



City of Capitola

LOCAL ROADWAY

SAFETY PLAN



Kimley»Horn

Expect More. Experience Better.



DRAFT REPORT**CITY OF CAPITOLA
LOCAL ROADWAY SAFETY PLAN (LRSP)*****Prepared for:*****City of Capitola**

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TABLE OF CONTENTS

- 1. INTRODUCTION 10**
 - 1.1. Document Organization 10
- 2. VISION, GOAL, AND OBJECTIVES..... 12**
- 3. PROCESS 14**
 - 3.1. Guiding Manuals..... 14
 - 3.1.1. Local Roadway Safety: A Manual for California’s Local Road Owners 14
 - 3.1.2. Highway Safety Manual 15
 - 3.2. Analysis Techniques 16
 - 3.2.1. Crash and Network Screening Analysis 16
 - 3.2.2. Critical Crash Rate (CCR) Analysis 17
 - 3.2.3. Probability of Specific Crash Types Exceeding Threshold Proportion 17
 - 3.2.4. Equivalent Property Damage Only (EPDO) 17
- 4. COMMUNITY ENGAGEMENT 18**
 - 4.1. In-Person Community Event..... 18
 - 4.2. Online Community Outreach..... 23
 - 4.2.1. Interactive Map 23
 - 4.2.2. Safety Survey 25
- 5. REVIEW OF PLANNING DOCUMENTS 27**
- 6. DATA SOURCES 29**
 - 6.1. Roadway Network..... 29
 - 6.2. Intersections 29
 - 6.3. Crashes..... 29
- 7. SAFETY TRENDS 30**
 - 7.1. Capitola KSI Crashes Compared to Statewide KSI Crashes 30
 - 7.2. California OTS Rankings for Capitola 30
 - 7.3. Severity Level..... 31
 - 7.4. Annual Crashes 35
 - 7.5. Crash Causes 36
 - 7.6. Crash Types..... 37
 - 7.7. Impaired Driving Crashes 38
 - 7.8. Non-Motorized Crashes 40
 - 7.8.1. Bicycle Crashes 40
 - 7.8.2. Pedestrian Crashes 40
- 8. DEMOGRAPHIC AND SOCIOECONOMIC ASSESSMENT 44**
- 9. RECOMMENDATIONS 49**
 - 9.1. Engineering Countermeasures 49
 - 9.1.1. Crash Modification Factors..... 49
 - 9.1.2. Engineering Countermeasures Toolbox..... 49
 - 9.1.3. Case-Study Locations 55



- 9.2. Non-Infrastructure Countermeasures58
- 10. EVALUATION AND IMPLEMENTATION60
 - 10.1. Evaluation60
 - 10.2. Implementation.....60
 - 10.2.1. Near- and Mid-Term Focus Areas60
 - 10.3. Funding.....61
 - 10.3.1. Highway Safety Improvement Program (HSIP).....61
 - 10.3.2. Safe Streets and Roads for All (SS4A)61
 - 10.3.3. Caltrans Active Transportation Program (ATP).....61
 - 10.3.4. State Transportation Improvement Program (STIP).....62
 - 10.3.5. California SB 1.....62
 - 10.3.6. California OTS Grants62
 - 10.3.7. ABAG Regional Funding Programs63
- 11. NEXT STEPS64



LIST OF APPENDICES

- Appendix A** Intersection Network Screening Results
- Appendix B** Segment Network Screening Results
- Appendix C** Public Comments
- Appendix D** Summary of Programs, Policies, and Practices for the City of Capitola

LIST OF FIGURES

Figure 1 — Interactive Engagement Poster for Pop-Up Event 18

Figure 2 — Intersection and Segment Crash Map (2019 – 2023)..... 19

Figure 3 — Flyer for City of Capitola LRSP.....20

Figure 4 — Bilingual Palm Card Developed for Distribution (Front & Back)21

Figure 5 — Comment Card for City of Capitola LRSP.....21

Figure 6 — Interactive Engagement Poster – Summary of Input Received.....22

Figure 7 — Online Interactive Map Platform with Comments.....23

Figure 8 — Summary of Safety Concerns from Capitola’s Online Survey Platform.....24

Figure 9 — Summary of Safety Concerns – County of Santa Cruz and Capitola Online Survey Platforms.....25

Figure 10 — Summary of Challenge Areas in the City of Capitola.....26

Figure 11 — Crashes by Severity (2019 - 2023).....32

Figure 12 — Citywide Crashes (2019-2023)34

Figure 13 — Annual Crashes (2019-2023).....35

Figure 14 — Annual KSI Crashes (2019-2023)35

Figure 15 — Total Crashes by Cause (2019-2023)36

Figure 16 — KSI Crashes by Cause (2019-2023).....36

Figure 17 — Crashes by Type (2019-2023)37

Figure 18 — KSI Crashes by Type (2019-2023)38

Figure 19 — Impaired Driving Crashes.....39

Figure 20 — Bicycle and Pedestrian Crashes.....40

Figure 21 — Non-Motorized Crash Map.....42



Figure 22 — Intersection and Roadway Segment Injury Crashes.....43

Figure 23 — Household Income of road users along 41st Ave.....44

Figure 24 — Household income for road users along Stockton Ave45

Figure 25 — Low Income Network Link Volumes Originating in Capitola47

Figure 26 — Low Income Pedestrian and Cyclist Network Link Volumes Originating in Capitola48

Figure 27 — CMF Calculation49

LIST OF TABLES

Table 1 — Capitola KSI Crashes Compared to Statewide KSI Crashes30

Table 2 - Capitola OTS Ranking (2023).....31

Table 3 — KSI Crashes by Facility Type.....32

Table 4 — Crashes by Severity (2019 – 2023)33

Table 5 — Capitola Engineering Countermeasures Toolbox.....51

Table 6 — Case-Study Locations55

Table 7 — Countermeasures for Selected Case Study Locations57

Table 8 — Capitola Non-Infrastructure Countermeasures Toolbox.....59



LIST OF ACRONYMS AND TERMINOLOGY

AASHTO	American Association of State Highway and Transportation Officials
ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
ARIDE	Advance Roadside Impaired Enforcement
CA MUTCD	California Manual on Uniform Traffic Control Devices
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CEJST	Climate and Economic Justice Screening Tool
CMAQ	Congestion Mitigation and Air Quality
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
CTC	California Transportation Commission
DAC	Disadvantaged Communities
DEV	Daily Entering Volume
DRE	Drug Recognition Expert
EO	Executive Order
EPDO	Equivalent Property Damage Only
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HFST	High Friction Surface Treatment
HSM	Highway Safety Manual
IIP	Interregional Improvement Program
ITIP	Interregional Transportation Improvement Program
KSI	Fatal and Severe Injury Crashes
LRSP	Local Roadway Safety Plan
LRSM	Local Roadway Safety Manual



MEV	Million Entering Vehicles
NEV	Neighborhood Electric Vehicle
NHTSA	National Highway Traffic Safety Administration
PD	Police Department
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
RIP	Regional Improvement Program
RSTP	Rural Surface Transportation Program
RTIP	Regional Transportation Improvement Program
R/W	Right-of-Way
SARC	School Accountability Report Card
SB	Senate Bill
SHSP	Strategic Highway Safety Plan
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STIP	State Transportation Improvement Program
SWITRS	Statewide Integrated Traffic Records System
TCAS	Traffic Collision Analysis System (Draft)
TDM	Transportation Demand Model
TIMS	Transportation Injury Mapping System
US ACS	United States Census American Community Survey
VMT	Vehicle Miles Traveled



1. INTRODUCTION

This Local Roadway Safety Plan (LRSP) identifies factors associated with the most prevalent vehicle crashes occurring in the City of Capitola and proposes matching countermeasures to reduce or eliminate those crashes. This report identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include the type of crash, certain locations, and notable relationships between current efforts and crash history. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, and city-wide trends and patterns. The analysis of crash history throughout the City's transportation network allows for the following opportunities:

- Identify factors in the transportation network that inhibit safety for roadway users of all modes of travel.
- Improve safety at high-crash locations and locations which experience a disproportionately high number of fatal and severe injury crashes.
- Develop safety measures aligning with the California Strategic Highway Safety Plan (SHSP) Five Es of safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies, to encourage safer driver behavior and more favorable severity outcomes.

The process and analysis performed for the City's LRSP includes a summary of vision and goals, crash history analysis, the establishment of emphasis areas, a demographic and socioeconomic assessment, a countermeasure toolbox, and a set of policy recommendations. The information compiled will provide a foundation for decision making and prioritization of safety countermeasures and projects that enhance safety equitably for all modes of travel within the City. The expanded implementation section will provide guidance to the City on applying for grant funding from various safety programs.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships
- Provide support for grant funding opportunities
- Aid in the prioritization of investments in traffic safety

1.1. Document Organization

The LRSP is organized into the following sections:

- **Section 1** presents an introduction to the LRSP.
- **Section 2** presents the vision, goal, and objectives for the LRSP.
- **Section 3** presents the LRSP development process including guidance documents and analysis techniques.
- **Section 4** presents the community engagement.
- **Section 5** reviews City planning documents and policies.
- **Section 6** contains the LRSP data sources.
- **Section 7** provides a summary of safety trends.
- **Section 8** presents demographic and socioeconomic assessment.



- **Section 9** includes recommended engineering and non-infrastructure countermeasures for case-study locations.
- **Section 10** summarizes the evaluation and implementation of the safety countermeasures.
- **Section 11** identifies next steps.
- **Appendices**



2. VISION, GOAL, AND OBJECTIVES

The Capitola LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers and passengers, bicyclists, and pedestrians), the interaction of modes, influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. This effort utilizes historical data to identify trends and develop a toolbox of countermeasures applicable to conditions in the City that can be used for proactive identification and implementation of opportunities, without relying solely on a reaction and response to crashes as they occur.

The Federal Highway Administration (FHWA) maintains a list of Proven Safety Countermeasures. The list currently has 20 Proven Safety Countermeasures, and LRSPs are included on the list of 20 Proven Safety Countermeasures. Implementation of LRSPs has improved safety in local jurisdictions across the country by providing a guide for local jurisdictions to systematically address the conditions that lead to fatal and severe-injury crashes. They provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. Vision zero plans include a similar safety analysis as LRSPs, but also include a vision zero resolution and goal, establishing a collaborative working group to monitor safety performance and progress.

Following discussions with Capitola staff and a review of existing plans and policies for the area, the following Vision, Goals, and Objectives have been established for this project.



Vision - Support the California vision of moving towards significantly reducing fatalities and severe injuries for all road users.	
Goal	Objectives
<p>Goal 1: Identify areas with a high risk for crashes.</p>	<ul style="list-style-type: none"> • Evaluate the City’s roadway network for crash activity. • Identify intersections and segments in need of mitigation. • Identify areas of interest with respect to safety concerns for pedestrians and bicycles.
<p>Goal 2: Illustrate the value of a comprehensive safety program and the systematic process.</p>	<ul style="list-style-type: none"> • Demonstrate the systematic process, ability to identify locations with higher risk for crashes based on present characteristics closely associated with severe crashes. • Demonstrate, through the systematic process, the gaps and data collection activities that can be improved upon.
<p>Goal 3: Define safety improvements for the near-, mid- and long-term, including projects for HSIP, SS4A and other programs with funding consideration.</p>	<ul style="list-style-type: none"> • Create the outline for a prioritization process that can be used in forth-coming funding cycles. • Demonstrate the correlation between the proposed safety countermeasures with the Vision Zero Initiative and the California State Highway Safety Plan (SHSP).
<p>Goal 4: Identify emphasis areas to prioritize countermeasure application.</p>	<ul style="list-style-type: none"> • Use systematic crash analysis to identify emphasis areas. • Prioritize emphasis areas for countermeasure development. • Align emphasis areas with City goals & objectives. • Align emphasis areas with current City areas of concern.
<p>Goal 5: Proposed List of Conceptual Priority Projects for Implementation of Countermeasures.</p>	<ul style="list-style-type: none"> • Identify conceptual priority projects for implementation. • Identify similar areas where countermeasures can be implemented. • Prioritize these countermeasures for implementation based on cost, effort, and timeline.



3. PROCESS

The primary goal for the City of Capitola and their safety partners is to provide safe, sustainable, and efficient mobility choices for their residents and visitors. Through the development and implementation of this LRSP, the City will continue its collaboration with safety partners to identify and discuss safety issues within the community.

Guidance on the LRSP process is provided at both the national (FHWA) and state (Caltrans) level, and both agencies have developed a general framework of data and recommendations for an LRSP.

The FHWA encourages:

- The establishment of a working group (Stakeholders) to participate in developing a LRSP
- The review of crash, traffic, and roadway data to identify areas of concern
- The establishment of goals, priorities, and countermeasures to recommend improvements at spot locations, systemically, and comprehensively

Caltrans guidance follows a similar outline with the following steps:

1. Establish leadership
2. Analyze the safety data
3. Determine emphasis areas
4. Identify strategies
5. Prioritize and incorporate strategies
6. Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the vision, goals, and objectives for the LRSP; existing safety efforts; crash analyses; emphasis areas; the City's existing countermeasure toolbox; and potential countermeasures for select priority locations. The development of the LRSP recommendations considers the Five Es of traffic safety defined by the California SHSP: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies throughout its process.

3.1. Guiding Manuals

The following section describes the analysis process undertaken to evaluate safety within the City at a systemic level. Using a network screening process, locations within the City that will most likely benefit from safety enhancements were identified. Using historic crash data, crash risk factors for the entire network are derived. The outcomes will inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes as well as active transportation users.

This process uses the latest national and state best practices for statistical roadway analysis described in the following sections.

3.1.1. Local Roadway Safety: A Manual for California's Local Road Owners

The purpose of Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.7, April 2024) (LRSM) is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while positioning themselves to be eligible for competitive federal, state, and local grant programs for project implementation funding opportunities. A proactive approach is



defined as analyzing the safety of the entire roadway network through either a one-time, network wide analysis, or by routine analyses of the roadway network.

According to the LRSM, “The California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California’s federal safety funding intended for local safety improvements.”

To provide the most benefit and to be competitive for grant funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from the implementation of cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The LRSM suggests using a mixture of quantitative and qualitative measures to identify and rank locations that consider both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before-and-after research that quantifies the expected rate of crash reduction that can be expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

3.1.2. Highway Safety Manual

The American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations. This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, and D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the network screening process. The network screening process is a tool for an agency to analyze their entire network as well as identify and rank locations that (based on the implementation of a countermeasure) are most to realize a reduction in the frequency of crashes.

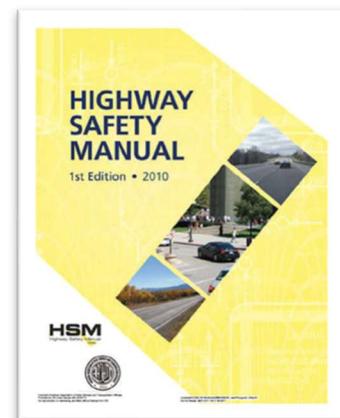
The HSM identifies five steps in this process:

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening process. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e. segments, intersections, or geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.



4. **Select Screening Method:** There are three screening methods described in this chapter: ranking, sliding window, and peak searching. Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories.



3.2. Analysis Techniques

3.2.1. Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

- Number of Crashes
- Critical Crash Rate (HSM Ch. 4)
- Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
- Equivalent Property Damage Only (HSM Ch. 4)

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this LRSP, intersections were grouped by their control type (signalized and unsignalized) and segments by their roadway category (arterial, collector, minor collector, and local). Individual crash rates were calculated for each sub-population. The sub-population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are occurring.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period and then identifies areas that had more of a given type of crash than would be expected for that type of location. The crash type factors were:

- **Crash severity** - fatal, severe injury, other visible injury, complaint of pain, and property damage only (PDO)
- **Crash type** - broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, and other
- **Environmental factors** – lighting and wet roads
- **Driver behavior** - impaired, aggressive, and distracted driving

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, crash severity, crash patterns, location type, and area within the City to provide the greatest variety of locations covering the widest range of safety opportunities for countermeasure toolbox development. The intent is to populate the safety countermeasure toolbox with mitigation measures that will be applicable to most of the crash activity in the City.



3.2.2. Critical Crash Rate (CCR) Analysis

Reviewing the number of crashes at a location is a good way to understand the cost to society incurred at the local level, but does not provide a complete indication of the level of risk for those who use that intersection or roadway segment on a daily basis. The HSM describes the CCR method, which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The CCR analysis compares the observed crash rate to the expected crash rate at a particular location based on facility type and traffic volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted Citywide crash rate for each facility type, a critical crash rate threshold is established at the 95-percent confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities. A CCR value of greater than zero reflects a location that has a higher crash rate than facilities with similar volumes, while a negative CCR value signifies a below-average crash rate. It should be noted that the CCR does not reflect the severity of the crashes occurring at the location, but rather the number of crashes for the given volume.

3.2.3. Probability of Specific Crash Types Exceeding Threshold Proportion

When analyzing crash data systematically, it is important to identify areas where certain types of crashes are occurring with greater frequency. The HSM describes a method of identifying locations where probability of a specific crash type exceeds the threshold population. This method prioritizes locations based on the probability that the true proportion (long-term predicted proportion) of a type of crash or injury level will exceed the threshold proportion. The threshold proportion is based on the proportion of a specific crash type/severity to all crashes within the dataset (HSM, Chapter 4). This analysis identifies locations where certain crash types are over-represented to be isolated for further analysis.

3.2.4. Equivalent Property Damage Only (EPDO)

The EPDO method is described in the Highway Safety Manual. This method assigns weighting factors to crashes based on injury level to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location based on the latest Caltrans injury costs. This value is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This value allows all locations to be compared based on injury crash costs. (HSM, Chapter 4).

The results of the network screening analysis for both intersections and roadway segments are presented in **Appendix A** and **Appendix B**, respectively.



4. COMMUNITY ENGAGEMENT

The City of Capitola’s LRSP public engagement plan included strategies and activities to reach a broad cross-section of the community throughout the City. The plan included one round of public outreach as well as extensive stakeholder engagement with agency partners and interested parties.

Stakeholder engagement and outreach efforts for the LRSP occurred between September 2025 and January 2026 and consisted of the following components:

1. In-person pop-up meeting
2. Online Community Outreach
 - Interactive Map hosted on Social Pinpoint
 - Safety Survey

4.1. In-Person Community Event

In person public engagement took place on October 28, 2025, at New Brighton Middle School. In this meeting, the City’s LRSP project was introduced to the public. An interactive poster board identifying the safety concerns throughout the City was stationed, and participants were asked to identify the top three safety challenges faced by them by placing dots. Along with interactive poster board, a poster board showing intersection and roadway segment crashes within the last five years (2019 – 2023) was also stationed. Additionally, Postcards featuring a QR code to the City of Capitola LRSP survey and interactive map were developed and handed out at this meeting. All collateral was disseminated in both English and Spanish, including flyers, interactive boards, and palm cards (pictures shown below).

Figure 1 — Interactive Engagement Poster for Pop-Up Event



Figure 2 — Intersection and Segment Crash Map (2019 – 2023)



Figure 3 — Flyer for City of Capitola LRSP



City of Capitola
Local Roadway Safety Plan

What is a **Local Roadway Safety Plan (LRSP)?**

¿Qué es un **Plan Local de Seguridad Vial (PLSV)?**

A **Local Roadway Safety Plan** is a data-driven safety plan that coordinates the efforts of a wide range of organizations to reduce traffic fatalities and serious injuries on all public roads. Based on this analysis, the Local Roadway Safety Plan creates a framework to recommend and prioritize safety improvements on a citywide level for future planning and development efforts towards a safer community for pedestrians, bicyclists, and motorists.

Un **Plan Local de Seguridad Vial** es un plan de seguridad basado en datos que coordina los esfuerzos de varrios organizaciones para reducir las fatalidades de tráfico y las heridas graves en todas las carreteras públicas. Sobre la base de este análisis, el Plan Local de Seguridad Vial crea un plan para recomendar y dar prioridad a las mejoras de seguridad en toda la ciudad. para los esfuerzos futuros de planificación y desarrollo hace una comunidad más segura para peatones, ciclistas y conductores.



Potential Vehicle Safety Improvements

Posibles Mejoramientos en la Seguridad de los Vehículos



Retroreflective Backplate
Traffic Signal
Señal de Tráfico con Bordo Reflectivo



Mini Roundabout
Pequeña Rotonda



Protected Left Turn Phase
Señal de Giro a la Izquierda Protegida



Speed Feedback Sign
Medidor de Velocidad



Raised Median and Narrow Lanes
Mediana Elevada y Carriles Angostos



Potential Bicyclist Safety Improvements

Posibles Mejoramientos en la Seguridad de los Ciclistas



Painted Bike Lanes
Carriles de Bicicleta Pintados



Lane Delineators /
Flexible Bollards
Delimitadores de Carril



Bicycle Detection
at Traffic Signal
*Detección de Bicicleta en
Señales de Tráfico*



Bicycle Signal
Señal de Bicicleta



Continuous Bike Lanes
Ciclovías Continuas



Potential Pedestrian Safety Improvements

Posibles Mejoramientos en la Seguridad de los Peatones



Street Lighting
Luces Públicas



High Visibility Crosswalk
Paseo de Peatones de Alta Visibilidad



Rectangular Rapid Flashing
Beacon (RRFB)
Señalización de Destello Rápido



Leading Pedestrian Interval
with Countdown
*Intervalo de Peaton Dirigente
con Cuenta Regresiva*



Audible Push Buttons
Botón de Presión Audible



Pedestrian Hybrid Beacon
Señal de Cruce Peatonal Híbrida



Midblock Crosswalk
Paseo de Peatones del Medio Cuadro



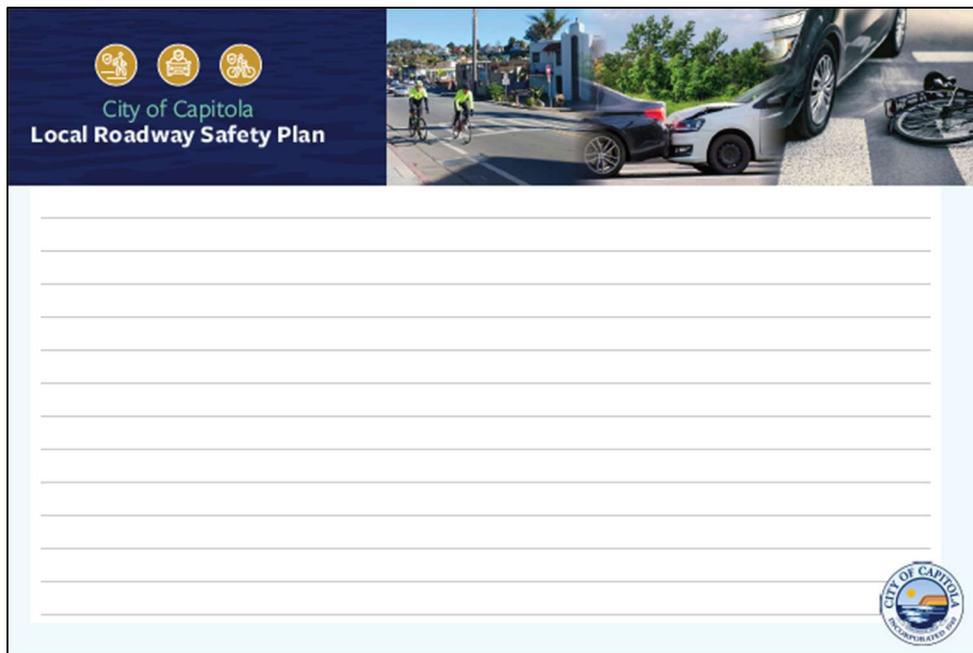


Figure 4: Bilingual Palm Card Developed for Distribution (Front & Back)



Additionally, comment cards were distributed at this pop-up meeting for participants to write down additional safety concerns they might have within the City, shown in **Figure 5**.

