

Bay Avenue / Hill Street Intersection	City of Capitola
Quick Build Options for Multimodal Safety Improvements	February 14, 2024
Public Outreach Comment	City and Kimley-Horn Response

Gotti Properties (810-816 Bay Ave)	Received 1/29/2024
Overall, open to a reduction in service to enhance safety.	Noted. Quick build options aim to enhance multimodal safety at
Flashing stop signs are too small and concurs that they are insufficient to change driver behavior.	Noted. A combination of various traffic calming measures including flashing stop signs would be needed to improve intersection safety and alter driver behavior.
Concerns about the egress from Dairy Queen onto Bay Avenue.	Proposed curb extension with raised bollards next to Dairy Queen egress driveway would maintain existing access condition. The City is willing to assist with providing a modified striping plan for the parking lot to improve vehicle circulation on the property. These private R/W improvements would be funded by the property owner.
Desire for nighttime lighting throughout the entire corridor.	Due to funding limitations of the quick-build design, street lighting would be implemented as a long-term future improvement along the Bay Avenue corridor
Regarding long-term future modifications: <ul style="list-style-type: none"> In the short term, like to convert the south entrance into an entrance-only, but unsure about the restriping design of the parking lot. Favorable towards the idea of a roundabout. There is interest in exploring Dairy Queen's exit as a potential leg of a future roundabout. 	<p>The City is willing to assist with providing a modified striping plan for the parking lot to improve vehicle circulation on the property. These private R/W improvements would be funded by the property owner.</p> <p>Design team will investigate feasibility of Dairy Queen exit as potential intersection leg of a future roundabout</p>
Lomak Property Group (Crossroads Center)	Received 1/25/2024
Please consider installing no overnight parking signs on Hill Street, add parallel hash marks for standard vehicle parking only, or any additional efforts to maintain the parking, but discourage RVs and for sale vehicles to be parked on the street approaching the Bay/Hill intersection. The large, oversized RVs add to the congestion in the area.	Noted. City will investigate parking condition on Hill Street and provide parking enforcement and/or parking updates as needed
Appreciate any additional efforts to discourage people from using Loop Road as an alternative to the Bay/Hill intersection, but would like to keep the left turn and left out of Loop Road onto Bay Ave.	The City is willing to assist with providing traffic calming recommendations such as striping and speed humps on the private owned Crossroads Loop street to discourage cut-through vehicle trips as an alternative to the Bay/Hill intersection . These private R/W improvements would be funded by the property owner.

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<p>Regarding long-term future modifications:</p> <ul style="list-style-type: none"> Encourage the Council to readdress the roundabout or stop light as a permanent solution at this time. If done correctly, it would make a beautiful entry into Capitola 	The City will be conducting a corridor study of Bay Avenue to determine future long-term improvements. Due to funding limitations and permanence of the quick-build design, a potential roundabout would be implemented as a long-term future improvement along the Bay Avenue corridor.
Redtree Partners LP (Nob Hill Plaza)	Received 2/8/2024
Prefer for the elimination of the right lane leading south on Bay Avenue at the Hill Intersection rather than at the secondary entrance to the shopping center. Additionally, expressed concern about the lack of traffic data for the secondary entrance.	We discussed on how eliminating the right turn at the secondary entrance would not likely impact the choice of entry points into the center. We also discussed how retaining the right turn at the Hill Street intersection would not reduce pedestrian crossing distance and may also be perceived as a free right turn.
Emphasize the importance of maintaining the right turn out of the center onto southbound Bay Avenue. Question that queue modeling data does not account for the reduction from two exit lanes to one. Worried about the queue potentially extending in front of the grocery store, impeding pedestrians trying to enter from the parking lot.	Traffic analysis estimates at property was modeled with one outbound lane and vehicle queues were found to be adequate within the existing drive aisle. City will investigate options that balance improving intersection safety while maintaining traffic operations and access to the property.
Concern revolves around the turning radius for trucks. Steve mentioned providing staff with additional information about the specific delivery trucks servicing the businesses.	Truck turn templates for WB-40 vehicle have been run and quick build intersection design has been modified to accommodate this truck maneuvering in/out of the property. Property owner to provide City with specific delivery vehicle operations.
Eliminating the right turn lanes does not enhance safety at the intersection. Predominant worry is patrons exiting the center rather than entering.	Studies have shown that reducing pedestrian exposure to oncoming traffic by reducing the number vehicle travel lanes and shortening the crossing distance enhances safety at the intersection. City will investigate options that balance improving intersection safety while maintaining traffic operations and access to the property
<p>Regarding long-term future modifications:</p> <ul style="list-style-type: none"> The solution lies in either a roundabout or a signalized intersection. Propose implementing a diverter near the crossroads intersection to prevent left turns onto northbound Bay Avenue from the secondary entrance. Concerns about the permanence of the quick build. 	The City will be conducting a corridor study of Bay Avenue to determine future long-term improvements. Due to funding limitations and permanence of the quick-build design, a potential roundabout would be implemented as a long-term future improvement along the Bay Avenue corridor.

