to be \$918,051. The final cost of the out-of-tract, non-frontage improvements is estimated to be \$1,198,207, which exceeds the total estimated traffic impact fees due from the project by \$280,156.

The Project is currently in construction, and is anticipated to be completed with the out-of-tract, non-frontage improvement obligation later this year. The proposed amount of City reimbursement to the Developer shall not exceed \$280,156. The actual out-of-tract, non-frontage improvement cost and construction work will be reviewed by staff, following completion of the improvements, and prior to issuance of any reimbursement. City staff are recommending approval of this reimbursement agreement as the improvements are aligned with several of the City's planning documents in relation to multi-modal safety. Importantly, it will add a new sidewalk on the east side of Mission View Drive, providing vastly improved pedestrian access to Live Oak High School from the residential areas north of the project.

Staff recommends that the City enter into a Reimbursement Agreement (see Attachment 2) with KB Home South Bay Inc. for a maximum reimbursement amount of \$280,156 to cover the remaining balance of the out-of-tract, non-frontage improvements to be completed by the Crosswinds Project.

#### **COMMUNITY ENGAGEMENT:**

Inform

This report serves to inform the community of the proposed Reimbursement Agreement with KB Home South Bay Inc.

#### **ALTERNATIVE ACTIONS:**

There is no feasible alternative action as the Developer is constructing the out-of-tract, non-frontage improvements and will complete the Project and the out-of-tract, non-frontage improvements later this year.

#### **PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

May 23, 2023 - Planning Commission adopted [Resolution No. 23-05](#) that recommended approval of the Vesting Tentative Map and Design Permit.

June 21, 2023 - City Council adopted [Resolution No. 23-032](#) that approved the Vesting Tentative Map and Design Permit.

August 28, 2024 - City Council approved the Final Map for Phase 1 (Tract No. 10618) of the Project and the Project's Subdivision Improvements Agreement.

May 21, 2025 - City Council approved the Final Map for Phase 2 (Tract No. 10652) of the Project.

**FISCAL AND RESOURCE IMPACT:**

The reimbursement for the out-of-tract, non-frontage improvements in the amount of \$280,156 will be funded from the Traffic Impact Fund (309). Adequate funding is available within the existing approved Capital Budget for these expenses. The funding authorized for this project will not have a direct impact on the City's General Fund (010).

**CEQA (California Environmental Quality Act):**

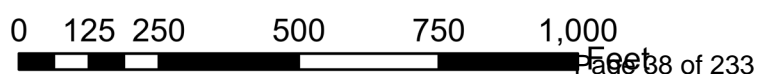
Project

An Environmental Impact Report was certified for this project on June 21, 2023.



Public Services Department  
Land Development Engineering

Site Map  
Mission View Drive - Crosswinds  
Out-of-Tract Public Improvement Area



**REIMBURSEMENT AGREEMENT**

**CROSSWINDS PHASE 1 – TRACT NO. 10618**

**KB HOME SOUTH BAY INC.**

THIS AGREEMENT is made this \_\_\_\_\_ day of \_\_\_\_\_, 2026, by the CITY OF MORGAN HILL, a municipal corporation ("CITY"), and **KB HOME SOUTH BAY INC.**, a California Corporation ("DEVELOPER").

**RECITALS**

The following recitals are a substantive part of this Agreement:

1. This Agreement is entered into pursuant to City Council approval on February 18, 2026.
2. CITY desires the DEVELOPER to furnish **out-of-tract public, non-frontage improvements along the east side of Mission View Drive, across the project’s Mission View Drive frontage.**
3. DEVELOPER agrees, at its own cost and expense, to install these improvements ("IMPROVEMENTS").
4. Pursuant to the Subdivision Improvements Agreement for the Crosswinds Phase 1 – Tract No. 10618 recorded on September 5, 2024 as document number 25694224, City shall provide traffic impact fee credits to the DEVELOPER for the costs associated with the out-of-tract, non-frontage improvements.
5. DEVELOPER requests that CITY reimburse it for the cost to be incurred for the IMPROVEMENTS.

**AGREEMENT**

THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. **Term of Agreement.** This Agreement covers services to be rendered from the date of building permit issuance (Effective Date) for the project until such time as the amount or portion for reimbursement has been paid to DEVELOPER or its designee. This Agreement shall terminate upon full reimbursement.
2. **Scope of Project.** The project scope consists of the design and construction of public improvements along the east side of Mission View Drive, including roadway paving and widening, installation of curb and gutter, detached sidewalk, landscaping, stormwater treatment facilities, streetlighting, and other appurtenant improvements.

3. **IMPROVEMENTS TO BE PROVIDED.** IMPROVEMENTS to be performed by DEVELOPER consist of the following: **Roadway paving and widening, installation of curb and gutter, detached sidewalk, landscaping, stormwater treatment facilities, streetlighting, and other appurtenant improvements along the east side of Mission View Drive with the amount listed on the attached Exhibit A.** DEVELOPER has commenced the construction of the IMPROVEMENTS.

4. **Compensation.** DEVELOPER will expend the following approximate amount in construction of IMPROVEMENTS:

4.1 **Amount.** Not to exceed One Million One Hundred Ninety-Eight Thousand Two Hundred Seven Dollars and Thirty-Four Cents. **(\$1,198,207.34).**

4.2 **Portion to be Reimbursed.** Not to exceed Two Hundred Eighty Thousand One Hundred Fifty Six Dollars and Thirty-Four Cents **(\$280,156.34).**

4.3 **Payment.** CITY shall reimburse DEVELOPER upon completion of the IMPROVEMENTS to CITY's satisfaction.

4.4 **Records of Expenses.** DEVELOPER shall keep records in which complete and correct entries are made of all construction costs, including overhead, related to IMPROVEMENTS. These records shall be made available to CITY for inspection upon request.

4.5 **Termination.** CITY and DEVELOPER shall have the right to terminate this Agreement, without cause, by giving not less than thirty (30) days written notice of termination as provided in Paragraph 11 below.

5. **Assignment of Payments.**

5.1 **Payment Stream.** DEVELOPER may assign the payments upon written instruction to CITY as provided in Paragraph 11 below. CITY shall have no liability for failure to follow these instructions or for any claims by any entity for the funds or for their assignment.

6. **Non-Liability of Officials and Employees of the CITY.** No official or employee of CITY shall be personally liable for any default or liability under this Agreement.

7. **Non-Discrimination.** DEVELOPER covenants there shall be no discrimination based upon race, color, creed, religion, gender, marital status, age, disability, sexual orientation, national origin, or ancestry, in any activity pursuant to this Agreement.

8. **Independent Contractor.** It is agreed upon that DEVELOPER shall act and be an independent contractor and not an agent or employee of CITY.

9. **Compliance with Law.** DEVELOPER shall comply with all applicable laws, ordinances, codes, and regulations of the federal, state, and local government.

10. **Conflict of Interest and Reporting.** DEVELOPER shall at all times avoid conflict of interest or appearance of conflict of interest in performance of this Agreement including, without limitation, complying with California Government Code section 1090 *et seq.*, the California Political Reform Act (California Government Code section 87100 *et seq.*) and the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations section 18700 *et seq.*). SERVICE PROVIDER will further comply, and will ensure that its agents and its subcontractors comply, with California Government Code section 84308 (“Levine Act”) and the applicable regulations of the Fair Political Practices Commission concerning campaign disclosure (2 California Code of Regulations sections 18438.1–18438.8).

11. **Notices.** All notices shall be personally delivered or mailed, via first class mail to the below listed addresses. These addresses shall be used for delivery of service of process. Notices shall be effective five (5) days after date of mailing, or upon date of personal delivery.

a. Address of DEVELOPER is as follows:  
KB Home South Bay, Inc.  
10990 Wilshire Boulevard, 7<sup>th</sup> Floor  
Los Angeles, CA 90024

b. Address of CITY is as follows:	With a copy to:
Public Services Director	City Clerk
City of Morgan Hill	City of Morgan Hill
17555 Peak Avenue	17555 Peak Avenue
Morgan Hill, CA 95037	Morgan Hill, CA 95037

12. **Licenses, Permits and Fees.** DEVELOPER shall obtain a City of Morgan Hill Business License, all permits, and licenses as may be required by this Agreement.

13. **Time of Essence.** Time is of the essence in the performance of this Agreement.

14. **Limitations Upon Subcontracting and Assignment.** Neither this Agreement nor any portion shall be assigned by DEVELOPER without prior written consent of CITY.

15. **Authority to Execute.** The persons executing this Agreement on behalf of the parties warrant that they are duly authorized to execute this Agreement.

16. **Indemnification.** DEVELOPER agrees to protect, and hold harmless CITY and its elective or appointive boards, officers, agents, and employees from any and all claims, liabilities, expenses, or damages of any nature, including attorneys' fees, for injury or death of any person, or damage to property, or interference with use of property, arising out of, or in any way connected with performance of the Agreement by DEVELOPER, DEVELOPER'S agents, officers, employees, subcontractors, or independent contractors hired by DEVELOPER. The only exception to

DEVELOPER'S responsibility to protect, defend, and hold harmless CITY, is due to the sole negligence of CITY. This hold harmless agreement shall apply to all liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by DEVELOPER.

17. **Modification.** This Agreement constitutes the entire agreement between the parties and supersedes any previous agreements, oral or written. This Agreement may be modified or provisions waived only by subsequent mutual written agreement executed by CITY and DEVELOPER. If the provisions contained in the main body of this Agreement conflict with any provision contained in an exhibit to this Agreement, the provisions of the main body of this Agreement shall govern and control over any provision contained in an exhibit to this Agreement.

18. **California Law.** This Agreement shall be construed in accordance with the laws of the State of California. Any action commenced about this Agreement shall be filed in the central branch of the Santa Clara County Superior Court.

19. **Interpretation.** This Agreement shall be interpreted as though prepared by both parties.

20. **Preservation of Agreement.** Should any provision of this Agreement be found invalid or unenforceable, the decision affected only the provision interpreted, and all remaining provisions shall remain enforceable.

21. **Counterpart Signatures.** This Agreement may be signed in multiple counterparts, which shall, when executed by all Parties, constitute a single binding agreement.

IN WITNESS THEREOF, these parties have executed this Agreement on the day and year shown below.

**CITY OF MORGAN HILL**

**"DEVELOPER"  
KB HOME SOUTH BAY INC.**

By: \_\_\_\_\_  
Christina J. Turner, City Manager

By: \_\_\_\_\_  
Print Name and Title  
(If Corporation, must be Chairperson of the Board, President, or Vice President)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Michelle Bigelow, City Clerk

\_\_\_\_\_  
Donald A Larkin, City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**Exhibit A**

**Reimbursement Amount for Out-of-Tract, Non-Frontage Improvements on the East Side of Mission View Drive**

		Cost
1.	Demolition/Removal	\$81,100.00
2.	Asphalt Concrete Pavement / Road Widening	\$210,825.00
3.	Portland Cement Concrete Curb, Gutter, and Sidewalk	\$108,862.00
4.	Stormwater Treatment Facilities	\$229,954.38
5.	Landscaping	\$26,678.00
6.	Storm Drain Improvements	\$204,519.00
7.	Streetlighting	\$97,702.00
8.	Signing and Striping	\$19,023.76
9.	Erosion Control, Traffic Control, and other Miscellaneous	\$17,100.00
10.	Design, Surveying, Staking, Testing	\$93,515.00
Total Improvement Cost (with 10% Contingency)		1,198,207.34
Less Traffic Impact Fee Credits		(\$918,051.00)
<b>Not to Exceed Reimbursement Cost</b>		<b>\$280,156.34</b>

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:

Sarah Tada, Support Services Manager

APPROVED BY: City Manager

### **APPROVE PURCHASE OF EMERGENCY COMMUNICATIONS CENTER CONSOLE FURNITURE FROM THE RUSS BASSETT CORPORATION IN THE AMOUNT OF \$104,538**

#### **RECOMMENDATION(S)**

1. Approve the purchase of Emergency Communications Center Console Furniture from the Russ Bassett Corporation in the amount of \$104,538; and
2. Authorize the City Manager to execute the sales agreement and any related documents necessary to implement the project.

#### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

##### **City Council Ongoing Priorities**

Enhancing Public Safety

Maintaining and Enhancing Infrastructure

##### **2024-2025 Strategic Priorities**

Fiscal Sustainability

##### **Guiding Documents**

Communications, Outreach, and Engagement Plan

GIS Strategic Plan

Morgan Hill 2035 General Plan

Public Safety Master Plan

#### **REPORT NARRATIVE:**

Staff is requesting approval of a sales agreement with the Russ Bassett Corporation for the replacement and upgrade of the dispatch console workstations in the Emergency Communications Center, utilizing the \$150,000 from the FY 2024-25 savings as authorized by the City Council at its June 4, 2025 meeting.

The purchase of dispatch console furniture is typically funded, either partially or fully, by the California Governor's Office of Emergency Services (CalOES) through residual funds remaining from Customer Premise Equipment (CPE) purchases. CalOES requires vendors to participate in the California Multiple Award Schedule (CMAS) program to

ensure products and services are priced fairly, reasonably, and competitively.

Morgan Hill Police Department initially engaged with a vendor in anticipation of utilizing CalOES residual funding. However, the Department was later notified that residual funding had been suspended statewide due to challenges associated with the NextGen911 project. Despite the suspension of those funds, the need to replace and modernize the Emergency Communications Center consoles remained. The existing consoles are aging, and no longer adequately support current technology, equipment configuration, and staffing demands. Upgrading the console furniture will improve functionality and workspace efficiency and allow for workstation expansion to better support service delivery.

Pursuant to Municipal Code Section 3.04.180 (Cooperative Purchasing), the City may utilize competitively awarded cooperative purchasing agreements, including CMAS, without conducting a separate formal bid process.

The Police Department secured CMAS pricing directly from the Russ Bassett Corporation, ensuring the pricing is fair, reasonable, and fully compliant with City purchasing requirements.

The project scope was expanded from three dispatch consoles to four consoles to better support service delivery and operational demands. The total cost for the furniture, including delivery and disposal of the existing consoles, is \$104,538.

The remaining authorized funds will be allocated toward low-voltage contractor services, electrical work, and necessary modifications to telephone and radio systems associated with the installation.

#### **COMMUNITY ENGAGEMENT:**

Inform

This report serves to inform the community of the recommended action to approve Russ Bassett Corporation Sales Agreement.

#### **ALTERNATIVE ACTIONS:**

If the City Council does not approve the agreement, the Emergency Communications Center would continue using aging furniture, which could limit functionality, reduce workspace efficiency, and constrain dispatch operations.

#### **PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

The City Council previously approved the Emergency Communications Center Remodel budget of \$150,000 at its June 4, 2025 meeting.

#### **FISCAL AND RESOURCE IMPACT:**

No additional appropriation is required for this project as sufficient savings from the FY 2024-25 budget were made available and approved by the City Council at its June 4, 2025 meeting.

**CEQA (California Environmental Quality Act):**

CEQA (California Environmental Quality Act): Not a CEQA Project. This action will not have a direct or indirect impact on the environment.

## SALES AGREEMENT

### PROJECT / ORDER DETAILS

**BUYER:** Morgan Hill Police Department  
**PROJECT NAME:** Morgan Hill Dispatch  
**PROJECT NUMBER:** PN-10765-01 Opt 1 Rev F  
**BUYER PURCHASE ORDER NO:** \_\_\_\_\_

Thank you for your order! To make sure both parties agree on their individual responsibilities, we have prepared the following "Sales Agreement" to cover items relating to your order.

#### 1. GENERAL

The terms outlined herein represent the complete agreement between the seller, Russ Bassett Corp. ("RBC") and **Morgan Hill Police Department** ("BUYER"). This Sales Agreement supersedes any other prior conversations, understandings, and agreements, written or verbal.

#### 2. SCOPE OF WORK

RBC agrees to provide product,(specifically built-to-order for this project), delivery, and installation as detailed in the attached drawings, renderings, and quotation / proposal, collectively referred to as "Attachment A".

#### 3. INVESTMENT

BUYER shall pay RBC **\$104,538.17** in U.S. currency in return for the products and services outlined in Attachment A, per the milestone payment schedule below.

#### 4. MILESTONE PAYMENT SCHEDULE

RBC milestone payment term schedule for this project are as follows:

MILESTONE	PROGRESS PAYMENT INVOICED
1. SUBMITTAL OF ORDER TO RBC	25% Due: Net 30 Days
2. ORDER SHIPMENT	50% Due: Net 30 Days
3. SUBSTANTIAL COMPLETION OF THE PROJECT	25% Due: Net 30 Days*

*\*10% retainage can be held back if there are minor punch list items delaying final completion.*

#### 5. BONDS

No bonds are included as part of this order.

#### 6. TAXES

BUYER shall be responsible for all sales and use taxes beyond what is collected on this order.

#### 7. FINAL ORDER APPROVAL

Receipt of BUYER's purchase order, signed copy of this Sales Agreement, and receipt of 25% milestone payment #1 constitutes final approval of all attachments and conveys to RBC clear approval and authority to move forward with manufacturing to meet your firm delivery requirements.

#### 8. SCHEDULE

RBC shall coordinate with BUYER's Designated Contact to establish a firm shipment and delivery schedule to meet BUYER's desired installation requirements. This schedule will then be published and made part of this Agreement.

## 9. CHANGES

Any REQUEST for changes to the design, scope of work or schedule shall be made in writing. RBC will notify BUYER if it is possible to accommodate the requested change and, if so, what costs and schedule impacts would apply. No change will be made without sign-off of the updated quote and drawing by BUYER and prepayment of additional costs. Once a confirmed order is within 4 WEEKS of the scheduled ship date, it is NOT AVAILABLE FOR CHANGES.

## 10. DELAYS

If BUYER is unable to take delivery per the agreed upon schedule, RBC will, as a courtesy, warehouse the product at no charge for up to 30 days. After 45 days, 100% of the Product Total will be invoiced, less any prior progress payments already received. At that time STORAGE FEES OF 1% PER MONTH, of the product total will apply and be billed monthly. Freight and Installation fees will be billed at time of shipment and due upon substantial completion of the installation. A 10% retainage may be held back to cover resolution of any outstanding punch list items.

## 11. SHIPPING

Freight and delivery charges include inside delivery and removal of packaging debris. If damage occurred during shipping, RBC would rush a replacement item to the installation site and remove the damaged item at no cost to BUYER. If BUYER modifies the schedule, requests additional shipments, expedited shipments, or off-site storage beyond the original scope of work, any resulting additional costs shall be the sole responsibility of BUYER.

## 12. SITE CONDITIONS

To ensure a successful installation, the delivery and installation site must be 100% ready. This includes clean and free access to allow delivery, movement, staging and installation of the product as agreed at the time of order, including elevator access if not a "ground floor" installation. All flooring, walls, painting, carpeting, ceiling, and electrical work should be complete prior to the arrival of the RBC product. BUYER shall appoint an on-site representative that will be available to RBC's installation team for security, site safety and product placement coordination. Unless otherwise arranged, RBC is not responsible for professional architectural, electrical, mechanical, structural or floor loading analysis. These services may be available on a fee basis upon request.

## 13. INSTALLATION

RBC installations are performed by RBC authorized, factory trained, non-union furniture installers during normal, uninterrupted, business hours. Overtime, evening, weekend, and holiday work is available at an additional charge. The installation charge includes the placement, installation, clean-up and training on the use, service and maintenance of the products supplied. Any existing materials subject to relocation by RBC that were not included in the original scope of work may be subject to additional charges. RBC assumes that the site is prepared to allow RBC installers to receive the product and complete the installation in a single installation activity unless it is already quoted otherwise under the scope of work. If multiple site visits are required at the request of BUYER, RBC will provide a revised quotation for any resulting additional costs.

## 14. ACCEPTANCE

To ensure BUYER's complete satisfaction, BUYER shall have a representative join an RBC representative for a walk through after final installation. At this time, RBC will turn over the product to BUYER, provide a product demonstration and training session outlining its proper use and maintenance. BUYER will be requested to sign-off on the installation or create a "punch list" of all incomplete or unsatisfactory items. All "non punch list" items will be considered complete and accepted. Once all agreed punch list items are corrected, BUYER shall sign-off on the project and will be invited to comment on the Installation Survey form.

## 15. CANCELLATION / RETURNS

As stated above, orders are BUILT TO ORDER and therefore, once started, it is not subject to cancellation or return. Any requests for consideration of cancellation must be submitted in writing and approved by an officer of RBC. Requests received and approved within two weeks of receipt of order will be accommodated at no charge.

If the request is received after two weeks, it will be subject to a cancellation charge. The cancellation charge will be between 25% and 100% of the contract amount depending on how far the order has progressed through the system. RBC will deliver a Cancellation Quote with supporting documentation. If BUYER decides to proceed with the cancellation, BUYER agrees to pay RBC within 30 days of cancellation invoice.

## 16. WARRANTY

RBC warrants, to the original BUYER, that all products will be free from defects in material and workmanship for 10 full years.

In mission critical, 24/7/365 environments, quickly resolving a product issue is of top priority for both the BUYER and RBC. Prompt execution of this warranty requires cooperation. With guidance from RBC, BUYER agrees to perform basic troubleshooting tasks to determine the nature of the defect and to self-correct before on-site assistance can be provided.

For simple replacements, the part will be quickly shipped directly to BUYER. If the problem requires on-site assistance, RBC will come out during normal work hours to resolve the issue. If the defect is found to have resulted from circumstances outside of the warranty coverage, and/or BUYER imposes conditions or restrictions that increases the service cost, BUYER agrees to reimburse RBC for any resulting additional expense. BUYER also agrees to properly dispose of the old parts and packing material. The few circumstances where this warranty against defects would not apply include normal wear and tear, damage, misuse, modifications, consumable items, or product shipped outside the U.S.

Repairs, substitute products or replacements, of equal or higher value, used to resolve a warranty claim will in no way extend the warranty period applied to the original product. Product repair or replacement is BUYER's exclusive remedy for all product defects covered under this non-transferable warranty. RBC makes no other express or implied warranties on any product except as stated above and makes no warranty of RBC product fitness except for use as standard console furniture.

## 17. LIABILITY

RBC shall not be liable for damages in any form or any other claim arising out of strikes, floods, fire, accidents, or any other causes beyond RBC's control. RBC shall not be liable for any liquidated, consequential, or incurred damages, nor penalties of any kind for delays in the completion of work. Acceptance of final payment under this agreement shall be conclusive evidence that RBC

has performed all its obligations under this agreement and shall release RBC from all claims by BUYER.

## 18. NON-DISCLOSURE

All engineering, drawings, specifications, or other written materials provided shall represent an RBC investment and shall remain the property of RBC. Such items are submitted with the understanding and agreement that the information will not be disclosed to any third party without the written consent of RBC.

## 19. FORCE MAJEURE

In the event that either party is prevented from performing or is unable to perform any of its obligations under this Agreement (other than a payment obligation) due to any act of God, acts or decrees of governmental or military bodies, fire, casualty, flood, earthquake, war, strike, lockout, epidemic, destruction of production facilities, riot, civil unrest, insurrection, materials unavailability, or any other cause beyond the reasonable control of the party invoking this section (collectively, a "Force Majeure"), and if such party shall have used its commercially reasonable efforts to mitigate its effects, such party shall give prompt written notice to the other party, its performance shall be excused, and the time for the performance shall be extended for the period of delay or inability to perform due to such occurrences. Regardless of the excuse of Force Majeure, if such party is not able to perform within ninety (90) days after such event, the other party may terminate the Agreement.

## 20. NOTICES

All notices, requests, demands, and other communications given under this agreement shall be in writing and shall be deemed to have been duly given if delivered personally, via e-mail with receipt confirmed, or sent by Federal Express (or other overnight courier).

For BUYER send to:

**Sarah Tada**

Morgan Hill Police Department  
16200 Vineyard Blvd.  
Morgan Hill, CA 95037  
[sarah.tada@morganhill.ca.gov](mailto:sarah.tada@morganhill.ca.gov)

For Seller send to:

**Robin S. Lunder**  
Controller

Russ Bassett Corp.  
8189 Byron Road  
Whittier, CA 90606  
[rlunder@russbassett.com](mailto:rlunder@russbassett.com)

**SIGNATURE PAGE**

Please sign and return this page to RBC with your order.

**PROJECT / ORDER DETAILS**

**BUYER:** Morgan Hill Police Department

**PROJECT:** Morgan Hill Dispatch

**PROJECT NUMBER:** PN-10765-01 Opt 1 Rev F

**BUYER ORDER NO:** \_\_\_\_\_

**ATTACHMENTS PART OF THIS AGREEMENT**

- RBC Proposal Package (Attachment A)
- Buyer Purchase Order or Letter of Intent (Provided by Buyer)

**APPROVAL OF AGREEMENT**

Upon signature below by designated BUYER, this Sales Agreement, and all attachments for the purchase of product and related services is immediately in effect.

**SIGNATURE**

**BUYER**

Name (printed): \_\_\_\_\_ Title: \_\_\_\_\_

Company: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

# Quotation



Russ Bassett Corporation  
 8189 Byron Road Whittier, CA 90606  
 Tel: 800.350.2445 Fax: 562.698.8972  
 www.russbassett.com

**PROJECT #:** PN-10765-01 **Option: 1**  
**REVISION:** F  
**PROJECT NAME:** Morgan Hill Dispatch

<b>QUOTE DATE:</b> 2/5/2026	<b>SALES EXECUTIVE:</b> Ava Rabago
<b>EXPIRATION DATE:</b> 5/6/2026	<b>ADDRESS:</b> 8189 Byron Rd Whittier, CA 90606
<b>CUSTOMER:</b> Morgan Hill Police Department	<b>PHONE:</b> (562) 505-4719
<b>CONTACT:</b> Sarah Tada / Kodi De La Torre	<b>EMAIL:</b> arabago@russbassett.com
<b>ADDRESS:</b> 16200 Vineyard Blvd. Morgan Hill, CA 95037	
<b>PHONE:</b> 669 286-0008 Cell / 408 425-6039	
<b>EMAIL:</b> sarah.tada@morganhill.ca.gov	

10483

QTY	PART NUMBER	DESCRIPTION	CMAS PRICE	EXTENDED
<b>AREA: 1</b>		<b>101 - Sit-Stands</b>	<b>AREA 1 TOTAL: \$</b>	<b>20,909.56</b>
4	FSA-CS-84-R56	Flex Sit-Stand, R56, 90° Corner, 56W, Adjustable Array	\$ 5,227.39	\$ 20,909.56
<b>AREA: 2</b>		<b>102 - Technology Wall</b>	<b>AREA 2 TOTAL: \$</b>	<b>5,751.16</b>
4	FSW-07-1842-SWN-SWN	Flex Wall, 07D, 18L x 42H, Slatwall Side A, Slatwall Side B	\$ 537.17	\$ 2,148.68
4	FSW-07-3042-EMT-EMT	Flex Wall, 07D, 30L x 42H, Empty Side A, Empty Side B	\$ 251.78	\$ 1,007.12
4	FSW-07-5442-SSF-SSF	Flex Wall, 07D, 54L x 42H, Sit-Stand Fabric Side A, Sit-Stand Fabric Side B	\$ 648.84	\$ 2,595.36
<b>AREA: 3</b>		<b>105 - Top Caps</b>	<b>AREA 3 TOTAL: \$</b>	<b>1,520.00</b>
4	FTC-0712-PP-S	Flex Top Cap, 7D x 12W, Power Pole Receiver, Square	\$ 186.64	\$ 746.56
4	FTC-0790-S-S	Flex Top Cap, 7D x 90W, Solid, Square	\$ 193.36	\$ 773.44
<b>AREA: 4</b>		<b>106 - Corner Fillers</b>	<b>AREA 4 TOTAL: \$</b>	<b>3,197.16</b>
4	FCF-42-T-SSF-R56	Flex Sit-Stand Corner Filler, 42H, Tech Storage, Fabric, R56	\$ 799.29	\$ 3,197.16
<b>AREA: 5</b>		<b>107 - Work Surfaces</b>	<b>AREA 5 TOTAL: \$</b>	<b>7,149.12</b>
8	FWS-FRE-3618-W	Work Surface, Rectangle, 36D x 18L	\$ 388.27	\$ 3,106.16
4	FWS-SCA-3684-N-W	Work Surface, 90° Corner Sit-Stand, Adjustable Array, 36D x 84L	\$ 1,010.74	\$ 4,042.96
<b>AREA: 6</b>		<b>109 - Storage Pedestals</b>	<b>AREA 6 TOTAL: \$</b>	<b>3,093.80</b>
4	FPD-3618-BBF-L-N	Flex Drawer Pedestal, 36D x 18W, Box/Box/File, Laminate Faces, No Lock	\$ 378.97	\$ 1,515.88
2	FPT-361828-LD-L-N-F	Flex Technology Pedestal, 36D x 18W x 28H, Left Swing, No Lock, Fixed Shelf	\$ 394.48	\$ 788.96
2	FPT-361828-RD-L-N-F	Flex Technology Pedestal, 36D x 18W x 28H, Right Swing, No Lock, Fixed She	\$ 394.48	\$ 788.96
<b>AREA: 7</b>		<b>110 - Corner Connectors</b>	<b>AREA 7 TOTAL: \$</b>	<b>186.64</b>
1	FCC-07X-9042-MTS	Flex Corner Connector, 7D, 90° X-Type, 42H, Empty, Square	\$ 186.64	\$ 186.64

# Quotation

<b>PROJECT #:</b>	<b>PN-10765-01</b>	<b>Option: 1</b>
<b>REVISION:</b>	F	
<b>PROJECT NAME:</b>	Morgan Hill Dispatch	

**rus sbassett**  
 Russ Bassett Corporation  
 8189 Byron Road Whittier, CA 90606  
 Tel: 800.350.2445 Fax: 562.698.8972  
 www.rusbassett.com