Figure 5: Comment Card for City of Capitola LRSP



Key safety challenges identified by the public at this in-person public engagement on October 28, 2025, at New Brighton Middle School included unsafe or improper use of e-bike/e-scooters, speeding, and drivers failing to yield to pedestrians and cyclists. The safety challenges identified during this in person event are summarized in **Figure 6** below.

Figure 6 — Interactive Engagement Poster – Summary of Input Received



Pictures from the in-person community event are shown below:



4.2. Online Community Outreach

4.2.1. Interactive Map

Social Pinpoint, which is an online map survey tool that utilizes the same survey logic and dynamic answer format available on standard survey platforms, combined with interactive mapping and location-specific data collection capabilities, was used to collect safety concerns of the public.

A pre-populated menu (shown below) was provided to narrow down the known safety concerns. Using this online tool, survey respondents were able to drop “pins” on the City map and select from the list of pre-populated safety concerns menu or select others and provide text associated with their concern. Additionally, the survey respondents also could provide an up-vote or a down-vote on an existing comment. The pre-populated concerns were as follows:

- Pedestrian Safety
- Bicycle Safety
- Vehicle Safety
- Transit Safety
- Others

The online engagement survey resulted in a total of 215 contributions. The online interactive social map had 163 contributors and site-specific comments recorded, and the survey form received 52 contributions. A total of one (1) in-person survey was also completed. The online survey platform in addition to the in-person interactive poster board. Comments and surveys received during online engagement can be found in **Appendix C**. A link to the Social Pinpoint online map tool and survey was also provided on City’s LRSP homepage to facilitate more public input (<https://www.cityofcapitola.org/publicworks/page/capitola-local-roadway-safety-plan>).

Figure 7 — Online Interactive Map Platform with Comments

Welcome!

The City of Capitola is developing a **Local Roadway Safety Plan (LRSP)**. This plan will help identify the main causes of crashes and guide future safety improvements. It will also improve the City's ability to secure state and federal traffic safety funding.

The LRSP has the following goals:

- Help the community understand roadway safety issues
- Reduce the number of fatal and severe-injury crashes
- Work together with community members and partner agencies
- Improve the City's ability to secure safety funding
- Direct funding to the areas with the highest safety needs

The survey has two parts. Please complete both sections:

- **Safety Map:** Use the *Add Marker* button to place icons on the interactive map and leave comments about the safety challenges you experience in Capitola.
- **Safety Survey:** Complete a short survey, which takes about 5 minutes.

For more information about this effort, please visit [Capitola Local Roadway Safety Plan \(LRSP\) | City of Capitola California](#) or contact the project team at capitoladpw@ci.capitola.ca.us.

Safety Map

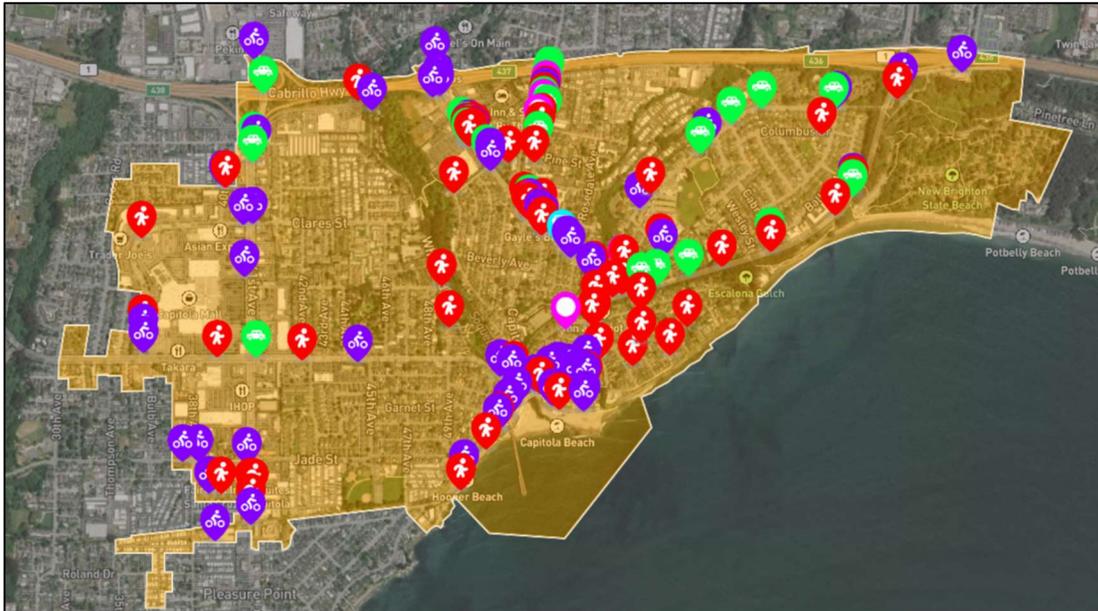
Your responses are confidential. Comments on the Safety Map are public, so please don't include personal information such as your name, address, email, or phone number.

Directions: Click "Add Marker," drag it to the highlighted map area, and place it at the point of concern. You can add as many pins as you like. Examples: unsafe crosswalk, speeding near school, or missing sidewalk.

Closed
</> Embed

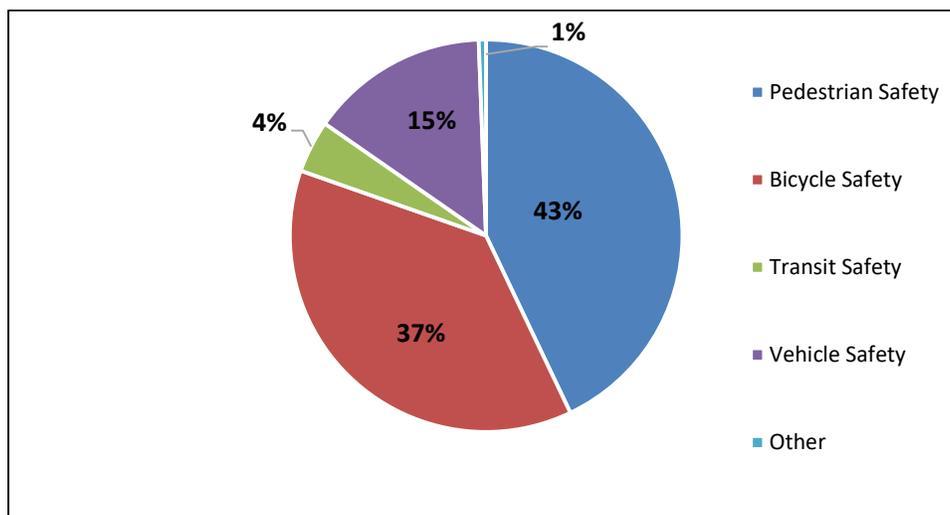
161 contributions





Pedestrian safety was identified as the top safety concern area by the survey respondents, followed by bicycle safety, and vehicle safety. Summary of the safety concern feedback received from the Interactive Map is shown in **Figure 8**.

Figure 8 — Summary of Safety Concerns from Capitola’s Online Survey Platform

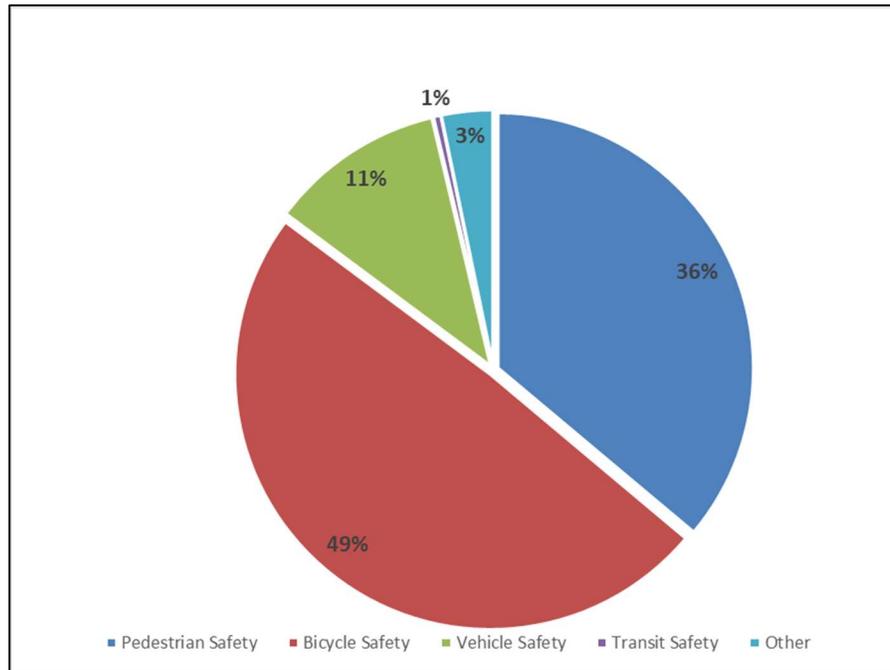


As part of Santa Cruz County Safety Action Plan (SCCSAP), a similar exercise was conducted using online survey platform to gather public input on safety concerns. The SCCSAP was a joint effort with Santa Cruz County and the Cities of Watsonville and Scotts Valley. Although City of Capitola was not part of the SCCSAP, the plan received 53 posts identifying safety concerns in the City of Capitola. These posts were added to the posts received on the City’s online survey platform and are summarized in **Figure 9** and these posts related to the City of Capitola can be found in **Appendix C**.



With the addition of safety concerns from the SCCSAP, a higher percentage was observed for bicycle safety, followed by pedestrian safety and vehicle safety as the top three safety concerns.

Figure 9 — Summary of Safety Concerns – County of Santa Cruz and Capitola Online Survey Platforms



4.2.2. Safety Survey

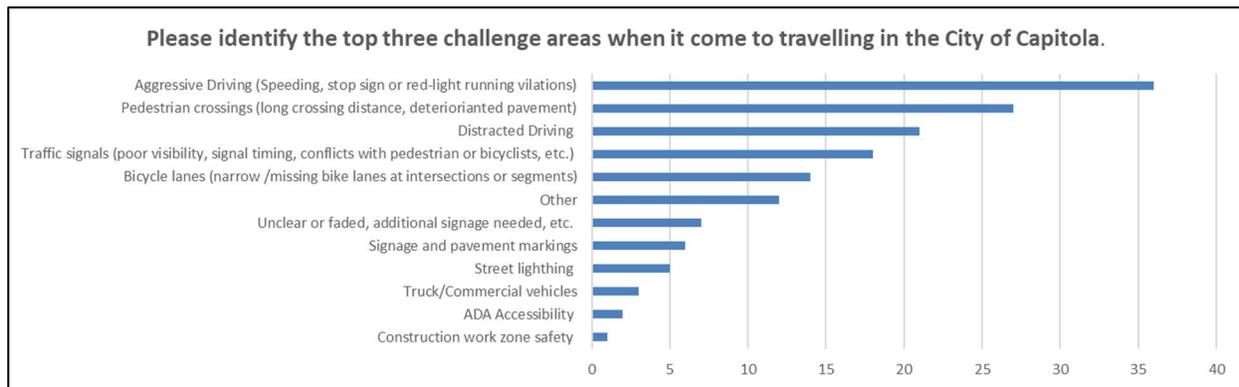
As part of the online community engagement, an online survey was also conducted to identify the top three safety challenges the residents and visitors face within the City of Capitola. Demographic data was also collected from this survey. The online survey was made public similar to the interactive map from mid-September to January 19, 2026, and promoted on City of Capitola website ([Capitola Local Roadway Safety Plan | City of Capitola California](#)). A total of 52 survey responses were received for this online survey. Most respondents noted that they mainly drive solo as their primary mode of travel, with a large handful of participants noting that they mainly bike and walk. Survey participants expressed that they feel the safest as a driver when traveling through City of Capitola. The top three safety challenges expressed by survey users were:

- 1) Aggressive driving (speeding Stop sign or red-light running violations)
- 2) Pedestrian crossing (long crossing distance, deteriorated pavement), and
- 3) Distracted driving.

These top three safety challenges were followed by traffic signals, and bicycle lanes. Summary of safety challenges are shown in **Figure 10**.



Figure 10 — Summary of Challenge Areas in the City of Capitola



A complete list of all survey questions and all comments received can be found in **Appendix C**.

Some of the key comments from the online map survey tool (i.e., Social PinPoint) are summarized below:

Pedestrian Safety Concerns

1. “Mid-block crossing is not well lit, difficult to see pedestrians at night.” [41st Avenue and Reposa Avenue]

Bicycle Safety Concerns

2. “Kids on bikes don’t have a dedicated bike lane or safe route to school.” [Monterey Avenue]

Vehicle Safety Concerns

3. “Vehicles Are Going Like 35 - 40 MPH!! SLOW DOWN!!!” [Monterey Avenue]



5. REVIEW OF PLANNING DOCUMENTS

Existing plans, policies, and projects that were recently completed, planned, or are on-going within the City were compiled at the start of the LRSP process in order to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP. The following plans and documents were reviewed:

City Plans and Policies

- Capitola General Plan (2019)
 - Provides the long-term vision and policy framework for the City
 - Establishes goals and policies to guide growth and community development
 - Includes a Mobility Element that addresses multimodal transportation
 - Supports safe and efficient access for pedestrians, bicyclists, vehicles, transit, and emergency services
- Bicycle Transportation Plan (2011)
 - Identifies priority bicycle improvement projects
 - Establishes a network of bikeways, including commuter and recreational routes
 - Supports increased bicycle use for commuting, recreation, and tourism
- Municipal Code (relevant sections)
 - Establishes regulations related to transportation, safety, and land use
 - Supports implementation of transportation and safety policies

Programs and Initiatives

- Street Smarts Education Campaign
 - Countywide traffic safety program implemented in coordination with Capitola
 - Uses media campaigns and outreach to promote safe driving, walking, and biking
- Community Traffic Safety Coalition
 - Regional partnership supporting Vision Zero efforts
 - Provides crash data analysis and safety education resources used by the City

Recent Projects and Studies

- Engineering and Traffic Study (2020)
 - Evaluated and established speed limits citywide
 - Supports safe and enforceable speed limits
 - Considers pedestrian and bicycle safety
- Park Avenue and Clares Street Traffic Calming Projects
 - Evaluates traffic calming measures to reduce speeds
 - Improves safety and accessibility for pedestrians and bicyclists
 - Focuses on key corridors with community input



The City of Capitola seeks to improve roadway safety by implementing the **Safe System Approach**. The Safe System Approach, as defined in the Caltrans SHSP, is built upon the following principles¹:



Source: *What Is a Safe System Approach?* USDOT 2025.

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

While engineering countermeasures are a critical part of preventing fatal and severe injury crashes, the City also recognizes that policy plays a key role in safety as well. The city performed a literature review of relevant policies and programs to identify other means by which the Safe System Approach and road safety could be further established. **Appendix D** presents a summary of local programs, policies, and practices as well as considerations of how they can be improved or enhanced to further support and prioritize road safety.

¹ 2020-2024 SHSP – Jan 2023 (PDF), Caltrans. January 2023. dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/2023-shsp-full-report-2020-2024-a11y.pdf



6. DATA SOURCES

The following data was obtained from the City for use in crash data analysis.

6.1. Roadway Network

The crash analysis, which is described in detail in **Section 3**, requires each corridor within the City to be classified. The City's roadway network was obtained from Caltrans GIS database and roadway classification for roads were categorized using the data provided by City of Capitola. The roadway network classification was assigned to each corridor roadway segment as either a major arterial, minor arterial, collector, or local road. This was done in order to compare the functional design and capacity to better stratify analysis results, only comparing roadway segment safety performance with similar peer roadways (i.e., only arterials are compared to arterials, etc.) within the City.

6.2. Intersections

The crash analysis also requires each intersection within the City to be classified by control type. Intersections throughout the City were classified by control type as either signalized or unsignalized (including roundabouts). The safety analysis also only compares intersection safety performance with similar control types (i.e., signalized intersections are only compared to signalized intersections, etc.) within the City.

6.3. Crashes

Injury collision data for the most recent five-year period (January 1, 2019 through December 31, 2023) was used for the collision analysis. Using data from the past five-year period is sufficient to identify potential trends in crashes by location and types, while not being so long as to have data that would include long-term technology and cultural changes. The collision data was obtained from UC Berkeley's SafeTrek Transportation Injury Mapping System (TIMS). Collision records were allocated to intersection and the roadway network segments.

Knowing the impacts of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. The TIMS dataset used for this analysis categorizes crashes in the following categories:

- 1 – Fatality
- 2 – Severe injury
- 3 – Other Visible Injury
- 4 – Complaint of Pain

Property damage only or “fender bender” crashes that did not result in any forms of injury are not included in this dataset. This LRSP includes crashes which occurred on the City's roadway network (including intersections which border City limits). However, crashes along Highway 1 were not included as these belong to Caltrans right-of-way and are outside the jurisdiction of the City of Capitola.



7. SAFETY TRENDS

The following sections contain the results of the analysis process which included evaluation of Capitola fatal and severe injury (KSI) crashes compared to statewide levels, among other evaluations including crashes by severity level, cause, pedestrian, and bicycle crashes.

7.1. Capitola KSI Crashes Compared to Statewide KSI Crashes

The California Strategic Highway Safety Plan (SHSP) focuses on 16 challenge areas identified through analysis of California KSI crash data and input from traffic safety partners around the state. Crashes in Capitola were associated with 13 of the 16 challenge areas. **Table 1** presents a summary of City’s crash trends from 2019-2023 by comparing KSI crashes to statewide averages. The City of Capitola experienced a higher proportion of KSI crashes than the statewide average in the following five areas: Intersections, Pedestrians, Bicyclists, Distracted Driving, Impaired Driving.

Table 1 — Capitola KSI Crashes Compared to Statewide KSI Crashes

California SHSP Challenge Area	City of Capitola Comparison to Statewide Percentages	Percent of Fatal and Severe Injury Crashes (2019-2023)		Differential
		City of Capitola Percentages	Statewide Percentages	
Intersections	Higher	62.5%	24.3%	38.2%
Pedestrians	Higher	37.5%	18.9%	18.6%
Bicyclists	Higher	25.0%	7.3%	17.7%
Distracted Driving	Higher	18.8%	4.4%	14.4%
Impaired Driving	Higher	25.0%	23.9%	1.1%
Aging Drivers	Lower	12.5%	12.8%	-0.3%
Work Zones	Lower	0.0%	1.6%	-1.6%
Commercial Vehicles	Lower	0.0%	6.7%	-6.7%
Occupant Protection	Lower	6.3%	13.1%	-6.9%
Aggressive Driving	Lower	25.0%	33.4%	-8.4%
Young Drivers	Lower	0.0%	12.1%	-12.1%
Motorcyclists	Lower	6.3%	20.8%	-14.5%
Lane Departure	Lower	25.0%	42.1%	-17.1%

Source: Statewide Integrated Traffic Records System (2019 – 2023).

Driver Licensing is based on crash data from the Fatality Analysis Reporting Service (FARS) (2019 – 2023).

Note: Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained).

7.2. California OTS Rankings for Capitola

The California OTS publishes annual reports ranking agencies of similar population by their crash profile. **Table 2** presents the City of Capitola’s 2023 (the most recent) OTS rankings. OTS notes that “Number 1 in the rankings is the highest, or ‘worst’”². Compared to other cities of similar population,

² City of Capitola OTS Crash Rankings Results, California Office of Traffic Safety. Accessed February 2026. <https://www.ots.ca.gov>



Capitola ranks among the top 50 in Total Fatal and Injury Crashes. Additionally, Capitola ranks among the Top 50 for crashes for all categories except the following categories:

- Crashes Involving Drivers under Influence (21-34)
- Crashes Involving Pedestrians <15 categories.

Table 2 - Capitola OTS Ranking (2023)

Crash Category	Victims Killed or Injured	OTS Ranking
Total Fatal and Injury	30	30/74
Alcohol Involved	9	10/74
Had Been Drinking Driver < 21	1	6/74
Had Been Drinking Driver 21 – 34	0	73/74
Motorcycles	1	50/74
Pedestrians	5	5/74
Pedestrians < 15	0	70/74
Pedestrians 65+	3	1/74
Bicycle	11	2/74
Bicyclist < 15	3	2/74
Composite	29	10/74
Crash Category	Fatal or Injury Crashes	OTS Ranking
Speed Related	13	5/74
Nighttime (9:00pm – 2:59am)	2	28/74
Hit and Run	4	4/74
Type Of Arrests	Arrests	OTS Ranking
DUI Arrests	33	44/74

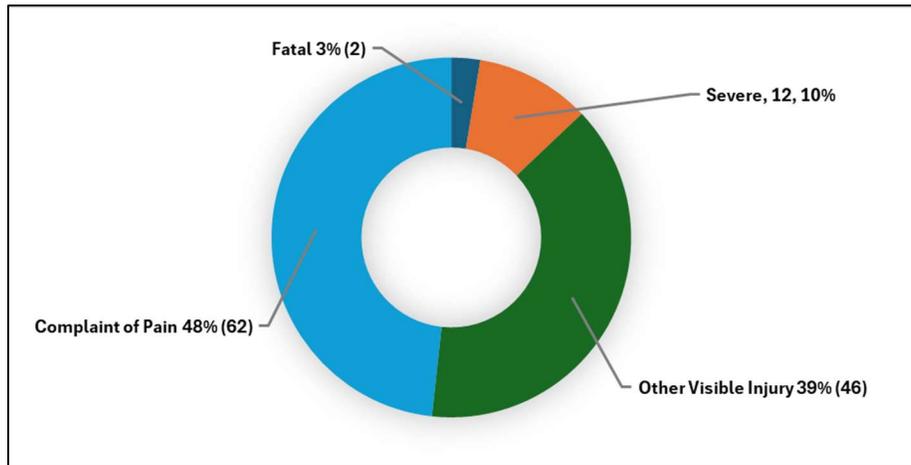
7.3. Severity Level

Over the observed five-year time period, there were a total of 116 crashes, 3 of which were fatal and 12 of which resulted in severe injuries, as shown in **Figure 11**.

