

# Capitola City Council

## Agenda Report



**Meeting:** September 25, 2025

**From:** Public Works Department

**Subject:** Bay Avenue and Hill Street Traffic Safety Update

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Recommended Action: Receive an update on the Bay Avenue and Hill Street intersection and provide direction regarding next steps.

Background: At the February 13, 2025, Council meeting, staff presented information on the performance of the Bay Avenue and Hill Street intersection following completion of the quick-build safety project in summer 2024. At that meeting, Council directed staff not to make additional changes at the intersection while conditions were monitored.

The Quick-Build Project was originally developed in response to long-standing concerns at the Bay/Hill intersection, which had been studied by Kimley-Horn and discussed by the City Council on multiple occasions prior to implementation. The project introduced lane reductions, high-visibility striping, and illuminated signage to improve pedestrian and bicycle safety.

Since February, traffic congestion has continued to occur at the intersection. These delays are further compounded by regional construction projects and roadway closures in the County that affect travel patterns.

Discussion: Staff has prepared options for Council consideration:

1. **No changes.** The intersection remains in its current configuration until the Bay Avenue Corridor project is developed and constructed.
2. **Restore prior configuration only.** Restore the intersection to its prior lane configuration while retaining and enhancing safety features. Under this approach, pedestrian crossing distances would be longer and there would be more turning movements, but high-visibility pedestrian striping and illuminated signage would remain in place.
3. **Restoration and New Crossing at Center Street.** This option would restore the prior lane configuration while adding a new enhanced pedestrian crossing at Center Street. The crossing would consist of a raised crosswalk with rectangular rapid flashing beacons (RRFBs) and a refuge median on the north side of the intersection. The design would remove the free right turn onto Center Street, while preserving left turns in and out of the intersection. Bulb-outs would be constructed to reduce pedestrian crossing distances, and striping would be updated to reflect the new configuration. Staff is also evaluating the option of enhanced lighting at this location, though additional costs are to be determined.

Options 2/3 would be intended to be short-term projects that addresses congestion at the intersection while maintaining a portion of the pedestrian and bicycle safety improvements. They are not intended as a substitute for the comprehensive Bay Avenue Corridor project.

As part of that larger corridor project, staff has begun outreach with property owners. Discussions confirm that property owners share concerns with the current intersection configuration, and that there is overall support for moving forward with the development of long-term corridor improvements, which staff will bring back to Council for consideration at a future date.

Fiscal Impact: Costs for the proposed options vary:

- Option 1 (no changes): No cost
- Option 2 (restore prior configuration): Approximately \$50,000–\$70,000

- Option 3 (alternate plan): Approximately \$150,000-\$200,000

Staff proposes to fund modifications by reducing the scope of the upcoming 41st Avenue Pavement Project to work only within the Caltrans right-of-way, which extends from Gross Road north to the City limits. When that project returns to Council for approval, staff will provide additional detail on the revised scope and available funding.

Attachments:

1. Restoration of Intersection Configuration and New Crossing at Center Street
2. Public Comment Received Before Publication of Agenda Packet

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