QTY	PART NUMBER	DESCRIPTION	CMAS PRICE	EXTENDED
<b>AREA: 8</b>		<b>112 - End Caps</b>	<b>AREA 8 TOTAL: \$</b>	<b>992.64</b>
4	FEC-FH-0742-L	Flex End Cap, Fixed Height, 7" Wall, 42"H, Lam	\$ 248.16	\$ 992.64
<b>AREA: 9</b>		<b>199 - Flex Accessories</b>	<b>AREA 9 TOTAL: \$</b>	<b>647.32</b>
4	WAC-PWR-POLE-TC-72	Power Pole, Top Cap Mount, 72"	\$ 161.83	\$ 647.32
<b>AREA: 10</b>		<b>General Accessories</b>	<b>AREA 10 TOTAL: \$</b>	<b>15,462.72</b>
4	DAC-AMB-SW-12	Ambient Light, Slatwall, 12", Blue	\$ 93.58	\$ 374.32
4	DAC-AMB-SW-72	Ambient Light, Slatwall, 72", Blue	\$ 248.16	\$ 992.64
4	DAC-DASH-BLANK	Dash Plate, Blank	\$ 28.44	\$ 113.76
8	DAC-DASH-CHRG-AC	Dash Plate, Device Charging, USB A-C	\$ 147.35	\$ 1,178.80
4	DAC-DASH-DIMMER	Dash Plate, Ambient Dimmer	\$ 85.31	\$ 341.24
4	DAC-DASH-LIGHT	Dash Plate, Gooseneck Light	\$ 184.06	\$ 736.24
8	DAC-DASH-USB-X2	Dash Plate, 2 USB Keystones W/ Cables	\$ 104.96	\$ 839.68
4	DAC-DTC-ADA	Desktop Controller, ADA	\$ 56.36	\$ 225.44
8	DAC-MM-01-SW-PM	Monitor Mount, Slatwall, Pole Mount	\$ 325.71	\$ 2,605.68
4	DAC-MM-LG-200	Monitor Mount, Large Screen, 200MM VESA	\$ 310.72	\$ 1,242.88
4	DAC-PCS-FLX-A	Flex Personal Comfort System, Heat & Air, Array Console	\$ 1,348.86	\$ 5,395.44
4	DAC-SLD-36	Slatwall mounted Status Light, Dome, 36" Pole	\$ 354.15	\$ 1,416.60
<b>AREA: 11</b>		<b>01 - Personal Storage Lockers</b>	<b>AREA 11 TOTAL: \$</b>	<b>7,943.28</b>
10	DEF-LKR-1572-2H-MS	Personal Storage Locker, 19"D x 15"W x 72"H, 2 High Unit, Mail Slot, Locking	\$ 630.23	\$ 6,302.30
2	DEF-LKR-BSE-0230	Locker Base, 2 Wide, 19"D x 30"W x 2"H	\$ 135.46	\$ 270.92
2	DEF-LKR-BSE-0245	Locker Base, 3 Wide, 19"D x 45"W x 2"H	\$ 165.44	\$ 330.88
2	DEF-LKR-TOP-30	Locker Top, 2 Wide, 19"D x 30"W	\$ 219.21	\$ 438.42
2	DEF-LKR-TOP-45	Locker Top, 3 Wide, 19"D x 45"W	\$ 300.38	\$ 600.76
<b>AREA: 12</b>		<b>02 - Lateral Shelving Cabinets</b>	<b>AREA 12 TOTAL: \$</b>	<b>1,080.54</b>
2	DEF-SHF-2430-2H-SD	Lateral Shelving Cabinet, 24"D x 30"W x 29"H, 2 High Unit, Solid Door	\$ 540.27	\$ 1,080.54
<b>AREA: 13</b>		<b>03 - Lateral Files</b>	<b>AREA 13 TOTAL: \$</b>	<b>1,620.28</b>
2	DEF-DWR-2430-2H-NL	Lateral File Cabinet, 24"D x 30"W x 29"H, 2 High Unit, No Lock	\$ 810.14	\$ 1,620.28

# Quotation

<b>PROJECT #:</b> PN-10765-01	<b>Option:</b> 1
<b>REVISION:</b> F	
<b>PROJECT NAME:</b> Morgan Hill Dispatch	

**rus sbassett**  
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QTY	PART NUMBER	DESCRIPTION	CMAS PRICE	EXTENDED
<b>AREA: 14</b>		<b>06 - Storage Tops</b>	<b>AREA 14 TOTAL:</b>	<b>\$ 1,116.72</b>
2	DEF-STG-TOP-2460-G-S	Storage Top, 24"D x 60"W, Grommet	\$ 558.36	\$ 1,116.72
<b>AREA: 15</b>		<b>Flex Collection</b>	<b>AREA 15 TOTAL:</b>	<b>\$ 2,111.84</b>
4	DAC-AMB-PWR	Ambient Light Power Supply W/ Splitter	\$ 50.15	\$ 200.60
32	DAC-CO-USB	USB-A 3.0 Keystone - Coupler (Includes 15' Extension)	\$ 37.75	\$ 1,208.00
4	DAC-DCM-010-BL	Data Color Markers, 10 Pack, Blue	\$ 6.73	\$ 26.92
4	DAC-DCM-010-HM	Data Color Markers, 10 Pack, Honey Maple	\$ 6.73	\$ 26.92
4	DAC-DCM-010-RD	Data Color Markers, 10 Pack, Red	\$ 6.73	\$ 26.92
4	WAC-SL-CNCT-KT	Status Indicator Light Connection Kit with Power Supply	\$ 155.62	\$ 622.48
<b>AREA: 16</b>		<b>Russ Bassett</b>	<b>AREA 16 TOTAL:</b>	<b>\$ 333.52</b>
4	WAC-DTB-U	* Data Termination Bracket, Universal	\$ 83.38	\$ 333.52

**On Contract Product Total:** \$ 72,782.78  
*On-Contract Product Sales/Use Tax (9.125%):* \$ 6,641.43

Russ Bassett Installation Services includes Prevailing Wage: \$ 7,250.00

**On Contract Total Cost:** \$ 86,674.21

CMAS Contract #: 4-23-07-1000. Effective Dates 7/5/23 - 4/30/28.

Prices shown herein are Net (California Multiple Award discount deducted) unless stated otherwise.

\* Denotes off-contract item / open market

**\* Off Contract Product Total:** \$ 333.52  
*Off-Contract Product Sales/Use Tax (9.125%):* \$ 30.44  
*Delivery Services:* \$ 3,700.00  
*Project Management Fee:* \$ 11,800.00  
*Dismantle Disposal 3 - Desk & 1 - Console:* \$ 2,000.00

**Off-Contract Total Cost:** \$ 17,863.96

**Total Due:** \$ 104,538.17



**City Council**

**Meeting Minutes**

- Mark Turner* - Mayor  
*Marilyn Librers* - Mayor Pro Tem  
*Soraida Iwanaga* - Council Member  
*Yvonne Martínez Beltrán* - Council Member  
*Miriam Vega* - Council Member

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**Wednesday, January 28, 2026**

**Closed Session 5:00 p.m.**  
**Regular Session 6:00 p.m.**

**Council Chamber Building**  
**17555 Peak Avenue, Morgan Hill, CA 95037**

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**SPECIAL/REGULAR MEETING**

A special meeting of the City Council was called at 5:00 p.m. for the purpose of conducting a closed session.

**SPECIAL MEETING**

5:00 p.m. Closed Session

**CALL TO ORDER**

Mayor Turner called the City Council meeting to order at 5:00 p.m.

**ROLL CALL ATTENDANCE**

Deputy City Clerk Rossi called the roll.

<b>PRESENT</b>	Mark Turner, Marilyn Librers, Soraida Iwanaga, Yvonne Martinez Beltran, Miriam Vega
<b>ABSENT</b>	None

Council Member Librers arrived at 5:05 p.m.

## **DECLARATION OF POSTING AGENDA**

Deputy City Clerk Rossi declared the posting of the agenda.

## **CLOSED SESSION**

City Attorney Larkin announced the closed session item.

## **Public Employment Appointment (§ 54957)**

Title: City Attorney

## **OPPORTUNITY FOR PUBLIC COMMENT ON CLOSED SESSION**

Public comment opened at 5:03 p.m. With no requests to speak, public comment closed.

## **ADJOURN TO CLOSED SESSION**

The meeting adjourned to closed session at 5:03 p.m.

## **REGULAR MEETING**

The regular meeting convened at 6:01 p.m.

## **SILENT INVOCATION**

## **PLEDGE OF ALLEGIANCE**

## **PRESENTATIONS**

YAC Presentation - Developmental Asset #14: Adult Role Model: Parent(s) and other adults model positive, responsible behavior

## **RECOGNITIONS**

Former Mayor Beth Wyman

El Toro Tours

## **CITY COUNCIL REPORTS**

Mayor Pro Tem Librers reported on recent committee and outreach activities. She attended a Santa Clara County Recycle and Waste Reduction Commission meeting, Santa Clara Valley Habitat Agency Governing and Implementation Board Meeting, spoke at a Chamber of Commerce mixer in Morgan Hill, and attended the Cal Cities Mayors and Council Members Academy and a Policy Committee meeting in Sacramento. She reported that policy discussions focused on priorities related to families, childcare and education, parks and recreation, prevention efforts addressing drugs and gangs, and homelessness, and noted that this work aligned with her service

on the Santa Clara County Youth Task Force.

### **CITY MANAGER'S REPORT**

City Manager Turner shared updates on recent community activities, City initiatives, and upcoming events. On January 17, Morgan Hill Bible Church volunteers completed a community service day at Community Park by spreading mulch, collecting litter, and painting trash cans. She expressed appreciation for their partnership and volunteer efforts. She shared that the City Council Annual Goal Setting Workshop is scheduled for February 6 and 7 at 9:00 a.m. in the Council Chamber and the Mayor's State of the City Address is planned for March 11 at the Granada Theatre. Updates were also provided on the City's 120th Anniversary activities, including the Library, Culture, and Arts Commission's review of logo design contest submissions, with the winning design to be announced in a forthcoming press release, Foodie Week participation by more than 15 businesses concluding on January 31 with over 15,000 social media views, and the announcement of the "My Love Letter to Morgan Hill" campaign running February 1 through February 28 to encourage resident participation.

### **CITY ATTORNEY'S REPORT**

City Attorney Larkin shared that the Council met in closed session earlier in the evening on one item for City Attorney recruitment and there was no reportable action.

### **OTHER REPORTS**

Council Member Vega expressed appreciation for her students who attended the meeting. She shared that she attended her first meeting of the Habitat Agency, on which she serves with Mayor Pro Tem Librers, and attended the Cal Cities Mayors and Council Members Academy in Sacramento.

Council Member Martinez Beltran shared that she attended a Silicon Valley Clean Energy meeting and a countywide immigration workshop. She also attended the Cal Cities Mayors and Council Members Academy in Sacramento with colleagues, where discussions focused on funding for affordable housing, land use flexibility, and incentives to support economic development. In addition, she reported attending the swearing-in of the new County Assessor on January 26 and a Rock the Mock event at Central High School.

Council Member Iwanaga shared that she was preparing to resume meetings with various policy groups in the coming weeks and reported her attendance at the Cal Cities Mayors and Council Members Academy in Sacramento. She reported that, with a year of service completed, the discussions were more meaningful and allowed for stronger connections with representatives from other cities on shared issues. She noted a particular focus on public transportation, including rail service, and her intent to continue working collaboratively to support commuters.

Mayor Turner shared that he attended the Cal Cities Mayors and Council Members Academy in Sacramento. He announced a community tree planting project scheduled for Saturday morning along the West Little Llagas Creek Trail between Watsonville

Road and Middle Road, noting that he had been working on the project for nearly two years. He expressed his appreciation to Public Services Director Chris Ghione, the Rotary Club, John Varela of Valley Water, and Mayor Bozzo of Gilroy.

**PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Public comment opened at 6:23 p.m. The following people were called to speak:

- Krista Rupp
- Roger Knopf
- Tere Johnson

With no further requests to speak, public comment closed.

**ADOPTION OF AGENDA**

**MOTION:**

Adopting the agenda with the following correction.

City Clerk Bigelow provided a title correction to Consent Item No.1, which should read as follows:

Acceptance of Planning Commissioner resignation, reappointment of two Commissioners on the Library, Culture, and Arts Commission (LCAC), two Commissioners on the Parks and Recreation Commission (PRC), appointing one PRC Commissioner to the LCAC, and recruitment to fill vacancies on Planning and PRC Commissions.

<b>RESULT:</b>	Passed
<b>MOVER:</b>	Mayor Pro Tem Librers
<b>SECONDER:</b>	Council Member Iwanaga
<b>AYES:</b>	Mayor Turner, Mayor Pro Tem Librers, Council Member Iwanaga, Council Member Martinez Beltran, Council Member Vega
<b>NAYS:</b>	None
<b>ABSTAIN:</b>	None

**CONSENT CALENDAR**

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Pursuant to City Council Policies and Procedures (CP 97-01), any member of the Council or public may request to have an item removed from the Consent Calendar for comment and action.

**MOTION:**

Approving consent calendar items 1-7.

<b>RESULT:</b>	Passed
<b>MOVER:</b>	Council Member Vega

<b>SECONDER:</b>	Council Member Iwanaga
<b>AYES:</b>	Mayor Turner, Mayor Pro Tem Librers, Council Member Iwanaga, Council Member Martinez Beltran, Council Member Vega
<b>NAYS:</b>	None
<b>ABSTAIN:</b>	None

**1. ACCEPTANCE OF PLANNING COMMISSIONER RESIGNATION, REAPPOINTMENT OF TWO COMMISSIONERS ON THE LIBRARY, CULTURE, AND ARTS COMMISSION (LCAC), TWO COMMISSIONERS ON THE PARKS AND RECREATION COMMISSION (PRC), APPOINTING AN LCAC COMMISSIONER TO THE PRC, AND RECRUITMENT TO FILL VACANCIES ON TWO COMMISSIONS**

Recommendation:

1. Accept Planning Commissioner Wayne Tanda's resignation;
2. Reappointment of Commissioners Patrice Lyn and Cindy Blanton to the Library, Culture, and Arts Commission with terms ending April 1, 2030;
3. Reappointment of Commissioners Craig van Keulen and Harpreet Vittal to the Parks and Recreation Commission with terms ending April 1, 2030;
4. Appointment of LCAC Commissioner Julie Lucido to the Library, Culture, and Arts Commission with a term ending April 1, 2030; and
5. Direct staff to continue recruitment efforts to fill the one vacancy on the Planning Commission and the two vacancies on the Parks and Recreation Commission.

**2. ADOPT RESOLUTION ADDING SECTION 20516 COST SHARE TO THE MANAGEMENT, PROFESSIONAL, AND CONFIDENTIAL EMPLOYEES RESOLUTION NO. 25-039**

Recommendation:

Adopt resolution adding Section 20516 Cost Share to the Management, Professional, and Confidential Employees Resolution No. 25-039.

**3. APPROVE THE DECEMBER 15, 2025, DECEMBER 17, 2025, AND JANUARY 16, 2026 CITY COUNCIL MEETING MINUTES**

Recommendation:

Approve the December 15, 2025, December 17, 2025, and January 16, 2026, City Council Meeting Minutes.

**4. APPROVE THE AMENDED AND RESTATED SUBDIVISION IMPROVEMENTS AGREEMENT FOR WALNUT GROVE ESTATES – TRACT NO. 10422 LOCATED ON THE SOUTHEAST CORNER OF THE WALNUT GROVE DRIVE AND DIANA AVENUE INTERSECTION (APN: 726-07-090 - 726-07-098)**

Recommendation:

1. Approve the Amended and Restated Subdivision Improvements Agreement for Walnut Grove Estates – Tract No. 10422;
2. Authorize the City Manager to execute the Amended and Restated Subdivision Improvements Agreement with Morgan Hill Mansions LLC (Subdivider); and
3. Authorize the recordation of the Amended and Restated Subdivision Improvements Agreement.

5. **APPROVE FIRST AMENDMENT TO MAINTENANCE SERVICE AGREEMENT WITH MJR ELECTRIC, INC. TO INCREASE THE NOT TO EXCEED AMOUNT BY \$160,000 FOR A TOTAL AGREEMENT AMOUNT OF \$260,000 FOR ON-CALL ELECTRICAL MAINTENANCE AND REPAIRS AT CITY FACILITIES**

Recommendation:

1. Approve the First Amendment to the Maintenance Service Agreement with MJR Electric, Inc. for \$160,000 for a total agreement amount of \$260,000; and
2. Authorize the City Manager to execute and administer the First Amendment to the Maintenance Service Agreement with MJR Electric, Inc.

6. **AUTHORIZE THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT FOR COMPUTER EQUIPMENT WITH SAVANT SOLUTIONS**

Recommendation:

Authorize the City Manager to execute a purchase agreement for computer equipment with Savant Solutions with an amount not to exceed \$150,000.

7. **AWARD CENTENNIAL RECREATION CENTER POOL REPLASTERING PROJECT**

Recommendation:

1. Award contract to Earl Adams Tile-Coping & Plastering, Inc., dba Adams Pool Solutions in the amount of \$112,976 and authorize the expenditure of up to 20% contingency funds not to exceed \$22,595; and
2. Authorize the City Manager to execute and administer that certain construction contract with Earl Adams Tile-Coping & Plastering, Inc., dba Adams Pool Solutions.

8. **Public Employee Appointment (§ 54957)**

**Title: (City Attorney)**

Recommendation:

1. Each action begins with a verb ( Adopt, Approve, Direct, Accept, etc)
2. Only ONE action per number
3. Number each action ONLY when more than ONE action is recommended

**OTHER BUSINESS**

**9. ACCEPT MORGAN HILL PROPERTY AND BUSINESS IMPROVEMENT DISTRICT (MHPBID) OWNERS' ASSOCIATION ANNUAL REPORT (DBA DOWNTOWN MORGAN HILL IMPROVEMENT DISTRICT)**

Recommendation:

Accept and file the Downtown Morgan Hill Improvement District Annual Report.

Economic Development Director Mahood provided a presentation and report.

Public comment opened at 6:57 p.m.

John McKay was called to speak.

With no further requests to speak, public comment closed.

Report accepted.

The meeting recessed at 7:01 p.m. and reconvened at 7:06 p.m.

**10. REPEAL CHAPTER 15.63 (PROHIBITION OF NATURAL GAS INFRASTRUCTURE IN NEW BUILDINGS) OF TITLE 15 (BUILDINGS AND CONSTRUCTION) OF THE MORGAN HILL MUNICIPAL CODE**

Recommendation:

Waive the reading and introduce an Ordinance repealing Chapter 15.63 of the Morgan Hill Municipal Code regarding the prohibition of natural gas infrastructure in new buildings.

Public Services Director Ghione provided a presentation and report.

Public comment opened at 7:11 p.m. The following people were called to speak:

Rocke Garcia

Margaret McCann

Ron Kirkish

Matt Lundy (Zoom)

With no further requests to speak, public comment closed.

**MOTION:**

Waiving the first and second reading of the ordinance.

<b>RESULT:</b>	Passed
<b>MOVER:</b>	Council Member Martinez Beltran
<b>SECONDER:</b>	Council Member Vega
<b>AYES:</b>	Mayor Turner, Mayor Pro Tem Librers, Council Member Iwanaga, Council Member Martinez Beltran, Council Member Vega
<b>NAYS:</b>	None
<b>ABSTAIN:</b>	None

**MOTION:**

Introducing the ordinance.

<b>RESULT:</b>	Passed
<b>MOVER:</b>	Council Member Martinez Beltran
<b>SECONDER:</b>	Mayor Pro Tem Librers
<b>AYES:</b>	Mayor Turner, Mayor Pro Tem Librers, Council Member Iwanaga, Council Member Martinez Beltran, Council Member Vega
<b>NAYS:</b>	None
<b>ABSTAIN:</b>	None

**FUTURE COUNCIL INITIATED AGENDA ITEMS**

Mayor Turner requested a discussion on the potential development of an indoor sports and recreation complex.

Mayor Turner requested a discussion on developing a specific definition for blight - property, maintenance and standards.

**ADJOURNMENT**

There being no further business, Mayor Turner adjourned the meeting in honor of Former Mayor Beth Wyman at 7:32 p.m.

**Minutes Prepared by:**

Vicky Rossi, Deputy City Clerk



**City Council**

**Meeting Minutes**

*Mark Turner - Mayor*  
*Marilyn Librers - Mayor Pro Tem*  
*Soraida Iwanaga - Council Member*  
*Yvonne Martínez Beltrán - Council Member*  
*Miriam Vega - Council Member*

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**Friday, February 6, 2026**

**Friday, February 6, 2026 9:00 a.m.**  
**Saturday, February 7, 2026 9:00 a.m.**

**Council Chamber Building**  
**17555 Peak Avenue, Morgan Hill, CA 95037**

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**CALL TO ORDER**

Mayor Turner called the City Council meeting to order at 9:02 a.m.

**ROLL CALL ATTENDANCE**

City Clerk Bigelow called the roll.

<b>PRESENT</b>	Mark Turner, Marilyn Librers, Soraida Iwanaga, Yvonne Martinez Beltran, Miriam Vega
<b>ABSENT</b>	None

**DECLARATION OF POSTING AGENDA**

City Clerk Bigelow declared the posting of the agenda.

**WORKSHOP**

**CITY COUNCIL GOAL SETTING WORKSHOP**

1. Review and discuss:
  - Financial and Investments Reports – December 31, 2025
  - Budget Update and Outlook

- 2026-2027 Workplan
- Sustainable Morgan Hill
- Rules for the Conduct of City Council Meetings (City Council Policy (CP) 97-01) – Public Comment Procedures
- City Council Assignments to Outside Agencies (CP 94-01)
- City Council Meeting Schedule Policy (CP 06-02)
- Prohibition of Harassment and Discrimination in the Workplace Policy (VI007)
- Economic Development and Housing

2. Hold Mandated AB 1234 Ethics Training.

### **City Council Goal Setting Day 1, Friday, February 6, 2026**

The Mayor and Council introduced themselves.

City Manager Turner opened the two-day workshop and reviewed the agenda.

She walked through a presentation reviewing the budget update and financial outlook.

Public comment opened at 9:51 a.m. The following people were called to speak:

Kathy Chavez Napoli

Doug Muirhead

Hadiyah Fain

Brian Sullivan

Yvonne Smith

With no further requests to speak, public comment closed.

The meeting recessed at 10:05 a.m. and reconvened at 10:29 a.m.

City Manager Turner shared the League of California Cities 2026 Advocacy Priorities.

Jacob Green and Greg Devereaux of Jacob Green and Associates, Inc., led a conversation about the City Council's goals and priorities.

The meeting recessed at 11:24 a.m. and reconvened at 11:43 a.m.

The conversation about the City Council's goals and priorities continued.

Public comment opened at 12:37 p.m. With no requests to speak, public comment closed.

The meeting recessed at 12:38 p.m. and reconvened at 12:48 p.m.

The Council reviewed and discussed Council policies, procedures, and

protocols.

Public comment opened at 1:24 p.m. The following people were called to speak:

Doug Muirhead

Brian Sullivan

With no further requests to speak, public comment closed.

The meeting recessed at 1:28 p.m. and reconvened at 1:41 p.m.

City Attorney Larkin led the City Council and Leadership team through a two-hour ethics training.

The meeting recessed at 2:38 p.m. and reconvened at 2:45 p.m.

There being no further business, at 3:45 p.m., Mayor Turner adjourned the Goal Setting Workshop to Saturday, February 7, 2026, at 9:00 a.m.

### **City Council Goal Setting Day 2, Saturday, February 7, 2026**

Mayor Turner called the City Council meeting to order at 9:04 a.m.

City Manager Turner provided a recap of Day 1.

Economic Development Director Matt Mahood and Assistant City Manager Edith Ramirez provided an update on economic development.

Public comment opened at 10:35 a.m. The following people were called to speak:

Rocke Garcia

Kathy Chavez Napoli

Doug Muirhead

Nick Gaich

With no further requests to speak, public comment closed.

The meeting recessed at 10:50 a.m. and reconvened at 11:02 a.m.

Housing and Economic Mobility Director John Lang and Development Services Director Jennifer Carman provided an update on housing.

The meeting recessed at 12:16 p.m. and reconvened at 12:46 p.m.

The housing discussion continued.

Public comment opened at 1:30 p.m. The following people were called to speak:

Rocke Garcia

Brian Sullivan

Yvonne Smith

Jim Sergi

With no further requests to speak, public comment closed.

**ADJOURNMENT**

There being no further business, Mayor Turner adjourned the meeting at 1:51 p.m.

**Minutes Prepared by:**

Michelle Bigelow, City Clerk

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:

Maria Angeles, Senior Civil Engineer

APPROVED BY: City Manager

## **RECEIVE ANNUAL REPORT ON 2025 CITY ENGINEER ACCEPTANCES OF PUBLIC IMPROVEMENTS COMPLETED BY PRIVATE DEVELOPMENT PROJECTS**

### **RECOMMENDATION(S)**

Accept and file Annual Report on 2025 City Engineer acceptances of public improvements completed by private development projects.

### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

#### **City Council Ongoing Priorities**

Preserving and Cultivating Public Trust

### **REPORT NARRATIVE:**

On December 2, 2020, the City Council approved the delegation of authority from the City Council to the City Engineer to accept the public improvements completed by private development projects. This delegation of authority was done to streamline the project acceptance process and reduce administrative costs. At the December 2020 City Council meeting, City Council directed staff to bring back periodic reports to the Council on the project acceptances performed by the City Engineer. This is the fifth annual report to the City Council. The first through fourth annual reports included development projects accepted in calendar years 2021 through 2024. The attached report shows detailed information about the development projects accepted by the City Engineer in calendar year 2025.

### **COMMUNITY ENGAGEMENT:**

This report serves to inform the City Council and Community about the project acceptances performed by the City Engineer in calendar year 2025.

### **ALTERNATIVE ACTIONS:**

Not Applicable – acceptance of a report only; no action is required.

### **PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

December 2, 2020 – City Council formally delegated the authority to accept the public improvements completed by private development projects from the City Council to the City Engineer.

February 16, 2022 – City Council accepted the first annual report on City Engineer acceptances of public improvements completed by private development projects in calendar year 2021.

March 15, 2023 – City Council accepted the second annual report on City Engineer acceptances of public improvements completed by private development projects in calendar year 2022.

February 21, 2024 – City Council accepted the third annual report on City Engineer acceptances of public improvements completed by private development projects in calendar year 2023.

February 19, 2025 – City Council accepted the fourth annual report on City Engineer acceptances of public improvements completed by private development projects in calendar year 2024.

**FISCAL AND RESOURCE IMPACT:**

The acceptance of this report has no fiscal impact.

**CEQA (California Environmental Quality Act):**

Not a Project

The acceptance of this report is considered “an organizational or administrative activity of a government that will not result in direct or indirect physical changes in the environment.”

**LIST OF DEVELOPMENT PROJECTS WITH PUBLIC IMPROVEMENTS ACCEPTED BY THE CITY ENGINEER  
CALENDAR YEAR 2025**

No.	Date of Acceptance by City Engineer	Date of Project Completion	Project Name	Project Description	Project Location	APN	Developer Name	Date of Subdivision Improvements Agreement or Improvement Agreement	Date of Council Approval of Final Map	Streets Accepted	Street Lengths (miles)	Other Improvements Accepted	Value of the Public Improvements Accepted
1	6/12/2025	6/6/2025	Village at Madrone Apartments	249-unit, multi-family affordable residential community	North of the Monterey Road and Madrone Parkway intersection	726-36-059	VILLAGE AT MADRONE, LP	8/18/2022	N/A	N/A	N/A	Frontage improvements along Monterey Road, Madrone Parkway, and Taylor Avenue (curb, gutter, detached and attached sidewalks, driveway approaches, street lighting, utility undergrounding, landscaping/tree planting, water and sewer service connections, fire hydrants, a new VTA bus stop for northbound Monterey, and pavement widening)	\$ 849,000
2	9/11/2025	9/11/2025	Cochrane Technology Center (formerly known as Redwood Tech)	Five (5) new industrial buildings on four (4) parcels	Northern intersection of Condit Road and Half Road	728-30-010 728-30-011 728-30-012 728-30-013	TC MORGAN HILL CENTER, LLC	10/26/2022	9/28/2022	De Paul Drive	0.25	Frontage improvements along Cochrane Road, De Paul Drive, and Half Road (street widening, curb, gutter, sidewalk, landscaping, street paving, utilities, stormwater post-construction facilities, streetlighting, extension of public water main and sanitary sewer main), and traffic signal modification at Cochrane Road and De Paul Drive intersection	\$ 8,776,961
3	9/16/2025	9/12/2025	Rosewood (Tract No. 10599)	35-lot subdivision consisting of 34 single family attached duet homes, and 86 townhomes	Southeast corner of Barrett Avenue and Juan Hernandez Drive	817-09-041	BFH CM, LLC	12/12/2022	12/7/2022	N/A	N/A	Frontage improvements along Juan Hernandez Drive (driveway approach, utility connections, streetlighting, and sidewalk) and driveway approaches at Barrett Avenue	\$ 138,380
4	11/17/2025	11/14/2025	BlueWave Carwash	New drive-through, self-service, automated carwash	Northwest corner of the Monterey Road and Cochrane Road intersection	764-10-008	BW Morgan Hill, LLC	12/8/2020	12/2/2020	N/A	N/A	Frontage improvements along Monterey Road (curb, gutter and sidewalk, landscaping, and streetlighting) and minor traffic signal improvements at Monterey Road and Cochrane Road intersection	\$ 380,810



## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:

Nichole Martin, Community Services Coordinator

APPROVED BY: City Manager

## **ADOPT RESOLUTION APPROVING COMMENCEMENT OF 2026 WEED ABATEMENT PROGRAM**

### **RECOMMENDATION(S)**

1. Open/Close public hearing; and
2. Adopt resolution authorizing Santa Clara County to commence weed abatement activities.

### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

#### **City Council Ongoing Priorities**

Enhancing Public Safety

Protecting the Environment and Preserving Open Space and Agricultural Land

### **REPORT NARRATIVE:**

On November 19, 2025, the City Council adopted Resolution 25-033 declaring hazardous vegetation growing in the City of Morgan Hill to be a public nuisance. The Resolution further established February 18, 2026 as the date for a public hearing on properties proposed for inclusion in the 2026 Weed Abatement Program (Program). Program notices (Attachment 1) have been mailed to property owners in Morgan Hill whose properties have been identified as having, or potentially having, a problem with hazardous vegetation. In addition, notices of this public hearing have been published in the newspaper per Government Code Section 39566. The purpose of this hearing is to allow property owners to object to having their property in the 2026 Weed Abatement Program, have the City Council consider these objections, and/or provide general public comment regarding the program. The list of properties in the Program has been posted at City Hall for over ten days prior to this public hearing.