Nearly 46 (39%) crashes resulted in other visible injuries and 62 (48%) crashes resulted in complaint of pain respectively.



Figure 11 — Crashes by Severity (2019 - 2023)



Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)

Majority of all crashes in the City occurred at intersections, with nearly half of all crashes occurring at unsignalized intersections. **Table 3** presents the distribution of all crashes, and especially KSI crashes across the City’s various facility types (signalized intersections, unsignalized intersections, and roadway segments). Sixty-seven percent (67%) of all KSI crashes occurred at unsignalized intersections, followed by 13.3% signalized intersections and 20% at roadway segments.

Table 3 — KSI Crashes by Facility Type

Facility Type	Total Crashes	Percentage	KSI Crashes	Percentage
Signalized Intersections	39	33.62%	2	13.3%
Unsignalized Intersections	57	49.14%	10	66.7%
Roadway Segments	20	17.24%	3	20.0%
Total	116	100%	15	100%

Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)

Table 4 presents the distribution of all crashes by severity across the City’s facility types. Crashes were more common at unsignalized intersections, followed by signalized intersections and roadway segments. In coordination with the City, the following fatal injury crash which was not reflected in the crash data was added to the data set:

- 41st Ave and Clares: A fatal crash occurred in 2019³

³ [Capitola, CA - 1 Killed in Crash on 41st Ave Near Clares St | Brady Law Group](#)



Table 4 — Crashes by Severity (2019 – 2023)

Severity	Signalized Intersections		Unsignalized Intersections		Roadway Segments		Total	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Fatal	1	2.56%	2	3.51%	0	0.00%	3	2.59%
Severe	1	2.56%	8	14.04%	3	15.00%	12	10.34%
Other Visible Injury	15	38.46%	23	40.35%	7	35.00%	45	38.79%
Complaint of Pain	22	56.41%	24	42.11%	10	50.00%	56	48.28%
Total	39	100%	57	100%	20	100%	116	100.0%

Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)



Figure 12 — Citywide Crashes (2019-2023)



Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)



7.4. Annual Crashes

Figure 13 presents the number of total crashes per year and **Figure 14** presents the KSI crashes annually on roads in the City of Capitola. The year with the most crashes was 2022, with a total of 31 crashes. Annual crashes trended downwards in the years leading up to the COVID-19 pandemic, with 2020 having the least number of crashes. Annual crashes have generally trended upwards since 2020.

It is likely that the COVID-19 pandemic influenced crash trends in 2020 and 2021. In 2020, the number of daily household trips decreased due to widespread shelter-in-place orders; fewer vehicles on the road could be connected to fewer vehicle conflicts and thus fewer crashes. However, reduced roadway volumes and congestion could also be connected to increased vehicle speeds, a phenomenon that numerous law enforcement agencies have reported. As volumes returned to “pre-pandemic” levels in 2021, law enforcement agencies in California anecdotally noted that vehicle speeds remained high; it is theorized that this pandemic-era aggressive driving behavior has persisted and is partially contributing to the increase in annual crashes than can be seen since 2020.

Figure 13 — Annual Crashes (2019-2023)

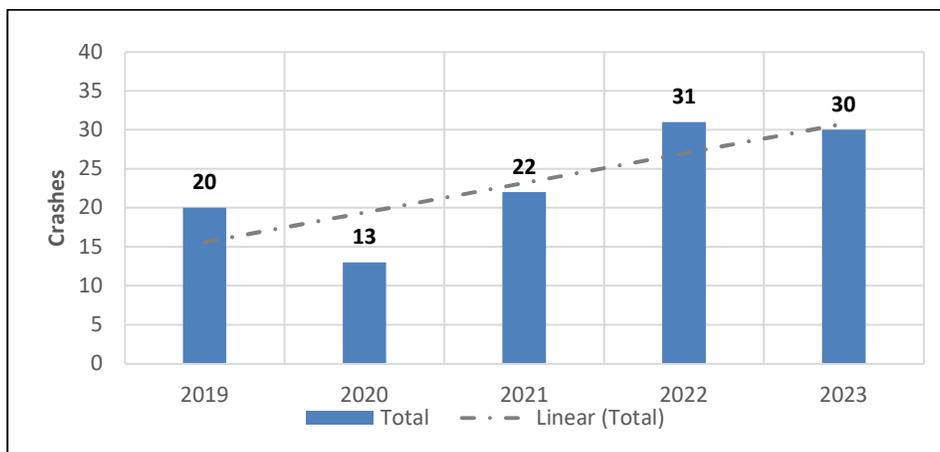
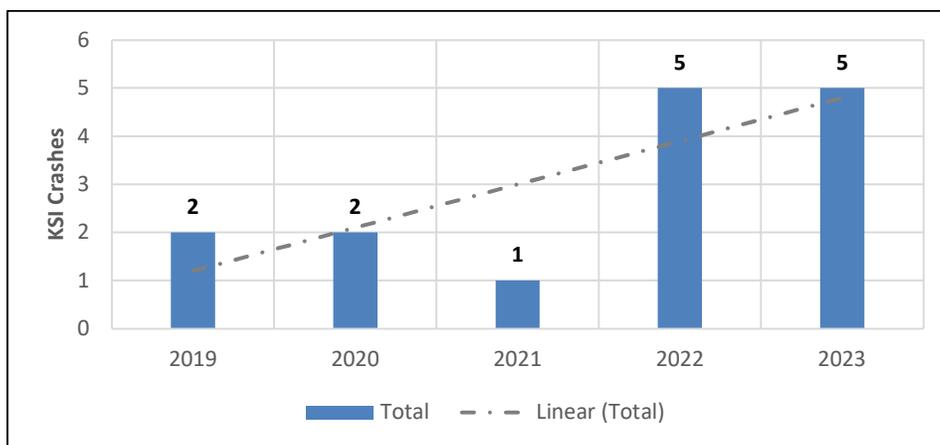


Figure 14 — Annual KSI Crashes (2019-2023)



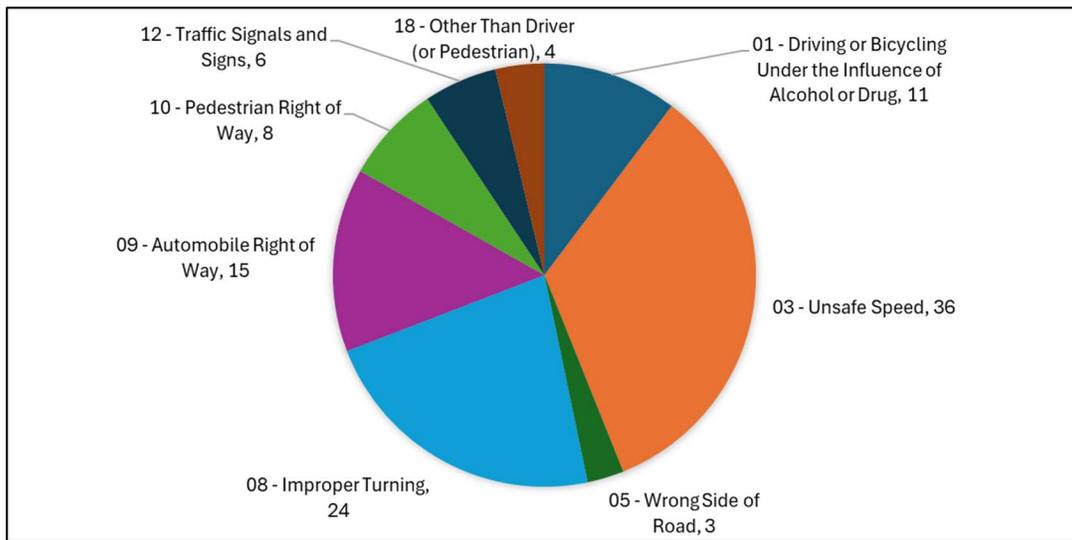
Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)



7.5. Crash Causes

As shown in **Figure 15**, the most frequently identified crash causes were Unsafe Speeds, Improper Turning, and Automobile Right of Way. Crash causes that accounted for less than two percent are not pictured in the figure.

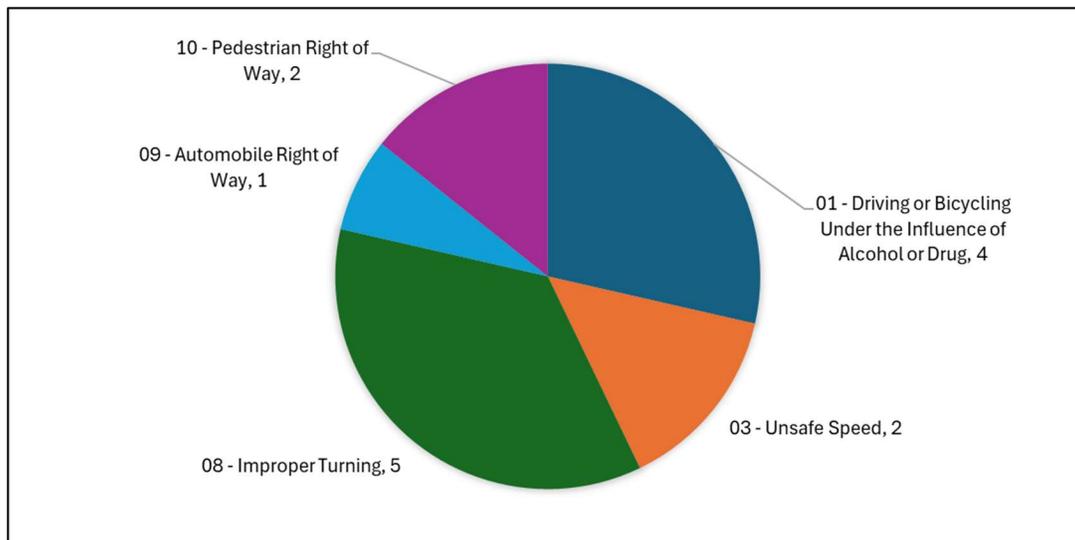
Figure 15 — Total Crashes by Cause (2019-2023)



Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)

The most common crash causes for KSI crashes include Improper Turning, DUIs, Unsafe Speed, and Pedestrian Right of Way. Crash causes which accounted for more than one crash are presented in **Figure 16**. Improper turning is related to vehicles turning when or where it is unsafe to do so; these crashes mostly included hit-object crashes, bicycles, broadsides and sideswipes.

Figure 16 — KSI Crashes by Cause (2019-2023)



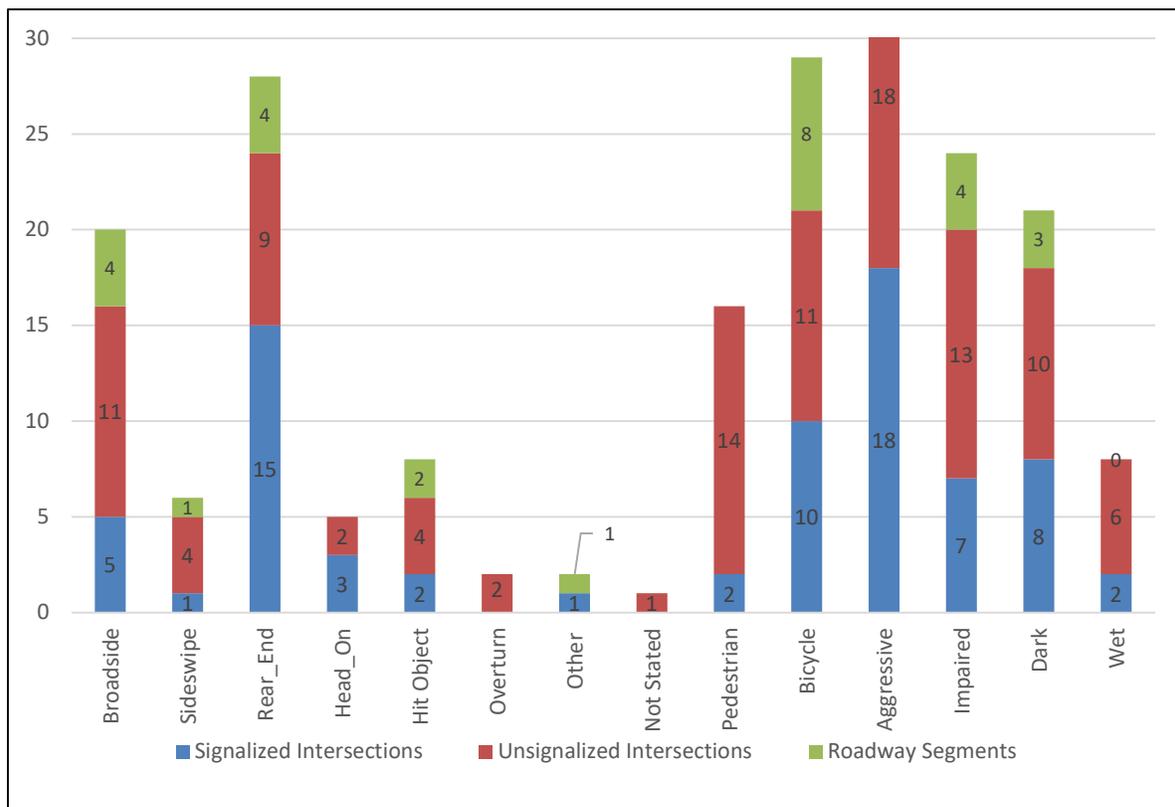
Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)



7.6. Crash Types

According to reported data, approximately 116 injury crashes occurred within the City during the five-year study period on city owned and maintained roadways. **Figure 17** indicates that aggressive driving crashes were the most common crash type within the City, followed by bicycle crashes and rear end crashes. Aggressive driving crashes are equally split between signalized and unsignalized intersections. A large proportion of rear ends occurred at signalized intersections, while bike involved crashes occurred most at unsignalized intersections. The most common crash type along roadway segments was bike involved crashes.

Figure 17 — Crashes by Type (2019-2023)

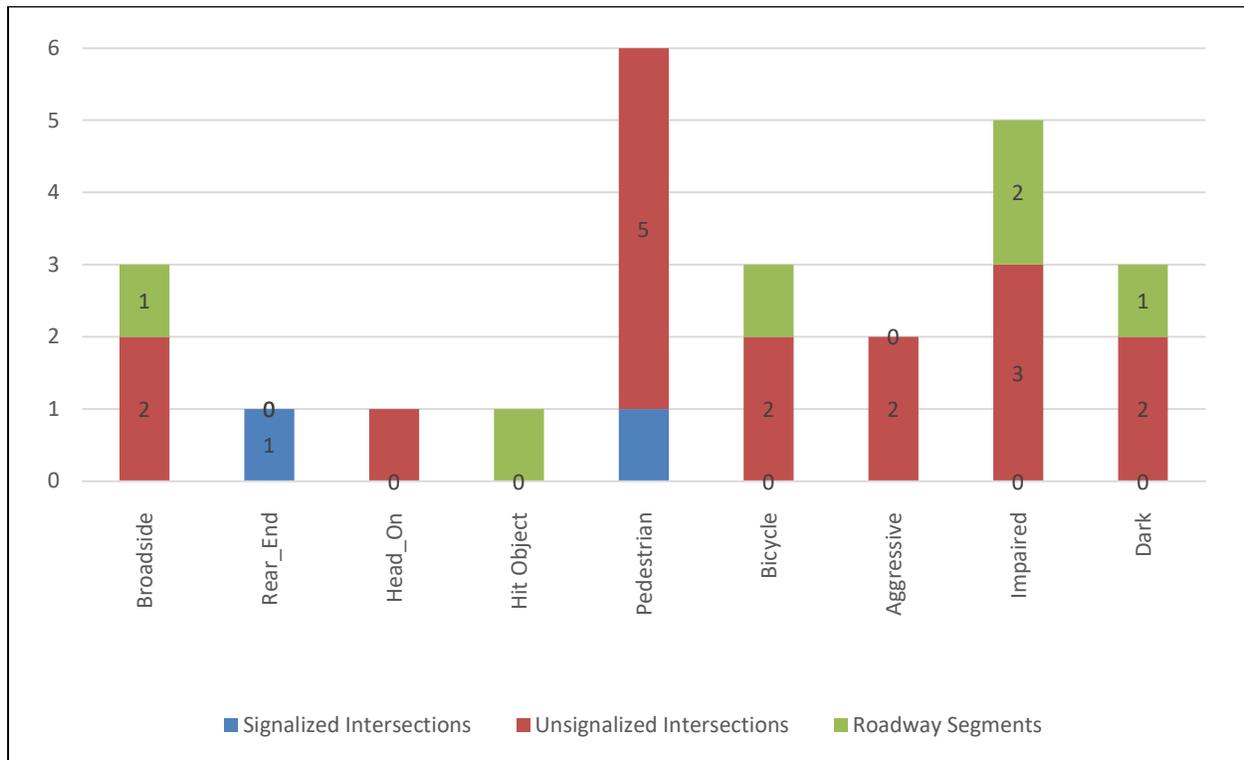


Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)

The most common crash types which resulted in fatal and severe injuries were pedestrian crashes followed by impaired driving crashes, and broadside & bicycle crashes (**Figure 18**). Though crashes involving vulnerable road users (bicycles and pedestrians) accounted for 38% of all crashes, they accounted for a disproportionately higher percentage (60%) of all KSI crashes.



Figure 18 — KSI Crashes by Type (2019-2023)



Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)
 Note: The crash types with no KSI crashes are not shown in the chart.

As identified in **Table 1**, there are five challenge areas within the City of Capitola where the percentage of KSI crashes are higher than the statewide average. These challenge areas include intersections, pedestrians, bicyclists, distracted driving, and impaired driving. Some of these challenge areas are discussed in further detail in the sections below:

7.7. Impaired Driving Crashes

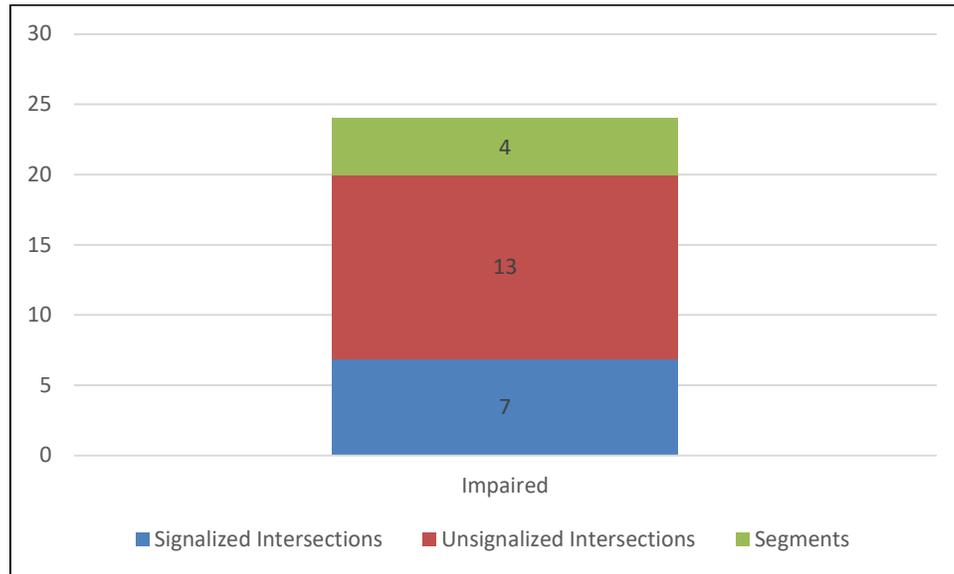
Impaired driving crashes include all crashes where there was evidence of drug or alcohol use by the driver. Drivers do not need to exceed the legally defined threshold of intoxication to be counted, as Caltrans considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. There were 24 impaired driving crashes between 2019-2023, none of which resulted in a fatality and five of which resulted in severe injuries. **Figure 19** illustrates the impaired driving crashes within the City. A list of the intersections in order of the highest to lowest number of crashes due to impaired driving are shown below:

- 41st Ave and Capitola Rd (2)
- Capitola Rd and 30th Ave (2)
- 41st Ave and Clares St (1)
- Clares St and Capitola Rd (1)
- Esplanade and San Jose Ave (1)
- Stockton Ave and Esplanade (1)
- Thompson Ave and Capitola Rd (1)



- 42nd Ave and Capitola Rd (1)
- Bay Ave and Burlingame Ave (1)
- Callas Ln and Kennedy Dr (1)
- Monterey Ave and Esplanade (1)
- Park Ave and Washburn Ave (1)
- Bay Ave and Capitola Ave (1)
- Bay Ave and Oak Dr (1)
- Columbus Dr and Cortez St (1)

Figure 19 — Impaired Driving Crashes



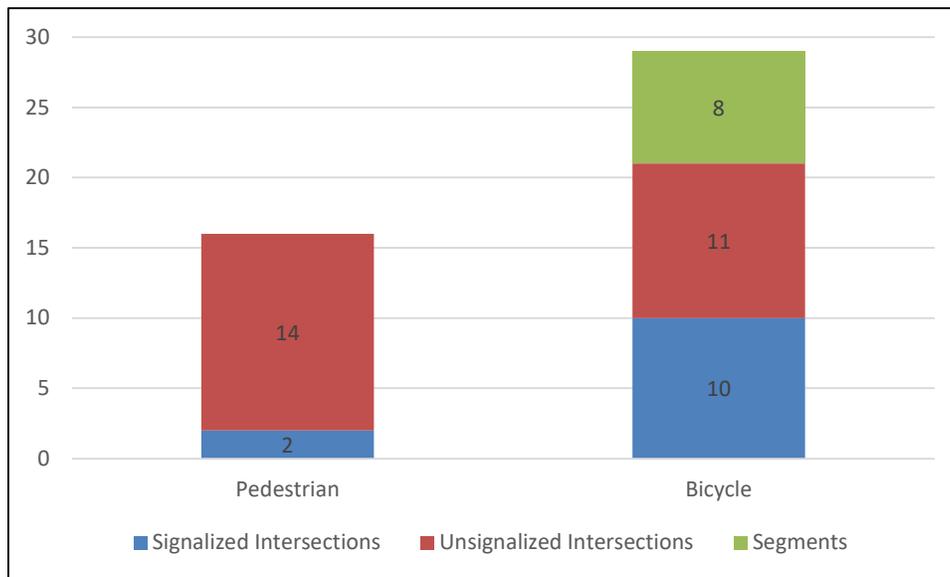
Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)



7.8. Non-Motorized Crashes

There were a total of 29 crashes involving bicycles and 16 crashes involving pedestrians, as shown in **Figure 20**. Bicycle and pedestrian crashes were most common at intersections, particularly at unsignalized intersections.

