

# Capitola City Council

## Agenda Report

**Meeting:** April 24, 2025

**From:** Public Works Department

**Subject:** 41st Avenue Pavement Rehabilitation and Multimodal Improvements



**Recommended Action:** Receive report and provide input on the 41st Avenue Pavement Rehabilitation and Multimodal Improvements Project.

**Background:** The 2022 Pavement Management Project Update (PMP), approved by the City Council on June 9, 2022, outlines specific streets scheduled for rehabilitation based on pavement conditions and long-term maintenance planning. Included in that five-year plan is heavy rehabilitation of the pavement on 41st Avenue from Clares Street to the northern city limit.

In October 2023, the City applied for \$2 million through the Santa Cruz County Regional Transportation Commission's (RTC) 2023 Consolidated Regional Transportation Grant Program to fund both pavement rehabilitation and multimodal safety improvements along this corridor. In December 2023, the City was awarded \$1 million from the RTC toward the project.

On September 12, 2024, the City Council approved a budget amendment to allocate \$300,000 in grant funding for design and permitting work in FY 2024–25. The City retained Kimley-Horn and Associates to prepare a Design Engineering Evaluation Report (DEER) and 95% Plans, Specifications, and Estimates (PS&E) required for Caltrans permitting.

**Discussion:** The purpose of this item is to update the City Council on the draft design for the 41st Avenue Pavement Rehabilitation and Multimodal Improvements, review project goals, and update funding status.

This project advances both the City's Pavement Management Plan and broader transportation goals to improve safe multimodal access across Capitola. 41st Avenue is one of the busiest corridors in the region, connecting neighborhoods, commercial destinations, and access points to State Route 1.

The project scope includes:

- Pavement rehabilitation from Clares Street to the northern City boundary
- Protected Class IV bike lanes with vertical separation (raised curbs and delineators)
- Audible pedestrian signals and other ADA upgrades
- New overhead signs and pavement markings to improve lane selection and wayfinding
- Installation of a physical barrier to prevent vehicles from bypassing the queue for the southbound SR-1 on-ramp

Traffic analysis identified persistent collision patterns in this segment, including 41 collisions over a 10-year period—26 of which occurred between Gross Road and the southbound on-ramp, and 7 involving bicyclists. The project will not add vehicle capacity but is expected to reduce collisions, improve traffic flow at the ramps, and significantly improve conditions for people biking and walking.

Following the City's grant award and budget allocation, Kimley-Horn began the pre-construction phase, including preparation of the DEER—a critical step in securing Caltrans' Encroachment Permit. This report includes geometric layout drawings, design exception documentation (if needed), environmental documentation, traffic analysis, and stormwater information.

Because nearly all work is located within Caltrans right-of-way, the City must adhere to State design criteria and permitting protocols. This limits flexibility for local design preferences but ensures the project is coordinated with the regional transportation network and built to standardized safety specifications.

Staff is preparing to submit the permit application to Caltrans and anticipates DEER approval and permit issuance in 2025. Once the permit is approved, the consultant will finalize construction-ready PS&E documents. Design and permitting are expected to be completed in FY 2024–25, making the project eligible for construction in FY 2025–26. The permitting process with Caltrans typically spans 12 to 15 months due to required coordination and documentation standards. City staff is managing the schedule to keep the project aligned with grant timelines and capital planning.

The project will be presented to the RTC's Bicycle Advisory Committee and the Elderly & Disabled Transportation Advisory Committee to share design details, schedule, and the expected impacts of construction. These meetings are for informational purposes, as the project's design must comply with Caltrans standards and cannot be meaningfully modified.

Additional outreach will occur ahead of construction, including direct notifications to adjacent property owners and broader public communications to ensure the community is aware of the timeline and benefits.

Fiscal Impact: Project construction is currently estimated to cost between \$2.2 and \$2.5 million. The City has been awarded \$1 million through the RTC's Consolidated Regional Transportation Grant Program. Of this, \$300,000 has been allocated in FY 2024–25 to support design, permitting, and Caltrans coordination. The remaining \$700,000 in grant funding, combined with future allocations of dedicated roadway funds anticipated in FY 2025–26, is expected to cover construction costs.

Updated cost estimates will be developed through the DEER and preparation of PS&E. As part of the FY 2025–26 Budget, Staff will present options to fund the remaining project costs.

Attachments:

1. Draft Project Design

Report Prepared By: Jessica Kahn, Public Works Director

Reviewed By: Julia Gautho, City Clerk

Approved By: Jamie Goldstein, City Manager