The City controls the growth of hazardous vegetation under the authority set out in Chapter 8.20 of the Morgan Hill Municipal Code and in Government Code Sections 39560 and following. The City has a contract with the Santa Clara County Consumer and Environmental Protection Agency (Agency) which provides for abatement of the property if the property owner does not maintain the property as required. If the work is completed by the Agency's contractor, costs for the work are assessed to the property

owner. Properties on the Weed Abatement Program list have been inspected by the Agency staff and have been found to have unsafe vegetation during the growing season. Once a property is added to the Program, it remains on the program for a minimum of three years.

### **COMMUNITY ENGAGEMENT:**

Empower

The Weed Abatement Program relies on a full range of community engagement approaches. Much of it begins when the County Program or City Fire Department informs a property owner that a hazardous situation has been observed on their property. As noted in the attached packet mailed to the property owners, each property owner is given several months during which they may consult and work together with the Program staff to understand the situation and the needed remedies. Ultimately, each property owner is invited and empowered to remedy the situation themselves in order to minimize their program charges while maintaining public safety. In addition, many of the properties on the original list were placed on the list as a result of a complaint from a community member about a hazardous situation.

### **ALTERNATIVE ACTIONS:**

The Council can choose to adopt the resolutions as presented or to exclude any of the properties on the list. In addition, the Council can choose to delay action on the resolutions. Delaying action could ultimately provide the affected property owners with less notice and time to plan for abating their hazardous vegetation.

### **PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

The Council adopted the annual resolution in November of 2025. This hearing and the abatement schedule are consistent with actions taken by the Council for over a decade.

### **FISCAL AND RESOURCE IMPACT:**

The Weed Abatement Program is user fee supported. The per-lot assessment includes costs for doing the weed and brush control work plus overhead County costs to administer the Program. The City does not retain any revenue for this activity. In addition to charges for failed inspections and actual abatement work, an annual inspection fee of \$296 is charged to all property owners in the Program. These fees are communicated to the property owners when they are annually notified about the Program. The actual total charge per parcel will vary based on whether or not the property owner abated their own weeds and whether or not they did so before the County's inspection, after the May 1 deadline. The County returns the actual proposed assessment list to the City in the summer for the assessment of program charges. Per the approach adopted by the Council, the program charges are discussed at a local prehearing with City staff and then imposed via an administrative hearing held by the County's Hearing Officer.

Item (Current County Fee)

Annual Inspection and Administration (\$296.00)

Noncompliant Fee charged to properties not in compliance by the May 1 deadline

(\$953.00)

Abatement Administration Fee charged to properties requiring County abatement  
(Contractor costs + \$1,383.00).

Warrant Fee charged to parcels requiring a warrant (\$3,006.00)

As the County has found that its revenues in the past were not always adequate to support the program, the Board of Supervisors has adopted a fee schedule designed to achieve full cost recovery and has shifted ultimate fiscal responsibility to participating jurisdictions. If the County determines that program-wide revenues in a given year were insufficient to cover program-wide costs, the jurisdictions participating in the Program will be billed for their prorata share of the shortfall. Administering this Program is an activity in the Public Services Department work program and budget.

**CEQA (California Environmental Quality Act):**

These activities are categorically exempt from environmental review under the California Environmental Quality Act pursuant to California Code of Regulations, Title 21, Section 15304(i) (Minor Alterations to Land - Fuel Management Activities).

# County of Santa Clara

Consumer and Environmental Protection Agency

Agriculture and Environmental Management  
1553 Berger Drive, Building 1 San Jose, CA 95112  
80 W. Highland Avenue, Building K San Martin, CA 95046  
12425 Monterey Road, San Martin, CA 95046

Mosquito and Vector Control District  
1580 Berger Drive, San Jose, CA 95112



<https://cepa.santaclaracounty.gov>

January 15, 2026

Dear Property Owner,

The County of Santa Clara Weed Abatement Program sent a packet of information to you on January 14, 2026, describing requirements for compliance with minimum fire safety standards on your property during the fire season. It has come to my attention that a typographical error was made pertaining to the time of the public hearing in your jurisdiction. Please see the attached Notice to Destroy with the corrected time of the public hearing listed as **Wednesday, February 18, 2026, at 6:00 p.m., and will be held at 17555 Peak Avenue, Morgan Hill, California, in the Council Chambers.**

I apologize for any confusion this may have caused. If you have any questions, please feel free to contact me directly by phone at 408-282-3186 or by email at [Garik.iosilevsky@cep.sccgov.org](mailto:Garik.iosilevsky@cep.sccgov.org).

Sincerely,

A handwritten signature in blue ink, appearing to read "Garik Iosilevsky".

**Garik Iosilevsky**  
Weed Abatement Manager  
County of Santa Clara Weed Abatement Program  
408-282-3186  
[Garik.iosilevsky@cep.sccgov.org](mailto:Garik.iosilevsky@cep.sccgov.org)

# County of Santa Clara

Consumer and Environmental Protection Agency

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1553 Berger Drive, Building 1 San Jose, CA 95112  
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<https://cepa.santaclaracounty.gov>

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## IMPORTANT NOTICE TO ABATE WEEDS

January 14, 2026

Dear Property Owner:

Fire safety is crucial for protecting lives, preserving property, ensuring community well-being, and minimizing environmental impact. Removing fire hazards from your property is a proactive step to reduce the risk of injury, death, and significant damage. Effective prevention and preparedness measures not only save lives but also help safeguard our environment and reduce economic losses. Maintaining proper clearance requirements, known as *Minimum Fire Safety Standards*, is a shared responsibility. Since fire doesn't respect property boundaries, your local city (or County if in unincorporated areas) works with the County of Santa Clara Weed Abatement Program to ensure that all properties meet these *Minimum Fire Safety Standards* obligations. You are receiving this notice because our team has identified your property as being subject to the Weed Abatement Program. Please review the information carefully, and feel free to reach out for clarification or additional information.

The governing body for your property may adopt a resolution declaring that it contains fire hazards due to weeds or other debris. Following this action, the governing body will hold a public Commencement Hearing as part of a public meeting to consider an abatement order. This order will require you to remove any hazardous vegetation or combustible debris before the deadline outlined in the enclosed *Weed Abatement Program Schedule*. The public Commencement Hearing will take place on the date and at the location stated in the enclosed Notice to Destroy. This hearing will provide you with an opportunity to raise any objections or concerns regarding this requirement and the inclusion of your property in the Weed Abatement Program.

If you believe your property includes an environmentally sensitive habitat, please check the box on the blue *Return Reply Form* and provide any additional information on the *Return Reply Form* to assist us in determining the best approach to abating your property from fire hazards.

If, after the public Commencement Hearing, the Weed Abatement Program is approved for your property, the County is authorized by your city, and the California Health and Safety Code sections §14875-14922 to inspect your property to confirm that it has been cleared of hazards and is compliant with *Minimum Fire Safety Standards* (see enclosed brochure). Inspections will begin after the abatement deadline for your jurisdiction. This notice does not relieve you of your responsibility to complete the necessary work before your jurisdiction's deadline. All properties designated to be part of the Weed Abatement Program will have a \$296 annual inspection fee to cover the cost of the program. This \$296 cost will be included on your property tax bill as a special assessment.

In addition to the \$296 annual inspection fee, if the parcel is found non-compliant at the time of our inspection, the parcel will be assessed a processing fee of \$953 per parcel, and the property will be scheduled for abatement by the County-designated contractor. You will not incur additional charges if the abatement work is completed before the County-designated contractor arrives. However, should the County-designated contractor perform the abatement work, the parcel will incur the cost associated with the contractor's work plus an additional County administrative fee of \$1,383 per parcel.

**For those parcels requiring a warrant, a fee of \$3,006 per parcel will be assessed.**

**Board of Supervisors:** Sylvia Arenas, Betty Duong, Otto Lee, Susan Ellenberg, Margaret Abe-Koga  
**County Executive:** James R. Williams

The County will use the lowest cost method of abatement considering the physical characteristics of your property and any other environmental or related concerns. Fees are detailed on the price list included in the *Notice to Destroy*. The total amount of fees incurred will be included as a special assessment on your property tax bill following confirmation of the charges by your city (or the County if the parcel is in an unincorporated area) at a public Assessment Hearing. This Assessment Hearing will be scheduled in the summer, with the exact date determined by your governing body. Typically, Assessment Hearing information is posted at the physical location of the governing body (typically at a city hall building or other government center and most also publish this information on their websites) prior to the meeting.

**You can avoid all costs, other than the \$296 annual inspection fee, by completing the abatement work yourself according to Minimum Fire Safety Standards (see enclosed brochure) prior to the abatement deadline for your jurisdiction and maintaining the Minimum Fire Safety Standards for the duration of fire season, which typically runs March through October. Parcels will be removed from the program after three consecutive years of voluntary compliance (work completed by parcel owner prior to the deadline and confirmed by our inspection).**

In preparation for this program, please complete and return the enclosed blue *Return Reply Form* so we are notified of your plans for abating your property.

If you designate on your *Return Reply Form* that you intend to abate the weeds yourself, you need to complete the abatement before the deadline listed on the attached abatement program schedule and maintain fire-safe conditions for the duration of the fire season. Responding that you intend to provide maintenance does not release you from this responsibility to have the maintenance *completed* before your deadline and *repeated* as necessary to maintain Minimum Fire Safe Standards. The County will abate hazardous vegetation as required after the deadline for your jurisdiction at your cost.

**Enclosed you will find the following information:**

***Return Reply Form* specific to your parcel. Please complete and return it to us.**

***Notice to Destroy Weeds* informing you of an upcoming public Commencement Hearing** (that you may attend if you have any objections to the proposed removal of hazardous vegetation or debris from your parcel). Your jurisdiction may offer you the ability to participate in this meeting virtually; please confirm directly with your jurisdiction.

***Weed Abatement Program Schedule* for your city with current County abatement fees.**

***County of Santa Clara Weed Abatement Brochure.***

Please be aware that any abatement performed by the County must comply with all applicable regulations. If your property falls within an area designated as possible habitat for burrowing owls or any other protected species of bird or animal, the methods used to remove vegetation may be regulated by specific laws or local ordinances.

If you are no longer the parcel owner identified by this mailing, please notify us immediately at (408) 282-3145. If you sell your parcel after the date of this letter, it is your responsibility to notify the new owner and include the obligation to pay any abatement costs in your sale agreement. Without taking this action, you will be responsible for all hazard abatement charges assessed to the parcel.

Our goals are voluntary compliance with the *Minimum Fire Safety Standards* and that all properties remain safe from fire. If you have any questions or need on-site advice to help you achieve compliance with the *Minimum Fire Safety Standards*, please call us at (408) 282-3145.

Sincerely,



Garik Iosilevsky, Weed Abatement Manager  
Consumer and Environmental Protection Agency

# Notice to Destroy Weeds

NOTICE IS HEREBY GIVEN that on November 19, 2025, pursuant to the provisions of Section 8.20.030 of the Morgan Hill Municipal Code, the City Council of said City passed a resolution declaring that all weeds growing upon any private property or in any public street or alley, as defined in Section 8.20.010, constitute a public nuisance, which nuisance must be abated by the destruction or removal thereof.

NOTICE IS FURTHER GIVEN that property owners shall without delay, remove all such weeds from their property, and the abutting half of the street in front and alleys, if any, behind such property, and between the lot lines thereof as extended, or such weeds will be destroyed or removed and such nuisance abated by the City authorities, in which case the cost of such destruction or removal will be assessed upon the lots and lands from which, or from the front or rear of which, such weeds shall have been destroyed or removed; and such cost will constitute a lien upon such lots or lands until paid, and will be collected upon the next tax roll upon which general municipal taxes are collected. All property owners having any objections to the proposed destruction or removal of such weeds are hereby notified to attend a meeting of said City to be held in the Council Chambers of the City of Morgan Hill located at 17555 Peak Avenue, Morgan Hill, California, on **Wednesday, February 18, 2026, at 6:00 p.m.**, or as soon thereafter as the matter can be heard, when their objections will be heard and given due consideration.

*The language and format for this notice is required by California Health and Safety Code Sections 14891 Et. Seq.*

(over)

**MORGAN HILL WEED ABATEMENT PROGRAM SCHEDULE**

- February 18, 2026**                      Public hearing to consider objections to Abatement List.
- May 1, 2026**                              PARCEL ABATEMENT DEADLINE  
Parcel must be free from hazardous vegetation by this date or Inspector will order abatement.
- July 22, 2026**                          Assessment Hearing date to consider objections to charges.

**2026 COUNTY WEED ABATEMENT FEES**

*Properties in the Weed Abatement Program, you will be responsible for an annual inspection fee of \$296.00 per parcel.*

**Please be advised that the property owner of any parcel found to be non-compliant on or after the May 1<sup>st</sup> deadline may be charged a work order processing fee of \$953.00 and the property will be scheduled for abatement by the County contractor. If you complete the abatement work before the County contractor performs the abatement, you will not incur further charges. Should the abatement work be performed by a County contractor, you will be assessed the contractor’s charges plus a County administrative fee of \$1,383.00 per parcel. For those parcels requiring a warrant a fee of \$3,006.00 per parcel will be assessed.**

**2026 COUNTY CONTRACTOR’S WEED ABATEMENT PRICE LIST**

**A) Disc Work\*\***

PARCEL SIZE:	1 <sup>st</sup> Disc	+	2 <sup>nd</sup> Disc	=	Total Discs
0-12,500 sq.ft.	<u>\$291-\$425</u>		<u>\$149-\$180</u>		<u>\$440-\$605</u>
12,501sq.ft.- 43,560sq.ft.	<u>\$338-\$425</u>		<u>\$149-\$225</u>		<u>\$487-\$650</u>
Larger than 1 Acre	<u>\$152-\$309</u>		<u>\$130-\$151</u>		<u>\$282-\$460</u> (PER ACRE)

\*\* It is required that parcels be disced twice a year. The cost for the first discing is higher due to additional work normally required during the first discing.

- B) HANDWORK**                              \$5.09-\$5.73 PER 100 Square Feet (SF)
- C) FLAIL**                                      6 Foot Mower \$6.40-10.97 PER 1,000 SF
- MOWING**                                      12 Foot Mower \$6.40-10.97 PER 1,000 SF
- D) LOADER WORK**                          \$153-\$185 PER HOUR
- E) DUMP TRUCK**                              \$141-\$185 PER HOUR
- F) BRUSH WORK**                              \$4.80-\$5.47 PER 100 SF
- G) DUMP FEE**                                  100%

Added to orders with debris removal at 100% of the dump site charge.

**\*Please note this program does not offer herbicide application as a method of abatement.**





## You Can Help Prevent Fires in Your Neighborhood

Protect what's important—your loved ones, your pets, and your property. Recognize potential fire hazards and apply these Minimum Fire Safety Standards.




## About the County of Santa Clara Weed Abatement Program

We help protect our community from fire dangers. Our goal is to ensure that properties are free from fire hazards, such as overgrown vegetation and debris, to minimize the spread of fires.

### Contact Us

 [cepasc.org/weed-abatement](http://cepasc.org/weed-abatement)

 [WeedAbatement@cep.sccgov.org](mailto:WeedAbatement@cep.sccgov.org)

 (408) 282-3145

 1553 Berger Drive, San José, CA 95112



## Minimum Fire Safety Standards You Should Know About



# Minimum Fire Safety Standards

Keep your property and neighborhood safe from fires. To be in compliance with the County's Weed Abatement Program, follow the Minimum Fire Safety Standards:

## 1. Tall Grass, Weeds, and Flammable Vegetation

Keep weeds, grass, and brush below 6 inches in height.



## 3. Overgrown Trees

Keep branches at least 10 feet from chimneys, 6 feet off the ground, and clear from under the eaves of houses.



## 2. Flammable Debris

Keep your property clear of debris such as trash, wood, and dead plants.



## 4. Dead Vegetation on Roofs

Keep roofs and gutters clear of leaves and debris. Remove dead trees and vegetation.



## I received a notice that my property is on the Weed Abatement Program. What happens next?

A Weed Abatement inspector will visit your property annually for at least three years to determine if it is in compliance with the Minimum Fire Safety Standards.

**If a violation is found on your property**, you have two weeks to correct it before we return for another inspection. If you don't correct it or contact us, we may take necessary steps to bring your property into compliance. This will result in additional costs beyond the annual inspection fees.

**If your property is in compliance and remains compliant during our annual inspections**, you will only be charged the annual inspection fee for three consecutive years.

Refer to the Weed Abatement notice letter for details.

Scan or visit the link to view the complete list of Minimum Fire Safety Standards. →



[cepascc.org/fire-safety](https://cepascc.org/fire-safety)

Español | 中文 | Tiếng Việt | Tagalog

**RESOLUTION NO.**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL INSTRUCTING THE SANTA CLARA COUNTY CONSUMER AND ENVIRONMENTAL PROTECTION AGENCY TO ABATE NUISANCES ARISING OUT OF HAZARDOUS VEGETATION GROWING UPON LOTS OR IN FRONT OF PROPERTY IN THE CITY OF MORGAN HILL AS REQUIRED BY TITLE 8, CHAPTER 8.20 OF THE MORGAN HILL MUNICIPAL CODE**

**WHEREAS**, pursuant to Title 8, Chapter 8.20 of the Morgan Hill Municipal Code, the City Council hereto adopted Resolution No. 25-033 declaring hazardous vegetation growing in the City of Morgan Hill to constitute a public nuisance; and

**WHEREAS**, a Public Hearing was held pursuant to Resolution No. 25-033 and Chapter 8.20 of the Morgan Hill Municipal Code in that time and manner required by law.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Morgan Hill authorizes as follows:

1. That the Santa Clara County Consumer and Environmental Protection Agency (Agency) is hereby ordered to abate the nuisance or cause the same to be abated by having the vegetation destroyed by cutting, discing or any other method as may be determined by the Agency for the properties on the attached list excluding the properties struck out.
2. That any property owner shall have the right to destroy or remove at his or her expense prior to removal of said vegetation by the Agency.
3. That the Agency shall keep an account of the cost of removing said vegetation and document such account in a report and assessment list, and file the same with the City Clerk. Such report shall refer to each separate lot or parcel of land, together with the expense of removal of hazardous vegetation therefrom.

**PASSED AND ADOPTED** by the City Council of Morgan Hill on this 18th day of February 2026 by the following vote:

**AYES: COUNCIL MEMBERS:**  
**NOES: COUNCIL MEMBERS:**  
**ABSTAIN: COUNCIL MEMBERS:**  
**ABSENT: COUNCIL MEMBERS:**

**APPROVED:**

**ATTEST:**

\_\_\_\_\_  
**MARK TURNER, Mayor**

\_\_\_\_\_  
**MICHELLE BIGELOW, City Clerk**

∞ **CERTIFICATION** ∞

**I, Michelle Bigelow, City Clerk of the City of Morgan Hill, California,** do hereby certify that the foregoing is a true and correct copy of Resolution No. XX-XXX, adopted by the City Council at its meeting held on February 18, 2026.

**WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.**

**DATE:** \_\_\_\_\_

\_\_\_\_\_  
**Michelle Bigelow, City Clerk**

**2026 WEED ABATEMENT PROGRAM  
CITY OF MORGAN HILL  
COMMENCEMENT REPORT**

Exhibit A

Situs	APN	CITY/STATE
1 E. DUNNE AVE 726-02-012	WU, MEI-TSU K	1441 HUNTINGTON DR STE SOUTH PASADENA CA 91030
2 17364 WALNUT DR 726-07-021	DELUKE COMPANY LTD	535 ARRASTADERO RD PALO ALTO CA 94306
3 17361 SAINT ARCHER WY 726-07-090	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
4 17365 SAINT ARCHER WY 726-07-091	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
5 17369 SAINT ARCHER WY 726-07-092	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
6 17373 SAINT ARCHER WY 726-07-093	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
7 17378 SAINT ARCHER WY 726-07-094	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
8 920 DIANA AVE 726-07-095	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
9 17376 WALNUT DR 726-07-096	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
10 17374 WALNUT DR 726-07-097	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
11 17372 WALNUT DR 726-07-098	MORGAN HILL MANSIONS LLC	1016 S DEANZA BLVD UNIT SAN JOSE CA 95129
12 761 DAKOTA DR 726-09-103	YEAGER, TRAVIS W AND COURTNEY	761 DAKOTA DR MORGAN HILL CA 95037-0000
13 751 DAKOTA DR 726-09-104	DUNNE MICHAEL F JR AND JONNA	751 DAKOTA DR MORGAN HILL CA 95037-7508
14 JULIANN WA 726-09-105	DUNNE MICHAEL F JR AND JONNA	751 DAKOTA DR MORGAN HILL CA 95037-7508
15 JULIANN WA 726-09-106	DUNNE MICHAEL F JR AND JONNA	751 DAKOTA DR MORGAN HILL CA 95037-7508
16 DEPOT ST 726-13-050	UNION PACIFIC RAILROAD	1400 DOUGLAS ST. STOP 1690 OMAHA NE 68179
17 MCLAUGHLIN AVE 726-23-019	MINTON, SINGLETON W AND	8349 W SHAMS LN EAGLE ID 83616-7742
18 MONTEREY RD 726-23-020	ECA PARTNERS LLC	15700 WINCHESTER BLVD LOS GATOS CA 95030-3305
19 17620 MONTEREY RD 726-23-021	DELMAR CAPITAL INVESTMENTS	2544 WESTGATE AVE SAN JOSE CA 95125-4043
20 E CENTRAL AVE 726-24-001	UNION PACIFIC RAILROAD	1400 DOUGLAS ST. STOP 1690 OMAHA NE 68179
21 17910 MONTEREY RD 726-25-001	AFFORDABLE HOUSING LAND	P O BOX 260770 ENCINO CA 91424
22 325 DIGITAL DR 726-25-041	OPERATING ENGINEERS LOCAL	3000 CLAYTON RD CONCORD CA 94519-2731
23 BUTTERFIELD BLV 726-25-091	MERSHO INVESTMENTS LLC	5752 COUNTRY CLUB PKWY SAN JOSE CA 95138-0000
24 BUTTERFIELD BLV 726-25-092	MERSHO INVESTMENTS LLC	5752 COUNTRY CLUB PKWY SAN JOSE CA 95138-0000

**2026 WEED ABATEMENT PROGRAM  
CITY OF MORGAN HILL  
COMMENCEMENT REPORT**

Exhibit A

Situs		APN			CITY/STATE				
25	18635	MADRONE	PK	726-33-025	MERSHO INVESTMENTS LLC	5752 COUNTRY CLUB PKWY	SAN JOSE	CA	95138
26	225	COCHRANE	RD	726-34-006	MERSHO INVESTMENTS LLC	5752 COUNTRY CLUB PKWY	SAN JOSE	CA	95138-0000
27	875	LIGHTPOST	WA	726-35-015	LIGHTPOST LLC	20421 PACIFICA DR	CUPERTINO	CA	95014-3013
28		PEEBLES	AVE	726-36-078	1493 INVESTORS LLC	15700 WINCHESTER BLVD	LOS GATOS	CA	95030
29	115	PEEBLES	AV	726-41-013	MARQUEZ ANTHONY J	10770 SIXTH ST	GILROY	CA	95020
30	25	PEEBLES	AVE	726-41-065	PEEBLES SQUARE LLC	1630 OAKLAND RD STE 215	SAN JOSE	CA	95131
31		COCHRANE	RD	726-58-006	CUTINA MORGAN HILL LLC	711 CALLE ARTIS	SAN JOSE	CA	95131
32		BUTTERFIELD	BLV	726-58-007	EVERGREEN-BUTTERFIELD &	2390 E CAMELBACK RD UNIT	PHOENIX	AZ	85016
33	17200	KRUSE RANCH	LN	728-01-001	VALENCIA, ANDRES ET AL	17200 KRUSE RANCH LN	MORGAN HILL	CA	95037-6700
34									
35	1565	LEAFY	CT	728-14-078	KHAN, SULTAN MAHMOOD	827 SAINT KITTS CT	SAN JOSE	CA	95127
36	1370	JASMINE	WA	728-15-041	LANGDON, JOSEPH A	1370 JASMINE WAY	MORGAN HILL	CA	95037-3334
37	1415	JASMINE	WA	728-15-045	PRICHARD, CHARLES C ET AL	4242 CRESTVIEW DR	LA MESA	CA	91941
38	1485	COCHRANE	RD	728-36-017	M V S COMPANY	PO BOX 2067	SARATOGA	CA	95070
39	1625	ARGUELLO	Ct	728-49-024	SHER TOM	1625 ARGUELLO CT	MORGAN HILL	CA	95037
40	2790	THOMAS	AV	729-01-010	SCIALABBA, STEVE AND CAROL	12878 ARROYO DE	SARATOGA	CA	95070-3706
41	2990	THOMAS	AV	729-02-004	HINDIYEH OMAR JR ET AL	25 CRESCENT DR STE A 304	PLEASANT HILL	CA	94523
42		OAKWOOD	LN	729-16-021	MILLER, CLAYTON K AND ANNA M	PO BOX 93	GILROY	CA	95021-0093
43	3590	OAKWOOD	CT	729-17-001	WOLLASTON DEBRA L TRUSTEE	2844 AUGUSTA CT	SANTA CLARA	CA	95051-1713
44	16315	OAK CANYON	DR	729-17-010	CROISETTIER, RAMANAKUMARI M	16315 OAK CANYON DR	MORGAN HILL	CA	95037-6813
45	16280	OAK CANYON	DR	729-17-015	MORGAN HILL PARTNERS C/O	680 W. SAN MARTIN AVE	SAN MARTIN	CA	95046
46	16335	JACKSON	DR	729-18-015	MARIN, THERESA J TRUSTEE	1005 SUMMERVIEW DR	SAN JOSE	CA	95132-2951
47		DUNNE	AV	729-26-002	UNGER, EUGENE C AND ROSE A	15177 Piedmont Rd	Saratoga	CA	95070-6452
48	17064	SHADY LANE	DR	729-29-017	HANSON, BRYAN F AND MIKEAL K	111 LOCUST AVE	HOLLISTER	CA	95023-3536

**2026 WEED ABATEMENT PROGRAM  
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COMMENCEMENT REPORT**

Exhibit A

Situs		APN			CITY/STATE				
49	2180	ROLLING	DR	764-03-004	HEISER, CHRISTOPHER J AND	2180 ROLLING HILLS DR	MORGAN HILL	CA	95037-9438
50	2130	GREENWOOD	AVE	764-03-005	GRIKO, YURI	2130 GREENWOOD AVE	MORGAN HILL	CA	95037-9439
51	2055	ROCKY RIDGE	RD	764-03-023	WIECZOREK, MARISSA ET AL	1547 PRINCETON DR	SAN JOSE	CA	95118
52	17625	WOODLAND	CT	764-03-040	CARDINAL MARC ANDRE AND KENIA	17625 WOODLAND CT	MORGAN HILL	CA	95037-9444
53		MONTEREY	RD	764-09-013	UNION PACIFIC RAILROAD	1400 DOUGLAS ST. STOP 1690	OMAHA	NE	68179
54		MONTEREY	RD	764-10-003	UNION PACIFIC RAILROAD	1400 DOUGLAS ST. STOP 1690	OMAHA	NE	68179
55	18625	MONTEREY	RD	764-10-008	BW MORGAN HILL LLC	2175 FRANCISCO BLVD EAST	SAN RAFAEL	CA	94901
56	18545	MONTEREY	RD	764-10-013	CITY VENTURES HOMEBUILDING	3121 MICHELSON DR STE	IRVINE	CA	92612
57	18565	MONTEREY	RD	764-10-015	CITY VENTURES HOMEBUILDING	3121 MICHELSON DR STE	IRVINE	CA	92612
58	18197	LLAGAS	RD	764-32-066	CGC REALTY LLC	4149 THORNTON AVE	FREMONT	CA	94536
59	17695	JOHN TELFER	DR	764-38-013	TORSTENSSON, GUSTAV P AND	17695 JOHN TELFER DR	MORGAN HILL	CA	95037-4012
60		CASTLE HILL	DR	764-45-030	GLENROCK BUILDERS INC	14500 SYCAMORE DR	MORGAN HILL	CA	95037-0000
61		CASTLE HILL	DR	764-45-031	GLENROCK BUILDERS INC	14500 SYCAMORE DR	MORGAN HILL	CA	95037
62	18303	LLAGAS	CT	764-53-005	MELLOW, CATHY	9580 DOUGHERTY AVE	MORGAN HILL	CA	95037-9371
63	W	DUNNE	AVE	767-03-046	BETPOLICE, FARIDEH TRUSTEE	2377 CRENSHAW BLVD STE	TORRANCE	CA	90501
64	17205	MONTEREY	RD	767-08-006	BENNETT, KEVIN AND WU , MAGGIE	202 GOLD STAR DR	CEDAR PARK	TX	78613
65	████	████	██	████	████████████████	████████████████	████████████████	██	████
66	335	SPRING	AV	767-11-030	GIANCOLA, JOSEPH TRUSTEE & ET	2290 A COCHRANE RD	MORGAN HILL	CA	95037-9306
67	16615	DEL MONTE	AV	767-16-045	CARUSO, SALVATORE AND	20431 MCKEAN RD	SAN JOSE	CA	95120-2403
68	180	FOOTHILL	CT	767-17-012	PRATT, TERYL L AND ELIZABETH A	180 FOOTHILL CT	MORGAN HILL	CA	95037-5003
69	220	W EDMUNDSON	AV	767-21-015	PANCAL EDMUNDSON LP	4125 BLACKFORD AVE #200	SAN JOSE	CA	95117
70	960	VIA DEL		767-30-025	RUSCH R A AND PATRICIA H TRUSTEE	960 VIA DEL CASTILLE	MORGAN HILL	CA	95037-5834
71	16755	DEWITT AVE		773-08-016	PENA JUAN TRUSTEE & ET AL	6371 El Paso Drive	San Jose	CA	95120
72	1860	LLAGAS	RD	773-18-027	SEILER PETER L AND GRIFFIN YUNG	1465 WELBURN AVE	GILROY	CA	95020-3736