Figure 20 — Bicycle and Pedestrian Crashes



Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)

Figure 21 illustrates the locations of pedestrian and bicycle crashes at intersections within the City. Additional information on pedestrian and bicycle crashes is in the following sections.

7.8.1. Bicycle Crashes

There were 29 bicycle-involved crashes in the City over the study period. Of the bicycle-involved crashes, three were reported with severe injuries, 17 with visible injuries, and 9 with complaints of pain. The severe injury bicycle crashes occurred at the following locations:

- Bay Avenue and Oak Drive
- 41st Avenue and Gross Road
- Kennedy Drive and Sir Francis Avenue

7.8.2. Pedestrian Crashes

Over the study period of 2019-2023, a total of 16 pedestrian-involved crashes occurred in the City. Of the pedestrian-involved injury crashes, 2 crashes were fatal, 4 were reported with severe injuries, 4 were reported with other visible injuries, and 6 with complaints of pain.

The fatal pedestrian crashes occurred at the following intersections:

- 38th Avenue and Brommer Street
- Crossroads Loop and Bay Avenue



The severe injury pedestrian crashes occurred at the following locations:

- 45th Avenue and Capitola Road
- Bay Avenue and Hill Street
- Clares Street and 40th Avenue
- Stockton Avenue and Esplanade

In 2025, a severe-injury pedestrian crash occurred at the intersection of Bay Avenue and Capitola Avenue, which is not included in the above summary.

Figure 22 illustrates the intersection and roadway segment injury crashes in City of Capitola.



Figure 21 — Non-Motorized Crash Map



Source: UC Berkeley SafeTrek Transportation Injury Mapping System (TIMS) (2019-2023)

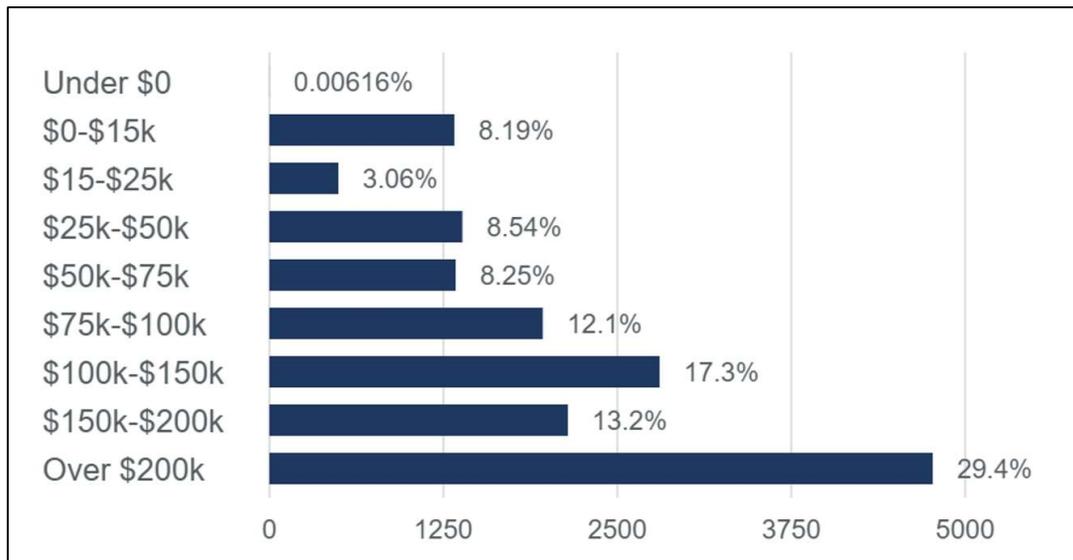


8. DEMOGRAPHIC AND SOCIOECONOMIC ASSESSMENT

Road user data for the City of Capitola was obtained from Replica, a travel modeling platform that uses aggregated data sources—including mobile location data, census data, and observed traffic data—to estimate travel patterns. The Spring 2025 dataset was used to reflect the most recent available conditions.

Along 41st Avenue, approximately 11.5% of roadway users are from households with incomes below \$25,000, and 21% are from households with incomes below \$50,000 (**Figure 23**).

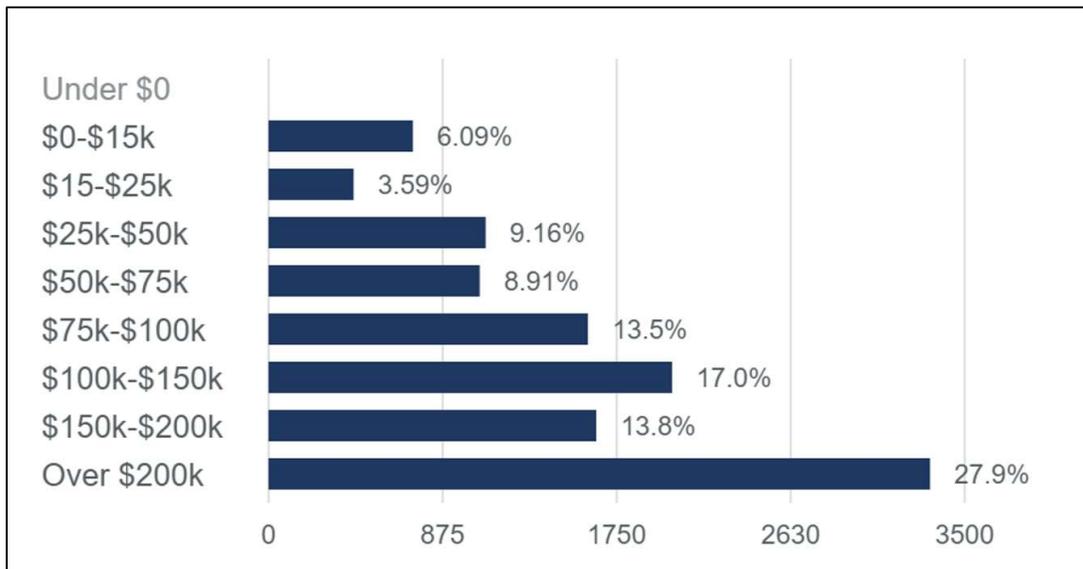
Figure 23: Household Income of road users along 41st Ave



Along Stockton Avenue in the Capitola Village area, approximately 10.5% of roadway users are from households with incomes below \$25,000, and an additional 10% are from households with incomes below \$50,000 (**Figure 24**).



Figure 24: Household income for road users along Stockton Ave



Approximately 15% of resident trips are completed by walking or bicycling. Figure 26 shows that low-income pedestrian and bicycle trips are concentrated along Clares Street and Capitola Road (east of 41st Avenue), with moderate activity along the Cliff Drive/Stockton Avenue approach to the Village.

These findings indicate that key corridors in Capitola serve a mix of users, including lower-income households and active transportation users. The safety improvements identified in this LRSP are intended to benefit all roadway users and may provide particular benefits to lower-income populations by improving safety, access, and connectivity.

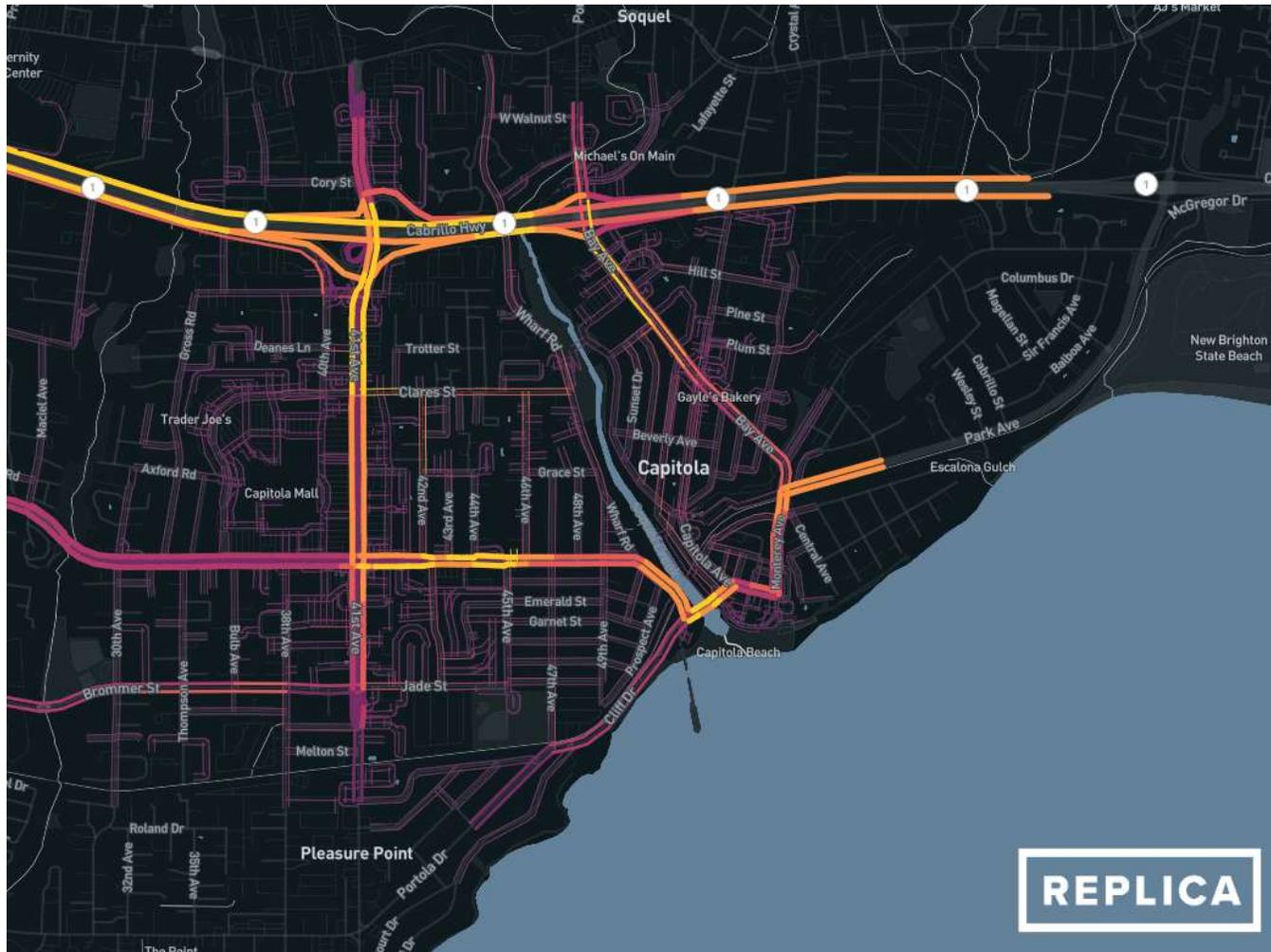


Figure 25 presents a map of network link volumes, representing the volume of resident trips with an annual household income of less than \$25K. The 41st Ave corridor, especially the segment north of Clares St, carries a high volume of low-income road residents. Capitola Rd east of 41st Ave, Bay Ave, and Stockton Ave leading into the village also carry a higher proportion of low-income resident trips. The safety improvements proposed along these corridors would benefit these low-income Capitola residents.

Approximately 15% of resident trips were completed by walking or cycling. **Figure 26** presents a map of the low-income pedestrian and cyclist trips originating in Capitola. Clares St and Capitola Rd (both east of 41st Ave) carried high proportions of daily low-income pedestrian and cyclist trips. The Cliff Dr/Stockton Rd approach to the village carried a moderate amount of low-income pedestrian and cyclist trips. The safety improvements proposed at the intersections of Capitola Rd with Clares St and by Stockton Ave within the village will benefit these Capitola residents.



Figure 25 — Low Income Network Link Volumes Originating in Capitola

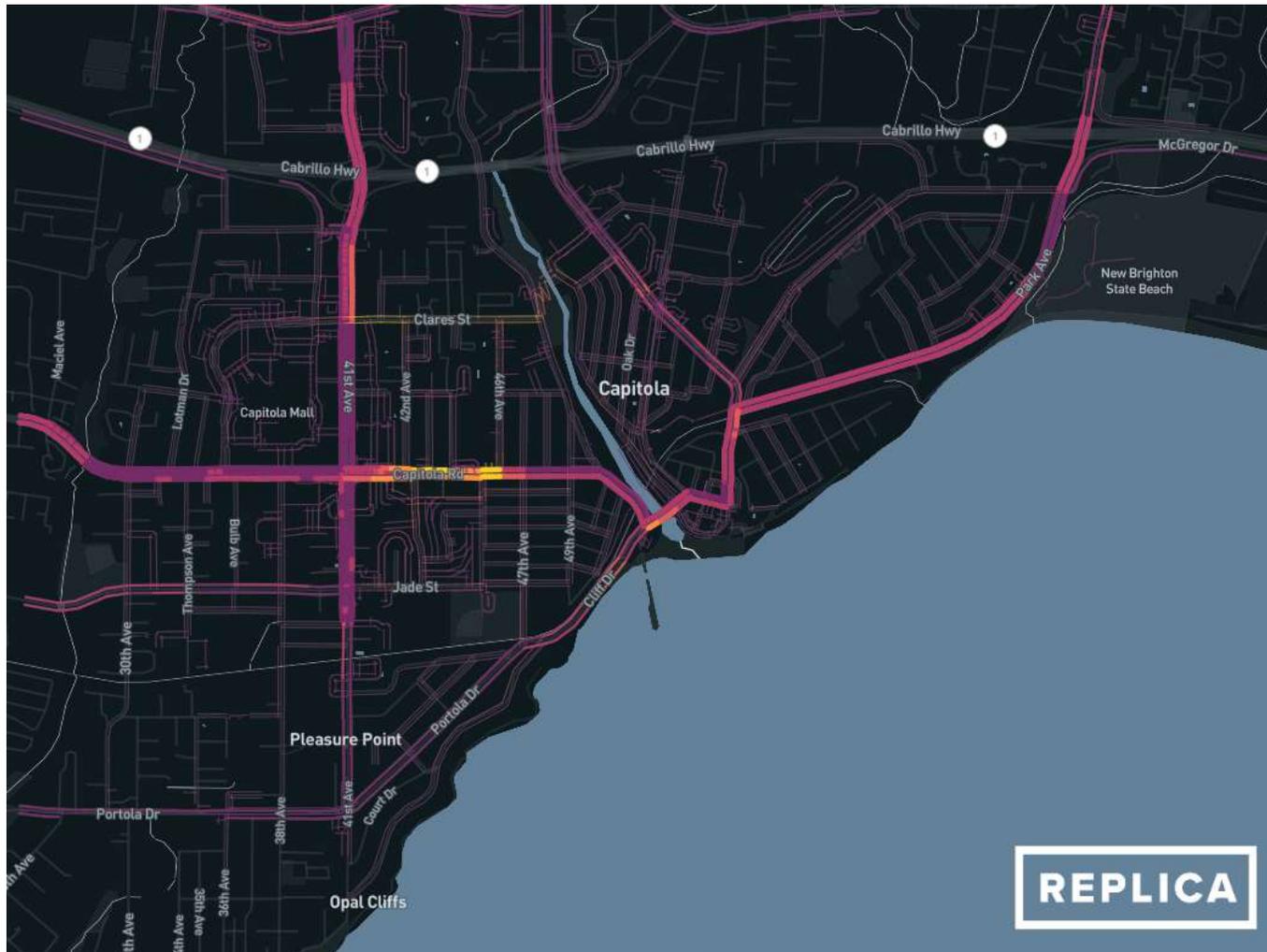


Network Link Volume

Number of trips that pass through each network link ⓘ



Figure 26 — Low Income Pedestrian and Cyclist Network Link Volumes Originating in Capitola



REPLICA

Network Link Volume

Number of trips that pass through each network link



9. RECOMMENDATIONS

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that might address conditions that were observed to contribute to crash activity in the City.

9.1. Engineering Countermeasures

The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

9.1.1. Crash Modification Factors

When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 27** illustrates the definition of CMFs.

Figure 27 — CMF Calculation



A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. In application, the higher a CRF value is, the more effective the countermeasure is at preventing crashes. The countermeasures proposed in this LRSP were chosen because of their effectiveness in reducing crashes, especially those most commonly occurring in the City.

9.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective to be for Capitola are listed in **Table 5**, and include a wide range of countermeasures that can be implemented in phases where appropriate. Many of these proposed countermeasures have already been implemented in the City, including but not limited to installation of high-visibility crosswalks, implementation Leading Pedestrian Intervals (LPI), installation of retro-reflective backplates on traffic signal heads, installation of advanced stop bar, installation of intersection lighting.

The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the City of Capitola in understanding potential reductions from crashes by different countermeasures. Caltrans funding levels for each countermeasure are also



provided to aid the City in determining what the local match would likely be if the City were to pursue grant funding. Most countermeasures are eligible for Caltrans funding up to 90%, though some are lower.



Table 5 — Capitola Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Signalized Intersections									
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	90%	\$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			90%	\$\$\$
Install High Friction Surface Treatment (HFST)			0.45	55%	X			90%	\$\$\$
Install intersection lighting			0.6	40%		X		90%	\$\$
Pedestrian scramble	X		0.6	40%			X	90%	\$\$
Curb extensions	X		0.63	37%			X	N/A	\$\$
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%	\$\$
Protected left turn phase			0.7	30%	X			90%	\$\$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			90%	\$\$\$
Install signs with LED borders as advanced warning			0.7	30%	X			90%	\$\$
Install raised median on approaches			0.75	25%	X			90%	\$\$
Pedestrian countdown signal heads	X		0.75	25%			X	90%	\$
Signal ahead warning signs			0.85	15%	X			N/A	\$
Retroreflective backplates			0.85	15%	X			90%	\$
Improve signal timing (coordination)			0.85	15%	X			50%	\$\$



Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	90%	\$
Install raised pavement markers and flashing yellow arrow			0.9	10%	X			90%	\$
Flashing yellow arrow			0.94	6%	X			N/A	\$
Convert intersection to roundabout (from signal)			Varies	Varies	X			90%	\$\$\$
Convert intersection to mini/compact roundabout (from signal)			Varies	Varies	X			90%	\$\$
Install a raised intersection	X		Not Available	Not Available			X	N/A	\$\$
Unsignalized Intersections									
Install High Friction Surface Treatment (HFST)			0.55	55%	X			90%	\$\$\$
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			X	90%	\$\$\$
Install all-way STOP control			0.5	50%	X			90%	\$
Directional median openings to restrict turning movements			0.5	50%	X			90%	\$\$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	\$\$\$
Pedestrian refuge island	X		0.55	45%			X	90%	\$\$
Install splitter-islands on minor road			0.6	40%	X			90%	\$\$
Crosswalk lighting	X		0.6	40%		X	X	90%	\$\$
Install splitter-islands on minor road			0.6	40%	X			90%	\$\$
Add intersection lighting			0.6	40%		X		90%	\$\$
Colored bicycle lanes		X	0.61	39%			X	90%	\$
Curb extensions	X		0.63	37%			X	N/A	\$\$\$



Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install/upgrade pedestrian crossing with Rectangular Rapid Flashing Beacon	X		0.65	35%			X	90%	\$\$\$
Install left-turn lane			0.65	35%	X			90%	\$\$
Install flashing beacons as advanced warning			0.7	30%	X			90% (if beacons are utilized)	\$\$
Upgrade pavement markings			0.75	25%	X			90%	\$
Install raised median on approaches			0.75	25%	X			90%	\$\$
Clear sight triangles			0.8	20%	X			90%	\$
Install right-turn lane			0.8	20%	X			90%	\$\$
Install/upgrade intersection			0.85	15%	X			90%	\$
Install flashing beacons at stop-			0.85	15%	X			90%	\$\$
Convert intersection to roundabout			Varies	Varies	X			90%	\$\$\$
Retroreflective strips on sign posts			Not Available	Not Available	X			90%	\$
Install a raised intersection	X		Not Available	Not Available			X	N/A	\$\$\$
Partial street closure or diagonal diverter			Not Available	Not Available	X			N/A	\$\$
Full street closure	X	X	Not Available	Not Available	X		X	N/A	\$\$
Roadway Segments									
Improve pavement friction (High Friction Surface Treatment)			0.45	55%	X			90%	\$\$\$
Install chevron signs on horizontal curves			0.60	40%	X			90%	\$
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X			90%	\$\$\$
Install pedestrian median fencing	X	X	0.65	35%			X	90%	\$\$



Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install bike lanes	X	X	0.65	35%			X	90%	\$
Add segment lighting			0.65	35%		X		90%	\$\$
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			X	90%	\$\$
Install raised pedestrian crossing	X	X	0.65	35%			X	90%	\$\$
Install rectangular rapid flashing beacon	X	X	0.65	35%			X	90%	\$\$
Install curve advance warning signs (flashing beacons)			0.70	30%	X			90%	\$\$
Install dynamic/variable speed warning signs			0.70	30%	X			90%	\$\$
Install curve advance warning signs			0.75	25%	X			90%	\$
Install impact attenuators			0.75	25%	X			90%	\$\$
Install centerline rumble strips/stripes			0.80	20%	X			90%	\$\$
Install edge line rumble strips/stripes			0.85	15%	X			90%	\$\$
Install/Upgrade signs with new fluorescent sheeting (regulatory/warning)			0.85	15%	X			90%	\$
Install delineators, reflectors and/or object markers			0.85	15%	X			90%	\$
Speed feedback signs (mobile or fixed)	X	X	Not Available	Not Available			X	Opportunity for OTS funding	\$\$
Install lane narrowing treatments (extend curb inward/extend median)	X		Not Available	Not Available	X			N/A	\$\$
Install a chicane, deviation, or angled slow point			Not Available	Not Available	X			N/A	\$\$\$
Install speed hump			Not Available	Not Available	X			N/A	\$\$

\$\$\$ Requires design and construction of extensive infrastructure improvements
 \$\$ Requires procurement and/or minor construction activities
 \$ Requires limited staff resources and can be implemented in-house with current engineering and/or maintenance staff



9.1.3. Case-Study Locations

The network screening analysis identified the high-severity crash locations within the City of Capitola. The network screening analysis tables for intersections and roadway segments are summarized in **Appendix A** and **Appendix B**. Based on the network screening analysis, the highest number of crashes occurred at the following locations.

- Signalized Intersections:
 - 41st Avenue and Capitola Rd (6 crashes)
 - 41st Avenue and Clares St (6 crashes)
- Unsignalized intersections:
 - 41st Avenue and Cory St (4 crashes)
- Roadway Segment
 - 41st Avenue from Gross Rd to Clares St (5 crashes)

Several of the highest crash locations identified through the network screening analysis are located along 41st Avenue and Bay Avenue, which remain the City’s highest priority corridors for roadway safety improvements. These corridors are already the focus of ongoing City safety improvement efforts and capital projects. Because improvements are currently being advanced along these corridors, they were not selected as case study locations in this LRSP. Instead, the case studies presented below focus on additional locations identified through the analysis where conceptual countermeasures may help inform future project development and funding applications.