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	A left turn diverter at the secondary driveway would not be feasible since left-turn access at Crossroads Loop would need to remain.
Redtree Partners LP (Nob Hill Plaza)	Received 2/6/2024
Is it possible to keep west bound right lane in place and make it a right turn only lane that ends at our main entrance?	We discussed on how eliminating the right turn at the secondary entrance would not likely impact the choice of entry points into the center. We also discussed how retaining the right turn at the Hill Street intersection would not reduce pedestrian crossing distance and may also be perceived as a free right turn.
How will lane reduction at our main entrance impact delivery trucks to Nob Hill and CVS?	Truck turn templates for WB-40 vehicle have been run and quick build intersection design has been modified to accommodate this truck maneuvering in/out of the property.
How will lane reduction impact egress from our shopping center? Will reducing to one egress lane from the center cause backup in our drive aisle?	Traffic analysis estimates at property was modeled with one outbound lane and vehicle queues were found to be adequate within the existing drive aisle.
How many people go in and out of the main entrance on a per hour basis? How many go through the secondary entrance?	Traffic counts at the secondary entrance at Crossroads was not collected. At Bay/Hill intersection the 2022 peak hour traffic at the Nob Hill driveway is: <ul style="list-style-type: none"> • AM Peak – 98 outbound, 126 inbound • Midday – 188 outbound, 138 inbound • PM Peak – 212 outbound, 183 inbound
How will the change impact traffic at our secondary entrance and traffic volume at that location?	It is anticipated that some traffic may divert from the Bay/Hill intersection and use the secondary entrance at Crossroads Loop with the proposed quick-build improvements.
Does City intend to install a median at the Bay Avenue/Crossroads Loop location to prevent left turns out of our secondary driveway?	A left turn diverter at the secondary driveway would not be feasible since left-turn access at Crossroads Loop would need to remain.
If changes to Bay Avenue/Hill Street intersection cause more issues at the area of our secondary entrance/Crossroads Loop, how will those issues be addressed by the City?	Advantage of the quick build project is that the improvements will be evaluated after construction and can be modified to address any potential issues. Driveway access to the site will be investigated.
How much of option 1 are they currently doing?	Currently flashing stop signs have been installed at the intersection
Are there options that fall between 1 (very little) and 2 (significant reduction in vehicles)?	A proposed Option 3 layout provides a mix of bike/ped improvements and maintaining existing traffic operations; however compared to the preferred Option 2 Road Diet layout, it does not provide the level of enhance safety that the City is trying to achieve.

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Has the City entertained the idea of installing lighting in the street throughout the entire length of the crosswalks?	Due to funding limitations and permanence of the quick-build design, street lighting would be implemented as a long-term future improvement along the Bay Avenue corridor
Pushing traffic to our secondary entrance is less attractive and desirable. What are the long-term impacts to our center?	<p>It is anticipated that some traffic may divert from the Bay/Hill intersection and use the secondary entrance at Crossroads Loop with the proposed quick-build improvements.</p> <p>The City will be conducting a corridor study of Bay Avenue to determine future long-term improvements. Due to funding limitations and permanence of the quick-build design, a potential roundabout would be implemented as a long-term future improvement along the Bay Avenue corridor. These future improvements would enhance access to the center.</p>
Bay Avenue Senior Housing Community	Received 1/31/2024
Visibility at night is limited. Are there plans to improve the street lighting condition at the intersection?	Due to funding limitations and permanence of the quick-build design, street lighting would be implemented as a long-term future improvement along the Bay Avenue corridor
For the painted curb extension area, prefer hardscape features (planters, boulders) or more sturdy bollards to enhance protection of pedestrians against vehicles	<p>Noted. Quick build design will investigate the feasibility of more permanent hardscape features for enhance pedestrian protection. Anticipate a reinforced bollard at the beginning of the curb extension complimented with more flexible products.</p> <p>Advantage of the quick build project is that the improvements will be evaluated after construction and can be modified to address any potential issues.</p>
What ways can pedestrians feel more protected in the extended bulb out areas if it is only striped?	Raised bollards are proposed within the painted bulb out to delineate the area and separate vehicle traffic.
Ensure hardscape features are not too high to allow sufficient sight distance and visibility of pedestrians in the crosswalk	Noted. Quick build design will confirm sufficient sight distance at the crosswalks are provided to maximize pedestrian visibility
General group preference of Option 2 – Road Diet layout to improve safety for bikes and pedestrians	Noted.

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How does the road diet option impact traffic and congestion through the intersection?	Traffic analysis anticipates that vehicle level of service delay and average vehicle queues will increase at Bay/Hill intersection with the Option 2 Road Diet concept compared to existing conditions.