**2026 WEED ABATEMENT PROGRAM  
CITY OF MORGAN HILL  
COMMENCEMENT REPORT**

Exhibit A

Situs		APN			CITY/STATE				
73	1570A	LLAGAS	Rd	773-19-001	CURRAN PATRICK J AND SANDRA J	1570 A LLAGAS RD	MORGAN HILL	CA	95037-9456
74		SABINI	CT	773-32-017	STROLATA PROPERTIES LLC	P.O. BOX 8430	SAN JOSE	CA	95155-8430
75		SABINI	CT	773-32-018	STROLATA PROPERTIES LLC	P.O. BOX 8430	SAN JOSE	CA	95155-8430
76		SABINI	CT	773-32-019	STROLATA PROPERTIES LLC	P.O. BOX 8430	SAN JOSE	CA	95155-8430
77		SABINI	CT	773-32-020	STROLATA PROPERTIES LLC	P.O. BOX 8430	SAN JOSE	CA	95155-8430
78		WATSONVILLE	RD	779-04-080	LIV MORGAN HILL LLC	5671 SANTA TERESA BLVD	SAN JOSE	CA	95123
79	14545	ATHERTON	CIR	779-49-001	SILVAS, YANCEY M AND LORINDA	14545 ATHERTON CIR	MORGAN HILL	CA	95037-0000
80	15090	WATSONVILLE	RD	779-51-055	MH DEVELOPMENT LLC	3619 LAGO DE BRACCIANO	SAN JOSE	CA	95148
81	16470	VINEYARD	BLV	817-02-044	TANSY DEVELOPMENT INC	1967 STANWOOD DR	SANTA BARBARA	CA	93103
82		CHURCH	ST	817-02-055	LABRUCHERIE, ARMAND R AND	16373 REYNOLDS DR	MORGAN HILL	CA	95037-0000
83		CHURCH	ST	817-02-056	LABRUCHERIE, ARMAND R AND	941 A BERRYESSA RD	SAN JOSE	CA	95133
84		VINEYARD	BLV	817-02-057	LABRUCHERIE, ARMAND R AND	16373 REYNOLDS DR	MORGAN HILL	CA	95037-0000
85		VINEYARD	BLV	817-02-060	LABRUCHERIE, ARMAND R AND	16373 REYNOLDS DR	MORGAN HILL	CA	95037-0000
86		CHURCH	ST	817-02-061	LABRUCHERIE, ARMAND R AND	16373 REYNOLDS DR	MORGAN HILL	CA	95037-0000
87		CHURCH	ST	817-02-062	LABRUCHERIE, ARMAND R AND	16373 REYNOLDS DR	MORGAN HILL	CA	95037-0000
88		RAILROAD	AVE	817-05-070	UNION PACIFIC RAILROAD	1400 DOUGLAS ST. STOP 1690	OMAHA	NE	68179
89	235	SAN PEDRO	AV	817-11-066	GREIF CONTAINERS INC A DELW CO	425 WINTER RD	DELAWARE	OH	43015
90	16375	CONDIT	RD	817-13-021	NG, BETTY TRUSTEE & ET AL	1835 FRANKLIN APT 903	SAN FRANCISCO	CA	94109-3457
91	1075	CONDIT	AV	817-13-022	NG, BETTY TRUSTEE & ET AL	1835 FRANKLIN APT 903	SAN FRANCISCO	CA	94109-3457
92		HILL	RD	817-20-031	LEWIS MORGAN HILL LLC	PO BOX 5368	SAN JOSE	CA	95150
93		BARRETT	AVE	817-30-080	SANDHU, ATAM PARKASH SINGH	1800 SILVERWINGS CT	MORGAN HILL	CA	95037-9308
94	16695	SORREL	WA	817-50-016	HARDESTY, DANIEL J ET AL	16695 SORREL WAY	MORGAN HILL	CA	95037-3925

**RESOLUTION NO.**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL INSTRUCTING THE SANTA CLARA COUNTY CONSUMER AND ENVIRONMENTAL PROTECTION AGENCY TO ABATE NUISANCES ARISING OUT OF HAZARDOUS VEGETATION GROWING UPON LOTS OR IN FRONT OF PROPERTY IN THE CITY OF MORGAN HILL AS REQUIRED BY TITLE 8, CHAPTER 8.20 OF THE MORGAN HILL MUNICIPAL CODE**

**WHEREAS**, pursuant to Title 8, Chapter 8.20 of the Morgan Hill Municipal Code, the City Council hereto adopted Resolution No. 25-033 declaring hazardous vegetation growing in the City of Morgan Hill to constitute a public nuisance; and

**WHEREAS**, a Public Hearing was held pursuant to Resolution No. 25-033 and Chapter 8.20 of the Morgan Hill Municipal Code in that time and manner required by law.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Morgan Hill authorizes as follows:

1. That the Santa Clara County Consumer and Environmental Protection Agency (Agency) is hereby ordered to abate the nuisance or cause the same to be abated by having the vegetation destroyed by cutting, discing or any other method as may be determined by the Agency for the following properties: APN: 728-02-003, 2275 East Dunne Avenue, Morgan Hill and APN:764-53-005, 18303 Llagas Court, Morgan Hill.
2. That any property owner shall have the right to destroy or remove at his or her expense prior to removal of said vegetation by the Agency.
3. That the Agency shall keep an account of the cost of removing said vegetation and document such account in a report and assessment list and file the same with the City Clerk. Such report shall refer to each separate lot or parcel of land, together with the expense of removal of hazardous vegetation therefrom.

**PASSED AND ADOPTED** by the City Council of Morgan Hill on this 18th day of February 2026 by the following vote:

**AYES:            COUNCIL MEMBERS:**  
**NOES:            COUNCIL MEMBERS:**  
**ABSTAIN:        COUNCIL MEMBERS:**  
**ABSENT:         COUNCIL MEMBERS:**

**APPROVED:**

**ATTEST:**

---

**MARK TURNER, Mayor**

---

**MICHELLE BIGELOW, City Clerk**

∞ **CERTIFICATION** ∞

**I, Michelle Bigelow, City Clerk of the City of Morgan Hill, California,** do hereby certify that the foregoing is a true and correct copy of Resolution No. XX-XXX, adopted by the City Council at its meeting held on February 18, 2026.

**WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.**

**DATE:** \_\_\_\_\_

\_\_\_\_\_  
**Michelle Bigelow, City Clerk**

## CITY COUNCIL STAFF REPORT

### MEETING DATE: February 18, 2026

PREPARED BY:  
Chris Ghione, Public Services Director  
APPROVED BY: City Manager

## APPROVE COMPREHENSIVE SAFETY ACTION PLAN

### RECOMMENDATION(S)

Approve Comprehensive Safety Action Plan.

### COUNCIL PRIORITIES, GOALS & STRATEGIES

#### City Council Ongoing Priorities

Enhancing Public Safety  
Maintaining and Enhancing Infrastructure  
Supporting our Youth, Seniors, and Entire Community

#### 2024-2025 Strategic Priorities

Healthy Community

#### Guiding Documents

Transportation Master Plan  
Bikeways, Trails, and Recreation Master Plan  
Climate Action Plan

### REPORT NARRATIVE:

On January 15, 2025, the City Council authorized a contract with Toole Design to develop a Comprehensive Safety Action Plan (CSAP). Funded by the Federal Safe Streets and Roads for All (SS4A) program, the CSAP was developed to establish a roadmap for improving safety on the City's streets, sidewalks and public rights of way. Building upon the 2024 Transportation Master Plan (TMP), the CSAP involved a nine-month planning process guided by a Project Team and a 25-member Advisory Committee. The Project Team included both consultants and City staff with members from various disciplines involved. The Plan is based on a "Safe System" approach, which recognizes that humans make mistakes and the transportation system must be designed to absorb those errors to prevent tragedy (aligned with the City's Vision Zero commitment).

The Plan includes several recommendations that build upon the City's Transportation Master Plan. These include:

- **Safe Routes to School (SRTS):** The Plan includes detailed assessments and

infrastructure recommendations for 11 public school sites within the City.

- **Priority Corridor Projects:** The Plan recommends targeted safety investments on four major corridors: Butterfield Boulevard/Watsonville Road, Dunne Avenue, Main Avenue, and Monterey Road.
- **Systemic Safety Projects:** Improvements such as hardened centerlines, retroreflective signal borders, and curb extensions at high-risk intersections.
- **Policy Updates:** Recommended updates to City policies and practices to support embedding safety into everyday operations.

Implementation of the Comprehensive Safety Action Plan (CSAP) is designed as a long-term, phased effort that acknowledges the City's heavily constrained resources. Because the City cannot fund all identified safety needs immediately, improvements will occur incrementally over time through two primary channels. First, this will occur through everyday operational practices—such as integrating low-cost safety countermeasures like restriping and signal timing adjustments into routine repaving and maintenance projects. Second, the adopted CSAP serves as a critical prerequisite that qualifies Morgan Hill to compete for significant state and federal implementation grants, such as the Safe Streets and Roads for All (SS4A) program. By pairing grant pursuits with existing resources, the City will work towards reducing traffic fatalities and serious injuries while maintaining fiscal sustainability.

It is important to note that Morgan Hill's commitment to this Comprehensive Safety Action Plan and Vision Zero begins from a position of relative strength. Data from the City's **2024 Transportation Master Plan (TMP)** confirms that Morgan Hill's roadway system is comparatively safe, with the community experiencing fewer traffic crashes per capita than many neighboring cities. This CSAP proactive approach will be used to support forward planning to implement safety improvements as efficiently as possible.

### **COMMUNITY ENGAGEMENT:**

Involve

The planning process was guided by a community engagement effort to ensure the CSAP reflects the values and concerns of Morgan Hill residents. The City convened a 25-member Advisory Committee composed of residents, parents, City Commissioners, and representatives from the Morgan Hill Unified School District, and local community organizations. This group met four times throughout 2025 to provide expert local context, review crash data analysis, and vet the proposed safety strategies and project priorities.

Additionally, the City conducted general community engagement to gather feedback from the community. The engagement focused on identifying safety concerns and included presence at multiple events, including the Earth Day and Open Streets events. An online interactive web map and survey received 380 responses and 217 specific location comments.

### **ALTERNATIVE ACTIONS:**

The City Council could choose not to approve the CSAP. This is not recommended, as a completed and adopted Action Plan is a federal prerequisite for the City to apply for SS4A implementation grants to fund the construction of the recommended safety improvements.

#### **PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

- The City Council approved the City's Transportation Master Plan on December 4, 2024.
- On January 15, 2025, the City Council authorized the City Manager to execute a consultant agreement with Toole Design for the development of a Comprehensive Safety Action Plan for the City of Morgan Hill. The total cost of the agreement was \$220,250 which is offset by Federal SS4A grant funding of \$200,500.
- The Parks and Recreation Commission reviewed the plan at their December 16, 2025 meeting.

#### **FISCAL AND RESOURCE IMPACT:**

Approving the Plan has no immediate fiscal impact beyond the previously authorized consultant contract (which was funded primarily by a Federal Grant). However, adoption of the CSAP positions the City to leverage regional, state, and federal investments in the future. Future implementation of specific projects will be brought to the Council as part of the annual Capital Improvement Program (CIP) budget process or as grant opportunities arise. The City was also recently awarded \$450,000 in funding for "quick-build" multi-modal safety improvements across the City being eligible for funding because the CSAP was in progress.

#### **CEQA (California Environmental Quality Act):**

Categorical Exemption

Approval of the CSAP is Categorically Exempt under CEQA Guidelines Section 15262, as it involves only feasibility and planning studies for possible future actions that have not yet been approved or funded. Specific infrastructure projects resulting from the Plan will undergo individual environmental review as they are designed and funded.



# Morgan Hill Comprehensive Safety Action Plan

February 2026 Draft

# Acknowledgments

## City Council

- Mark Turner, Mayor
- Miriam Vega
- Yvonne Martinez Beltrán
- Soraida Iwanaga
- Marilyn Librers

## Parks and Recreation Commission

- Craig C. van Keulen
- Harpreet Vittal
- Julie Lucido
- Poonam Chabra
- Saied Zargar
- Shweta Maniar
- John Moniz

## Advisory Committee

- Morgan Hill Unified School District:
  - Patrick Buscher
  - Ricky Carillo
  - Juan Carlos Cuevas
  - Veronica Diaz
  - Nanette Donohue
  - Garner Green
  - Joe Guinane
  - Franchesca Kellet
  - Sheila Murphy-Brewer
  - Theresa Sage
  - Carlos Trujillo
- Armando Benavides, resident
- Lisa Kay Dugan, resident and parent
- Janet Ferreira, resident
- Francesco Luna, resident
- Leslie Marquez, Voices Morgan Hill
- Joe Mueller, resident and Planning Commissioner
- Wayne Tanda, resident and Planning Commissioner
- Maureen Tobin, resident

## City Staff

- Christina Turner, City Manager
- Chris Ghione, Assistant City Manager/Public Services Director
- Nichole Martin, Community Services Supervisor
- Maria Angeles, Senior Civil Engineer
- Nolen Ugalde, Assistant Engineer
- Ray Ramos, Police Captain
- John Kuhlen, Police Sergeant

## Consultant

**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.

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# 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.<sup>1,2</sup> The City made this Vision Zero pledge as a community already experiencing fewer crashes per

capita than neighboring cities.<sup>3</sup> 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.<sup>4</sup> 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 as 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**



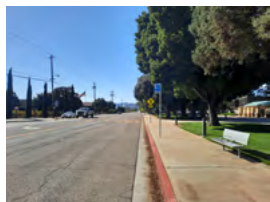
**Speeding vehicles**



**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



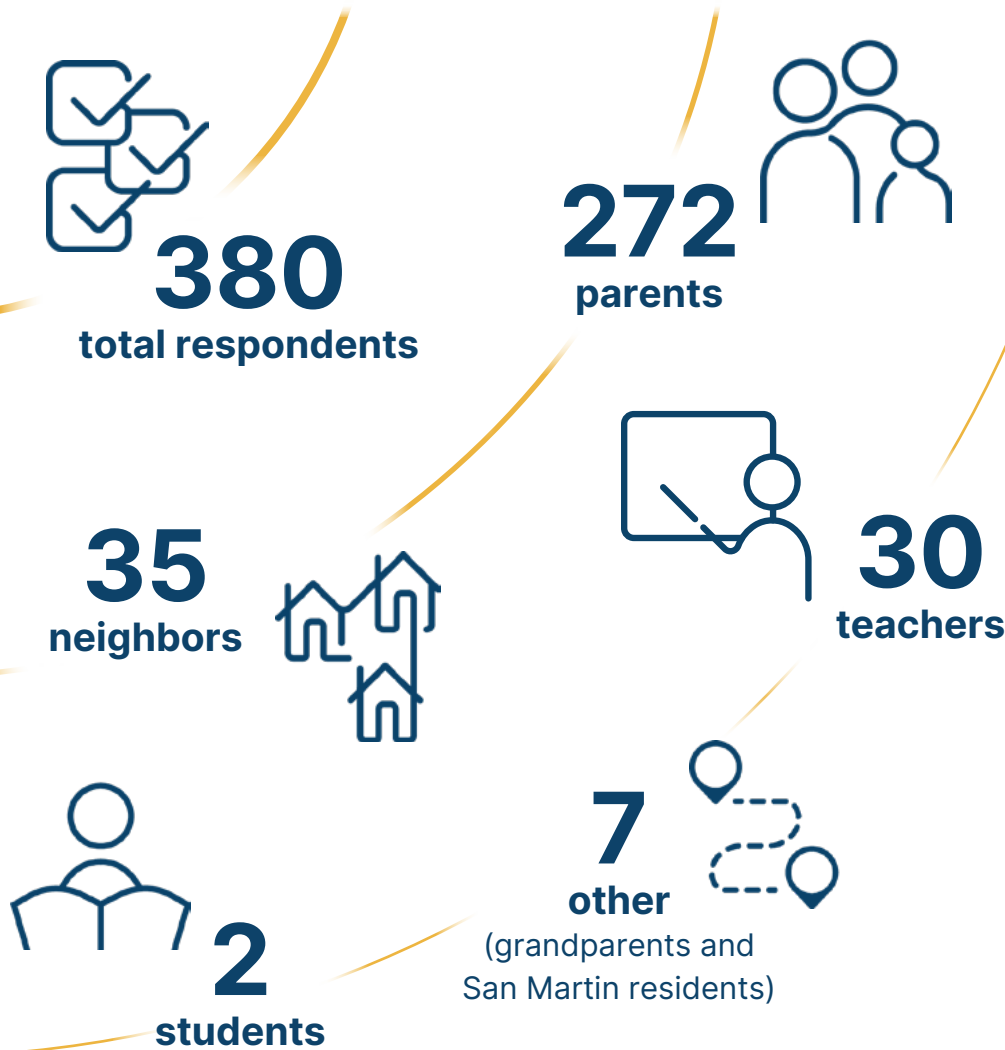
**FIGURE 3** Community Members engaging with the project team at the Open Streets, May 2025



**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 the 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: Rectangular Rapid Flashing Beacons (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

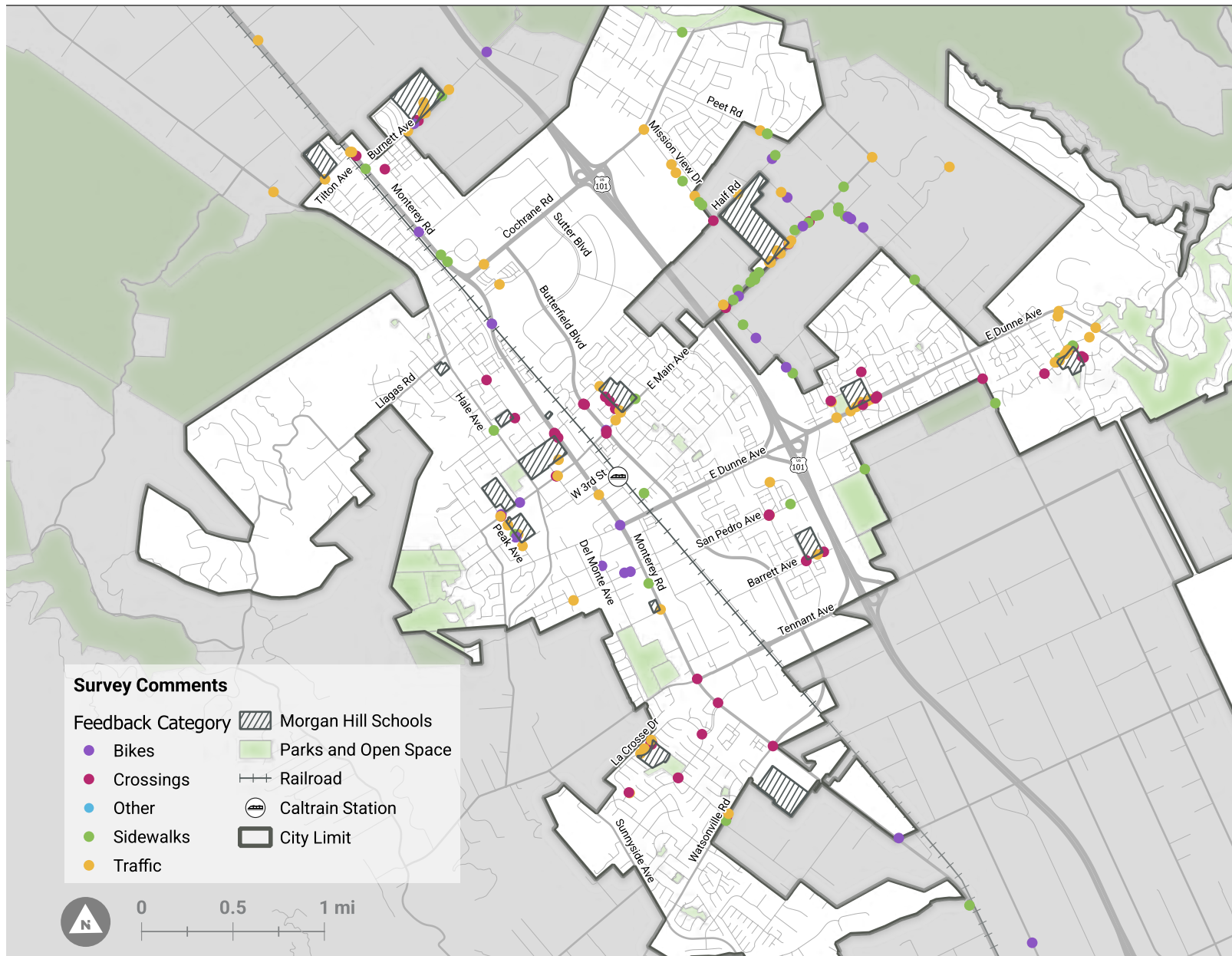
**Expand sidewalk and bike lane networks especially along key school routes and commuter paths**

- **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.





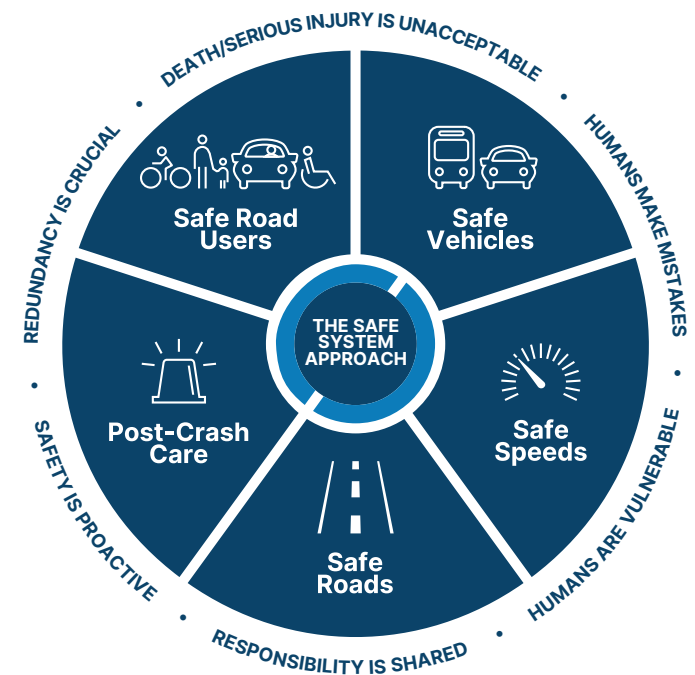
# Traffic Safety in Morgan Hill

# 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 (FSI) 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 42 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.

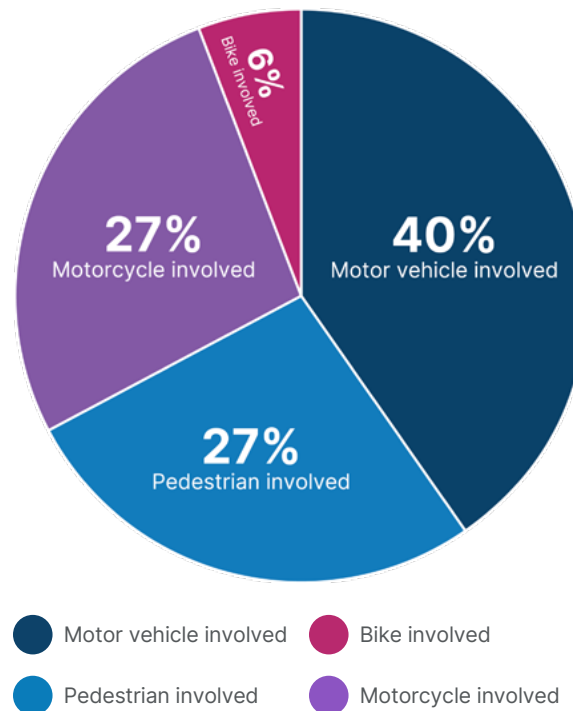
**TABLE 1** Morgan Hill Crash Data Summary

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 drive-ways 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 at intersections 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

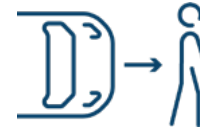
Over 70% of all FSI crashes occurred at midblock locations. Nearly 30% of FSI crashes involve vehicles striking pedestrians while they are crossing the street.



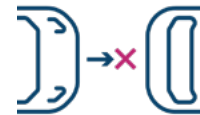
### At non-intersection locations:



**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



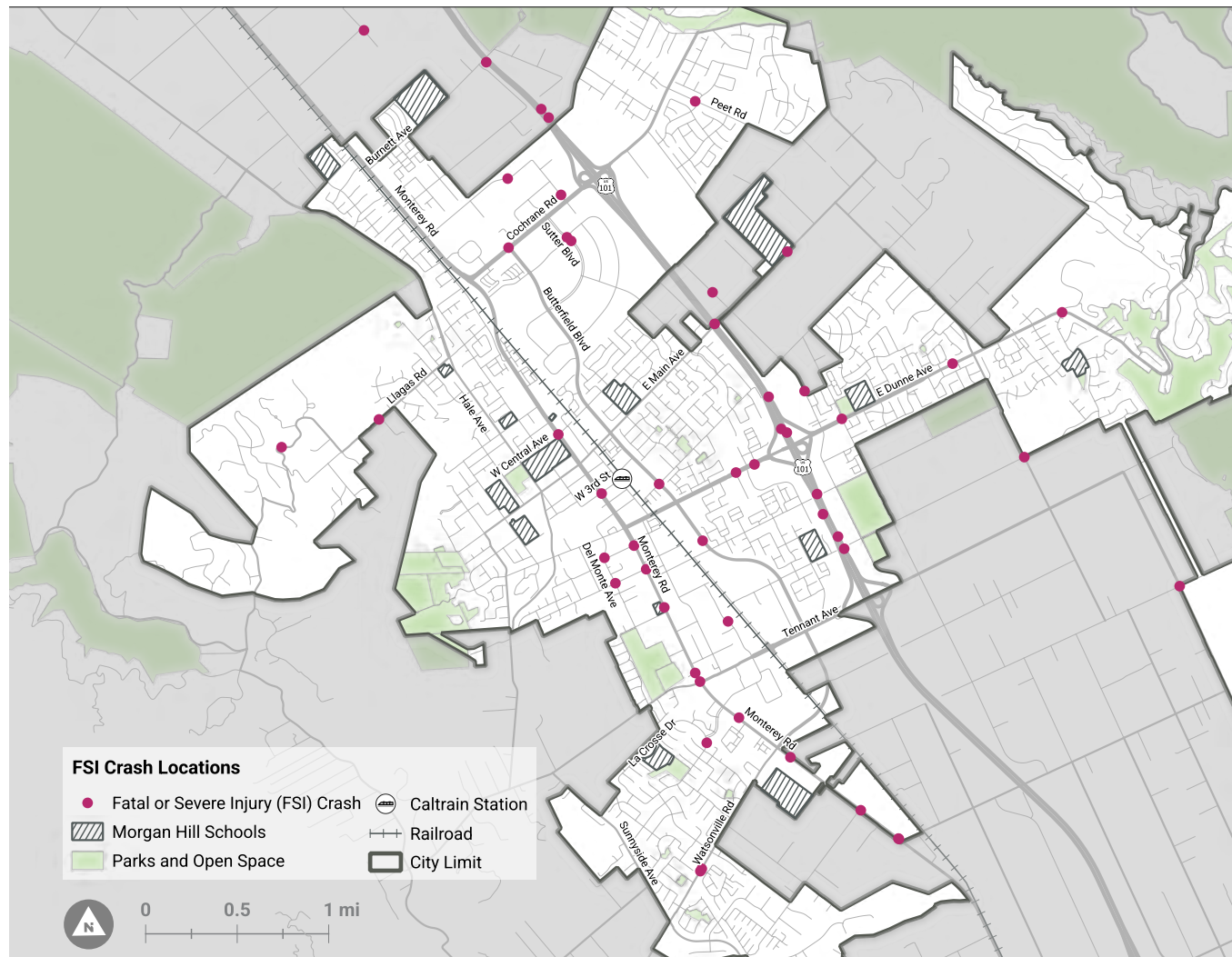
- 15% sideswipe
- 8% hit object
- 8% other

**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<sup>5</sup> 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<sup>6</sup> 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

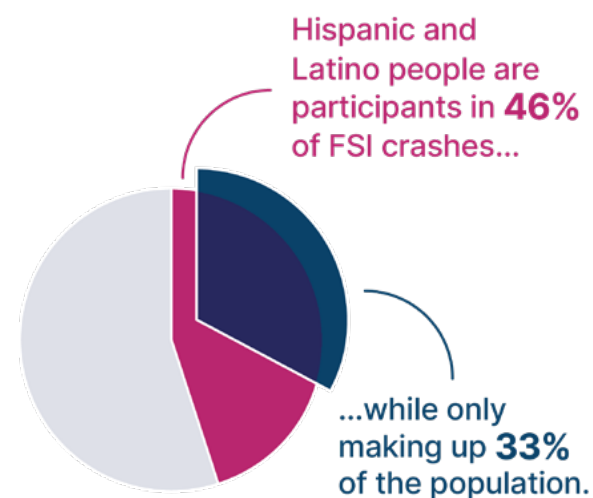
*29% of all people killed or severely injured in crashes*

### 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 are not surprising as adults in this age group travel more miles per day than either young people or older adults, 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.<sup>7</sup> 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.