The case-study locations selected are shown in **Table 6**.

Table 6 — Case-Study Locations

Case Study Location	Crashes	EPDO	Notes
Signalized Intersections			
Capitola Road and 30 th Avenue	4	30	<ul style="list-style-type: none"> • 1 Broadside crash • 2 Rear-End crashes • 1 Pedestrian crash • 2 Aggressive crashes • 2 Impaired crashes • 2 Dark crashes
Capitola Road and Clares Street	3	28	<ul style="list-style-type: none"> • 1 Rear-End crash • 2 Bike crashes • 1 Aggressive crash • 1 Impaired crash • 1 Dark crash
Unsignalized Intersections			
Esplanade and San Jose Avenue	3	29	<ul style="list-style-type: none"> • 1 Broadside crash • 1 Rear-End crash • 1 Pedestrian crash



Case Study Location	Crashes	EPDO	Notes
			<ul style="list-style-type: none"> • 1 Aggressive crash • 1 Impaired crash • 1 Dark crash
Esplanade and Stockton Avenue	3	187	<ul style="list-style-type: none"> • 1 Pedestrian crash • 2 Bike crashes • 1 Impaired crash • 1 Dark crash
Segments (Major Arterials)			
Park Avenue from Washburn Ave to Wesley St	4	209	<ul style="list-style-type: none"> • 1 Severe Injury crash • 2 Rear-End crash • 1 Hit-Object crash • 1 Pedestrian crash • 2 Aggressive crashes • 1 Impaired crash

A total of five case study locations (2 signalized intersections, 2 unsignalized intersections, and 1 roadway segment) were selected for further analysis and recommendations. For each of these locations, recommended countermeasures were developed to provide a case study to organize projects when applying for funding. While the crash analysis identified higher crash concentrations along corridors such as 41st Avenue and Bay Avenue, those corridors are already the focus of ongoing City safety improvement efforts. The case study locations were identified through the analysis process based on their crash histories, the observed crash patterns, and their differing characteristics to illustrate systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits. The recommended countermeasures are listed in **Table 7**. These countermeasures are intended to illustrate possible safety improvements and would require further evaluation and design before implementation.

An additional set of low-cost countermeasures is also recommended for systemic implementation across the City. These improvements include installing retroreflective signage and traffic signal backplates, as well as a recommendation to follow the requirements of Assembly Bill (AB) 413 to restrict parking within 20 feet of crosswalks on the vehicle approach side with the goal of improving visibility for all road users (also known as daylighting)⁵. AB 413 was signed into law on October 10, 2023, with ticketed enforcement being permitted following January 1, 2025. While daylighting may be conducted with low-cost treatments such as signage, painted curbs, or raised delineators, it is recommended that the City also conduct outreach to inform the public about this new law and its impact in removing parking spaces.

⁵ AB-413 Vehicles: stopping, standing, and parking. October 10, 2023. Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB413



Table 7 — Countermeasures for Selected Case Study Locations

Countermeasure	Crash Reduction Factor (CRF)	Cost
Capitola Road and 30th Avenue		
Upgrade to high-visibility crosswalks	25%	\$\$
Implement Leading Pedestrian Interval (LPI)	60%	\$\$
Upgrade signal heads to incorporate retroreflective backplates	15%	\$
Advanced stop bar before crosswalk and bicycle box	15%	\$
Increased enforcement of speeding and aggressive driving	-	-
Capitola Road and Clares Street		
Implement Leading Pedestrian Interval (LPI)	60%	\$\$
Upgrade signal heads to incorporate retroreflective backplates	15%	\$
Advanced stop bar before crosswalk and bicycle box	15%	\$
Increased enforcement of speeding and aggressive driving	-	-
Esplanade And San Jose Avenue		
Add intersection lighting	40%	\$\$
Install raised pedestrian crossing across Esplanade	35%	\$\$
Install sharrows and bike route signage	-	\$
Rectangular Rapid Flashing Beacon (RRFB)	35%	\$\$
Increased enforcement of speeding and aggressive driving	-	-
Esplanade and Stockton Avenue		
Add intersection lighting	40%	\$\$
Install/upgrade intersection warning/regulatory signs – Do Not Enter sign at Southern Riverview Ave intersection approach	15%	\$
Bulb-out at Esplanade on either side	-	\$\$
Increased enforcement of speeding and aggressive driving	-	-



Countermeasure	Crash Reduction Factor (CRF)	Cost
Park Avenue from Washburn Ave to Wesley St		
Install/Upgrade signs with new fluorescent sheeting (regulatory/warning)	15%	\$
Install delineators, reflectors and/or object markers	15%	\$
Flatten Crest Vertical Curve	25%	\$\$\$
Increased enforcement of speeding and aggressive driving	5%	\$

9.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition*, is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 8** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Note that while there are several other non-infrastructure countermeasures available, only those which have an effectiveness rating of four stars or higher are presented. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but are countermeasures that could also be considered for the City.



Table 8 — Capitola Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Aggressive Driving				
B.A.D.G.E.S. (Before Aggressive Drivers Get Everyone Stopped)	***** Effective	\$\$ [†]	Medium	Short
Impaired Driving				
Publicized Sobriety Checkpoints	***** Effective	\$\$\$	Medium	Short
High-Visibility Saturation Patrols (large number of law enforcement officers patrolling a specific area)	**** Situational	\$\$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	***** Effective	\$\$\$	Medium	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	**** Situational	\$\$\$	Low	Medium

Effectiveness:

***** Demonstrated to be effective by several high quality evaluations with consistent results

**** Demonstrated to be effective in certain situations

Cost to Implement:

\$\$\$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources

\$\$ Requires some additional staff time, equipment, facilities, and/or publicity

\$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity

[†]Can be covered by income from citations

Use:

High: More than two-thirds of states, or a substantial majority of communities

Medium: Between one-third and two-thirds of states or communities

Low: Less than one-third of states or communities

Unknown: Data not available

Time to Implement:

Long: More than 1 year

Medium: More than 3 months but less than 1 year

Short: 3 months or less



10. EVALUATION AND IMPLEMENTATION

10.1. Evaluation

The success of the LRSP can be evaluated using the general process outlined below. This process can be useful to monitor progress towards implementation of safety improvement projects and strategies, and to determine when updates to the LRSP should be considered.

- Law enforcement continues monitoring and recording of traffic incidents on local roadways.
- Conduct frequent progress meetings (annually or quarterly) between City staff and a working group (i.e. traffic safety committee) to review the latest crash data, including assessing the effectiveness of safety countermeasures implemented, discussing ongoing traffic safety challenges, and tracking progress on plan implementation.
- Maintain a list of focus/priority areas where there are transportation safety concerns based on review of crash data. The list of priority and/or top crash locations can be updated as an outcome of review of updated crash data and trends.
- Perform an update to the plan after no more than five years. It is recommended that updates to the LRSP be approved by City Council and made available to the public in accordance with Caltrans' Local Roadway Safety Plan guidance.

10.2. Implementation

Implementation of the LRSP can be accomplished through development and implementation of safety improvement projects and strategies, the establishment of new/updated policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following section identifies potential focus areas for the City in the near-to-mid-term.

10.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this LRSP provide more of the systemic countermeasures that can be applied within the City. Over the next three to five years, it is recommended that the City concentrate its efforts on the following emphasis areas:

1. Aggressive Driving
2. Speeding
3. Vulnerable Road Users (Pedestrians & Bicyclists)
4. Intersections with Unconventional Geometries

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to crashes within the City. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas can be developed with a high benefit-to-cost ratio (by applying City-wide crash rates), allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions that might contribute to future crashes.



10.3. Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Capitola. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Capitola. The following is a high-level introduction into some of the main funding programs and grants for which the City can apply.

10.3.1. Highway Safety Improvement Program (HSIP)

The HSIP is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: <https://safety.fhwa.dot.gov/hsip/>. California specific HSIP information – including dates for upcoming call for projects - can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>.

10.3.2. Safe Streets and Roads for All (SS4A)

The SS4A Grant Program is a federal program established by the Bipartisan Infrastructure Law. A total of \$5 billion are available from 2022-2026 in the form of planning grants and implementation grants. Grant applications for projects that implement the Safe Systems Approach, such as those related to speed management, improvements in underserved communities, and vulnerable road users, are encouraged. Implementation grant projects must be identified in an applicant's qualifying Safety Action Plan. The SS4A Self-Certification Eligibility Worksheet describes the required elements of an Action Plan and can be accessed at: <https://www.transportation.gov/sites/dot.gov/files/2024-02/SS4A-FY24-Self-Certification-Worksheet.pdf>

Additional information about implementation grants can be found at: <https://www.transportation.gov/grants/ss4a/implementation-grants>

10.3.3. Caltrans Active Transportation Program (ATP)

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:



- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g. safe routes to school)
- Non-infrastructure programs (education and enforcement)

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

10.3.4. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

10.3.5. California SB 1

SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies, and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Bike and Pedestrian Projects: \$100 million
 - This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the ATP.
- Local Planning Grants: \$25 million

10.3.6. California OTS Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this LRSP) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety



- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

10.3.7. ABAG Regional Funding Programs

ABAG provides funding allocation for various multi-modal transportation projects in the Bay Area. Projects that are considered for this regional funding program must be eligible for Congestion Mitigation and Air Quality (CMAQ), Rural Surface Transportation Program (RSTP), or STIP funds.

Performance outcomes which are considered for selection include those which:

- Reduce regional VMT per capita
- Reduce regional congest VMT per capita
- Increase multi-modal or alternative travel choices
- Provide long term benefits, sustaining both rural and urban economies
- Improve movement of goods, in and through the region
- Improve safety and security
- Maintain and improve upon the existing transportation system



11. NEXT STEPS

The City has completed this LRSP to guide the process of future transportation safety improvements for years to come. In addition to the actions identified in the Implementation Plan, the City can perform the following to guide the success of this LRSP and its overall safety efforts.

- Develop a prioritized investment program for transportation safety improvements based on LRSP findings and available funding opportunities.
- Work with state and partner agencies on implementation of large-scale programs and policies.
- Incorporate safety analysis findings in future updates of safety programs.
- Monitor statewide safety priorities, guidance, and funding opportunities.
- Incorporate LRSP findings into the City's upcoming Active Transportation Plan (ATP) process, including evaluation of pedestrian and bicycle safety improvements along key corridors.



APPENDIX A

INTERSECTION NETWORK SCREENING RESULTS



Network Screening Table - Intersections

Intersection	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Signalized Intersections																				
41st AVE and CAPITOLA RD	6	0.00	60			5	1		1		1	1				3	1	2	1	
41st AVE and CLARES ST	6	0.00	160	1		2	3			4				1		1	2	1	1	
CAPITOLA RD and 30th AVE	4	-0.03	30			1	3	1		2					1		2	2	2	
41st AVE and EB CA 1 RAMPS	4	-0.05	24				4			4							4			1
41st AVE and GROSS RD	4	-0.03	31			1	3	2								2	1			1
CLARES ST and CAPITOLA RD	3	-0.06	28			2	1			1						2	1	1	1	
41st AVE and JADE ST	2	-0.10	12				2			2							2			1
CA 1 RAMPS and PORTER ST	2	-0.09	18			1	1	1		1							2			
38th AVE and CAPITOLA RD	1	-0.13	6				1	1												
CA-1 WB RAMPS and PARK AVE	1	-0.13	11			1					1									
41st AVE and US 1 WB OFF-RAMP	1	-0.13	6				1			1							1			
Unsignalized Intersections																				
41st AVE and CORY ST	4	0.03	44			4		1		1						2				1
BAY AVE and HILL ST	4	0.05	190		1	1	2	1	1						2		1		1	1
ESPLANADE and SAN JOSE AVE	3	2.69	29			2	1	1		1					1		1	1	1	
STOCKTON AVE and ESPLANADE	3	0.05	187		1	2									1	2		1	1	
CLIFF DR and WHARF RD	3	-0.02	29			2	1		1			1				1	1			
THOMPSON AVE and CAPITOLA RD	3	0.00	25			1	2	2							1			1	1	1
CAPITOLA AVE and STOCKTON AVE	3	0.03	25			1	2								3					
MONTEREY AVE and PARK AVE	3	0.01	25			1	2			1	1					1	2			
40th AVE and CLARES ST	2	-0.04	126		1		1				1				1		1			
41st AVE and REPOSA AVE	2	-0.02	14				2	1					1						1	1
42nd AVE and CAPITOLA RD	2	-0.02	173		1		1	1							1			1	1	
45th AVE and CAPITOLA RD	2	-0.02	173		1		1								2					
BAY AVE and BURLINGAME AVE	2	-0.03	18			1	1	1								1	1	1		
CALLAS LN and KENNEDY DR	2	0.03	173		1		1			1						1	2	1	1	
38th AVE and BROMMER ST	1	-0.07	165	1											1					
MONTEREY AVE and ESPLANADE	1	0.25	7				1								1			1		
SOMMERFIELD AVE and CAPITOLA RD	1	-0.07	7				1			1							1			
PARK AVE and CORONADO ST	1	-0.07	7				1							1			1			1
49th AVE and CAPITOLA RD	1	-0.07	11			1				1										
PARK AVE and WASHBURN AVE	1	-0.07	165		1						1								1	
BAY AVE and CAPITOLA AVE	1	-0.07	11			1										1	1	1	1	
42nd AVE and SEA PINES CT	1	0.06	11			1				1							1			
BAY AVE and ROSEDALE AVE	1	-0.07	11			1			1										1	
BAY AVE and OAK DR	1	-0.07	165		1											1	1	1		
CENTER ST and SUNSET DR	1	0.04	7				1									1	1			
MONTEREY AVE and WASHBURN AVE	1	-0.07	11			1						1								
CAPITOLA AVE and CAPITOLA CT	1	-0.07	7				1			1							1			
COLUMBUS DR and CORTEZ ST	1	0.49	11			1			1									1		
BAY AVE and CROSSROADS LOOP	1	-0.06	165	1											1					
CAPITOLA AVE and HILL ST	1	-0.07	11			1		1									1			1

¹ Local Critical Crash Rate Differential

² Equivalent Property Damage Only Crashes

APPENDIX B
SEGMENT NETWORK SCREENING RESULTS



Network Screening Table - Roadway Sements

Facility	Limits	Crashes	Local CCR Differential ¹	EPDO ²	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overtured	Other	Pedestrian	Bicycle	Aggressive	Impaired	Dark	Wet
Major Arterials																					
41st AVE	GROSS RD to CLARES ST	5	0.3011	401		2		3	2	1						2			1	2	
PARK AVE	WASHBURN AVE to WESLEY ST	4	0.92508	209		1		3			2		1			1		2	1		
41st AVE	CAPITOLA RD to ALAMEDA AVE	3	-0.0419	23			1	2					1			2		2		2	
CAPITOLA RD	41st AVE to 42nd AVE	1	-0.2879	11			1									1					
Minor Arterials																					
CAPITOLA AVE	BALBOA AVE TO GARY DR	1	1.05	6				1						1							
CLIFF DR	OPAL CLIFF DR/PORTOLA DR TO WHARF RD	1	-0.2652	11			1									1					
Major Collectors																					
CLARES ST	40TH AVE to MALL DRIVEWAY	3	0.1135	28			2	1	1		1				1						
38th AVE	ROLAND DR to MELTON ST	2	3.88532	21			2		1							1					
MONTEREY AVE	WASHBURN AVE to JUNIPERO CT	1	-0.3108	6				1								1		1			
Local																					
KENNEDY DR	CHITTENDEN LN to PONSSELLE LN	1	4.19559	11			1									1			1		

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

APPENDIX C
PUBLIC COMMENTS



**Social PinPoint
Online Interactive Map Tool
Posts - Capitola**

Kimley-Horn Social Pinpoint

Report Type: Social Map Results Summary

Date Range: 23-09-2025 - 15-12-2025

Exported: 14-01-2026 14:30:50

Closed

Untitled

[Capitola Local Roadway Safety Plan](#)

38
Contributors

163
Contributions

Key Statistics

Top-level information about the activity.



163

Posts
38 contributors

Map Post Summary

Summary of content contributed by participants including location information, voting results and more.

Posts by Location

Map showing all posts contributed by participants.



Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95039, Capitola, Santa Cruz County, California, United States	149	91.41%
95062, Santa Cruz, Santa Cruz County, California, United States	7	4.29%
95073, Soquel, Santa Cruz County, California, United States	3	1.84%
95062, Live Oak, Santa Cruz, Santa Cruz County, California, United States	2	1.23%

Posts by Category

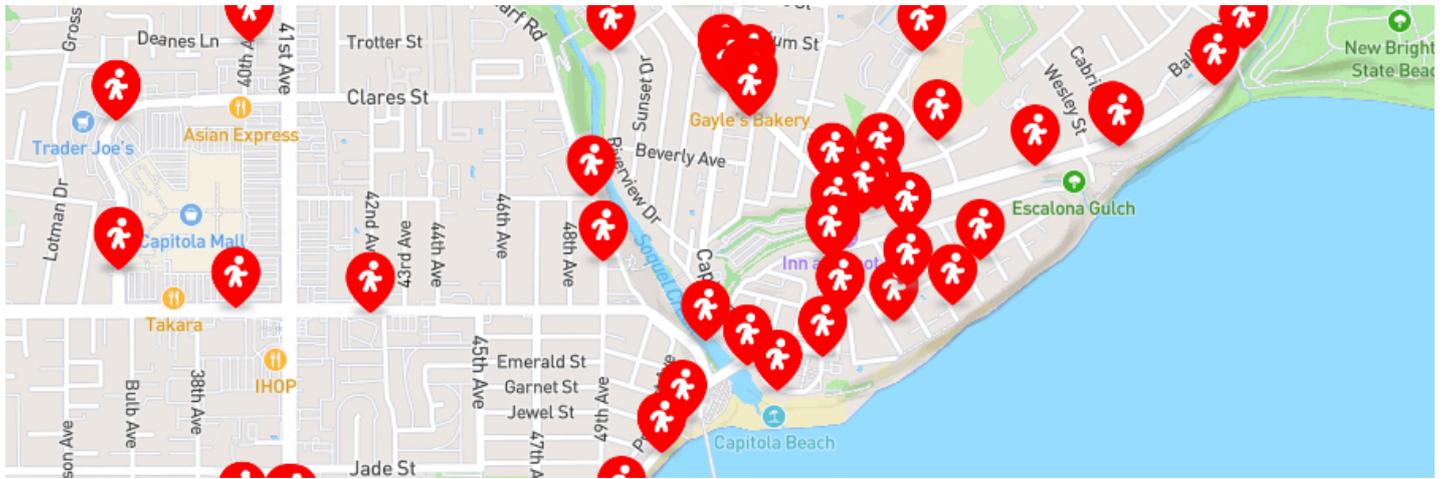
Comparison showing the number of posts for each category, as selected by participants.



Categories - Pedestrian Safety

Posts by Location

Map showing posts contributed by participants for nominated category.



Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95039, Capitola, Santa Cruz County, California, United States	65	92.86%
95010, Santa Cruz, Santa Cruz County, California, United States	3	4.29%
	1	1.43%
95062, Live Oak, Santa Cruz, Santa Cruz County, California, United States	1	1.43%

1. Please describe your safety concern at this location. Required

Long Text | Skipped: 0 | Answered: 70 (100%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

2. Please add your email to stay up to date on project updates.

Email | Skipped: 50 | Answered: 20 (28.6%)

doherty.patrick831@gmail.com

Contribution 20 of 20 | December 3, 2025

thereisings@gmail.com

Contribution 19 of 20 | December 1, 2025

mraemy@gmail.com

Contribution 18 of 20 | December 1, 2025

stefthetech18@yahoo.com

Contribution 17 of 20 | December 1, 2025

marcusvyvyan@gmail.com

Contribution 16 of 20 | November 25, 2025

dانjobry333@gmail.com

Contribution 15 of 20 | November 23, 2025

marcusvyvyan@gmail.com

Contribution 14 of 20 | November 21, 2025

mahern@accessiblespace.org

Contribution 13 of 20 | November 13, 2025

nealwind1@gmail.com

Contribution 12 of 20 | October 29, 2025

arilessin@gmail.com

Contribution 11 of 20 | October 29, 2025

pagansy@yahoo.com

Contribution 10 of 20 | October 28, 2025

arilessin@gmail.com

Contribution 9 of 20 | October 28, 2025

elessin@yahoo.com
Contribution 8 of 20 | October 28, 2025

bayaveservices@jsco.net
Contribution 7 of 20 | October 27, 2025

bobster1263@yahoo.com
Contribution 6 of 20 | October 25, 2025

vlrsmith@sbcglobal.net
Contribution 5 of 20 | October 23, 2025

stampnlady@gmail.com
Contribution 4 of 20 | October 22, 2025

skmacewen@gmail.com
Contribution 3 of 20 | October 11, 2025

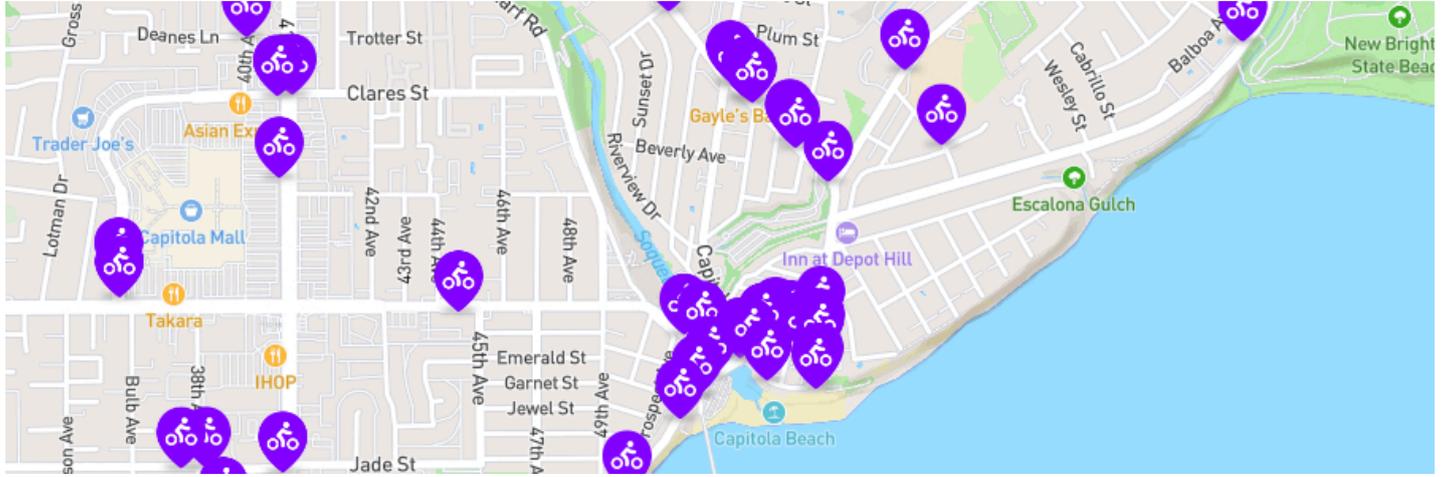
cemacewen@gmail.com
Contribution 2 of 20 | October 11, 2025

wallacez@pacbell.net
Contribution 1 of 20 | October 10, 2025

Categories - Bicycle Safety

Posts by Location

Map showing posts contributed by participants for nominated category.



Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95010, Capitola, Santa Cruz County, California, United States	53	86.89%
95062, Santa Cruz, Santa Cruz County, California, United States	4	6.56%
95073, Soquel, Santa Cruz County, California, United States	2	3.28%
	1	1.64%
95010, Live Oak, Santa Cruz, Santa Cruz County, California, United States	1	1.64%

1. Please describe your safety concern at this location. Required

Long Text | Skipped: 0 | Answered: 61 (100%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

2. Please add your email to stay up to date on project updates.

Email | Skipped: 57 | Answered: 4 (6.6%)

arilessin@gmail.com

Contribution 4 of 4 | October 29, 2025

ari@talmadgeconstruction.com

Contribution 3 of 4 | October 29, 2025

khalifasmama@yahoo.com

Contribution 2 of 4 | October 28, 2025

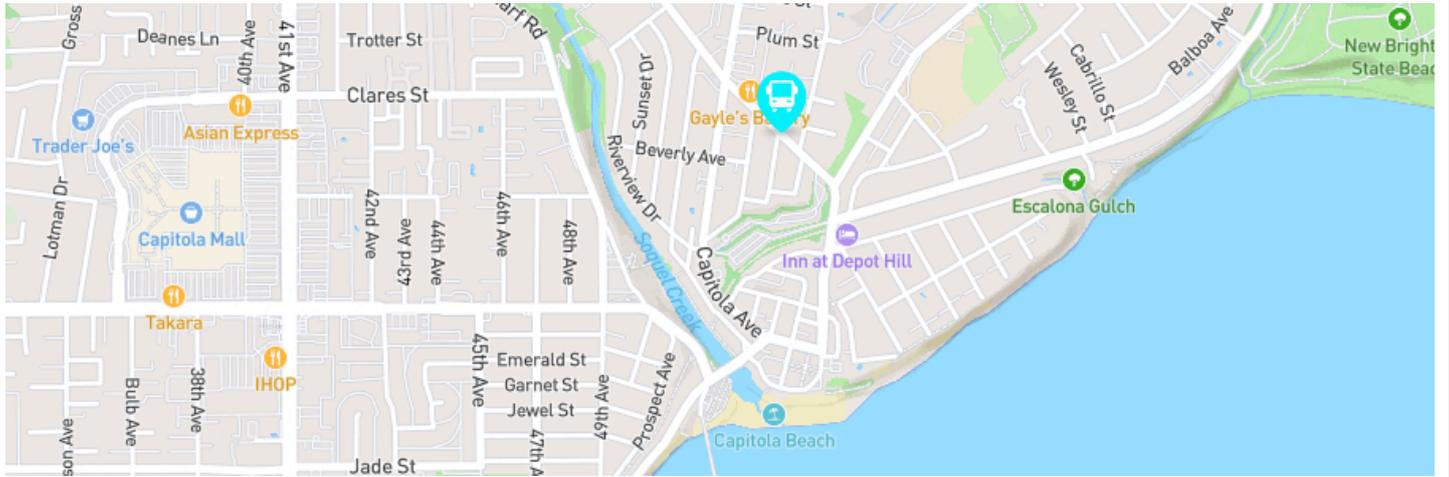
tombinsc@gmail.com

Contribution 1 of 4 | October 23, 2025

Categories - Transit Safety

Posts by Location

Map showing posts contributed by participants for nominated category.



Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95010, Capitola, Santa Cruz County, California, United States	1	100%

1. Please describe your safety concern at this location. Required

Long Text | Skipped: 0 | Answered: 1 (100%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

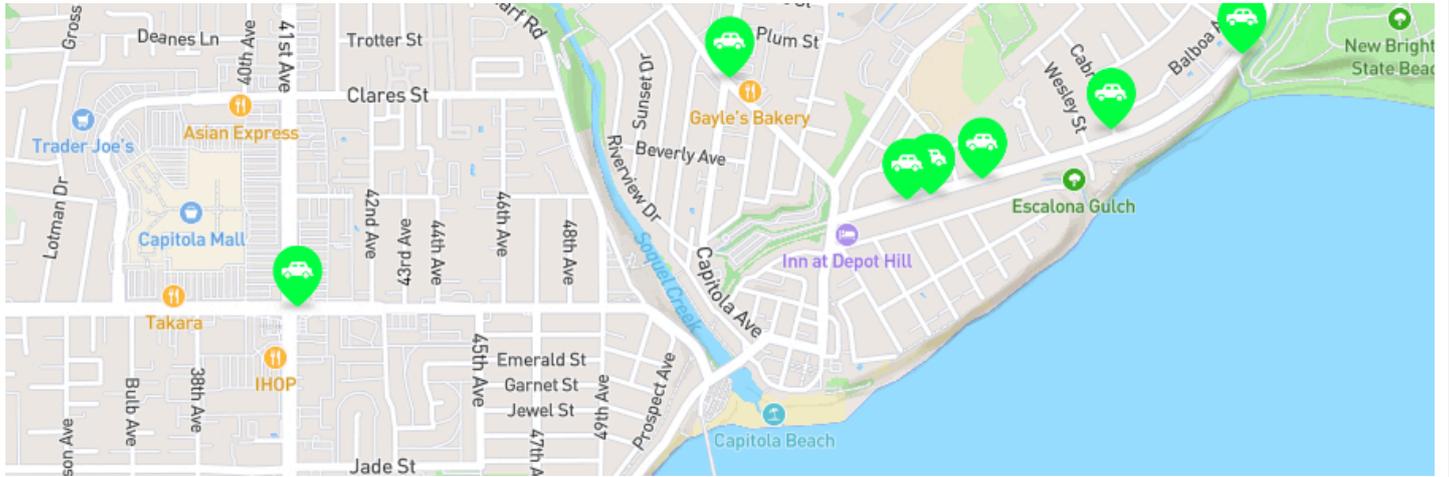
2. Please add your email to stay up to date on project updates.

Email | Skipped: 1 | Answered: 0 (0%)

Categories - Vehicle Safety

Posts by Location

Map showing posts contributed by participants for nominated category.



Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95010, Capitola, Santa Cruz County, California, United States	23	95.83%
95073, Soquel, Santa Cruz County, California, United States	1	4.17%

1. Please describe your safety concern at this location. Required

Long Text | Skipped: 0 | Answered: 24 (100%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

2. Please add your email to stay up to date on project updates.

Email | Skipped: 16 | Answered: 8 (33.3%)

mraemy@gmail.com

Contribution 8 of 8 | December 1, 2025

mraemy@gmail.com

Contribution 7 of 8 | December 1, 2025

jeremyschiff681@gmail.com

Contribution 6 of 8 | October 28, 2025

ericlessin@gmail.com

Contribution 5 of 8 | October 28, 2025

thesurfoferic@yahoo.com

Contribution 4 of 8 | October 28, 2025

nancynicholson11@gmail.com

Contribution 3 of 8 | October 11, 2025

wallacez@pacbell.net

Contribution 2 of 8 | October 10, 2025

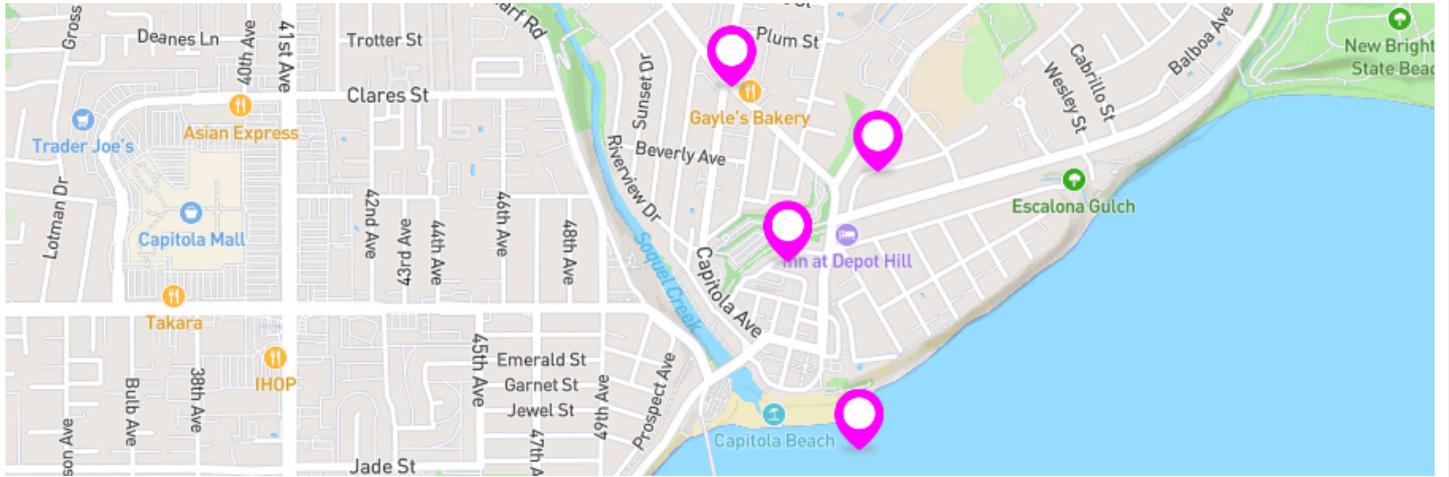
wallacez@pacbell.net

Contribution 1 of 8 | October 10, 2025

Categories - Other

Posts by Location

Map showing posts contributed by participants for nominated category.



Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95010, Capitola, Santa Cruz County, California, United States	7	100%

1. Please describe your safety concern at this location. Required

Long Text | Skipped: 0 | Answered: 7 (100%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

2. Please add your email to stay up to date on project updates.

Email | Skipped: 4 | Answered: 3 (42.9%)

doherty.patrick831@gmail.com

Contribution 3 of 3 | December 8, 2025

elcapidan409@yahoo.com

Contribution 2 of 3 | October 28, 2025

heidy@cwo.com

Contribution 1 of 3 | October 11, 2025

Social PinPoint
Online Interactive Map Tool
Comments - Capitola

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 412
 Report Date Range: 23 Sep 2025 - 15 Dec 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
25690	Dec 15, 2025, 05:30 PM	mid block crossing is not well lit, difficult to see pedestrians at night.	Pedestrian Safety	36.96909757	-121.9648128
25491	Dec 08, 2025, 12:02 PM	Road deterioration, location 325 Loam Ave., the downhill water runoff has degraded the asphalt curb road areas to the point that the asphalt is missing, and large gaps of earth are exposed. It will only continue to get degrade and continue to pop the asphalt up, out and down the road to Park Ave. and eventually into our Bay. And it is a safety hazard, please find a way to at least patch the area. We seem to get cute tiles on walls, sidewalks that nobody uses, and yet when it comes to the maintenance of our roads, Zero attention.	Other	36.97674689	-121.9490265
25486	Dec 06, 2025, 02:16 PM	A driver almost hit my daughter here. Because of the wide turning radius the drivers are able to take this corner at high speed without fully stopping at the red lights. Please consider a curb extension here to slow down the cars and give those of us on bikes and walking to have a safer way to cross this offramp.	Bicycle Safety	36.98271402	-121.9571534
25485	Dec 06, 2025, 02:14 PM	This is marked as a bike lane but is so close to the parked cars that it puts me in the door zone. Meanwhile there is a turning lane down the middle of the road that is rarely used. Please consider removing the turning lane or parking to make a safe space for me to bike on Bay Ave.	Bicycle Safety	36.98019803	-121.9546782
25484	Dec 06, 2025, 02:11 PM	The bike sharrow is painted in the door zone of parked cars. Encouraging people to bike this close to a parked car can cause fatal accidents.	Bicycle Safety	36.97830462	-121.9525955
25483	Dec 06, 2025, 02:10 PM	The bike lane and parked cars are too close and a potentially fatal hazard for me when I ride my bike on Bay Ave. An opening car door can knock me into the road. These types of accidents can be fatal.	Bicycle Safety	36.97739289	-121.9514118
25448	Dec 05, 2025, 05:55 PM	There is a section of the bike lane across from Center St that veers into a parked car that is a hazard.	Bicycle Safety	36.98039795	-121.9546854
25278	Dec 03, 2025, 09:58 PM	Loma Ave. gets an intense amount of traffic during the school hours via New Brighton. Instead of the parents driving down Monterey Ave. as required they zoom down Loma Ave. as a short cut to Park Ave. There is a blind spot at the island of the McCormick - Loma Ave. intersection. Could we please have speed bumps installed to slow down the traffic. And could we have the Police make more of a presence - patrolling our Loma Ave. and McCormick corridor, not just Monterey Ave.	Pedestrian Safety	36.97673806	-121.948964
25273	Dec 03, 2025, 11:01 AM	No curb ramp and vegetation blocks clear view of people and bikes accessing the Peery Park Bridge.	Pedestrian Safety	36.97942821	-121.9562456
25272	Dec 03, 2025, 11:00 AM	Visibility at this corner is obscured by the overgrowth of shrubbery	Other	36.9815452	-121.9526289
25253	Dec 01, 2025, 05:48 PM	Sidewalk ends here, forcing lots of kids to walk in the street.	Pedestrian Safety	36.97746878	-121.9474132
25252	Dec 01, 2025, 05:46 PM	Needs bike lanes for school traffic.	Bicycle Safety	36.97728283	-121.9473022
25251	Dec 01, 2025, 05:45 PM	Sidewalk has a large raised section that is unsafe.	Pedestrian Safety	36.98144156	-121.9404998
25250	Dec 01, 2025, 05:24 PM	Crosswalks at Hill and Capitola Avenue when bridge opens.	Pedestrian Safety	36.98129031	-121.9525534

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 412
 Report Date Range: 23 Sep 2025 - 15 Dec 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
25249	Dec 01, 2025, 04:38 PM	Speed table closer to the bridge would help slow down the cars going towards Capitola Village. They drive fast and barely stop at Hill Street-- especially when turning Right on Hill.	Vehicle Safety	36.98317588	-121.9521559
25248	Dec 01, 2025, 04:35 PM	Would like to see a speed table placed here too. Drivers come off the bridge (heading towards Capitola Village) at a fast rate. This will help slow everyone down and make it safer for those of us living here.	Vehicle Safety	36.98096806	-121.9526278
25247	Dec 01, 2025, 04:33 PM	We need crosswalks at this 4 way stop. (Hill and Capitola Ave.) I live on the corner and drivers barely make a complete stop here. There are a lot of us pedestrians that need to cross the street here. It feels unsafe and I'm concerned that it will get worse when the bridge opens up again. Thank You for looking into this!	Pedestrian Safety	36.98155908	-121.952516
25245	Dec 01, 2025, 02:20 PM	There is a lot of pedestrian traffic at this intersection. Many people blindly speed up the hills to the stop sign	Pedestrian Safety	36.98158453	-121.9524867
25225	Nov 25, 2025, 12:26 PM	Reposa is used a car thoroughfare between 38th and 41st causing unsafe conditions for families living on the street. Consider making a one-way. Traffic should be using Capitola or Brommer. This makes it safer for the pedestrians and cyclists who do use Reposa	Pedestrian Safety	36.9691533	-121.9662018
25209	Nov 23, 2025, 03:27 PM	Slow down traffic	Pedestrian Safety	36.97491515	-121.9503275
25208	Nov 23, 2025, 03:26 PM	Slow down cars and buses. Vehicles fly down the hills and run fail to stop for pedestrians and at stop signs	Pedestrian Safety	36.97867056	-121.9399224
25207	Nov 23, 2025, 03:24 PM	Slow cars and buses down.	Pedestrian Safety	36.97691808	-121.9447731
25206	Nov 23, 2025, 03:22 PM	Add raised, signaled crosswalk.	Pedestrian Safety	36.97742789	-121.9426763
25204	Nov 23, 2025, 03:10 PM	Speeding vehicles often run this stop sign, or stop short, and endanger the many beachgoers who cross here every day. Suggest raised crosswalk with flashing lights, similar to those on Clares.	Pedestrian Safety	36.97946421	-121.9391396
25197	Nov 21, 2025, 05:27 PM	Cars are taking a right from Reposa onto 41st. Cars are taking a left from 41st to InShape. Cars are taking a left out of Grocery Outlet onto 41st. It's extremely dangerous. I've seen cyclist and pedestrians hit here. There either needs to be an island, a round about or the crosswalk should not be here and put more infrastructure at the Melton crosswalk.	Pedestrian Safety	36.96910523	-121.9649666
25033	Nov 14, 2025, 12:36 PM	The speeding on Park Avenue has gotten out of control. The police are rarely around to issue tickets (which would help dissuade speeders). So I am suggesting the city put two traffic controlling bumps (one on either side of Washburn) to at least control speeders in the areas where driveways are directly on the street.	Vehicle Safety	36.97625438	-121.9475957
25029	Nov 13, 2025, 06:34 PM	Agree, no bike lanes but lots of blind corners. The islands make it difficult to fit a bike lane but with some creativity maybe it's a problem to be solved?	Bicycle Safety	36.97438183	-121.9695416

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 412
 Report Date Range: 23 Sep 2025 - 15 Dec 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
25028	Nov 13, 2025, 06:32 PM	Cars are turning left and right from Target, and traffic is busy on Clares, but pedestrians have a 1000 foot walk to get to the next crosswalk!	Pedestrian Safety	36.97465696	-121.9695428
24804	Nov 03, 2025, 04:52 PM	Difficult location for pedestrians, skateboarders or bicyclist to cross McGregor when exiting park.	Bicycle Safety	36.98356888	-121.934504
24803	Nov 03, 2025, 04:46 PM	Not having a distinct pedestrian path means people walk in the bike lane and in the road creating hazards for car/bike and bike/pedestrian conflicts.	Pedestrian Safety	36.97066861	-121.9548678
24802	Nov 03, 2025, 04:38 PM	Particularly dangerous right turn for bikes.	Bicycle Safety	36.97295585	-121.9521365
24796	Nov 03, 2025, 02:16 PM	Cars merge over into bike lane area, not to turn right on MacGregor but to be in right lane as they cross the intersection.	Bicycle Safety	36.98297324	-121.9370355
24658	Oct 29, 2025, 12:53 PM	Numerous complaints on vehicles , bikes and just unsafe speeds of street traffic. Park now is nothing more than a highway with NO safety features.	Pedestrian Safety	36.97587555	-121.9494541
24657	Oct 29, 2025, 12:48 PM	A constant problem here is bicycle s jump the curb and ride the sidewalk . My wife narrowly escaped being hit by working in our front yard.	Pedestrian Safety	36.97596917	-121.9490586
24656	Oct 29, 2025, 09:56 AM	Please consider speed tables on Capitola Ave between Gayle's and Hill for Pedestrian Safety	Pedestrian Safety	36.98048466	-121.9528015
24655	Oct 29, 2025, 09:54 AM	Add a cross walk at Rosedale so kids heading to school on bikes have an easier time crossing and going between Rosedale and Monterey correctly	Bicycle Safety	36.97722275	-121.9512541
24653	Oct 29, 2025, 09:50 AM	No bike lanes speeding cars major bike route connecting county and Capitola	Bicycle Safety	36.98245648	-121.9523352
24650	Oct 28, 2025, 07:44 PM	No bike lanes but heavily used by bikes	Bicycle Safety	36.97332639	-121.9505721
24647	Oct 28, 2025, 07:14 PM	Shark!	Other	36.97069149	-121.949532
24646	Oct 28, 2025, 07:13 PM	please provide police escort so we can cross safely	Pedestrian Safety	36.97852659	-121.9530667
24645	Oct 28, 2025, 07:13 PM	cars dont stop for people we need police escort to cross the street	Pedestrian Safety	36.98110708	-121.9556414
24644	Oct 28, 2025, 07:12 PM	we need a bike trail here	Bicycle Safety	36.9730015	-121.9537743
24643	Oct 28, 2025, 07:12 PM	covert this to a trail so we can walk safely over this and avoid the village	Pedestrian Safety	36.97311192	-121.9536799
24642	Oct 28, 2025, 07:11 PM	hard to bike up the hill and no bike lane its not safe	Bicycle Safety	36.9731595	-121.9542598
24640	Oct 28, 2025, 07:03 PM	Cars hall A** on this road! put in speed bumps	Pedestrian Safety	36.97734388	-121.9425032
24639	Oct 28, 2025, 07:02 PM	i am 74 years old i walk slow and its a challenge and stressful for me to get to cvs to get my medication, people these days dont have paitens or respect for someone in the crosswalk	Pedestrian Safety	36.98110275	-121.9554405
24638	Oct 28, 2025, 07:01 PM	Making Walking Safe Again!! Cars dont obey the laws and put our lives at risk! Roundabout is terrible we have too many pedestrains here	Pedestrian Safety	36.98123108	-121.9553248
24637	Oct 28, 2025, 06:59 PM	Bikes come down the hill and they want to go to the beach this way, against traffic, remove the parking spots and put in a bike path here	Bicycle Safety	36.97273579	-121.9505971
24636	Oct 28, 2025, 06:58 PM	No bike lanes and stupid toursit i got hit by some guys mirror	Bicycle Safety	36.97301448	-121.9513758