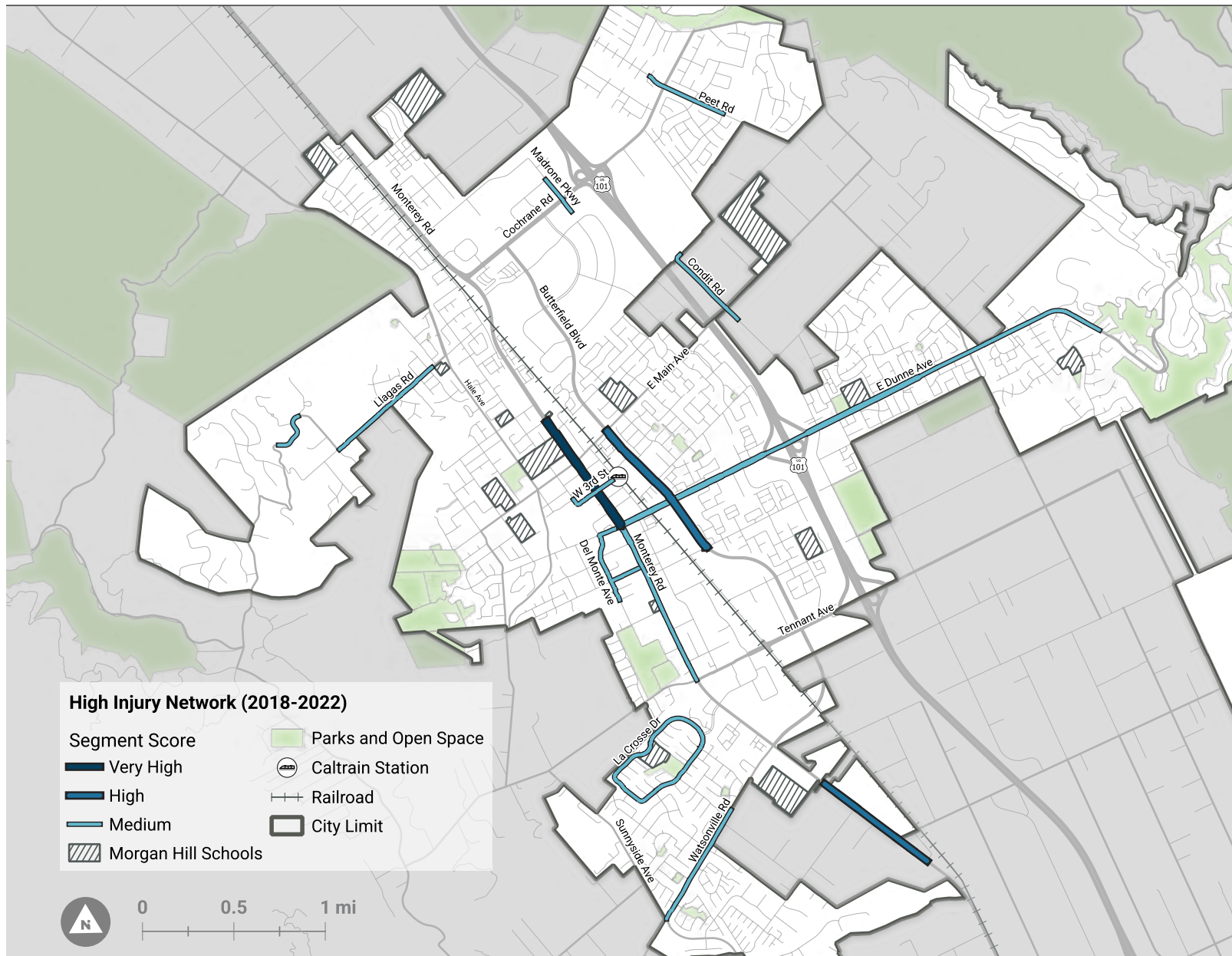


### Key Takeaway

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 Crouner 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:

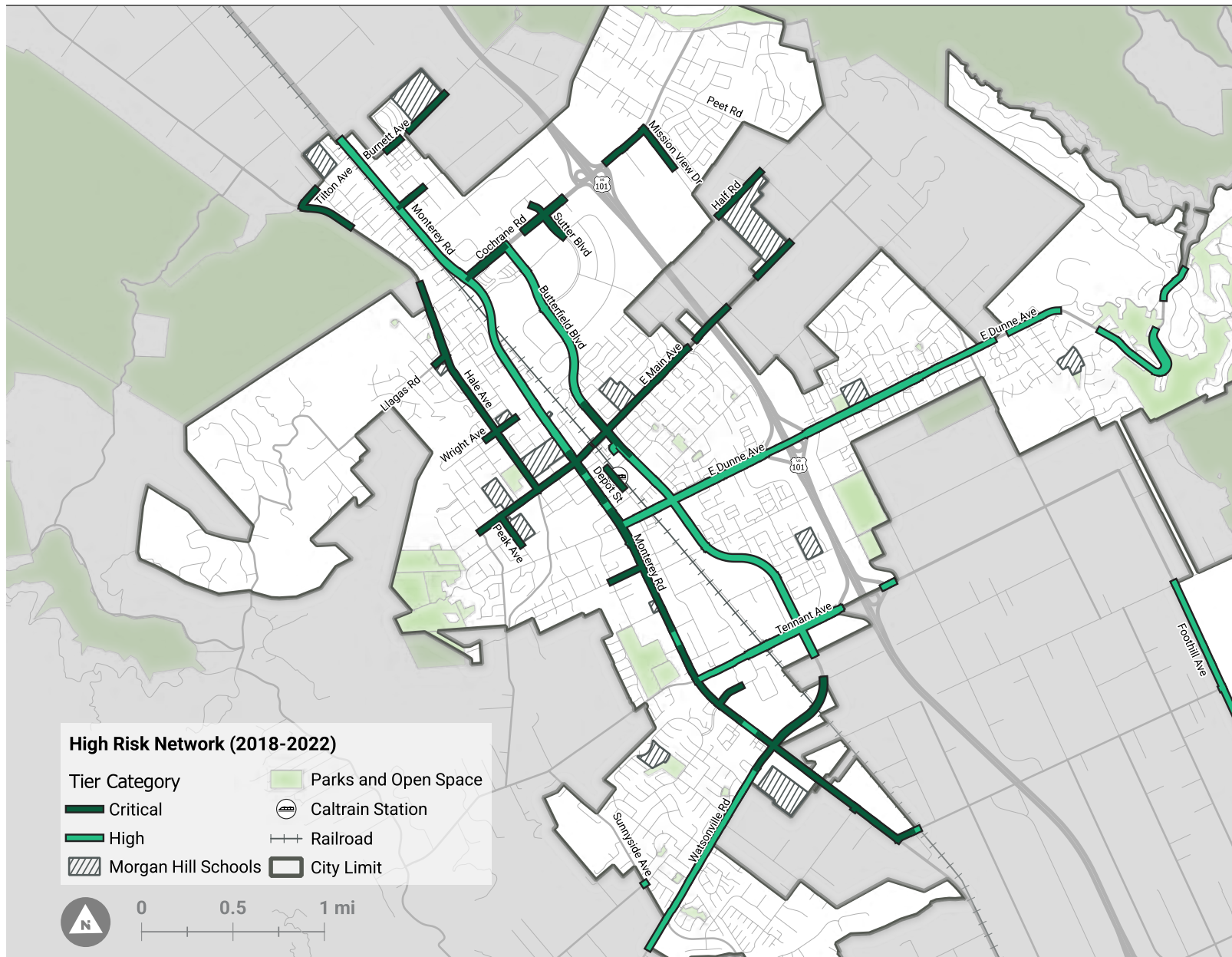
- Butterfield Boulevard from Cochrane Road to Monterey Road, where it becomes Watsonville Road and continuing to the western City limits
- Segments of Cochrane Road to Mission View Drive
- East Dunne Avenue from Monterey Road to the western City limits
- Segments of Hale Ave from the northern City limits 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



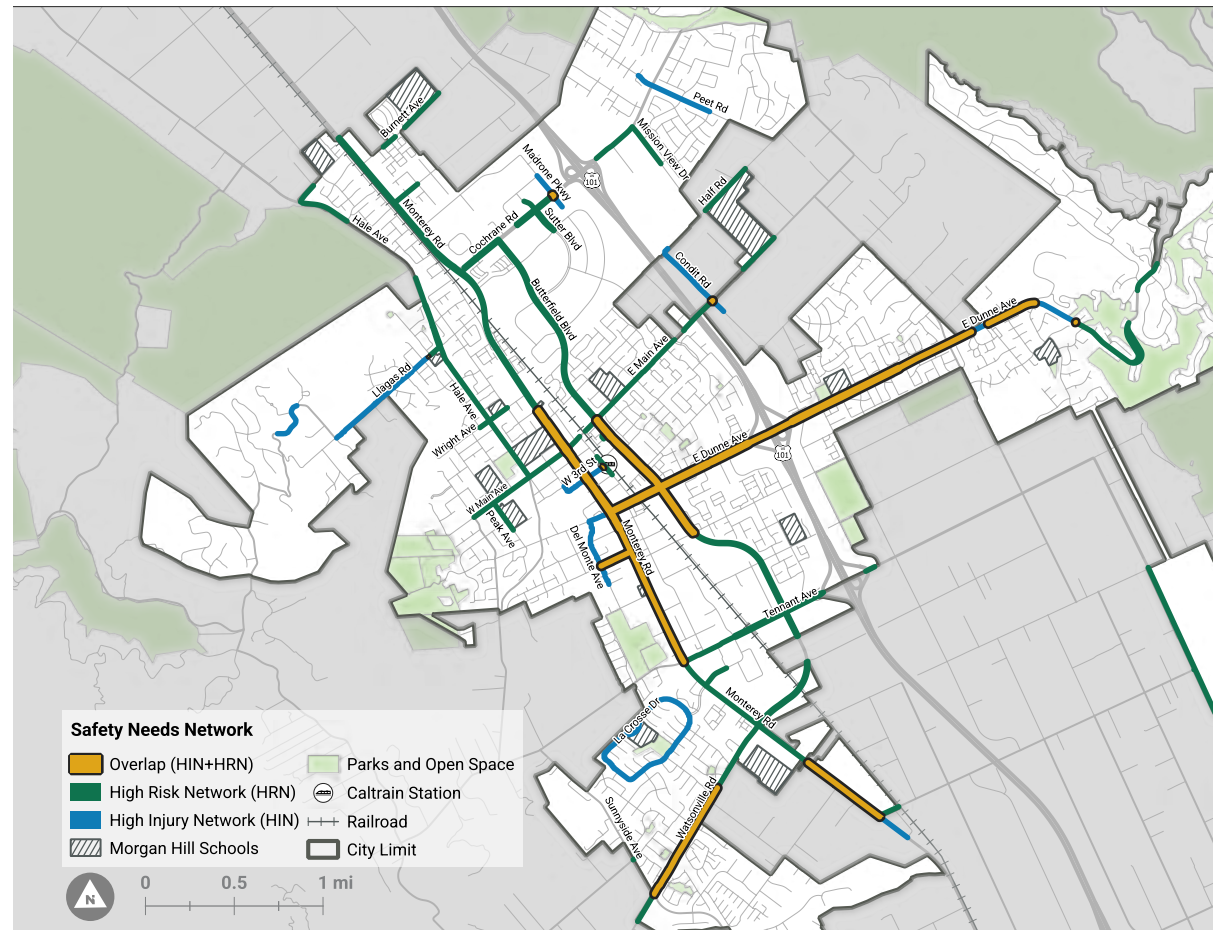
# Safety Needs Network

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

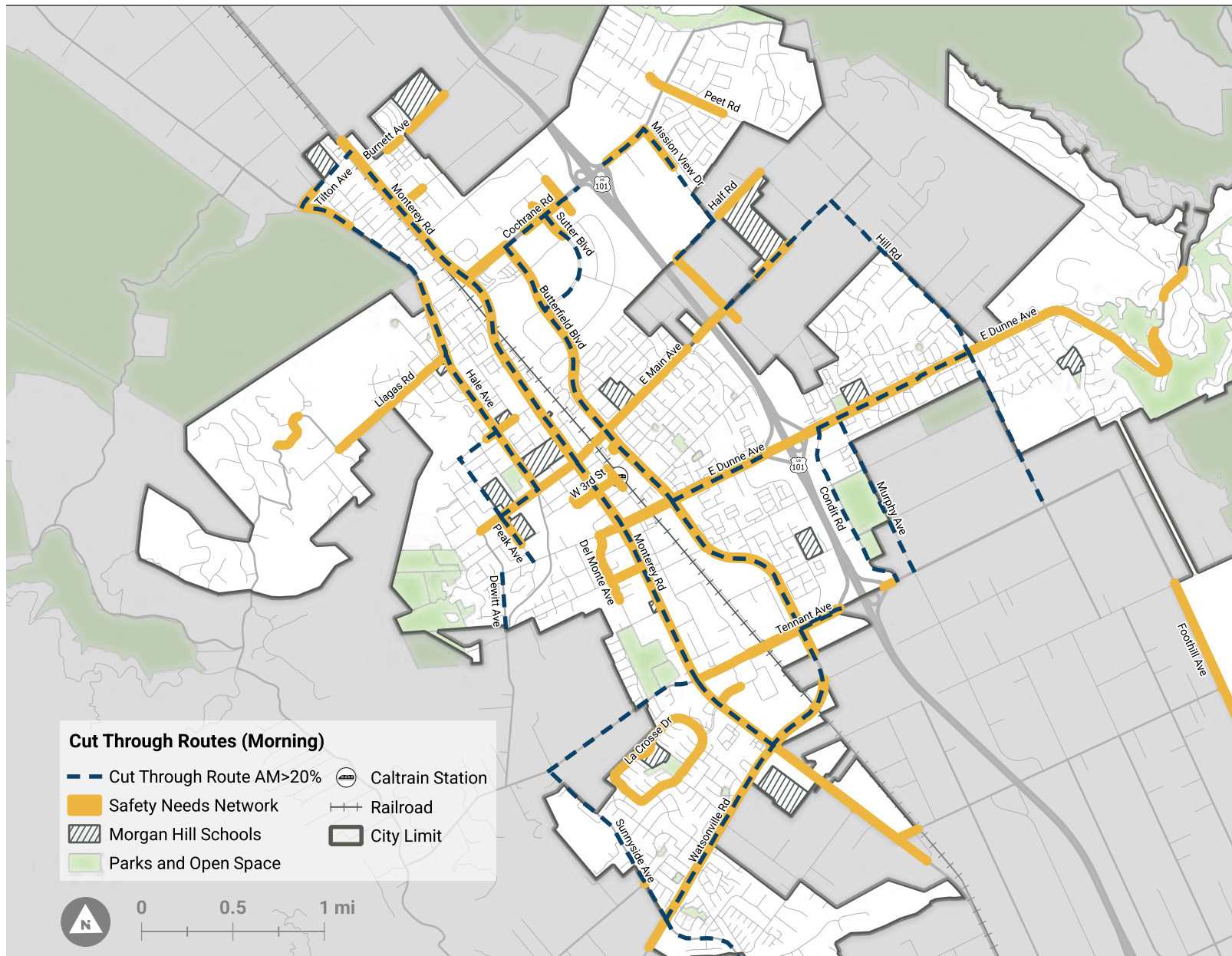
The 2024 TMP analyzed where drivers making longer distance trips cut through the City during peak commute hours. It identified a set of cut-through routes, where these longer-distance trips account for 20% or more of AM peak vehicle trips. Figure 14 shows that approximately 40% (21 out of 52) of FSI 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.<sup>8</sup> 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.

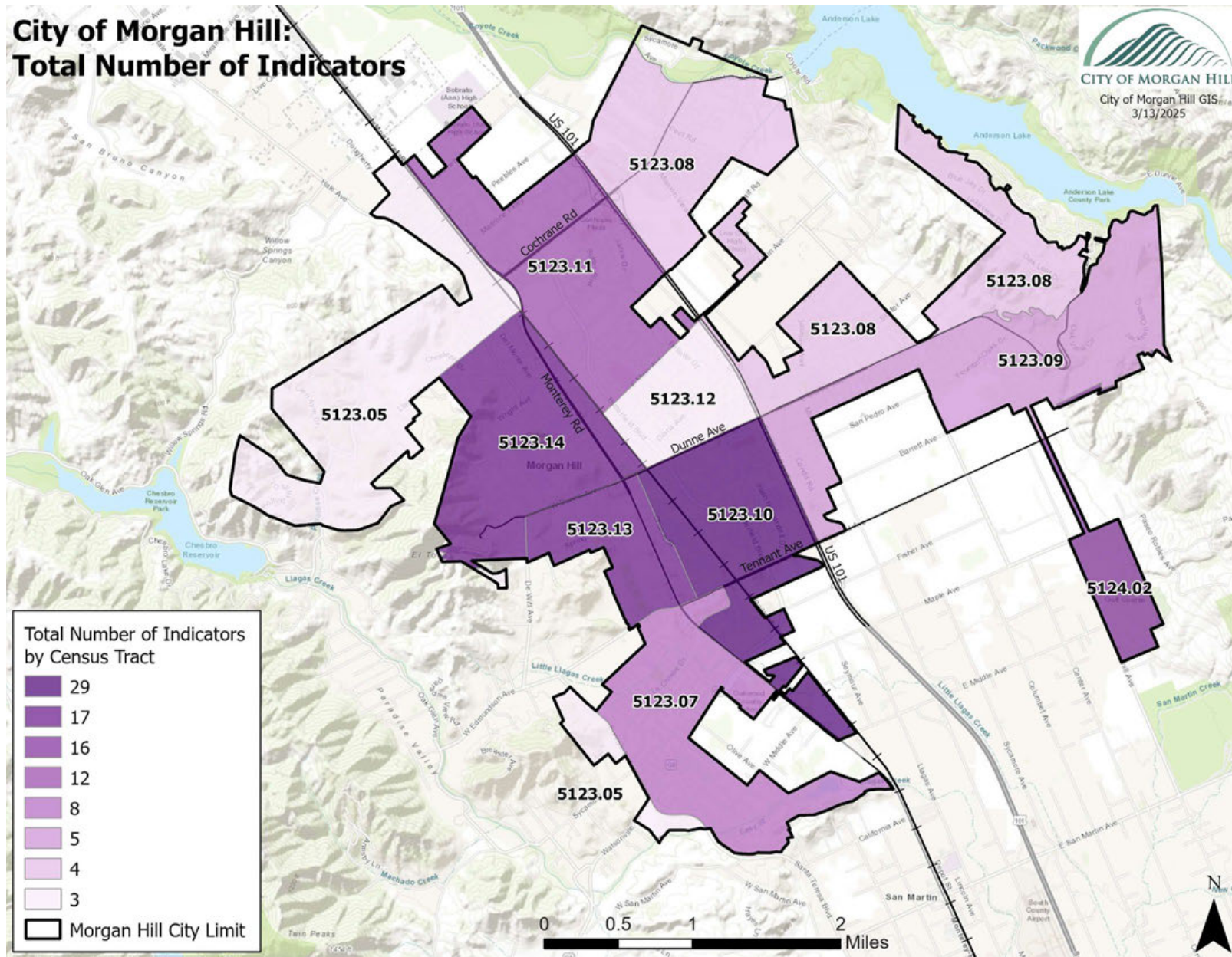
## Key Takeaway

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



<sup>8</sup> 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
<b>Morgan Hill General Plan (2016)</b>	<p><b>Key Themes:</b></p> <ul style="list-style-type: none"> <li>• Creating safe spaces for those walking and biking are a high priority, including ensuring the comfort, enjoyment, and visual appeal of those spaces.</li> <li>• Inclusivity of key populations, such as seniors, youth, and disabled population, in decision making processes.</li> </ul> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>• Encouraging connected and inclusive design features and amenities for pedestrians and bicyclists.</li> <li>• Integrate land use and transportation safety strategies that prioritize the students, pedestrians and bicyclists.</li> <li>• Reduce the need for automobile trips and create a multimodal network.</li> </ul>
<b>Bikeways, Trails, Parks and Recreation Master Plan (2017)</b>	<p><b>Key Themes:</b></p> <ul style="list-style-type: none"> <li>• Community engagement and building partnerships.</li> <li>• Growing senior population in the community needs specific attention.</li> <li>• Public education, particularly toward youth.</li> </ul> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>• Creating more connectivity, particularly for bicyclists and pedestrians, between public spaces.</li> <li>• Creating physical separation-including both in time and in space-to those riding bicycles.</li> </ul>
<b>Vision Zero Policy (2018)</b>	<p><b>Key Themes:</b></p> <ul style="list-style-type: none"> <li>• Commitment to ending all traffic deaths and severe injuries.</li> <li>• Putting safety before speed and convenience.</li> <li>• Advancing equity by improving safety where it's most needed.</li> <li>• Collaboration across City departments, schools, and community partners.</li> </ul> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>• Prioritizing projects that improve safety and multimodal access.</li> <li>• Integrating Vision Zero principles into engineering, planning and design standards.</li> <li>• Aligning enforcement, education and outreach efforts to support safe behavior.</li> </ul>

Document	Safety Content
<b>Community Based Transportation Plan (2019)</b>	<p><b>Key Themes:</b></p> <ul style="list-style-type: none"> <li>• Intersection safety improvements including striping, sidewalks, and signalization</li> <li>• Pedestrian safety, including lighting improvements</li> <li>• Safety around schools</li> </ul> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>• No policies identified.</li> </ul>
<b>Transportation Master Plan (2024)</b>	<p><b>Key Themes:</b></p> <ul style="list-style-type: none"> <li>• Goal #1 is to eliminate traffic fatalities and reduce the number of non-fatal collisions for all modes within the City.</li> <li>• Goal #4 minimizing the extent of regional cut-through traffic by improving intersection and corridor operations.</li> <li>• Top priorities via public feedback were maintenance, traffic calming, and roundabouts.</li> <li>• Identifies several pedestrian, bicycle, and traffic calming improvement opportunities</li> </ul> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>• Create Pedestrian Priority Zones and implement proposed crossing opportunities.</li> <li>• Implement Bikeway Network.</li> <li>• Implement Traffic Calming Improvements.</li> </ul>
<b>Healthy Neighborhoods Plan—Background Report (2025)</b>	<p><b>Key Themes:</b></p> <ul style="list-style-type: none"> <li>• Access in all forms related to health (e.g., physical activity, housing, reliable transportation, public facilities, etc.)</li> </ul> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>• Aligned with the same policy themes as the TMP.</li> </ul>

# 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,<sup>9</sup> 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.<sup>10</sup>

- 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.
- **Speed Limits:** The City should establish a policy to routinely evaluate speed limits on city streets to ensure they align with roadway context, surrounding land uses, and safety outcomes. Regular reviews of corridors on the Safety Needs Network can identify opportunities to lower speed limits where appropriate. Adjusting speed limits as conditions evolve is a proven strategy to reduce the severity of crashes and support the City's broader commitment to safe, multimodal travel for all users.

<sup>9</sup> State of California Governor's Office of Planning and Research, Update to the General Plan Guidelines: Complete Streets and the Circulation Element (2010). [https://ci.ca.gov/docs/Update\\_GP\\_Guidelines\\_Complete\\_Streets.pdf](https://ci.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf)

<sup>10</sup> 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:** Build on the recommendation to create a formal local Complete Streets policy by incorporating it into 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
<b>Speed Feedback Signs</b>	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  Costs vary based on features
<b>Crossing Enhancement Toolkit</b>	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
<b>Dedicated traffic engineering staff</b>	The City should review and explore opportunities to hire dedicated traffic engineering staff. This would provide focused and consistent resources and attention to roadway safety, allowing the City to proactively identify issues, implement data-driven countermeasures, and respond more quickly to emerging safety needs. In-house expertise supports timely project delivery, coordination across departments, and ongoing evaluation of safety policies and programs, leading to more effective and sustained safety outcomes.	\$200,000-\$300,000 annually

**TABLE 8** Behavioral Safety Strategies and Countermeasures

Recommendation	Rationale	Staffing Needs
<b>All-Ages Street Safety Campaign</b>	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
<b>Enhanced Communications</b>	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:		<ul style="list-style-type: none"> <li>Fill sidewalk gap on west side between Jarvis Drive and Sutter Boulevard</li> </ul>
Bicycling:	<ul style="list-style-type: none"> <li>Class II bike lanes with buffer where space allows</li> </ul>	
Intersections and Crossings:	<ul style="list-style-type: none"> <li>Curb extensions (interim quick build material)</li> </ul>	<ul style="list-style-type: none"> <li>Curb extensions (concrete), remove right-turn lanes at all signalized intersections</li> </ul>
Speed management and traffic calming:	<ul style="list-style-type: none"> <li>Signing and striping between Tennant Avenue and Monterey Road (narrow lanes, speed limit signs, speed radar signs)</li> </ul>	
Roadway:		<ul style="list-style-type: none"> <li>Consider policy change to allow LOS E operations along Butterfield Boulevard between Monterey Road &amp; Cochrane Road for improved pedestrian/bike safety</li> <li>Adaptive Traffic Signal Control along Butterfield Boulevard</li> <li>Future extension of Butterfield Boulevard to Madrone</li> <li>Parkway (General Plan Roadway Improvement)</li> </ul>

## WATSONVILLE ROAD FROM SUNNYSIDE AVENUE TO MONTEREY ROAD

Other planned projects: N/A

Safety Need	Near Term	Long Term
Bicycling:	<ul style="list-style-type: none"> <li>Class II Bike Lanes with buffer where space allows</li> </ul>	<ul style="list-style-type: none"> <li>Linear Park with Multi-Use Trail on south side of Watsonville Road</li> </ul>
Intersections and Crossings:		<ul style="list-style-type: none"> <li>Pedestrian refuge islands and curb extensions (concrete) with RRFBs or PHBs on one approach at Via Corfinio and La Alameda Drive</li> </ul>

# Dunne Avenue

## PEAK AVENUE TO GALLOP AVENUE

Other planned projects: [TMP 14, 15]

Safety Need	Near Term	Long Term
Walking:	<ul style="list-style-type: none"> <li>Add sidewalk on the south side between Conduit Road and Murphy Avenue and on the north side between Hill Road and Brega Lane</li> </ul>	<ul style="list-style-type: none"> <li>Fill in sidewalk on both sides of the street from Magnolia Way to Gallop Drive</li> </ul>
Bicycling:		<ul style="list-style-type: none"> <li>Class II buffered bike lanes between Peak Avenue and US101 if space allows</li> <li>Improve railroad crossing for bikes/pedestrians</li> <li>Class II bike lanes with buffer where space allows between US 101 and Hill Road</li> </ul>
Intersections and Crossings:	<ul style="list-style-type: none"> <li>Add curb extensions (interim quick build material) at Peak Avenue, Hill Road, Saddleback Drive, and Gallop Drive</li> </ul>	<ul style="list-style-type: none"> <li>Add curb extensions (concrete) at Peak Avenue, Hill Road, Saddleback Drive, and Gallop Drive</li> <li>Upgrade existing crossing beacon to PHB or RRFB at Saddleback Drive</li> <li>Evaluate crossing opportunities between Butterfield Boulevard and US 101</li> <li>Improved pedestrian crossing to park at northeast corner, curb extensions, and removal of right turns at Murphy Avenue/Dunne Avenue</li> <li>HAWK/RRFB at Dunne Avenue/Tassajara Circle and Dunne Avenue/Pine Way</li> <li>Add marked crossings and RRFB or PHB at Gallop Drive and Thomas Grade</li> </ul>
Speed management and traffic calming:	<ul style="list-style-type: none"> <li>Signing/striping (narrow lanes, speed limit signs, speed radar signs)</li> </ul>	
Roadway:		<ul style="list-style-type: none"> <li>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.</li> <li>Collaborate with Caltrans to request enhance existing crossings and controlled right-turn movements at Dunne Avenue and US 101 Southbound ramps</li> </ul>

## Main Avenue

### JOHN TELFER DRIVE TO HALE AVENUE

Other planned projects: [TMP 27]

Safety Need	Near Term	Long Term
Walking:		<ul style="list-style-type: none"> <li>Add sidewalk to gaps west of Dewitt Avenue on north side</li> </ul>
Bicycling:	<ul style="list-style-type: none"> <li>Class III bike boulevard west of Peak Avenue</li> <li>Class II bike lanes otherwise</li> </ul>	
Intersections and Crossings:	<ul style="list-style-type: none"> <li>Curb extensions (interim quick build material) at Peak Avenue/Main Avenue &amp; Dewitt Avenue/Main Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Curb extensions (concrete) at Peak Avenue/Main Avenue &amp; Dewitt Avenue/Main Avenue</li> </ul>
Speed management and traffic calming:	<ul style="list-style-type: none"> <li>Signing/striping (narrow lanes, speed limit signs, speed radar signs)</li> </ul>	

### AT EL TORO ELEMENTARY

Other planned projects: [TMP 27]

Safety Need	Near Term	Long Term
Intersections and Crossings:	<ul style="list-style-type: none"> <li>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</li> </ul>	
Roadway:	<ul style="list-style-type: none"> <li>Update signage in school area according to School Signage Recommendations on page 79</li> </ul>	

## Monterey Avenue

### EL TORO AVENUE TO MAIN AVENUE

Other planned projects: N/A

Safety Need	Near Term	Long Term
Intersections and Crossings:	<ul style="list-style-type: none"> <li>Add high visibility crosswalks</li> </ul>	
Speed management and traffic calming:	<ul style="list-style-type: none"> <li>Signing/striping (narrow lanes, speed limit signs, speed radar signs)</li> <li>In-street vertical separation along centerline (interim quick build material)</li> </ul>	<ul style="list-style-type: none"> <li>Signal coordination with lower speeds</li> </ul>

### MAIN AVENUE TO DUNNE AVENUE

Other planned projects: [TMP 35]

Safety Need	Near Term	Long Term
Intersections and Crossings:	<ul style="list-style-type: none"> <li>Add high visibility crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>Raised intersections</li> <li>Improve intersection visibility at 1st street crosswalk next to Veterans memorial</li> </ul>
Speed management and traffic calming:	<ul style="list-style-type: none"> <li>Signing/striping (narrow lanes, speed limit signs, speed radar signs)</li> <li>In-street vertical separation along centerline (interim quick build material)</li> </ul>	<ul style="list-style-type: none"> <li>Signal coordination with lower speeds</li> </ul>
Roadway:		<ul style="list-style-type: none"> <li>Study feasibility of Bus Only lanes</li> </ul>

### DUNNE AVENUE TO VINEYARD BOULEVARD

Other planned projects: [TMP 34]

Safety Need	Near Term	Long Term
Walking:	<ul style="list-style-type: none"> <li>Add sidewalks 🚶</li> </ul>	
Bicycling:	<ul style="list-style-type: none"> <li>Add buffered bike lanes where space allows</li> </ul>	
Intersections and Crossings:	<ul style="list-style-type: none"> <li>Curb extensions (interim quick build material)</li> <li>Add high visibility crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>Curb extensions (concrete)</li> <li>Remove right-turn lanes at selected signalized intersections</li> <li>Pursue controlled crossing (HAWK) at location between Ciolino Avenue and Cosmo Avenue</li> </ul>
Speed management and traffic calming:	<ul style="list-style-type: none"> <li>Signing/striping (narrow lanes, speed limit signs, speed radar signs)</li> <li>In-street vertical separation along centerline (interim quick build material)</li> </ul>	<ul style="list-style-type: none"> <li>Signal coordination with lower speeds</li> </ul>

**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





# 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.<sup>11</sup> 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<sup>12</sup>), 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.<sup>13</sup> 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 more students are not choosing to walk or bike, despite the benefits and community interest.