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 412
 Report Date Range: 23 Sep 2025 - 15 Dec 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
24635	Oct 28, 2025, 06:57 PM	Bikes come flying down the hill and dont stop for people in the cross walk!	Pedestrian Safety	36.97257393	-121.9525503
24634	Oct 28, 2025, 06:56 PM	We need better biking infrastructure, make it safe please	Bicycle Safety	36.98084552	-121.9646985
24633	Oct 28, 2025, 06:56 PM	We need protectieve bike lanes!	Bicycle Safety	36.97025444	-121.9678558
24632	Oct 28, 2025, 06:55 PM	Traffic cuts thru neighborhood when Park is backed up, please stop them	Vehicle Safety	36.97767475	-121.9427187
24631	Oct 28, 2025, 06:54 PM	Traffic is backed up daily!	Vehicle Safety	36.97931646	-121.939179
24630	Oct 28, 2025, 06:54 PM	give us protected bike lanes	Bicycle Safety	36.98136085	-121.9556223
24629	Oct 28, 2025, 06:53 PM	Make it safe for the People!! We need police here to write ticekts to cars that dont yeild to pedstrians	Pedestrian Safety	36.98130384	-121.9555467
24628	Oct 28, 2025, 06:52 PM	My brother got hit here by a car last month! Not SAFE!	Pedestrian Safety	36.97884892	-121.9532247
24627	Oct 28, 2025, 06:52 PM	cars dont yeild to people in the cross walk they drive up to us, stressing us out	Pedestrian Safety	36.9788946	-121.9532328
24626	Oct 28, 2025, 06:51 PM	No bike lane, the vehicle lane shits over and crushes us on bikes	Bicycle Safety	36.97867023	-121.9530098
24625	Oct 28, 2025, 06:51 PM	a lot of cars turn left here and they are not suppoed to! Fix this!!	Vehicle Safety	36.97879488	-121.9530328
24624	Oct 28, 2025, 06:50 PM	Lots of cars going in and out, no bike lane	Bicycle Safety	36.97820481	-121.9524214
24623	Oct 28, 2025, 06:49 PM	school traffic doesnt look at people in the cross walk, too many cars!	Pedestrian Safety	36.97652747	-121.9502565
24622	Oct 28, 2025, 06:49 PM	Traffic is jammed and backup up to the school	Vehicle Safety	36.98229614	-121.939987
24621	Oct 28, 2025, 06:48 PM	Vehicles Are Going Like 35 - 40 MPH!! SLOW DOWN!!!	Vehicle Safety	36.98078536	-121.9456973
24620	Oct 28, 2025, 06:48 PM	Kids on bikes dont have a dedicated bike lane or safe route to school	Bicycle Safety	36.98109235	-121.9454307
24619	Oct 28, 2025, 06:47 PM	Speeding Cars!!	Vehicle Safety	36.98179866	-121.9443762
24618	Oct 28, 2025, 06:47 PM	99 out of 100 cars dont stop at this stop sign	Vehicle Safety	36.98233349	-121.9430645
24617	Oct 28, 2025, 06:46 PM	a truck was turning right and never looked at us in the cross walk	Pedestrian Safety	36.9810405	-121.9555511
24616	Oct 28, 2025, 06:46 PM	not safe to cross please put in a stop light so we have dedicated crossing time that is the only thing that will stop cars from running us over!!!	Pedestrian Safety	36.98116437	-121.9557452
24615	Oct 28, 2025, 06:45 PM	no bike lanes here	Bicycle Safety	36.97857988	-121.9529136
24614	Oct 28, 2025, 06:45 PM	cars pulling out from street parking hit me!	Bicycle Safety	36.97832984	-121.952563
24613	Oct 28, 2025, 06:44 PM	People are walking in the bike lane and no room to ride in the street	Bicycle Safety	36.97132442	-121.9543671
24612	Oct 28, 2025, 06:44 PM	bikes flying down the hill and no safe place for us to walk	Pedestrian Safety	36.97136606	-121.9543043
24611	Oct 28, 2025, 06:43 PM	car hit me with their mirror and kept driving away	Bicycle Safety	36.98120704	-121.9557362
24610	Oct 28, 2025, 06:42 PM	cars dont care that people are trying to cross the street!! We need a stoplight!	Pedestrian Safety	36.98126545	-121.9554871
24609	Oct 28, 2025, 06:41 PM	cars turning right dont see us in the cross walks, and people coming off the freeway start to go before we are past the center line	Pedestrian Safety	36.98103574	-121.9555955
24608	Oct 28, 2025, 06:40 PM	With the reduction to one lane, then splitting to two lanes i got ran off the road by driving trying to race to get into the other lane	Bicycle Safety	36.98113479	-121.9553929
24606	Oct 28, 2025, 05:26 PM	Car speed	Other	36.98206402	-121.9523998
24604	Oct 28, 2025, 05:18 PM	Speed table	Other	36.98269668	-121.9522909
24603	Oct 28, 2025, 03:28 PM	Intersection is dangerous. Distracted, speeding drivers do not often wait for pedestrians to cross	Pedestrian Safety	36.97799504	-121.9524948
24600	Oct 28, 2025, 12:51 PM	Speeding cars past kids on bikes riding to school.	Bicycle Safety	36.98227113	-121.9597568

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 412
 Report Date Range: 23 Sep 2025 - 15 Dec 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
24599	Oct 28, 2025, 12:14 PM	Two speed bumps need to be put on the road in front of 905 Capitola Avenue. Cars are speeding after the bridge down to the stop sign. There are no bike lanes either.	Vehicle Safety	36.98290791	-121.9522434
24598	Oct 28, 2025, 12:10 PM	challenging to back out onto street, cars drive too fast	Vehicle Safety	36.97659739	-121.9462003
24597	Oct 28, 2025, 12:10 PM	challenging to back out onto street, cars drive too fast	Vehicle Safety	36.9761415	-121.9482376
24594	Oct 28, 2025, 12:01 PM	this crosswalk is hard to see at night	Pedestrian Safety	36.96857743	-121.9649288
24593	Oct 28, 2025, 12:00 PM	Green bike box is appreciated	Bicycle Safety	36.97015867	-121.9651072
24592	Oct 28, 2025, 11:59 AM	Not many places to cross Clares as a pedestrian	Pedestrian Safety	36.9778962	-121.9696094
24591	Oct 28, 2025, 11:58 AM	no crosswalk on Wharf from Capitola Road to Clares, that seems too far apart.	Pedestrian Safety	36.97625764	-121.9567702
24590	Oct 28, 2025, 11:56 AM	Crosswalks are not even in the street	Pedestrian Safety	36.9720249	-121.9517362
24589	Oct 28, 2025, 11:54 AM	no sidewalk to walk/skate to the skatepark	Pedestrian Safety	36.98265535	-121.9372667
24588	Oct 28, 2025, 11:52 AM	Bikes sharing the road on 41st is not great	Bicycle Safety	36.98401795	-121.9648059
24587	Oct 28, 2025, 11:51 AM	improve this connection at 40th/Deans for bikes and people, not cars	Bicycle Safety	36.97963185	-121.9660869
24586	Oct 28, 2025, 11:51 AM	improve this connection at 40th/Deans for bikes and people, not cars	Pedestrian Safety	36.97962054	-121.9660089
24585	Oct 28, 2025, 11:50 AM	I see people run across the street here all the time	Pedestrian Safety	36.97469915	-121.969552
24584	Oct 28, 2025, 11:49 AM	no bike lanes on Clares from Capitola Rd to 41st	Bicycle Safety	36.97397184	-121.9695254
24583	Oct 28, 2025, 11:49 AM	no bike lanes on Clares from 41st to Capitola Rd	Bicycle Safety	36.9783527	-121.9652533
24582	Oct 28, 2025, 11:46 AM	missing bike lanes in the village	Bicycle Safety	36.97263403	-121.9524563
24581	Oct 28, 2025, 11:45 AM	lack of adequate bike parking during many of the events	Bicycle Safety	36.97209556	-121.9506131
24580	Oct 28, 2025, 11:45 AM	No bike lanes anywhere in the village, but is a necessary route to get through town.	Bicycle Safety	36.97287379	-121.950873
24578	Oct 28, 2025, 11:43 AM	Can we make all yellow (school) crosswalks into raised speed tables? Makes the kids more visible and reduces speeds.	Pedestrian Safety	36.97940077	-121.9478395
24577	Oct 28, 2025, 11:42 AM	Missing bike lanes in the school zone	Bicycle Safety	36.97891755	-121.9482973
24576	Oct 28, 2025, 11:41 AM	turning left up the hill onto Monterey as a cyclist can be challenging	Bicycle Safety	36.97648677	-121.95037
24575	Oct 28, 2025, 11:41 AM	We need speed tables on Capitola Ave between the newly opened bridge and Gayles. When drivers come into Capitola and head down hill they pick up speeds of up to 45 miles an hour. When this area opens again it is a major bike and walking route between the schools. There is no bike lane and no sidewalk in some areas so slowing traffic is paramount	Pedestrian Safety	36.98252048	-121.952306
24574	Oct 28, 2025, 11:34 AM	Major bike corridor for school aged children and excessive vehicle speed between Highway 1 overpass and Hill Street is an easily mitigated hazard that requires speed tables. The cars commuting through our village typically ignore speed signage and present a significant damaged to the Capitola residents and their property. Please install speed tables.	Vehicle Safety	36.98215877	-121.9523939
24573	Oct 28, 2025, 11:29 AM	Speed table request. Cars ignore speed signs and cause hazards for the kids, animals and disabled people in our neighborhood.	Vehicle Safety	36.98187736	-121.952263

Capitola Local Roadway Safety Plan

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24571	Oct 28, 2025, 11:24 AM	Vehicles from Soquel cross the Highway 1 bridge and gain excessive speed coming into Capitola. There have been numerous accidents resulting in injuries and total property losses between Highway 1 and Hill Street.	Pedestrian Safety	36.98229057	-121.9523924
24513	Oct 27, 2025, 12:53 AM	Can't cross over to Nob Hill on one side and Gayles or the bank on the other side.	Pedestrian Safety	36.980476	-121.953915
24510	Oct 25, 2025, 08:31 PM	These trees are blocking the signage that shows left lane turn left only and right lane goes straight. They need to be trimmed back	Transit Safety	36.97759771	-121.9516256
24509	Oct 25, 2025, 08:22 PM	Really scary to ride bike here! very narrow space	Bicycle Safety	36.9718008	-121.9539455
24508	Oct 25, 2025, 08:20 PM	put it back to what it was. I see you want to change to roundabout. Good Lord are you nuts! what a pedestrian nightmare it will be	Pedestrian Safety	36.9811668	-121.9554363
24507	Oct 25, 2025, 08:16 PM	we should eliminate these parking places in between the two entrances of Gayles. It will open up greater visibility of this intersection.	Pedestrian Safety	36.97835638	-121.9526142
24501	Oct 25, 2025, 02:10 AM	Blind corner for pedestrians, bike and cars. Cars allowed to park to close to curve requiring cars to come around corner in both lanes.	Pedestrian Safety	36.97374723	-121.9500388
24500	Oct 25, 2025, 02:05 AM	No crosswalk for pedestrians to cross Escalona while walking down Monterey.	Pedestrian Safety	36.97496484	-121.9501662
24488	Oct 23, 2025, 11:19 PM	Middle schoolers on ebike running stop signs	Bicycle Safety	36.97223186	-121.9535404
24470	Oct 23, 2025, 02:07 PM	Many pedestrians and bicyclists do not use the crossing button to let cars know they are going to walk across.	Pedestrian Safety	36.97371655	-121.9627394
24469	Oct 23, 2025, 02:05 PM	Uneven pavement	Vehicle Safety	36.98284377	-121.9644026
24468	Oct 23, 2025, 02:04 PM	Hole in pavement making it unsafe for vehicles turning to Gross road.	Vehicle Safety	36.98094203	-121.9648209
24467	Oct 23, 2025, 02:03 PM	Thereâ€™s also quite a bit of jaywalking, as pedestrians sometimes cross outside of designated areas, creating dangerous situations for both walkers and drivers.	Pedestrian Safety	36.97382698	-121.9663761
24465	Oct 23, 2025, 02:02 PM	Many do not obey the "no right turn on red" sign	Vehicle Safety	36.9738125	-121.9647075
24461	Oct 23, 2025, 10:49 AM	Bike lane is too narrow.	Bicycle Safety	36.9718563	-121.9538748
24459	Oct 23, 2025, 10:12 AM	Two lanes down to one lane has created daily traffic nightmares. This is a major thoroughfare and needs to have traffic flow	Vehicle Safety	36.98051027	-121.9548723
24458	Oct 23, 2025, 10:10 AM	Cars often crowd the bike lanes when traffic backs up and then need to turn right by Carpoâ€™s.	Bicycle Safety	36.98386336	-121.9570546
24457	Oct 23, 2025, 10:09 AM	Cars often crowd into bike lanes when traffic backs up and cars want to turn right	Bicycle Safety	36.98274184	-121.9568763
24456	Oct 23, 2025, 10:08 AM	Narrow bike lanes with fast cars. When traffic backs up cars often crowd into the bike lanes to make right turns.	Bicycle Safety	36.98297034	-121.956931
24455	Oct 23, 2025, 10:07 AM	A crosswalk from Burlingame Ave across to bay ave to get over to the Gayleâ€™s complex would be helpful with how fast cars move	Pedestrian Safety	36.9780427	-121.9524405
24452	Oct 23, 2025, 09:05 AM	Sidewalks along 49th Ave between Capitola Rd and Clare's aren't clear for handicapped access	Pedestrian Safety	36.97484056	-121.956448
24450	Oct 22, 2025, 08:16 PM	Large, complex intersection with long travel times for pedestrians. Given the traffic volume, this should be redesigned.	Other	36.9785972	-121.9529761

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24448	Oct 22, 2025, 07:55 PM	This entire intersection was so difficult to manage for many years. It has been much easier since the upgrade and far less confusing to figure out who goes next at this intersection.	Vehicle Safety	36.981075	-121.9557094
24447	Oct 22, 2025, 07:45 PM	The current setup is very protective of peds. It seems counterproductive to go back to the way things were when folks were getting hurt walking through here. Please put in a 4 way signal light with crosswalk signals as well. I bet the traffic would flow much easier and safer if this were to happen. When a city outgrows a 4 way stop, the next step is a 4 way signal light.	Pedestrian Safety	36.98125717	-121.9557026
24418	Oct 17, 2025, 06:50 PM	A car hit me while i was in the cross walk - Dan	Pedestrian Safety	36.97276216	-121.9505191
24417	Oct 17, 2025, 06:49 PM	Vehicle not aware of people on bikes i got ran off the road	Bicycle Safety	36.97197895	-121.9507
24416	Oct 17, 2025, 06:49 PM	Car backed out and hit me!	Bicycle Safety	36.97216268	-121.9520186
24415	Oct 17, 2025, 06:48 PM	Car turning right didnt yeild and almost hit me, i think i got hit by the mirror, i fell and they drove off	Bicycle Safety	36.96809787	-121.964935
24414	Oct 17, 2025, 06:47 PM	car turned right and didnt see me, i had to swearve and i crash and they drove off	Bicycle Safety	36.9691682	-121.9667207
24413	Oct 17, 2025, 06:46 PM	Car turning right didnt yeild to me and i crash into the curb and they drove off!!	Bicycle Safety	36.96753848	-121.9664641
24380	Oct 11, 2025, 08:55 PM	cars back up and almost hit me, and people are walking in the bike lane, its not safe to bike thru the village! There has to be a better route to bypass going down cliff drive	Bicycle Safety	36.9697428	-121.9558065
24379	Oct 11, 2025, 08:52 PM	i crashed do to a car turning right and not vielding to me on my bike	Bicycle Safety	36.97025836	-121.9671784
24378	Oct 11, 2025, 08:51 PM	cars parked in the bike lane no stopping zone	Bicycle Safety	36.97953441	-121.9391682
24373	Oct 11, 2025, 01:31 PM	traffic calming needed. Often used as a thoroughfare--too narrow for neighborhood safety. Need stop sign at Fanmar/Terrace	Other	36.97478456	-121.9514569
24368	Oct 11, 2025, 12:40 PM	This intersection is a mess since you eliminated the lane. It backs up all the way to the highway and some cars turn right into Nobhill parking lot and speed through the parking lot to go around this intersection. It happens going the other way too where they speed through the neighborhood by the post office so they do not have to wait in the long line at the stop sign by Nobhill shopping center. You need to bring back the two lanes.	Vehicle Safety	36.98145343	-121.9559087
24365	Oct 11, 2025, 10:58 AM	It is very dangerous trying to exit Gayleâ€™s parking lot onto Bay Ave	Pedestrian Safety	36.97822324	-121.9523944
24364	Oct 11, 2025, 10:56 AM	Cars are making a left turn when it is marked right turn only	Pedestrian Safety	36.97866892	-121.9524603
24362	Oct 11, 2025, 10:44 AM	Pedestrians walking along Cliff Drive above the beach need protection from cars! Drivers may be distracted from the view, putting pedestrians at risk of serious injury.	Pedestrian Safety	36.96927614	-121.9559493
24361	Oct 11, 2025, 10:39 AM	Pedestrians trying to exit the parking lot, pedestrians trying to cross Park Ave need more distinctive signage and street markings.	Pedestrian Safety	36.97554331	-121.9501832

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Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
24360	Oct 11, 2025, 10:18 AM	Limited visibility for cars pulling out of back parking lot at Gayle's. Dangerous for both pedestrians and drivers. It would help if red curb was extended in both directions from the entrance/exit and making traffic one way through parking lot.	Pedestrian Safety	36.97837044	-121.9524764
24357	Oct 10, 2025, 07:07 PM	No Sidewalks	Pedestrian Safety	36.97546114	-121.9482391
24356	Oct 10, 2025, 07:06 PM	No Sidewalks	Pedestrian Safety	36.97388944	-121.9470037
24355	Oct 10, 2025, 07:06 PM	No Sidewalks	Pedestrian Safety	36.9735343	-121.9485877
24354	Oct 10, 2025, 07:06 PM	No Sidewalks	Pedestrian Safety	36.97486644	-121.9462583
24353	Oct 10, 2025, 07:06 PM	No Sidewalks	Pedestrian Safety	36.97431281	-121.948215
24352	Oct 10, 2025, 07:05 PM	Unsafe for bikes	Bicycle Safety	36.97365992	-121.9603589
24351	Oct 10, 2025, 07:05 PM	Unsafe for bikes	Bicycle Safety	36.97280852	-121.9510103
24350	Oct 10, 2025, 07:05 PM	Unsafe for bikes	Bicycle Safety	36.97657229	-121.965204
24349	Oct 10, 2025, 07:05 PM	Unsafe for bikes	Bicycle Safety	36.97264413	-121.9527496
24348	Oct 10, 2025, 07:05 PM	Unsafe for bikes	Bicycle Safety	36.97308301	-121.9517867
24346	Oct 10, 2025, 06:51 PM	Bumper to bumper traffic accident	Vehicle Safety	36.98049101	-121.964852
24345	Oct 10, 2025, 06:50 PM	Truck ran over Kid on E-bike Critical condition	Bicycle Safety	36.97837745	-121.9648593
24344	Oct 10, 2025, 06:44 PM	I got hit by a car mirror the other day, driver pulled into the bike lane	Bicycle Safety	36.9728282	-121.9505798
24342	Oct 10, 2025, 06:39 PM	Do NOT install traffic lights.	Vehicle Safety	36.98118985	-121.955581
24341	Oct 10, 2025, 06:37 PM	Safety lights at each corner for pedestrians to use crosswalks.	Pedestrian Safety	36.9786201	-121.9531584
24340	Oct 10, 2025, 06:35 PM	Traffic is backed up, often onto freeway; 2 lanes are necessary at Bay/Hill intersection driving from freeway.	Vehicle Safety	36.9812891	-121.9557494
24234	Sep 23, 2025, 07:52 PM	Bikes traveling straight northbound do not interact with traffic and should not need to stop at the stop sign. Signage should be changed to reflect this.	Bicycle Safety	36.98233597	-121.9398475
24233	Sep 23, 2025, 07:38 PM	Add a pathway to Auto Plaza Dr to Safely get to 41st ave & encourage biking & walking to shopping	Pedestrian Safety	36.98258793	-121.9603444

**Social PinPoint
Online Interactive Map Tool
Posts - From Santa Cruz
County Safety Action Plan**

Kimley-Horn Social Pinpoint

Report Type: Social Map Results Summary

Date Range: 29-08-2025 - 23-09-2025

Exported: 14-01-2026 14:34:17

Open

Untitled

[Capitola Local Roadway Safety Plan](#)

2
Contributors

53
Contributions

Key Statistics

Top-level information about the activity.

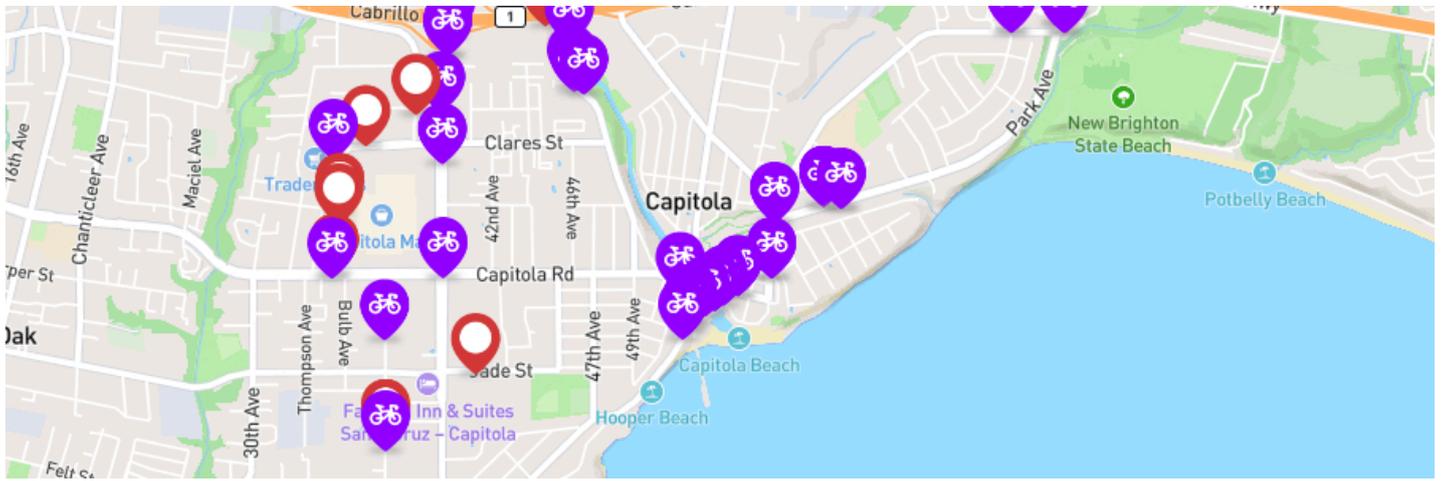
 **53**
Posts
2 contributors

Map Post Summary

Summary of content contributed by participants including location information, voting results and more.

Posts by Location

Map showing all posts contributed by participants.



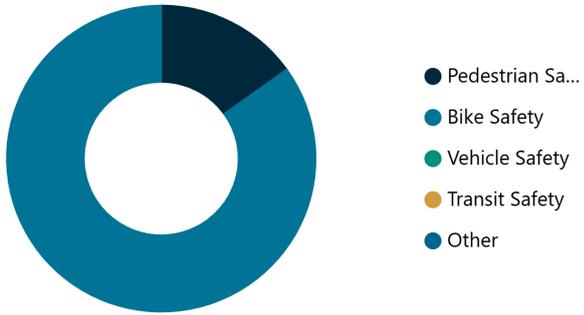
Top Contributions by Location

Top 10 most frequent postal/ZIP codes of posts submitted by participants.