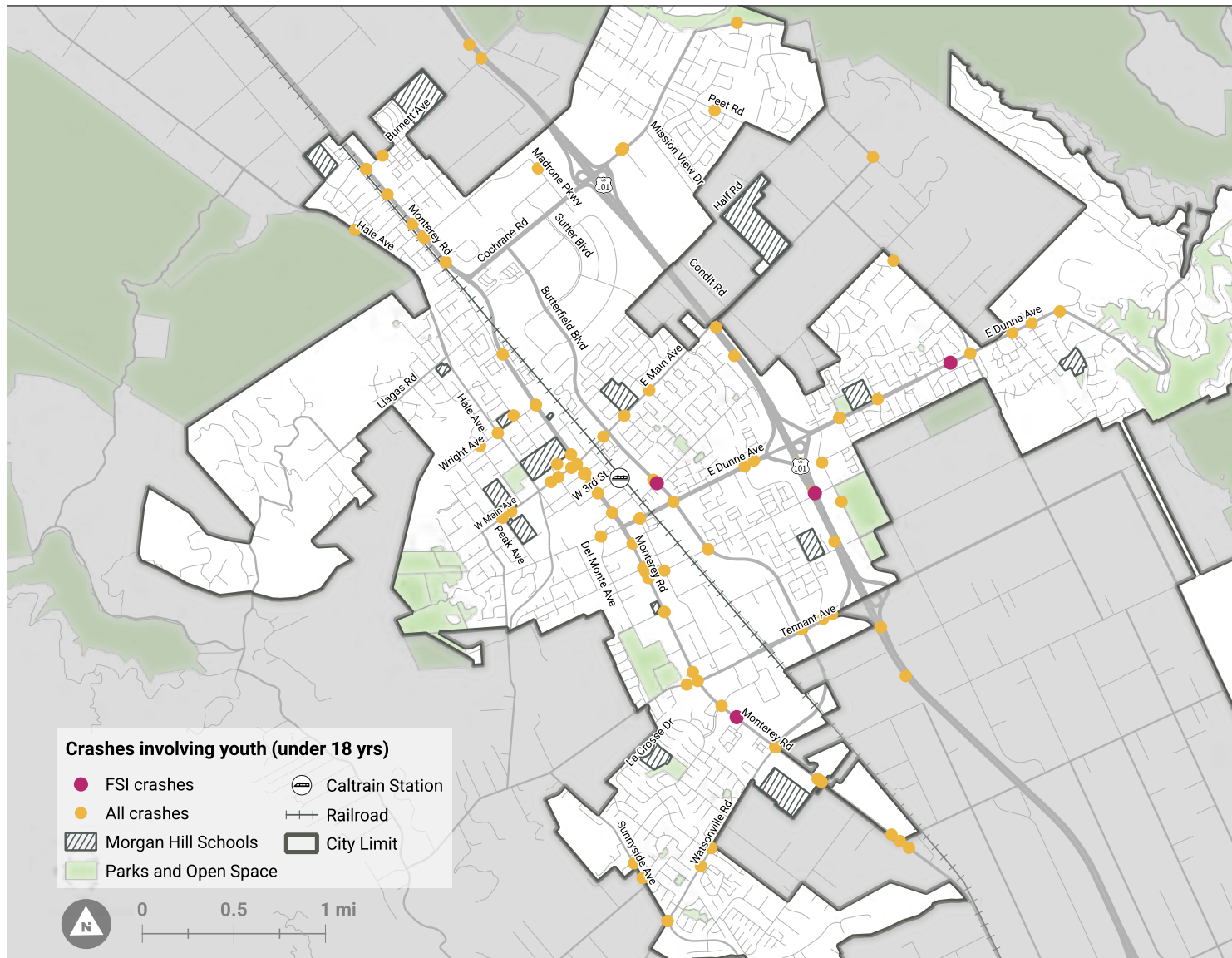
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11 <https://www.neilsberg.com/insights/morgan-hill-ca-population-by-age>

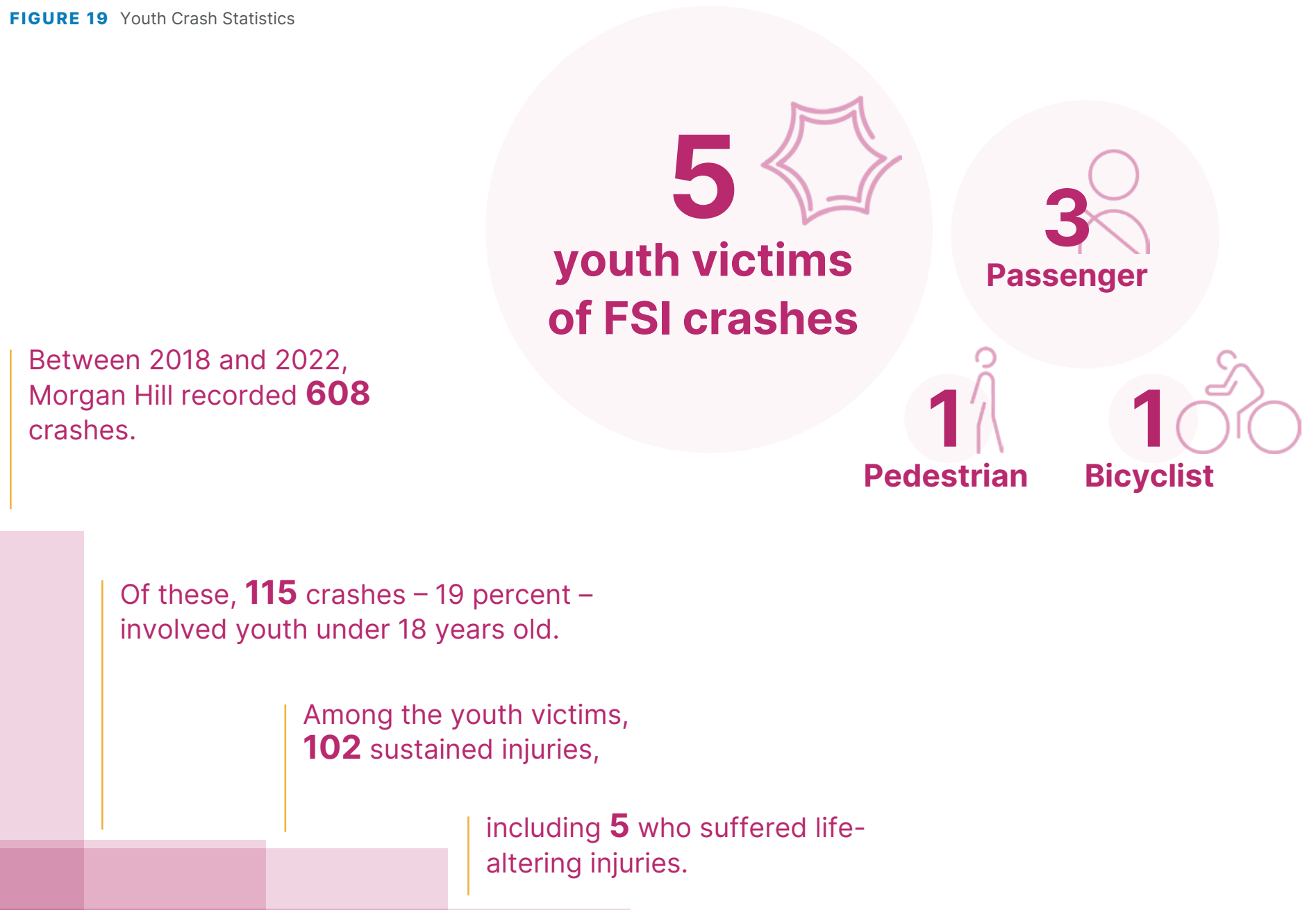
12 <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/ida7-k95k>

13 <https://tims.berkeley.edu/>

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



**FIGURE 19** Youth Crash Statistics



# Assessing Safe Routes To School Needs

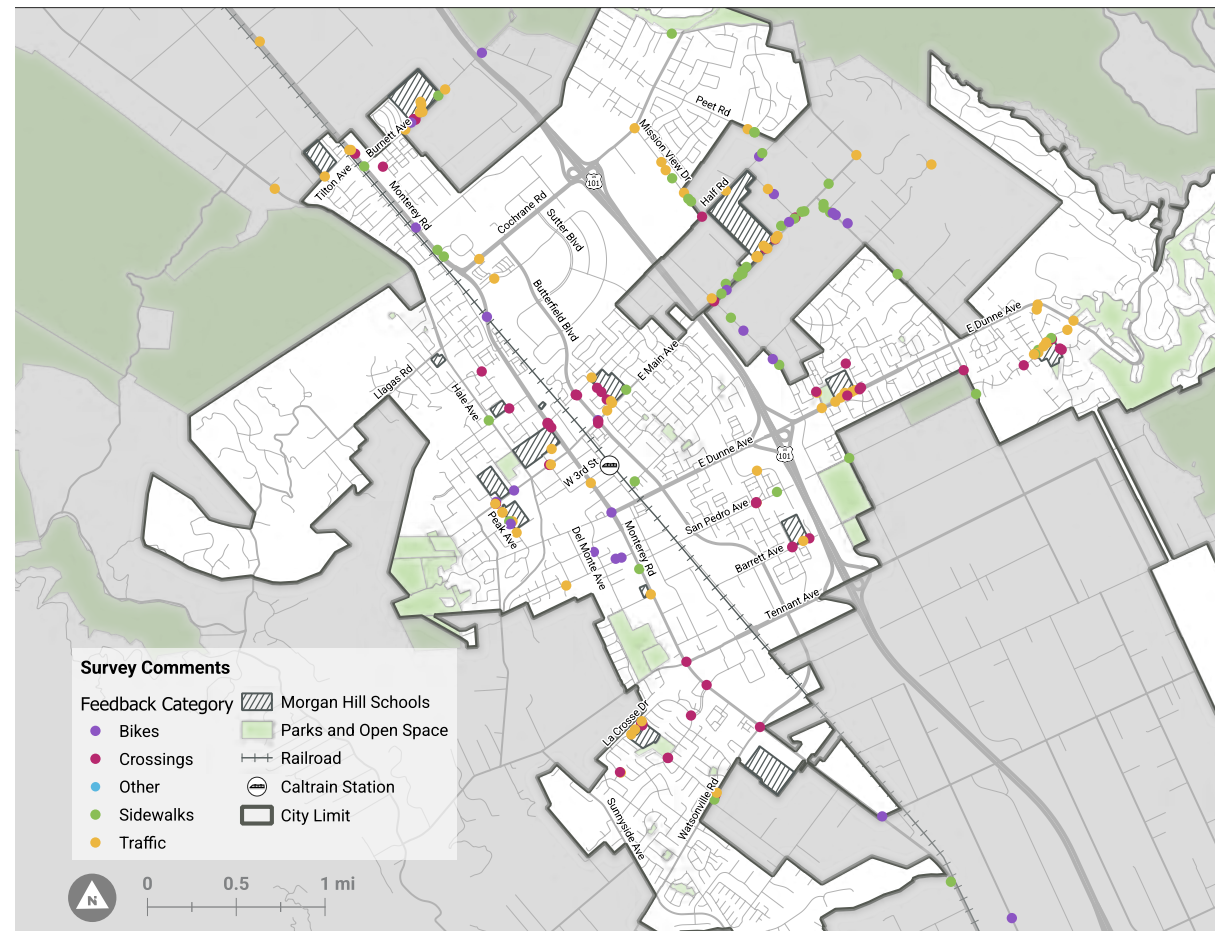
Along with the data analysis and community engagement described earlier in the Plan, the project team conducted walk audits and site assessments at eleven Morgan Hill public schools. For each school, the consultant team and City staff assessed student arrival and dismissal and conducted a walk audit 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)
<b>Tuesday May 13th, 2025</b>	<ul style="list-style-type: none"> <li>El Toro Heath Science Academy (Elementary)</li> <li>Paradise Valley Engineering Academy (Elementary)</li> </ul>
<b>Wednesday May 14th, 2025</b>	<ul style="list-style-type: none"> <li>Nordstrom Elementary School</li> <li>Live Oak High School</li> <li>P.A. Walsh Elementary School</li> <li>Ann Sobrato High School</li> </ul>
<b>Thursday May 15th, 2025</b>	<ul style="list-style-type: none"> <li>Barrett Elementary School</li> <li>Voices College Bound Language Academy (Charter School)</li> <li>Britton Middle School</li> </ul>
<b>Tuesday May 20th, 2025</b>	<ul style="list-style-type: none"> <li>Central Continuation High School</li> </ul>
<b>Wednesday May 21st, 2025</b>	<ul style="list-style-type: none"> <li>Jackson Academy of Math and Music</li> </ul>

**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.
- 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 east-bound 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.<sup>14</sup> 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.

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**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
<b>Separate street users in time and space</b>	Add Leading Pedestrian Intervals (LPis)
<b>Reduce crash kinetic energy</b>	Physically redesign streets or install mechanisms like chicanes to reduce operating speeds
<b>Increase awareness and attentiveness</b>	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 Valley Transit Authority (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



- Crossing Enhancements
- Pedestrian Enhancements
- Traffic Calming and Speed Management
- Circulation Enhancements
- Bicycle Enhancements
- Morgan Hill City Limits



**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 north parking lot driveway and Monterey Rd	Bicycle enhancements Traffic calming and speed management	Parking in red curb/bike lane, u-turns, and perceived high speeds	<p><b>Near Term:</b></p> <ul style="list-style-type: none"> <li>Install Class II buffered bike lanes</li> <li>Install portable radar-speed signs</li> </ul> <p><b>Long Term:</b></p> <ul style="list-style-type: none"> <li>Install Class IV separated bike lanes</li> </ul>	<p>Both bike lane options would require parking removal or lane removal along Burnett Ave.</p> <p>Separated Class IV bike lanes would require resources that the City does not currently have.</p>
3	Corner of Burnett and south parking lot driveway	Traffic calming and speed management	Fast turning movements out of driveway	<ul style="list-style-type: none"> <li>Add curb extension on northwest corner to tighten corner radius</li> <li>Add stop sign for vehicles exiting driveway</li> <li>Add high visibility crosswalk markings</li> </ul>	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	<p>Phase 1: Add center line delineators</p> <p>Phase 2:</p> <ul style="list-style-type: none"> <li>Install center median</li> <li>Add high visibility crosswalk markings</li> </ul>	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	<ul style="list-style-type: none"> <li>Fill sidewalk gaps along Monterey Rd</li> <li>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.)</li> </ul>	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/foilage	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	<ul style="list-style-type: none"> <li>• Add curb extensions                             <ul style="list-style-type: none"> <li>• On northeast corner into Juan Hernandez Dr</li> <li>• On northwest corner into Juan Hernandez Dr and Barrett Ave</li> <li>• On southwest corner into Juan Hernandez Dr</li> <li>• On southeast corner into Barrett Ave</li> </ul> </li> <li>• Restripe high visibility crossings</li> <li>• Reduce overall size of intersection by removing dedicated right and left turn lanes on all approaches pending feasibility analysis.</li> </ul>	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	<ul style="list-style-type: none"> <li>• Add curb extensions on all corners into both streets except southeast corner into San Pedro Ave</li> <li>• Add high visibility crosswalks on all approaches</li> </ul>	

# Britton Middle School

## Summary of Observations

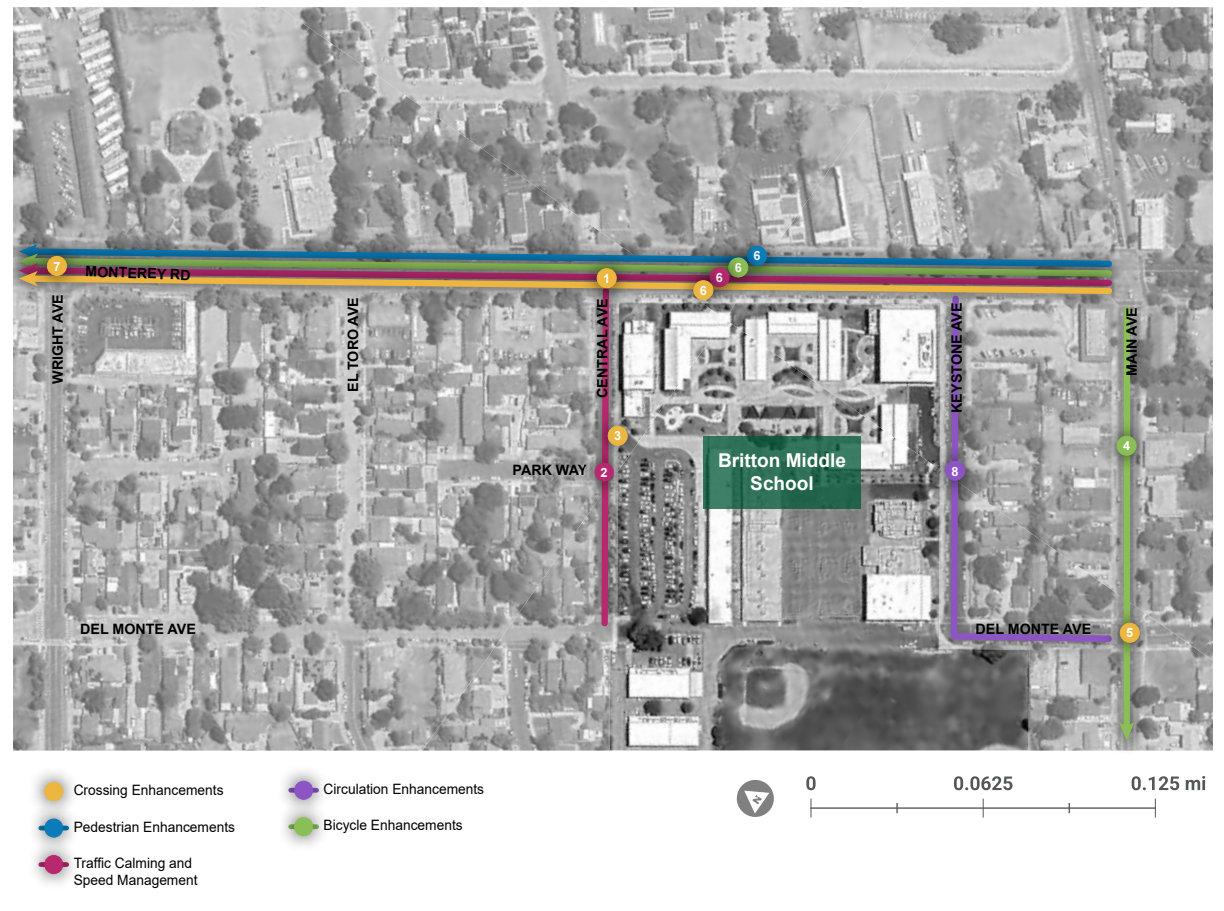
During the morning arrival period, pedestrian activity was concentrated at the Central Avenue entrance. Students were observed using the RRFB at Central Avenue and Monterey Road, with some crossing midblock. Bicycle activity was moderate, with most students traveling on the sidewalk along Monterey Road. 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	<ul style="list-style-type: none"> <li>Remove crosswalk at Central Ave and Monterey Road</li> <li>Install midblock PHB</li> <li>Install raised medians</li> <li>Implement left-turn restrictions from Central Avenue</li> </ul>	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	<ul style="list-style-type: none"> <li>Add Yield or Stop Sign to driveway exit</li> <li>Add curb extension on northeast corner into school driveway</li> </ul>	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	<p>From TMP –Tier 1, Project #27</p> <p>This will impact existing parking along Main Ave.</p>
5	Del Monte Ave / Main Ave (Intersection)	Crossing enhancement	Uncontrolled crossing	Add curb extensions and pedestrian crossing signage	<p>From TMP –Tier 1, Project #72</p> <p>This will require school bus route feasibility check.</p>
6	Monterey Rd between Main Ave to Cochrane Rd	Bicycle enhancements, pedestrian enhancements, crossing enhancements, traffic calming and speed management	Missing sidewalks, modal conflicts, high vehicle speeds	<ul style="list-style-type: none"> <li>Class II buffered bike lanes (where space allows)</li> <li>Fill sidewalk gaps</li> <li>Signing/stripping (narrow lanes, speed limit signs, speed radar signs)</li> <li>Median islands</li> <li>In roadway signs &amp; delineators</li> <li>Signal coordination with lower speeds</li> </ul>	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	<ul style="list-style-type: none"> <li>Add high visibility crosswalk markings</li> <li>Add curb extensions into Monterey Rd</li> <li>Install Leading Pedestrian Intervals (LPIs)</li> <li>Enhance existing crossing by upgrading four corners to meet ADA standards</li> <li>Remove on-street parking within 50-feet of intersection to improve sight lines for pedestrian safety.</li> </ul>	<p>From TMP –Tier 1, Project #78</p> <p>Major signal modification will be required due to utilities.</p>
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 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 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	<p><b>Near Term:</b> Work with school administrators to discuss appropriate walking routes with students</p> <p><b>Long Term:</b> Construct sidewalks</p>	This requires coordination with school staff and students
2	Dougherty Ave /Tilton Ave (Intersection)	Crossing enhancements	Uncontrolled crossing across Tilton Ave	<ul style="list-style-type: none"> <li>Consider warrant study for all-way stop pending feasibility analysis</li> <li>Add high-visibility crosswalk markings</li> <li>Add curb extensions on all corners into both streets except northeast corner into Tilton Ave</li> </ul>	<p>Addition of curb extensions would eliminate west-bound right turn lane onto Dougherty.</p> <p>All-way stop impacts on cut-through traffic would need to be evaluated.</p>
3	Tilton Ave between Monterey Rd and Dougherty Ave	Traffic calming and speed management	Potential for high speeds	<ul style="list-style-type: none"> <li>Install portable radar-speed signs</li> <li>Narrow lanes on Tilton Ave</li> </ul>	
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	Opportunity for low-stress bicycle connection	<p><b>Near Term:</b> Consider future bike connection/ formalize path from Tilton Ave onto Saffron Dr</p> <p><b>Long Term:</b> Continue path on Monterey Rd along railroad tracks</p>	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



- Crossing Enhancements
- Curbside Management
- Circulation Enhancements
- Bicycle Enhancements
- Traffic Calming and Speed Management
- Signage Enhancements



**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	<ul style="list-style-type: none"> <li>Add crosswalk and RRFB to the south leg</li> <li>Add curb extensions on northwest and southwest corners into both streets and the east side of Calle Mazatan north and south of Calle Verde</li> </ul>	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	<ul style="list-style-type: none"> <li>Paint red curb</li> <li>Install upgraded No Parking signage</li> </ul>	
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	<p>This recommendation requires further discussion with school staff and is on school property.</p> <p>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.</p>
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	<ul style="list-style-type: none"> <li>Install portable radar-speed signs</li> <li>Add buffers to existing bike lanes to reduce travel lane width</li> </ul>	
9	Butterfield Blvd /Central Ave (Intersection)	Crossing enhancement	Modal conflicts with turning vehicles	<ul style="list-style-type: none"> <li>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.</li> <li>Install Leading Pedestrian Intervals (LPIs)</li> </ul>	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	<p><b>Near Term:</b> Provide bike detector loops and symbols within the bike lanes and ensure that the minimum green time for Main Ave is appropriate for bicyclists</p> <p><b>Long Term:</b> Install bike signals on Main Ave</p>	
11	Main Ave /Butterfield Blvd (Intersection)	Crossing enhancement	Wide crossing, modal conflicts	<ul style="list-style-type: none"> <li>• Consider removal of right-turn lanes to shorten pedestrian crossing distances and improve bicycle facilities.</li> <li>• Add ADA compliant curb ramps and visibility crosswalk markings on all approaches</li> <li>• Tighten corner radii</li> </ul>	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	<ul style="list-style-type: none"> <li>Consider warrant study for all way stop OR RRFB</li> <li>Add curb extensions/tighten up corner radius on all corners into both streets</li> </ul>	This will require a school bus route feasibility check.
2	Fountain Oaks Dr /Saddleback Dr (Intersection)	Crossing enhancements	Potential for modal conflicts	<ul style="list-style-type: none"> <li>Add curb ramps</li> <li>Add crosswalk at west leg of intersection</li> <li>Add curb extensions/tighten up corner radius on all corners into both streets</li> </ul>	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.

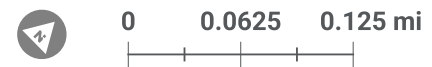
**FIGURE 33** Pedestrian crossing at midblock crossing in front of Live Oak High School on Main Avenue



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



- Crossing Enhancements
- Pedestrian Enhancements
- Traffic Calming and Speed Management
- Bicycle Enhancements
- Traffic Management
- Signage and Striping Enhancements
- Morgan Hill City Limits



**TABLE 17** Live Oak High School Recommendations

Location ID	Location	Type	Issue	Recommendation	Notes
1	Main Ave (in front of school)	Traffic calming 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	<ul style="list-style-type: none"> <li>• Add RRFB</li> <li>• Add curb extensions on both sides of crosswalk</li> <li>• Extend red curb 20' on each side of the crosswalk</li> </ul>	
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	<p>Phase 1: Rearrange cones to discourage and restrict u-turns, parking, and loading in this area</p> <p>Phase 2: Add curb extensions on both sides of driveway and harden center line</p>	<p>Phase 1 requires further discussion with school staff as cone setup is performed by school.</p> <p>Phase 2 would require partnership with school district and City.</p>
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 Signage enhancements	Lack of sidewalk, parked vehicles despite No Parking signs	<ul style="list-style-type: none"> <li>• Add sidewalks to south side of street, starting at Mission View Dr</li> <li>• Review/upgrade signage by Live Oak High School Football Field to discourage parking during school hours</li> <li>• Work with school district to lock specific back gates during school hours to restrict campus access and illegal parking on Half Road.</li> </ul>	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	<ul style="list-style-type: none"> <li>• Add high visibility crosswalk markings</li> <li>• Add LPIs</li> </ul>	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	<p>A portion of this segment is in the County.</p> <p>The westbound side of Half Road, west of Mission View Drive, will get buffered bike lanes.</p> <p>The eastbound side of Half Road, west of Mission View Drive, will have Class II bike lanes where width is available.</p>
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

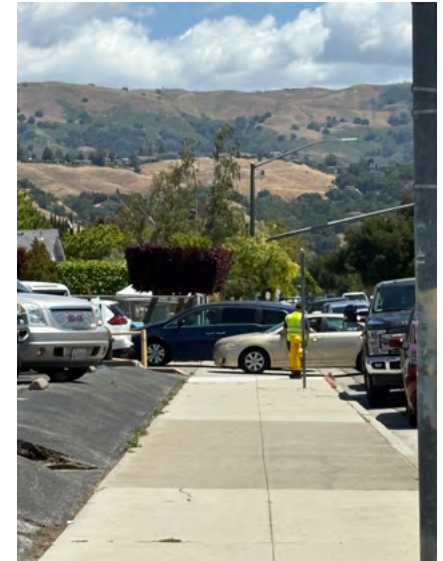
High volumes of pedestrian activity were observed along East Dunne Avenue, with many parents and guardians walking students from Peppertree Drive. To manage heavy vehicle queues, the school temporarily delineates a right-turn lane by coning off the existing bike lane. Despite this measure, traffic frequently 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



- Crossing Enhancements
- Circulation Enhancements
- Traffic Calming and Speed Management
- Bicycle Enhancements
- Signage and Striping Enhancements



**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	<ul style="list-style-type: none"> <li>Add curb extensions on all corners into both streets</li> <li>Install green colored pavement markings in bicycle lane conflict areas, extending through and approaching the intersection, in accordance with CA MUTCD Figure 9C-106</li> <li>Implement LPIs</li> </ul>	
3	Murphy Ave / Dunne Ave (Intersection)	Crossing enhancements	Wide crossing, safety concerns	<ul style="list-style-type: none"> <li>Add curb extensions on all corners into both streets</li> <li>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)</li> </ul>	From TMP –Tier 1, Project #15
4	Pine Way/ Dunne Ave (Intersection)	Crossing enhancements	Uncontrolled crossing	<ul style="list-style-type: none"> <li>Add PHB or RRFB</li> <li>Add high visibility crosswalk markings</li> <li>Add curb extensions on all corners into both streets</li> <li>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)</li> </ul>	From TMP –Tier 1, Project #15 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	<ul style="list-style-type: none"> <li>Add PHB or RRFB</li> <li>Add high visibility crosswalk markings</li> <li>Add curb extensions on all corners into both streets</li> <li>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)</li> </ul>	From TMP –Tier 1, Project #15 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	<ul style="list-style-type: none"> <li>Install portable radar-speed signs</li> <li>Re-stripe faded striping</li> </ul>	
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	<ul style="list-style-type: none"> <li>Replace existing "Use Crosswalk" signage to include "No Crossing" text</li> <li>Distribute messaging/instructions to school community about crossing at intersection of Murphy Ave/Dunne Ave</li> </ul>	Example signage: <a href="https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/signs/tr49-ca-a11y.pdf">https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/signs/tr49-ca-a11y.pdf</a>
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  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	<ul style="list-style-type: none"> <li>Add curb extensions on southeast and southwest corners into Jasmine Way and Peppertree Dr. Include receiving curb ramps on north side of Jasmine Way</li> <li>Add high visibility crosswalks across east and west legs of Jasmine Way</li> </ul>	

## P.A. Walsh Elementary School

### Summary of Observations

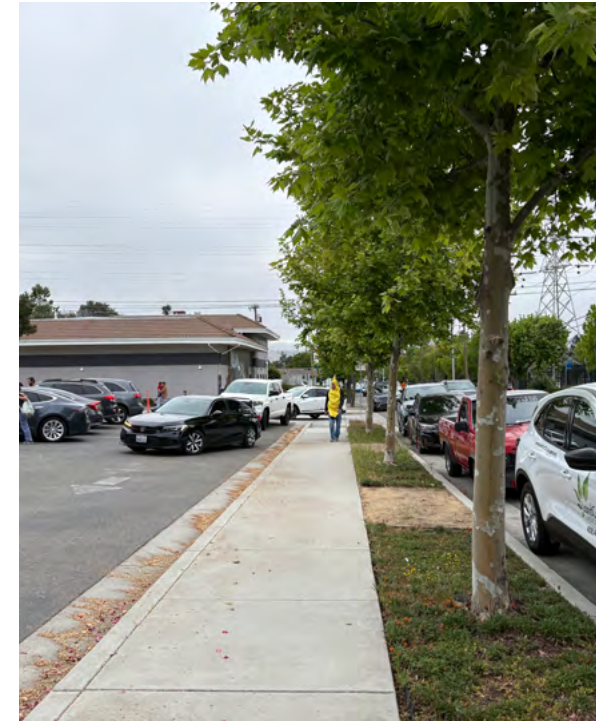
Frequent midblock crossings were observed across Main Avenue during both morning arrival and afternoon dismissal periods. Drop-off and pick-up operations experienced brief but moderate periods of congestion at both school gate locations along Peak Avenue and Main Avenue, with afternoon vehicle queues 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

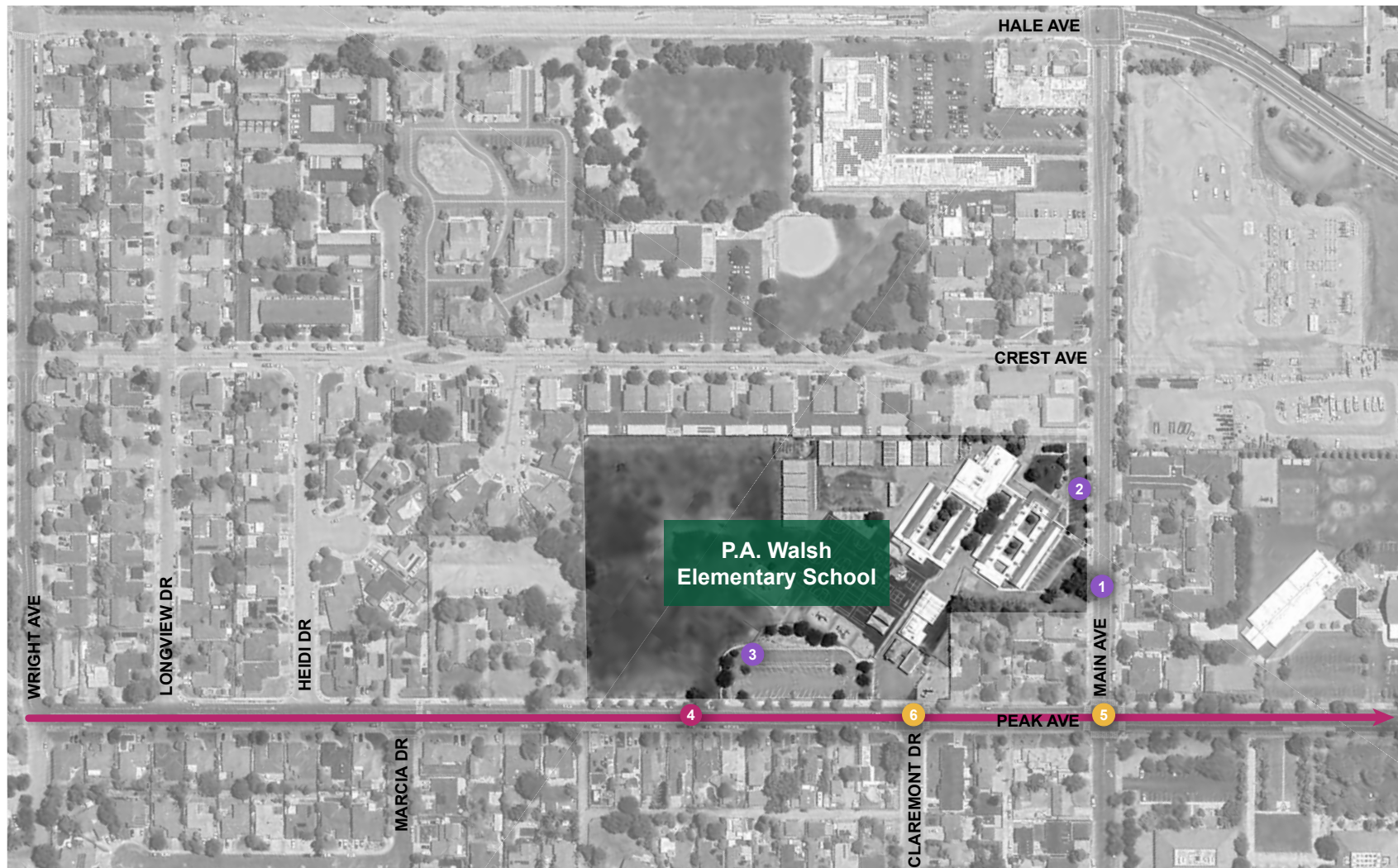
Recommendations for PA Walsh Elementary School focus on improving vehicle circulation and enhancing pedestrian safety near the school. Circulation strategies include restructuring the student drop-off zone, installing signage to discourage vehicle idling, and improving communication to reduce midblock 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

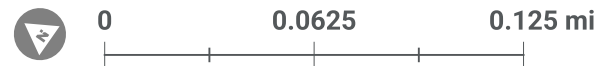


**FIGURE 38** PA Walsh Elementary Recommendations Map



-  Crossing Enhancements
-  Circulation Enhancements
-  Traffic Calming and Speed Management

 Traffic Management



**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	<ul style="list-style-type: none"> <li>School staff to provide messaging to parents to discourage drop-off and midblock crossings on eastbound Main Ave.</li> <li>Install "Use Crosswalk" signage on eastbound and westbound sides of street approximately 300' feet from intersection</li> </ul>	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	<p>Queuing onto Main Ave,</p> <p>Modal conflicts</p>	<p>Option 1: Relocate student drop-off/parking from existing diagonal spots to the staff parking area (switch so that staff parking in diagonal spots)</p> <p>Option 2: Change from diagonal parking to parallel parking or diagonal parking along curb facing Main Ave</p>	<p>Options would reduce conflicts between vehicles/students and could reduce queuing onto Main Ave.</p> <p>On school property and would require further discussion with school staff.</p>
3	School driveway/parking lot on Peak Ave	Circulation enhancements	Queuing onto Peak Ave	<ul style="list-style-type: none"> <li>Install "no idling" sign in driveway/parking lot</li> <li>Add signage to direct vehicles to pull all the way to the north end of the curb to pick up students</li> </ul>	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	<ul style="list-style-type: none"> <li>Add curb extensions on all corners into both streets</li> <li>Add pedestrian crossing signage</li> </ul>	<p>From TMP –Tier 1, Project #27</p> <p>This will require a school bus route feasibility check.</p>
6	Peak Ave/Claremont Dr (Intersection)	<p>Crossing enhancements</p> <p>Signage enhancements</p>	Potential for modal conflicts	<ul style="list-style-type: none"> <li>Enhance existing crossing with school zone crossing signage</li> <li>Add curb extensions                             <ul style="list-style-type: none"> <li>On southwest corner into Claremont Dr and Peak Ave</li> <li>Into Peak Ave on the south side of Claremont Dr</li> </ul> </li> </ul>	<p>This will require a school bus maneuverability feasibility check.</p> <p>Low-priority.</p>

## 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 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



- Crossing Enhancements
- Traffic Management
- Traffic Calming and Speed Management
- Signage and Striping Enhancements
- Morgan Hill City Limits



**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  Phase 2: <ul style="list-style-type: none"> <li>• Harden center line to restrict left turns</li> <li>• Add high visibility crosswalk markings</li> </ul>	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.  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	<ul style="list-style-type: none"> <li>• Install radar-speed signs</li> <li>• Upgrade school Zone Signage</li> </ul>	Specific signage recommendations will be provided for final report/recommendations.  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	<ul style="list-style-type: none"> <li>• Add larger/more visible stop sign</li> <li>• Add high visibility crosswalk marking</li> </ul>	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	<ul style="list-style-type: none"> <li>• Install portable radar-speed signs</li> <li>• 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</li> <li>• Add additional stop signs on driver side for eastbound and westbound Lacrosse approaches (on both sides of the street)</li> <li>• Consider regular/consistent enforcement of intersection</li> </ul>	Heading eastbound on La Crosse Dr a stop sign currently only exists on the right side of the street. Heading westbound on La Crosse 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	<ul style="list-style-type: none"> <li>• Add curb extensions on all corners into both streets</li> <li>• Add high visibility crosswalk markings</li> <li>• Add pedestrian crossing signage</li> </ul>	
8	La Grande Dr / La Crosse Dr (Intersection)	Crossing enhancements	No curb ramps on east side of La Crosse, no high visibility crosswalk markings	<ul style="list-style-type: none"> <li>• Add curb extensions on northwest and southwest corners into both streets and on the east side of La Crosse Dr north and south of La Grande Dr</li> <li>• Add high visibility crosswalk markings</li> <li>• Add crosswalk to the south leg of intersection</li> </ul>	

## 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

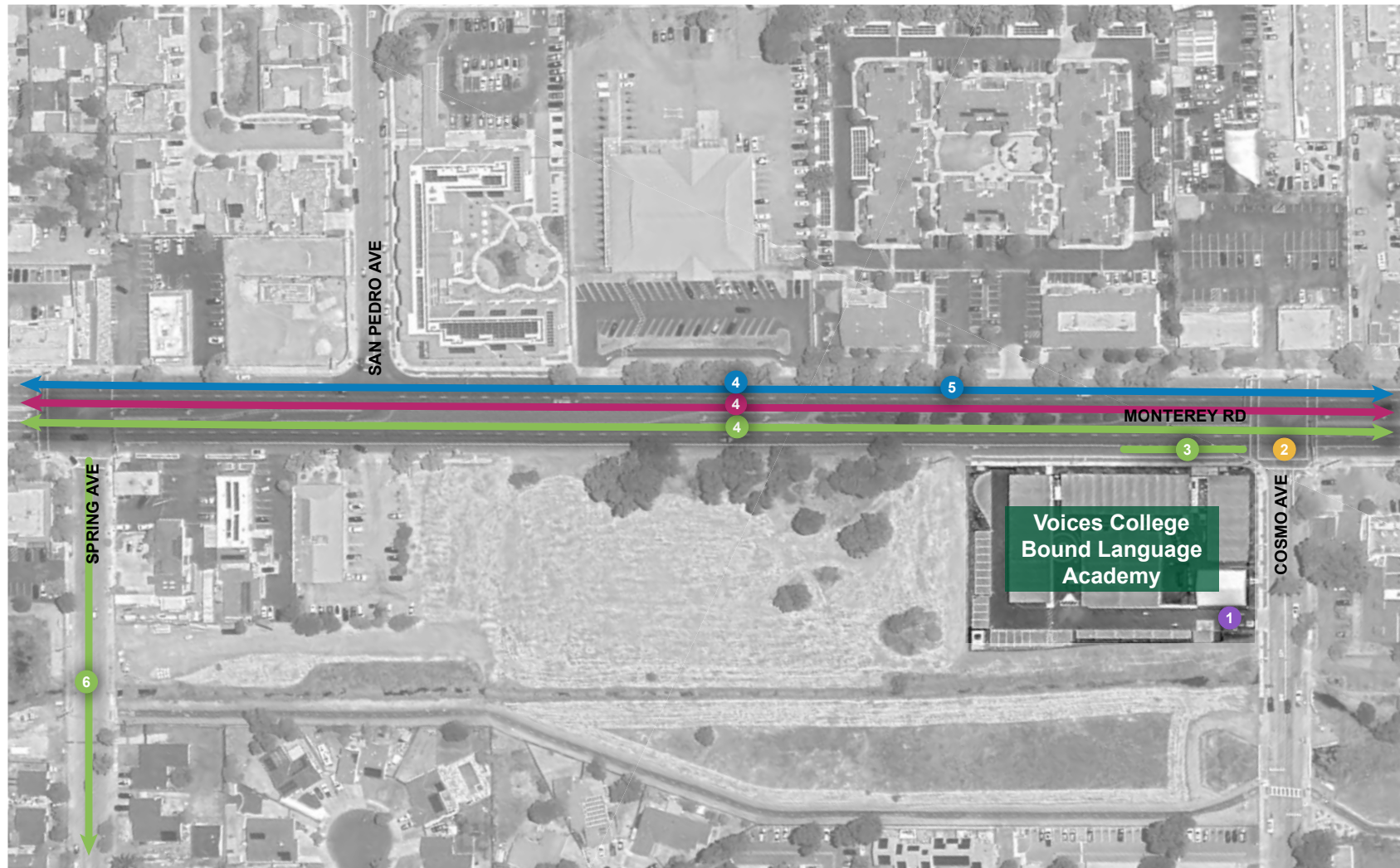
Recommendations emphasize improved circulation management, pedestrian safety, and bicycle connectivity. The school's circulation plan should be treated as a living document, with regular reviews and updates to adapt to changing traffic patterns and operational needs. At the intersection of Cosmo Avenue 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.

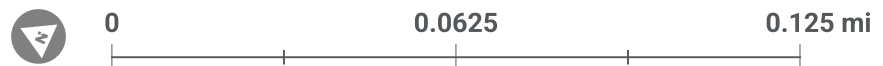
**FIGURE 42** (Left) Voices College Bound Language Academy school staff assisting with crossing on Cosmo Avenue (Right) Congestion during afternoon dismissal on Cosmo Avenue



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



- Crossing Enhancements
- Circulation Enhancements
- Pedestrian Enhancements
- Bicycle Enhancements
- Traffic Calming and Speed Management



**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.  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	<ul style="list-style-type: none"> <li>• Add curb extensions on all corners into both streets except the southwest corner into Cosmo Ave</li> <li>• Implement no right on red (from Monterey Rd onto Cosmo Ave and from Cosmo Ave onto Monterey Rd)</li> <li>• Implement LPIs</li> <li>• 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.</li> <li>• School should supply safety vests for school staff assisting with pick-up/drop-off</li> </ul>	This will require school bus route feasibility check.
3	Monterey Rd – immediately north of Cosmo Ave	Bicycle enhancements	Modal conflicts	<p>Option 1: Restripe southbound right turn lane mixing zone to meet best practices</p> <p>Option 2: Consider removing dedicated southbound right turn lane</p>	
4	Monterey Rd between Dunne Ave to Vineyard Blvd	Bicycle enhancements, pedestrian enhancements, crossing enhancements, traffic calming and speed management	Missing sidewalks, modal conflicts, high vehicle speeds	<ul style="list-style-type: none"> <li>• Class II buffered bike lanes (where space allows)</li> <li>• Add sidewalks</li> <li>• Signing/stripping (narrow lanes, speed limit signs, speed radar signs)</li> <li>• In roadway signs &amp; delineators</li> </ul>	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)	<p>This will provide greater connection to/from the Llagas Creek Trail.</p> <p>This is included as a proposed Class II bike lane in the TMP and would require parking removal on one side of the street.</p>



# 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.





# 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.

# Unified Project List

**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

Category	Extents	School Name	Page Reference
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
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

Category	Extents	School Name	Page Reference
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
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

# 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 (ATIIIP)	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)<sup>15</sup>: Represents the expected percentage reduction in crashes that would occur after implementing a specific countermeasure
- Crash Modification Factor (CMF)<sup>16</sup>: 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

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

<sup>16</sup> <https://cmfclearinghouse.fhwa.dot.gov/>

**TABLE 24** 2024 TMP Street Typology Definitions

Street Typology	Travel Patterns	Bike And Pedestrian Considerations	Land Uses
<b>Boulevard</b>	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
<b>Community Corridor</b>	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
<b>Main Street</b>	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
<b>Neighborhood Street</b>	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
<b>Rural Street</b>	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)

<b>Design/Construction</b>	\$\$ to \$\$\$
<b>Maintenance</b>	\$\$

### 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
<b>Design/Construction</b>	\$\$\$	\$\$
<b>Maintenance</b>	\$	\$\$

### 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  $\geq 9,000$ , 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  $\geq 35$  mph speed limit.

### Expected Crash Reduction

48% reduction in pedestrian crashes for high visibility materials

### Cost

<b>Design/Construction</b>	\$\$ to \$\$\$
<b>Maintenance</b>	\$

### 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 crosswalks 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  $\leq 15,000$  and  $\geq 40$  mph speed limit, or;
- 3 or more lane roadways with or without raised median and AADT 9,000-15,000 and  $\geq 35$  mph speed limit.

### Expected Crash Reduction

47% reduction in pedestrian crashes | CMF ID 9024

### Cost

<b>Design/Construction</b>	\$\$ (\$30,000 average cost per crossing)
<b>Maintenance</b>	\$\$

### 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  $\geq$  15,000 and any speed limit, or;
- 3 or more lane roadway with or without raised median refuge with AADT  $\geq$  9,000 and  $\geq$  35 mph speed limit, or;
- Any number of lanes roadway with any AADT and  $\geq$  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

<b>Design/Construction</b>	\$
<b>Maintenance</b>	\$

### 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

Shared 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 catalogue 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
<p><b>Parent and staff school traffic safety education materials campaign.</b></p>	<p>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.</p>		<p>Lead: City Support: School, District, Police Department</p>	<p>All</p>
<p><b>Active transportation route maps</b></p>	<p>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.</p>		<p>Lead: City Support: District, School</p>	<p>All</p>
<p><b>Message campaign for neighbors or drivers near the school</b></p>	<p>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.</p>		<p>Lead: City Support: District, School</p>	<p>All</p>
<p><b>Activity books</b></p>	<p>These engaging books include activities, worksheets, and illustrations to share information on walking, rolling, and biking with younger students.</p>		<p>Lead: City Support: District, School, Community Partners</p>	<p>K-5</p>
<p><b>Bike rodeos</b></p>	<p>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.</p>		<p>Lead: City Support: District, School, other partners such as Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch</p>	<p>3-5</p>







Program or Action	Description	Key Issue	Roles	Grades
<b>Traffic gardens</b>	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  Support: District, School, other partners such as  Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch	K-5
<b>Family cycling workshop</b>	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  Support: District, Schools, other partners such as  Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch	3-5  MS
<b>Publicity for SRTS safety efforts</b>	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.  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  Support: Districts, Schools, other community partners	All
<b>Advertising campaign to promote active travel to school</b>	Explicitly encourage students to walk, roll, and bike to school as a form of physical activity.		Lead: City  Support: District, School	All

Program or Action	Description	Key Issue	Roles	Grades
<b>Park and walk</b>	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 Support: District, School	All
<b>Evaluation and performance monitoring</b>	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 Support: County of Santa Clara Roads Department, Police Department	All
<b>Free bicycle helmets and bike locks</b>	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 Support: Schools, District, Police Department	3-5 MS HS

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

Program or Action	Description	Key Issue	Roles	Grades
<b>Education about arrival and dismissal procedures</b>	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 Support: District, City	All
<b>Safety training for high school student parking passes</b>	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 Support: School, City	HS

Program or Action	Description	Key Issue	Roles	Grades
<b>Walking and biking safety assembly</b>	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 Support: School, City	K-8
<b>Bike maintenance classes</b>	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 Support: School, City	MS HS
<b>Skills-based, age-appropriate pedestrian and bicycle safety education for students</b>	<p>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.</p> <ul style="list-style-type: none"> <li>• K-2: Where to walk, crossing the street safely, not running into the street</li> <li>• 3-5: Making sure bikes/brakes work, not looking down at pedals while starting, following the rules of the road/traffic signs</li> <li>• MS: Empowers students with skills to be independent, follow the rules of the road/traffic signs, safety projects</li> <li>• HS: Biking for transportation, motorist safety, safety projects and leadership, special unit on traffic safety in health, science, or social studies</li> </ul>		Lead: District Support: Schools, City, other partners such as  Silicon Valley Bicycle Coalition and Santa Clara County Public Health Department - Healthy Communities Branch	All
<b>Walk, Bike, and Roll to School Days</b>	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 Support: District, City, other partners such as Silicon Valley  Bicycle Coalition	All

Program or Action	Description	Key Issue	Roles	Grades
<b>Green Commute program</b>	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 Support: District, City, other partners such as Silicon Valley Bicycle Coalition	3-5 MS HS
<b>Walking school buses and bike trains</b>	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 Support: District, City, other partners such as Silicon Valley Bicycle Coalition	3-5 MS
<b>Crossing guards</b>	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 Support: City, Schools, other community partners	All
<b>School drop-off and pick-up monitors</b>	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 Support: District, City	All
<b>Surveys on travel behavior to and from school and barriers to walking and biking</b>	Continue to collect mode share data for the school and determine how travel patterns may shift as a result of SRTS efforts.		Lead: District Support: City, Schools	All
<b>Lock library</b>	Maintain a library of bicycle locks to be available for students locking their bikes at school.		Lead: Schools Support: District, City	3-5 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.



# **Comprehensive Safety Action Plan**

February 2026 Draft

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

PREPARED BY:

Chris Ghione, Public Services Director

APPROVED BY: City Manager

### **APPROVE NEGOTIATIONS WITH BAY AREA SPORTS FUNDING LLC FOR POTENTIAL DEVELOPMENT OF A PUBLIC-PRIVATE PARTNERSHIP FOR AN INDOOR SPORTS FACILITY AT THE BUTTERFIELD PARK SITE**

#### **RECOMMENDATION(S)**

Authorize staff to pursue a lease/partnership agreement with Bay Area Sports Funding LLC for development of an indoor multi-use sports facility on a portion of the Butterfield Park site.

#### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

##### **City Council Ongoing Priorities**

Supporting our Youth, Seniors, and Entire Community

##### **2024-2025 Strategic Priorities**

Fiscal Sustainability

Economic Development and Tourism

Healthy Community

##### **Guiding Documents**

Bikeways, Trails, and Recreation Master Plan

#### **REPORT NARRATIVE:**

The City-owned property at Butterfield Boulevard and Monterey Road, consisting of approximately 8 acres, has been designated for future park use and is currently under development. The site will host a community park space but will also utilize space in partnership with USA BMX/Foundation for a Better Ride for the development of a BMX track. These facilities are anticipated to be open by this summer. Due to limited City funding for full development, the City has utilized a partnership model to bring amenities to this site, previously authorizing negotiations with USA BMX and another organization. The idea behind the partnerships is to provide additional public benefit to our community through enhanced facilities while reducing costs to operate these facilities and the park in general through these partners.

Bay Area Sports Funding LLC (BASF), led by local resident Marqus Crawford, has submitted a Letter of Intent (Attachment 1) to build and operate a 13,000 sq. ft. indoor

multi-use sports facility at this site. The project aims to provide space for basketball, volleyball, pickleball, badminton, and futsal. While the proposed use would be privately operated, the potential to develop an agreement that supports enhanced recreation for our community is significant and in alignment with the City's Bikeways, Trails, Parks and Recreation Master Plan. Specifically, the plan calls for more active recreation space and an indoor gymnasium-type facility to support sports for the community. While the Centennial Recreation Center (CRC) offers indoor gymnasium space, the amount of space available for community groups to rent and utilize for sports is highly limited due to the very high levels of drop in use at the CRC.

The Letter of intent provided by BASF serves as a starting point for negotiations with the City. For a public/private partnership agreement to be successful, significant alignment must occur, and the requirements of the City must be met. This includes a significant parks and recreation benefit to the community that is different and more significant than would occur in a private development. Staff will focus negotiations on the following:

- **Public Benefit:** Ensuring the facility provides a clear park and recreation benefit to local residents, as the space cannot be used primarily for private purposes.
- **Site Compatibility:** The facility must be compatible with existing agreements for the BMX track and the City's desire to maintain space for future baseball fields on the adjacent properties.
- **Operational Offsets:** City staff will look to negotiate terms that help offset the overall operations and maintenance costs of Butterfield Park and will be unable to take on additional new costs for operations.
- **Environmental Review:** The timing of the project will depend on completing any necessary environmental review updates specific to this structure.

It should be noted that this agenda item is separate from Item 11 for the proposed future Council Initiated Agenda item for the consideration of an indoor sports and recreation complex.

#### **COMMUNITY ENGAGEMENT:**

Inform

There has been no specific engagement in regard to the letter of intent provided by BASF as it was received unsolicited. The proposal is in line with the City's Master Plan for Bikeways, Trails, Parks and Recreation and future input from the community via the Parks and Recreation Commission would be necessary prior to moving forward with any agreement.

#### **ALTERNATIVE ACTIONS:**

The Council could direct staff not to move forward with this proposal if the Council deems the proposal inconsistent with current park and recreation priorities. The Council could also choose to direct City staff to, instead of moving forward with the negotiations, issue a formal Request for Proposals (RFP) to see if other organizations are interested in developing the site under different terms or with alternative recreational uses. This

second option is not recommended at this time as the City is currently working towards annexation of the adjacent City-owned property and conducting the planning for greater use of the overall site.

#### **PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

- In July 2017, the City Council adopted the Bikeways, Trails, Parks and Recreation Master Plan, which established the development of new park facilities such as an indoor sports facility as priorities.
- In July 2019 and October 2020, the Council authorized grant applications to the State of California's Statewide Parks Program to fund the development of Butterfield Park, though these grant applications were ultimately unsuccessful.
- On August 3, 2022, the Council received a report on partnership opportunities for the site and directed staff to formally explore interested organizations through an "Invitation to Partner".
- December 7, 2022, the City Council authorized staff to pursue and negotiate partnership agreements with Dub Baseball and USA BMX for portions of the parkland.
- On March 15, 2023, the Council approved a Design Consultant Agreement with Verde Design for the park's master planning and infrastructure.
- On March 15, 2023, the Council officially approved the Partner Agreement with the Foundation for a Better Ride in collaboration with USA BMX for the construction and operation of the BMX track.
- On October 23, 2024, the City awarded the Butterfield Park Phase 1 Construction Project to S&H Construction.

#### **FISCAL AND RESOURCE IMPACT:**

Initiating negotiations will require significant staff resources from the Public Services Department. The proposed partnership may ultimately reduce operating costs at the Butterfield Park Facility, but that would be dependent on the results of the negotiations.

#### **CEQA (California Environmental Quality Act):**

To Be Determined

The City previously prepared and adopted a Mitigated Negative Declaration (MND) for the Butterfield Park site. This environmental assessment cleared the initial site plan for park development and specific amenities, such as ball fields and a BMX track. Before any final partnership agreement is executed or any construction begins, further environmental review will be required. This review will determine if the proposed facility falls within the scope of the existing MND or if supplemental environmental documentation is necessary for a partnership project to move forward.



## Letter of Intent:

### Development & Operations of Butterfield Park

We are pleased to submit the following Letter of Intent (LOI) to initiate negotiations for the development and operations of Butterfield Park. Bay Area Sports Funding (BASF) proposes to develop, operate, and maintain an indoor multi-use sports facility and adjoining outdoor pickle ball courts. This facility will provide a much-needed location for local individuals and programs to practice and host events.

#### Project Goals

##### Initial Goal

Build a roughly 13,000 sq ft indoor sports facility accommodating various sports, including but not limited to:

- Basketball
- Volleyball
- Pickleball
- Badminton
- Futsal

Build 4 outdoor pickle ball courts (optional)

The facility will have concessions accessible for both indoor & outdoor activities including Beer and Wine. Since Morgan Hill is an industry leader with local wineries and breweries, our goal will be to focus on promoting local breweries & Wineries.

##### Future Goal

Within 5 years, expand the facility to 25,000 sq ft to accommodate growing local needs. We will also expand the Pickleball courts from 4 to 8 to improve the logistics of Pickleball tournaments.

#### About Bay Area Sports Funding (BASF)

Established by CEO Marqus Crawford in 2025, BASF is a locally-minded, sports-centric venture capitalist group operating at the intersection of development, sports management, and local community enhancement. Our areas of interest include:

- Facilities enhancement
- Youth & adult sports activities management
- Construction of sports facilities

Our team comprises founders, engineers, sales professionals, cybersecurity experts, executives, finance specialists, and real estate professionals. BASF acquires funding from private investors, many of whom are current Morgan Hill residents, to create opportunities for individuals to enhance their sports and fitness needs.



Initial Concept

BASF will have two main focuses:

1. Hourly Rental Access for Local Youth Sports Programs

Target programs include but are not limited to:

- Morgan Hill Toros
- Morgan Hill Volleyball Club
- Morgan Hill NJB
- MC-Elite Basketball

**Targeted hourly rental rate: \$130 per hour**

2. Tournament Hosting

- Host tournaments throughout the year, attracting programs from outside the South County area
- Visiting teams will experience the small-town Morgan Hill atmosphere
- Boost local revenue and increase local tax income through visitor spending

Construction Cost Estimates

Project Overview

**Facility Size:** 13,000 sq ft

**Total Project Cost: \$1,390,147**

Comprehensive Budget Breakdown

Design and Planning Phase

Task	Description	Cost
Architectural Services	Licensed architect firm allowance based on similar projects	\$31,600
Electrical Design	Engineering design allowance	\$6,500
Mechanical Design	HVAC and mechanical systems design	\$4,500
Surveying	Licensed surveying firm services	\$4,500
Geotechnical Analysis	Soil and foundation analysis	\$5,500
Engineering Special Inspection	Site visits for specialized inspections	\$2,500
Special Inspections	Third-party inspections (hold downs, soil compaction, stormwater)	\$5,500
<b>Design Phase Subtotal</b>		<b>\$60,100</b>

Site Preparation and Foundation

Task	Description	Cost
Excavation & Grading	Site grading and soil preparation	\$20,000

Task	Description	Cost
Utilities Connection	Underground power, gas, water, and sewer connections	\$25,000
Foundation Forming	Layout, forming, rebar, and hold down hardware placement	\$130,000
Concrete Slab	15,000 sq ft slab with perimeter footing	\$66,000
<b>Foundation Subtotal</b>		<b>\$241,000</b>

#### Building Structure

Task	Description	Cost
Steel Building Materials	15,000 sq ft building with three roll-up doors, 25-30' interior height	\$100,000
Steel Building Labor	Professional installation services	\$50,000
Steel Building Delivery	Standard delivery fee	\$4,500
Gutters & Downpipes	5.24" factory-finished gutters with eight downpipes	\$26,700
<b>Structure Subtotal</b>		<b>\$181,200</b>

#### Site Development and Safety Systems

Task	Description	Cost
Civil Work	Sidewalks, parking, exterior seating, egress, and ADA compliance	\$65,000
Storm Water Management	Temporary and permanent treatment facilities	\$21,000
Fire Sprinkler System	Complete fire safety system installation	\$55,000
<b>Site Development Subtotal</b>		<b>\$141,000</b>

#### HVAC and Mechanical Systems

Task	Description	Cost
HVAC System	30-ton Trane heat pump system with ducting and installation	\$150,000
HVAC Exhaust	Exhaust ducting for bathrooms and concession area	\$7,450
Mechanical Ventilation	Panasonic whisper-quiet bathroom fans (300 CFM)	\$2,450

Task	Description	Cost
<b>HVAC Subtotal</b>		<b>\$159,900</b>

Plumbing Systems

Task	Description	Cost
Plumbing Installation	Five sinks, five toilets, two urinals, one drinking fountain	\$32,400
Plumbing Fixtures	Complete fixture package with hardware	\$7,500
Water Heating System	Electric heat pump water heater for bathrooms and concession	\$6,700
<b>Plumbing Subtotal</b>		<b>\$46,600</b>

Electrical Systems

Task	Description	Cost
Electrical Labor	Complete electrical installation	\$58,000
Electrical Materials	400-amp service, wiring, outlets, lighting, and switching	\$38,000
<b>Electrical Subtotal</b>		<b>\$96,000</b>

Interior Construction and Finishes

Task	Description	Cost
Interior Framing	Metal stud walls and ceilings for bathrooms, office, and concession	\$20,190
Interior Framing Materials	Metal studs, track, and connectors	\$6,500
Drywall Installation	2,500 sq ft of 5/8" Type X drywall with smooth finish	\$10,000
<b>Interior Construction Subtotal</b>		<b>\$36,690</b>

Doors and Hardware

Task	Description	Cost
Door Supply	Eight doors total (interior metal and exterior pair)	\$5,500
Door Installation	Professional installation with materials	\$10,500
Door Hardware	ADA-compliant Schlage levers and accessories	\$1,200



Task	Description	Cost
Door Hardware Installation	Hardware installation labor	\$500
Door Delivery	Transportation costs	\$1,050
<b>Doors and Hardware Subtotal</b>		<b>\$18,750</b>

Restroom and Concession Area Finishes

Task	Description	Cost
Bathroom Partitions	MDF with laminate water closet and urinal partitions	\$10,300
Tile Materials	Large format 12"x24" tile for two bathrooms and concession area	\$4,200
Tile Installation	Professional installation with epoxy grout	\$17,500
Countertops Materials	Corian solid surface for bathrooms and concession bar	\$4,950
Countertop Fabrication	Custom fabrication and installation	\$7,500
Mirrors	Two 4'x6' polished-edge mirrors with installation	\$2,130
Bathroom Accessories	Complete restroom fixture package with installation	\$5,890
Cabinetry	Commercial-grade laminate cabinetry with installation	\$4,400
Cabinet Hardware	ADA-compliant hardware with installation	\$390
Sub-Tops	CDX plywood substrate with steel supports	\$890
Various Delivery Charges	Material transportation costs	\$1,350
<b>Restroom/Concession Subtotal</b>		<b>\$59,500</b>

**TOTAL PROJECT COST: \$1,390,147**

**Important Note:** All costs presented are preliminary estimates based on similar projects and current market conditions. Final costs are subject to change once detailed architectural plans and specifications are completed, with any cost adjustments to be funded by BASF.



**Key Assumptions:**

- The City of Morgan Hill will provide utilities to the facility boundary
- BASF will fund all development from utility connection point forward
- All contractors will be licensed, insured, and meet city building standards
- Proposed project manager: Walter Allen of Logic Build (32+ years experience, Morgan Hill resident)

**Construction Timeline**

Estimated **12-month timeline** leveraging steel prefabrication for accelerated construction, superior clearance height, and cost efficiency.

Phase	Timeline	Key Activities
<b>Foundation</b>	Months 1-3	Site preparation, grading, utility connections, concrete slab pouring and curing, quality inspections
<b>Steel Erection</b>	Months 4-6	Anchor installation, I-beam erection, panel attachment, insulation, structural verification
<b>Utilities &amp; Electrical</b>	Months 7-9	HVAC installation, electrical infrastructure, wiring, system testing, safety inspections
<b>Interior Finishing</b>	Months 10-12	Bathroom and concession construction, flooring installation, basketball equipment, court marking

**Steel Prefab Construction Advantages**

Speed	Quality	Cost Efficiency
Accelerated timeline with parallel manufacturing and site preparation	Superior clearance height with minimal internal supports and enhanced structural integrity	Reduced labor costs, lower material waste, and decreased construction duration

**Note:** Timeline may be adjusted based on weather conditions, permit processing, and material availability.



## Use Levels and Target Markets

### 1. Weekend Youth Tournaments

- Basketball, volleyball, and other sports (25-35 tournaments annually)
- Weekends 8:00 AM – 4:00 PM
- **Target areas:**

*Primary:* San Jose through the Peninsula, East Bay (San Ramon and surrounding areas), Gilroy

*Secondary:* Fresno, Sacramento, Lake Tahoe (to increase likelihood of overnight stays)

### 2. Daily Operating Hours

- Monday - Friday: 4:00 PM – 10:00 PM
- Saturday: 8:00 AM – 8:00 PM
- Open use for individuals and hourly rentals for local youth sports organizations

## Direct Economic Benefits of a Sports Facility

A sports facility can generate significant direct economic benefits for a city:

### Job Creation

Construction jobs during the building phase, plus permanent positions for facility management, concessions, security, and maintenance staff.

### Increased Local Spending from Tournament Attendance

**Tournament scale:** A typical 64-team tournament brings approximately 1,700 attendees per weekend:

640 players (10 players per team × 64 teams)

960 parents (1.5 parents per player)

64 coaches (1 coach per team)

**Event-day spending:** With 1,700 attendees spending \$25-75 per person beyond ticket prices, a single tournament weekend could generate **\$42,500-\$127,500** in additional local spending

**Pre/post-event dining:** Local restaurants experience 15-30% increases in business during tournament weekends

**Accommodation:** With many tournament participants traveling from out of town, a weekend tournament could fill 300-500 hotel room nights, generating **\$45,000-\$75,000** in accommodation revenue

**Retail impact:** Sporting goods stores, team merchandise retailers, and general retail in the vicinity benefit from increased foot traffic

**Multiplier effect:** Initial spending recirculates through the local economy as businesses and employees spend their earnings locally

**Tax Revenue:** Sales tax from tickets, concessions, merchandise, and surrounding business activity will generate ongoing revenue for the city



#### References of Past Work

As a member of Sobrato High School's inaugural graduating class and a 25-year resident of Morgan Hill, Marqus Crawford has deep roots in the local community. In 2012, he founded MC-Elite Basketball, a youth sports training program that has since mentored over 2,500 athletes, predominantly serving Morgan Hill residents.

Drawing from his experience as a former player and his passion for fitness, Marqus has dedicated the past 13 years to providing comprehensive athletic training, focusing on both physical conditioning and basketball skills development. His approach combines technical expertise with a student-of-the-game mentality, allowing him to effectively nurture young talent.

At MC-Elite Basketball, Marqus's primary mission is to help aspiring athletes achieve their collegiate sports ambitions while supporting their personal development goals. His long-standing commitment to youth sports development has made him an integral part of Morgan Hill's athletic community.

#### Funding Commitment

Bay Area Sports Funding LLC is pleased to confirm that we have secured **100% of the financial resources** required for the development, construction, and initial operational phase of the proposed sports facility in Morgan Hill.

#### **Our funding commitment includes:**

- Complete capital expenditure for facility construction
- Site preparation and infrastructure development
- Equipment and facility outfitting
- Initial operational costs for the first 24 months

This funding has been fully secured through our private equity partners and institutional investors who specialize in sports infrastructure development. Our financial model ensures the project can proceed immediately upon approval without any delays related to funding contingencies.

We are prepared to provide detailed financial documentation, including proof of funds, escrow confirmations, or any other verification documents required by the City of Morgan Hill during the review process.

Bay Area Sports Funding LLC is committed to this project's long-term success and has structured our investment to ensure not only the facility's completion but also its sustainable operation for years to come.

## **CITY COUNCIL STAFF REPORT**

### **MEETING DATE: February 18, 2026**

**PREPARED BY:**

Christina Turner, City Manager

**APPROVED BY:** City Manager

### **PROVIDE DIRECTION TO STAFF ON PROPOSED FUTURE COUNCIL INITIATED AGENDA ITEM TO EXPLORE POSSIBILITY OF INDOOR SPORTS AND RECREATION COMPLEX**

#### **RECOMMENDATION(S)**

Determine if the majority of the City Council wants the following item agendized at a future meeting for discussion:

Strategic exploration of an indoor sports and recreation complex.

#### **COUNCIL PRIORITIES, GOALS & STRATEGIES**

##### **Strategic Priorities**

Economic Development and Tourism

Healthy Community

##### **City Council Ongoing Priorities**

Supporting our Youth, Seniors, and Entire Community

#### **REPORT NARRATIVE:**

Section 4.2 of City Council Policy 97-01 (Attachment 1) allows members of the City Council to request items be added to an upcoming City Council agenda by requesting an item during the “Future Council Initiated Agenda Items” section of the agenda. A City Council report will then be placed on an upcoming agenda for Council discussion and consideration.

On January 28, 2026, Mayor Turner requested the following for Council consideration (Attachment 2):

A strategic exploration of an indoor sports and recreation complex to evaluate how the City of Morgan Hill could initiate, encourage, and support development of such a facility — on either public or private property, independent of current zoning constraints.

Staff is seeking Council direction on whether to formally agendize this item for discussion. The anticipated level of effort is substantial and would require coordination among Public Services, Economic Development, and Legal teams, and may also necessitate engagement of external consultants to prepare comprehensive feasibility analysis of publicly owned property, cost considerations, and evaluation of the potential economic and environmental impacts associated with allowing this type of facility within

commercial and industrial zoning districts.

Portions of the analysis related to publicly owned facilities could be incorporated into the City's forthcoming Parks and Recreation Master Plan update, which is expected to begin later this calendar year. Advancing this effort would require a significant allocation of staff resources and would impact lower-priority work within the Public Services and Development Services Departments, including planning to move forward other infrastructure improvement efforts. It should be noted that Agenda Item 10 provides the City Council an opportunity to move forward with a potential public private partnership for an indoor recreation facility at the Butterfield Park Site.

**COMMUNITY ENGAGEMENT:**

This report seeks direction from the City Council on whether or not to further agendize this topic for Council consideration.

**ALTERNATIVE ACTIONS:**

Not Applicable

**PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

On January 28, 2026, the Mayor requested this item be brought back for Council consideration.

**FISCAL AND RESOURCE IMPACT:**

There is no fiscal impact associated with seeking direction from the Council on this item.

**CEQA (California Environmental Quality Act):**

Not a Project.

Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

# CITY OF MORGAN HILL

## CITY COUNCIL POLICIES AND PROCEDURES

**CP-97-01**

**SUBJECT:**                    **RULES FOR THE CONDUCT OF CITY COUNCIL MEETINGS, PLACEMENT OF ITEMS ON THE AGENDA, AND MATTERS TO BE RECONSIDERED**

**EFFECTIVE DATE:**        **May 7, 1997**

**REVISED DATE:**         **March 15, 2023, August 23, 2023, June 19, 2024**

**ORIGINATING DEPARTMENT:** **CITY MANAGER**

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### **SECTION 1 - SCOPE**

- 1.1** These rules shall establish the procedures for the conduct of all meetings of the City Council of the City of Morgan Hill. The purpose of these rules is to provide procedures consistent with the Ralph M. Brown Act, establish procedures which will be convenient for the public, be fair to all members of the City Council, and contribute to the orderly conduct of City business.

### **SECTION 2 - MEETINGS**

- 2.1** Open to Public: All meetings of the City Council, whether regular or special, shall be open to the public, unless a closed session is scheduled as authorized by law.
- 2.2** Regular Meetings: The City Council shall conduct its regular meetings at the time and place established by ordinance, if specified in the ordinance or resolution.
- 2.3** Review Status of Agenda at 9:00 p.m.: The City Council may review the agenda at 9:00 p.m. to determine if it will be able to conclude its business by 10:00 p.m. If, at 10:00 p.m., the City Council has not concluded its business, before continuing the meeting it shall review and discuss the status of the remaining agenda items and determine by majority vote whether to continue any remaining items to a future regular or special meeting, adjourn the meeting to another date and time, or extend the meeting beyond 10:00 p.m. as needed. The meeting may be extended beyond 10:00 p.m. one time. Additional extensions of time will be at the Mayor's discretion.
- 2.4** Special Meetings/Workshops: A special meeting and/or workshop may be called at any time by the Mayor or Presiding Officer of the City Council or by three members of the City Council. Written notice of any such meeting must specify the purpose of the meeting. Notice of the meeting must be made in accordance with the law.
- 2.5** Closed Sessions: The City Council may hold closed sessions during a regular or special meeting, or at any time authorized by law, to consider or hear any matter which is authorized by law. At times, Closed Sessions may have to be held in an order different than presented due to the timeliness of the matter, to save the City money when an outside attorney has been retained or due to the need for extra time to discuss and deliberate an

important closed session item. Closed session items may be continued to the conclusion of the agenda.

- 2.6 Quorum:** Three (3) members of the City Council shall constitute a quorum and shall be sufficient to transact business. If less than three Council members appear at a regular meeting, the Mayor, Mayor Pro Tempore in the absence of the Mayor, any member of the City Council, or in the absence of all Council members, the City Clerk or Deputy City Clerk shall adjourn the meeting to a stated day and hour.
- 2.7 Adjourned Meetings:** The City Council may adjourn any regular, adjourned regular, special, or adjourned special meeting to a time and place specified in the order of adjournment and permitted by law.

### **SECTION 3 - POSTING NOTICE AND AGENDA**

- 3.1 Posting of Notice and Agenda:** For every regular or special meeting, the City Clerk or other authorized person, shall post a notice of the meeting specifying the time and place at which the meeting will be held and an agenda containing a brief description of all items of business to be discussed at the meeting. The notice and agenda may be combined in a single document.
- a. Posting for Regular Meetings:** For any regular meeting of the City Council, the notice and agenda shall be posted no later than seventy-two (72) hours prior to the time set for the meeting consistent with all Brown Act requirements.
  - b. Posting for Special Meetings:** For any special meetings of the City Council, the notice and agenda shall be posted no later than twenty-four (24) hours prior to the time set for the meeting consistent with all Brown Act requirements.
- 3.2 Location of Posting:** The notice and agenda shall be posted on the City's website and in a place to which the public has unrestricted access during at least normal business hours and where the notice and agenda are not likely to be removed or obscured by other posted materials.
- 3.3 Availability of the Agenda to the Public:** The agenda for any regular or special meeting shall be made available to the public as soon as is practical after delivery to the members of the City Council.

### **SECTION 4 - AGENDA CONTENTS**

- 4.1 Description of Matters:** All items of business to be discussed at a meeting of the City Council shall be briefly described on the agenda. The description of the item and the proposed action to be considered should be set forth as clearly as practical so that members of the public will know the nature of the action under review and consideration.
- 4.2 Placement of items on the agenda:** The Mayor, City Manager, or City Attorney may place items on the agenda. Members of the City Council may request items to be added to an upcoming City Council agenda by requesting an item during the "Future Council Initiated Agenda Items" Section of the agenda. When a Future Council Initiated Agenda Item is requested, the Council Member making the request will send the City Manager a brief

summary outlining the request and any relevant background. If the requested item is not included in the current Strategic Priorities Workplan, the team will bring forward the item at a future Council Meeting within 30-45 days of the request via a brief staff report, including the brief summary provided by the requesting Council Member. At that meeting, the City Council will review the request and determine if the majority of the City Council wants the items agendaized at a future meeting for discussion.

- 4.3** Council shall not act or take a position on: Matters outside of the Morgan Hill City Council's subject matter jurisdiction, including foreign or international events. Appropriate subject matter jurisdiction includes agenda items directly related to Morgan Hill business, as well as County/regional items having a direct impact on the City (i.e. countywide emergency services or transportation).
- 4.4** Limitation to Act on Only Items on the Agenda: No action shall be taken by the City Council on any item not on the posted agenda, subject only to the exceptions listed below:
- a.** Upon a majority determination that an "emergency situation" (as defined by State Law) exists; and
  - b.** Upon a determination by a 4/5 vote of the City Council that there is a need to take immediate action and that the need to take the action came to the attention of City officials subsequent to posting of the agenda.
- 4.5** Change in Order of Business: The Mayor or Presiding Officer may decide to take matters listed on the agenda out of the prescribed order unless a majority of members present object to this variation.
- 4.6** City Council Reports: On an alternating basis, at each Regular City Council meeting, with a time limit of three minutes, a Council Member has the opportunity to share with the Council and community any pertinent updates or information in regard to their appointments to outside agencies, upcoming events, or relevant City business. These are non-action items.
- 4.7** City Manager Report: These are updates on current City activities, reports on issues raised at previous Council meetings, or recognitions. These are non-action items.
- 4.8** City Attorney Report: These are updates on current City activities, reports on issues raised at previous Council meetings, or reportable actions of the City Council in Closed Sessions and/or current litigation. These are non-action items.
- 4.9** Other Reports: These are pertinent updates or information on upcoming activities or events relevant to City business with a time limit of one minute. These are non-action items.
- 4.10** Public Comment for items not on the agenda: This refers to those matters not scheduled on the agenda where a member of the public wants to address a matter of importance to the City Council. Since the matter is not on the agenda, no action by Council can be taken. If a member of Council so desires, the matter can be placed on the agenda of a future Council meeting for review and consideration.
- 4.11** Consent Calendar: These are items of a routine or generally uncontested nature. Any member of the Council or member of the public may request to have an item pulled from the

consent calendar and acted on individually by the Council. Items pulled will be discussed after action is taken on the balance of the consent calendar. The Mayor shall decide if the items are heard before or after moving on to public hearing and other business items.

- 4.12 Public Hearings:** These are matters that are duly noticed and published in a newspaper of general circulation and where required by law, written notice is given to the affected residents who have the opportunity to speak in favor or against a matter or ask questions about the matter.
- 4.13 Other Business:** These are other matters of City business which are not appropriately placed on the consent calendar and do not require published notices and require Council action and direction.
- 4.14 Future Business:** These are items that members of the City Council wish to discuss to potentially take action on or have placed on future agendas.

## **SECTION 5. ORDER OF BUSINESS**

- 5.1** The order of business at meetings of the City Council shall be as follows:
- a.** CALL TO ORDER
  - b.** ROLL CALL ATTENDANCE
  - c.** DECLARATION OF POSTING AGENDA
  - d.** WORKSHOP (if needed; 5:00-6:00 p.m., or as deemed appropriate)
  - e.** CLOSED SESSION (if needed; 5:00-6:00 p.m., or as deemed appropriate)
  - f.** SILENT INVOCATION
  - g.** PLEDGE OF ALLEGIANCE
  - h.** PRESENTATIONS
  - i.** PROCLAMATIONS
  - j.** RECOGNITIONS
  - k.** CITY COUNCIL REPORTS
  - l.** CITY MANAGER’S REPORT
  - m.** CITY ATTORNEY’S REPORT
  - n.** OTHER REPORTS
  - o.** PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA
  - p.** ADOPTION OF AGENDA
  - q.** CONSENT CALENDAR

- r. PUBLIC HEARINGS
- s. OTHER BUSINESS
- t. FUTURE COUNCIL INITIATED AGENDA ITEMS
- u. CLOSED SESSION
- v. ADJOURNMENT

## SECTION 6. PUBLIC COMMENT

- 6.1** Public Comment: Persons present at meetings of the City Council may comment on individual items on the agenda at the time the items are scheduled to be heard. In addition, comments may be offered on items not on the agenda under that portion of the agenda. In accordance with State law, matters not scheduled on the agenda cannot be acted upon by the City Council, but items raised by the public during public comment may be referred to a future City Council agenda at the request of the Mayor or City Council.
- 6.2** Limitations: The public comment period may be 3 minutes for items on the agenda or items not listed on the agenda. Speakers are called in the order the speaker cards are submitted. Project applicants or appellants will be allowed more than the designated 3 minutes in accordance with City Council Policy 03-01. Consistent with this policy, the Mayor or Presiding Officer may recall an applicant or appellant to address questions after the public comment is heard. In addition, applicants will be given time at the end of the public hearing to address any questions or comments.

The Mayor or Presiding Officer may allow speakers who wish to speak under public comment for items not on the agenda to concede a portion of their time, specifically, one speaker may concede a portion of their time to one other speaker. For all other business items, the Mayor or Presiding Officer may allow speakers more time and/or allow speakers to concede a portion of their time to a designated speaker of a group, specifically up to two speakers may concede their time to one speaker, unless a majority of the City Council objects. Speakers that wish to designate a group speaker shall notify the City Clerk before discussion on the item begins. Additionally, any speaker that concedes their time must be present at that City Council meeting. Speaker who would like to share documents or presentations may do so by submitting said document to the City Clerk by noon on the day of the City Council Meeting. Speaker may not share videos or presentations with videos embedded within them.

- 6.3** Procedure: To address the City Council, each speaker is requested to fill out a Speaker Card and turn it in to the City Clerk before discussion on the agenda item begins. The speaker is requested to provide their name, contact information, and the subject(s) upon which the speaker wishes to address the City Council. Speakers who do not wish to provide their name should provide an alternative designation so that they can be called to speak by the City Clerk.

Public comment may be provided in writing for items on the agenda, as well as for items not on the agenda. Public comment in writing may be submitted via email to [ccpubliccomment@morganhill.ca.gov](mailto:ccpubliccomment@morganhill.ca.gov) or by mail to the City Clerk at 17575 Peak Avenue,

Morgan Hill, CA 95037. Please email your comments to the City Clerk no later than 3:00 p.m. on Tuesday (the day before the City Council meeting) for your comments to be submitted to the members of the City Council with sufficient time to review the comments. You may continue to provide written comments up to noon on Wednesday (the day of the meeting although Council Members may not have sufficient time to review them. Public comments submitted to the City Clerk after noon the day of the meeting will be provided to the City Council as time allows.

Written comments WILL NOT be read aloud during the City Council Meeting. Please note that written comments are posted on the City's website, so do not include any personal information you do not want to be posted on the web.

## **SECTION 7. PROCEDURES FOR THE CONDUCT OF MEETINGS**

### **7.1 Role of the Mayor/Presiding Officer:**

- a.** The Presiding Officer of the City Council, who shall be the Mayor or in the Mayor's absence shall be the Mayor Pro Tempore, or in their absence any other designated member of the City Council, shall be responsible for maintaining the order and decorum of meetings. It shall be the duty and responsibility of the Presiding Officer to ensure that the rules of operation and decorum contained herein are observed. The Presiding Officer shall maintain control of communication between Council Members and between the Council, staff, and public.
- b.** Communication with Council Members:
  - 1.** Council Members should request the floor from the Presiding Officer before speaking.
  - 2.** When one member of the Council has the floor and is speaking, other Council Members shall not interrupt or otherwise disturb the speaker.
  - 3.** During both questions, when one Council Member has the floor, they are limited to 5 minutes. During discussion, the Mayor and Council Members as a whole are limited to 15 minutes. The time limit may be extended at the Mayor's discretion.
  - 4.** With the concurrence of the Mayor, a Council Member holding the floor may address a question to another Council Member. The Council Member being questioned may or may not respond while the floor is still held by the Council Member asking the question. The reply shall be limited to the question asked.
- c.** The Mayor or Presiding Officer may declare that an item within the meeting will be conducted in "workshop" format, which means that the procedures described in section 7.1B do not strictly apply. This is to allow for a more open discussion without strict formalities. The Mayor or Presiding Officer may end the workshop format for the item at his/her discretion.
- d.** Communication with Members of the Public Addressing the Council

1. The Mayor or Presiding Officer shall open the floor for public testimony as appropriate.
  2. After a witness or subject matter expert has addressed the City Council during public comment, Council members may only ask questions of witnesses or subject matter experts. Such questions should be directed to the person through the Presiding Officer unless the Presiding Officer grants the Council Member permission to directly question the person.
  3. Staff members, through the City Manager, shall be a resource to the City Council to answer questions arising during discussions between Council Members and between Council Members and members of the public. Communications in this regard shall be through the Presiding Officer.
  4. Members of the public shall direct their questions and comments through the Presiding Officer.
- 7.2 Rules of Order:** The City Council adopts no specific rules of order except those listed herein. The City Council shall refer to Rosenberg's Rules of Order (available at <https://www.cacities.org/UploadedFiles/LeagueInternet/77/77d4ee2b-c0bc-4ec2-881b-42ccdbbe73c9.pdf>) as a guide for the conduct of meetings. The guideline regarding not requiring seconds for governmental bodies' motions, resolutions or ordinances is not adopted as the rule in the City. The Mayor or Presiding Officer has the discretion to impose reasonable rules at any particular meeting based upon facts and circumstances found at any particular meeting. These latter rules will be followed unless objected to by a majority of the City Council members present.
- 7.3 Motions:** The Mayor or any member of the City Council may bring a matter of business on the agenda before the Council by making a motion. Before the matter can be considered or debated it must be seconded. Once the motion has been properly made and seconded, the Presiding Officer shall open the matter for full debate offering the first opportunity to debate to the moving party and, thereafter, to any Council Member recognized by the Mayor or Presiding Officer. Debate shall be closed upon consent of a majority of the Council.
- 7.4 Reconsideration:** Immediately after a vote on a matter, any member of the City Council may request to have his/her vote changed on a matter before the Council moves on to the next item. Such a request will be granted by the Mayor or Presiding Officer unless a majority of the Council objects.

A matter may be reconsidered by the City Council if a member on the prevailing side of the vote requests reconsideration. Such a motion may be made at a meeting where such action is taken or at a subsequent meeting of the Council, however, nothing in this policy precludes the majority of members of the City Council from requesting reconsideration of any item.

- 7.5 Debate:**
- a. The discussions and deliberations at meetings of the City Council are to secure the informed judgement of Council members on proposals submitted for decision. This

purpose is best served by the exchange of thought through discussion and debate.

Debate is regulated by these rules in order to assure every member a reasonable and equal opportunity to be heard.

**b. Obtaining the Floor for Debate:**

As soon as a debatable motion has been stated to the Council by the Mayor or Presiding Officer, any member of the Council has a right to discuss it after obtaining the floor. The member obtains the floor by seeking recognition from the Mayor or Presiding Officer. A member who has been recognized is entitled to be heard so long as he/she observes the rules of debate.

**c. Speaking More Than Once:**

To encourage the full participation of all members of the Council, no member or members shall be permitted to monopolize the discussion of the question. If a Council member has already spoken and other members wish to speak, the latter members should be recognized in preference to the member who has already spoken. However, if no other members seek recognition, the Mayor or Presiding Officer may recognize the member who has already spoken.

**d. Relevancy of Debate:**

All discussion must be relevant to the motion before the City Council. A member is given the floor only for the purpose of discussing the pending question; discussion which departs is out of order. The Mayor or Presiding Officer should then direct the speaker to limit discussion to the question before the City Council.

A motion-its nature or consequences-may be attacked vigorously. But it is never permissible to attack the motives, character, or personality of a member either directly or by innuendo or implication. It is the duty of the Mayor or Presiding Officer instantly to stop any member who engages in personal attacks. It is the motion, not its proposer, that is the subject of debate. Meetings must discuss measures and ideas, not people.

Arguments, for or against a measure, should be stated as concisely as possible.

Debate must be fundamentally impersonal. All discussion is addressed to the Mayor or Presiding Officer and must never be directed to any individual.

**e. Mayor's Duties During Debate:**

The Mayor or Presiding Officer has the responsibility of controlling and expediting debate. A Council member who has been recognized to speak on a question has a right to the undivided attention of the Council.

It is the duty of the Mayor or Presiding Officer to keep the subject clearly before the members, to rule out irrelevant discussion, and to restate the question whenever necessary.

## SECTION 8. DECORUM

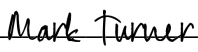
- 8.1 Council Members:** Members of the City Council value and recognize the importance of the trust invested to them by the public to accomplish the business of the City. Council Members shall accord the utmost courtesy to each other, to City employees, and to the public appearing before the City Council.
- 8.2 City Employees:** Members of City staff shall observe the same rules of order and decorum applicable to the City Council. City staff shall act at all times in a business and professional manner towards Council Members and members of the public.
- 8.3 Public:** Members of the public attending City Council meetings shall observe the same rules of order and decorum applicable to the City Council.
- 8.4 Noise in the Chamber:** Noise emanating from the audience within the Council Chamber or lobby area, which disrupts City Council meetings, shall not be permitted.
- 8.5 Sergeant-at-Arms:** The Chief of Police, or his/her designated representative shall be ex-officio Sergeant-at-Arms of the City Council.

## SECTION 9. VIOLATIONS OF PROCEDURES

- 9.1** Nothing in these policies and procedures shall invalidate a properly noticed and acted upon action of the City Council in accordance with State Law.

This policy shall remain in effect until modified by the City Council.

**APPROVED:**

DocuSigned by:  
  
9581D1D2BBAF481...  
**MARK TURNER, MAYOR**

## **Indoor Sports Complex**

A strategic exploration of an indoor sports and recreation complex would allow the City Council and staff to evaluate how Morgan Hill can initiate, encourage, or support such a facility on either public or private property, independent of current zoning constraints. Advancing this concept has the potential to significantly expand local recreation opportunities while strengthening the city's position as a regional sports destination. An indoor complex would attract volleyball, basketball and other tournaments, training events, and year-round activities that generate overnight stays, boost local dining, stimulate ancillary spending, and help to create a strong local economy. This, in turn, would enhance both TOT tax revenue and sales tax revenue.