Location	Total Contributions	% Contributions
95010, Capitola, Santa Cruz County, California, United States	47	88.68%
95062, Santa Cruz, Santa Cruz County, California, United States	4	7.55%
95073, Soquel, Santa Cruz County, California, United States	2	3.77%

Posts by Category

Comparison showing the number of posts for each category, as selected by participants.



**Social PinPoint
Online Interactive Map Tool
Comments - From Santa Cruz
County Safety Action Plan**

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 386
 Report Date Range: 29 Aug 2025 - 23 Sep 2025
 Date Exported: 1/14/2026 14:37
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Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
24230	Sep 23, 2025, 02:01 PM	Narrow bike lanes	Bike Safety	36.973	-121.9519
24229	Sep 23, 2025, 02:00 PM	Bike lanes on street are poor quality	Bike Safety	36.97363	-121.9504
24228	Sep 23, 2025, 02:00 PM	Intersection not safe for Bikes attempting to legally go straight. Often have to merge into tourist traffic that is unaware of the workings of the intersection. Better Signage, painting on the road, clearly marked bike lane would help. Paving this	Bike Safety	36.9756	-121.9503
24227	Sep 23, 2025, 01:59 PM	There are some serious tree root bumps in the bike lane (which have been slightly scraped, but it's not enough). To go around you need to be in the traffic lane. It's not super safe and can mess with your bike handling.	Bike Safety	36.97617	-121.9481
24226	Sep 23, 2025, 01:59 PM	Park Avenue, Capitola, CA 95010. Cars, trucks, and commercial vehicles drive fast. There isn't a buffer between bikes and motorized vehicles. Driving eastbound the street descends down a hill and vehicle speeds increase and could easily strike bikes ridd	Bike Safety	36.9761	-121.9473
24225	Sep 23, 2025, 01:58 PM	Bikes traveling straight northbound do not interact with traffic and should not need to stop at the stop sign. Signage should be changed to reflect this.	Bike Safety	36.98234	-121.9398
24224	Sep 23, 2025, 01:57 PM	More signage is needed to alert vehicles bikes move into the car lane from mcgreggor to park ave.	Bike Safety	36.98233	-121.9375
24223	Sep 23, 2025, 01:57 PM	Drain grate is a hazard for bikers which are going around and leaving bike lane	Bike Safety	36.98266	-121.9377
24222	Sep 23, 2025, 01:57 PM	This section of McGregor Drive is full of potholes and rough road, making it difficult for bikes to traverse safely as cars swerve to avoid potholes. Please repave.	Bike Safety	36.98296	-121.9372
24221	Sep 23, 2025, 01:51 PM	There are two huge grates here under highway one taking up most of the bike lane. It's one thing in the daylight, but even more hazardous at night, very hard to see. To go around them you are in the traffic lane. One of them is already marked. I can't qu	Bike Safety	36.98424	-121.9371
24220	Sep 23, 2025, 01:45 PM	Lane shifts are dangerous	Bike Safety	36.98345	-121.9372
24192	Sep 15, 2025, 01:57 PM	This could really use some separation of the eastbound bike lane. There are always walkers in the bike lane or too close to the bike lane. I take the road often, but I can't always do that.	Bike Safety	36.97177	-121.9541
24191	Sep 15, 2025, 01:56 PM	Westbound bike lane needs barrier from cars. Cars are looking off toward the ocean and veer into the bike lane.	Bike Safety	36.97201	-121.9539
24190	Sep 15, 2025, 01:55 PM	Cars entering freeway cross bike lanes	Bike Safety	36.98153	-121.9647

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24076	Sep 02, 2025, 02:10 PM	Track crossing rough	Pedestrian Safety	36.96791	-121.9674
24075	Sep 02, 2025, 02:10 PM	No sidewalk	Pedestrian Safety	36.97024	-121.9634
24074	Sep 02, 2025, 02:07 PM	No dedicated bike lane	Bike Safety	36.97145	-121.9674
24073	Sep 02, 2025, 02:06 PM	Cars turning right from Clares onto Capitola Rd are generally only (barely) slowing down, even when light is red, and looking left for cars and often overlook pedestrians entering/in crosswalk. It is especially scary when crossing south because the pote	Pedestrian Safety	36.97378	-121.9697
24072	Sep 02, 2025, 02:06 PM	Cars speeding southbound and not slowing at all for pedestrians	Pedestrian Safety	36.97556	-121.9695
24071	Sep 02, 2025, 02:05 PM	Why is there no crosswalk between the "hole in the wall" on Sommerfeld and the Capitola Mall food court area parking lot? This is constantly used by those of us in the neighborhood and is clearly meant as a pathway (since there is the median with cutout	Pedestrian Safety	36.97592	-121.9694
24070	Sep 02, 2025, 02:04 PM	closest pedestrian crossing is 40th and at the mall/Bay Federal, could use more	Pedestrian Safety	36.97832	-121.9683
24069	Sep 02, 2025, 02:04 PM	Mobility scooter, dirt hydrant in side walk, 40th&Deans Lane	Pedestrian Safety	36.97944	-121.9661
24068	Sep 02, 2025, 02:04 PM	Drivers driver WAY TOO fast and aggressively along 41st avenue! Speed limits need to be reduced and speeding checked.	Bike Safety	36.97952	-121.965
24067	Sep 02, 2025, 02:02 PM	Add a pathway to Auto Plaza Dr to safely get to 41st ave & encourage biking & walking to shopping.	Pedestrian Safety	36.98258	-121.9604
24066	Sep 02, 2025, 02:00 PM	Walkers and bikers share a bike lane. Frequently they're not paying attention and will walk directly in front of a bike, who then has to swerve into traffic to avoid. Extremely dangerous when the road is busy, even when biking	Bike Safety	36.97146	-121.9543
24031	Aug 29, 2025, 01:16 PM	Bike lane goes away	Bike Safety	36.97365	-121.9649
24030	Aug 29, 2025, 01:14 PM	Lane shifts are dangerous	Bike Safety	36.98346	-121.9372
24029	Aug 29, 2025, 01:11 PM	Drain grate is a hazard for bikers which are going around and leaving bike lane	Bike Safety	36.98266	-121.9377
24028	Aug 29, 2025, 01:09 PM	Narrow bike lanes and traffic congction	Bike Safety	36.97246	-121.9529
24027	Aug 29, 2025, 01:06 PM	Narrow bike lanes	Bike Safety	36.97301	-121.9519
24026	Aug 29, 2025, 01:05 PM	Bike lanes on street are poor quality	Bike Safety	36.97364	-121.9504
24025	Aug 29, 2025, 01:03 PM	Narrow bike lane going uphill and no bike lane going downhill	Bike Safety	36.97312	-121.9544

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 386
 Report Date Range: 29 Aug 2025 - 23 Sep 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
24024	Aug 29, 2025, 01:03 PM	cars run us off the road, there is no dedicated lane, and bikes dont sit in traffic like cars do. we need a safe route around not through the village	Bike Safety	36.97266	-121.9525
24023	Aug 29, 2025, 01:00 PM	No dedicated bike lane	Bike Safety	36.97784	-121.9697
24022	Aug 29, 2025, 12:58 PM	Narrow road, speeding cars, no bike lane, cars honking when cyclists use roadway.	Bike Safety	36.9675	-121.9674
24021	Aug 29, 2025, 12:55 PM	The bike loop does not change the signal is no cars are there. This has gone on for at least a couple of years. I have sent notices to the County	Bike Safety	36.97229	-121.9533
24020	Aug 29, 2025, 12:54 PM	Unprotected bike path the entire length of 41st Avenue where cars/trucks often travel at 40-50 mph. The bike lane is narrow and not well not well marked with paint. It is particularly dangerous between Capitola Rd and Soquel Dr.	Bike Safety	36.97768	-121.9649
24019	Aug 29, 2025, 12:52 PM	The bike lanes are very narrow and dangerous when both side of the street have cars going trough.	Bike Safety	36.98048	-121.9592
24018	Aug 29, 2025, 12:50 PM	Wharf road and Soquel Dr. Cars not stopping.	Bike Safety	36.98196	-121.9593
24017	Aug 29, 2025, 12:46 PM	Cars routinely drive faster than the postered speed limit of 25 and drive into the bike lane	Bike Safety	36.98015	-121.9587
24016	Aug 29, 2025, 12:44 PM	This section of McGregor Drive is full of potholes and rough road, making it difficult for bikes to traverse safely as cars swerve to avoid potholes. Please repave.	Bike Safety	36.98296	-121.9372
24015	Aug 29, 2025, 12:37 PM	Intersection not safe for Bikes attempting to legally go straight. Often have to merge into tourist traffic that is unaware of the workings of the intersection. Better Signage, painting on the road, clearly marked bike lane would help. Paving this	Bike Safety	36.9756	-121.9503
24014	Aug 29, 2025, 12:17 PM	Unprotected, no bike lane	Bike Safety	36.98218	-121.9645
24013	Aug 29, 2025, 12:16 PM	This could really use some separation of the eastbound bike lane. There are always walkers in the bike lane or too close to the bike lane. I take the road often, but I can't always do that.	Bike Safety	36.972	-121.9539
24012	Aug 29, 2025, 12:14 PM	Difficult for a bike to move from the bike lane to the left turn lane due to car traffic. Have to go onto the side walk to use the cross walks which are narrow	Bike Safety	36.97363	-121.9698
24011	Aug 29, 2025, 12:13 PM	There are some serious tree root bumps in the bike lane (which have been slightly scraped, but it's not enough). To go around you need to be in the traffic lane. It's not super safe and can mess with your bike handling.	Bike Safety	36.97617	-121.9481

Capitola Local Roadway Safety Plan

Title/Question: Untitled
 Tool Type: Social Map
 Activity ID: 386
 Report Date Range: 29 Aug 2025 - 23 Sep 2025
 Date Exported: 1/14/2026 14:37
 Exported By: KMei

Contribution ID	Date Submitted	Please describe your safety concern at this location.	Category	Latitude	Longitude
24010	Aug 29, 2025, 12:11 PM	There are two huge grates here under highway one taking up most of the bike lane. It's one thing in the daylight, but even more hazardous at night, very hard to see. To go around them you are in the traffic lane. One of them is already marked. I can't qu	Bike Safety	36.98424	-121.9371
24009	Aug 29, 2025, 12:10 PM	Walkers and bikers share a bike lane. Frequently they're not paying attention and will walk directly in front of a bike, who then has to swerve into traffic to avoid. Extremely dangerous when the road is busy, even when biking	Bike Safety	36.97177	-121.9541
24008	Aug 29, 2025, 12:08 PM	More signage is needed to alert vehicles bikes move into the car lane from mcgreggor to park ave.	Bike Safety	36.98233	-121.9375
24007	Aug 29, 2025, 12:03 PM	Bikes traveling straight northbound do not interact with traffic and should not need to stop at the stop sign. Signage should be changed to reflect this.	Bike Safety	36.98234	-121.9398
24006	Aug 29, 2025, 12:01 PM	This Soquel Creek crossing was designed for bikes and pedestrians however, the bike entrances off Wharf road and paths leading to the bridge do not comply with bike design standards. The curbs are all square and the entrance closest to Clares St required	Bike Safety	36.98025	-121.9591
24005	Aug 29, 2025, 11:55 AM	Park Avenue, Capitola, CA 95010. Cars, trucks, and commercial vehicles drive fast. There isn't a buffer between bikes and motorized vehicles. Driving eastbound the street descends down a hill and vehicle speeds increase and could easily strike bikes ridd	Bike Safety	36.9761	-121.9473
24004	Aug 29, 2025, 11:53 AM	Drivers driver WAY TOO fast and aggressively along 41st avenue! Speed limits need to be reduced and speeding checked.	Bike Safety	36.98152	-121.9647

**Comment Card
From In-Person Meeting
on October 28, 2025
at
New Brighton Middle School
Capitola**



City of Capitola
Local Roadway Safety Plan



Suggesting that the City look at the bridge opening on Capitola Ave as part of the plan. When it opens it is a MAJOR connection between the county + Capitola for bikes + pedestrians. Fix sidewalk. Add speed table/cross walks from Bridge to Gaytes. Also Rosedale hill. arilessingmail.



Online Survey Results Capitola

Kimley-Horn Social Pinpoint

Form Results Summary

Sep 12, 2025 - Dec 01, 2025

Project: Capitola Local Roadway Safety Plan

Form: Untitled

Tool Type: Form

Activity ID: 409

Exported: Jan 14, 2026, 02:35 PM

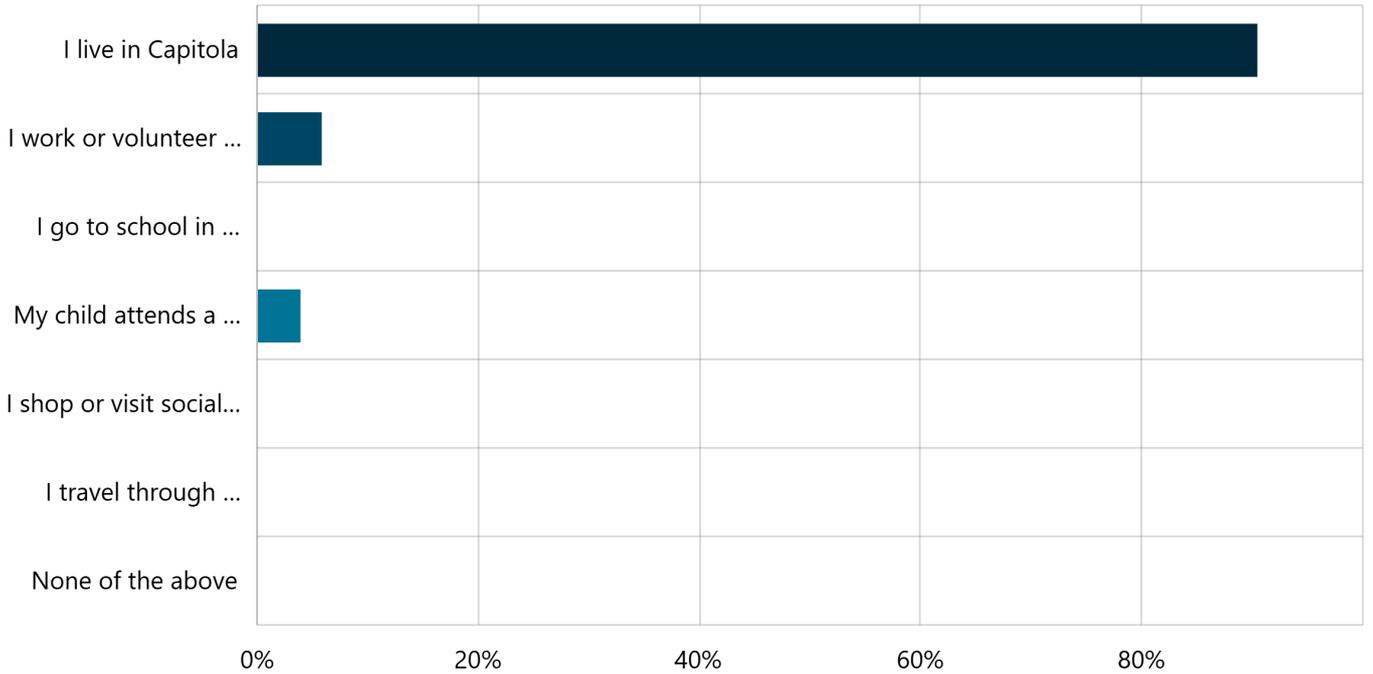
Exported By: KMei

Filter By: No filters applied.

Contribution Summary

1. What is your connection to the City of Capitola? if more than one answer, pick the one that best describes the reason you spend time there. Required

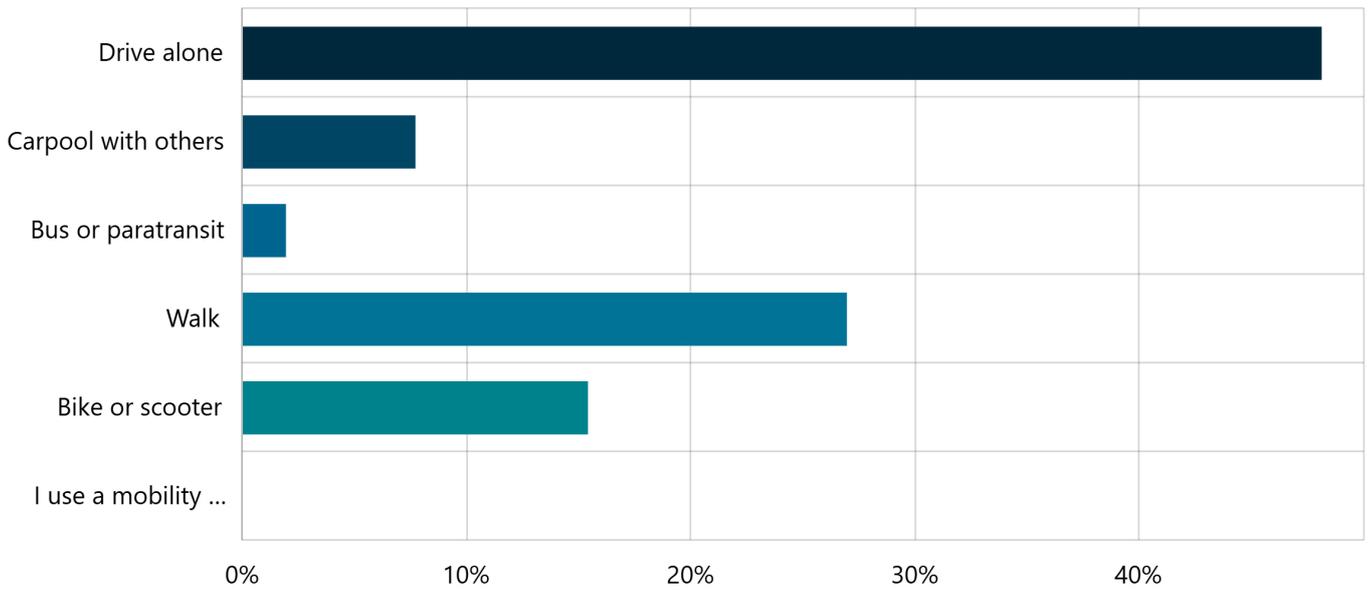
Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
I live in Capitola	90.38%	47
I work or volunteer in Capitola	5.77%	3
I go to school in Capitola	0%	0
My child attends a school in Capitola	3.85%	2
I shop or visit social/recreational destinations in Capitola	0%	0
I travel through Capitola on the way to a destination outside the City	0%	0
None of the above	0%	0
Total	100.00%	52

2. How do you typically travel throughout the City of Capitola Required

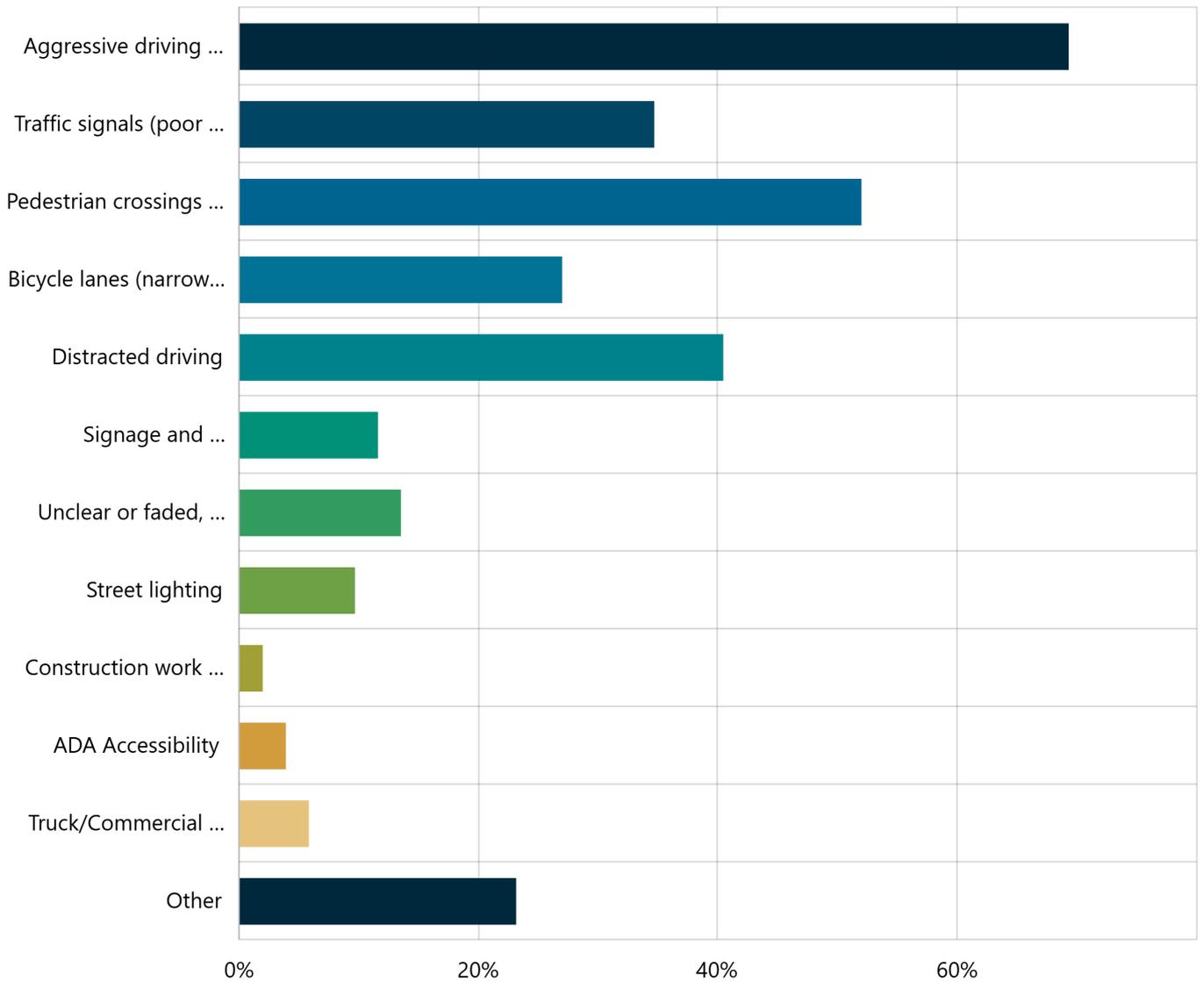
Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
Drive alone	48.08%	25
Carpool with others	7.69%	4
Bus or paratransit	1.92%	1
Walk	26.92%	14
Bike or scooter	15.38%	8
I use a mobility device (like a walker or wheelchair)	0%	0
Total	100.00%	52

3. Please identify the top three challenge areas when it comes to travelling in the City of Capitola. Required

Multi Choice | Skipped: 0 | Answered: 52 (100%)

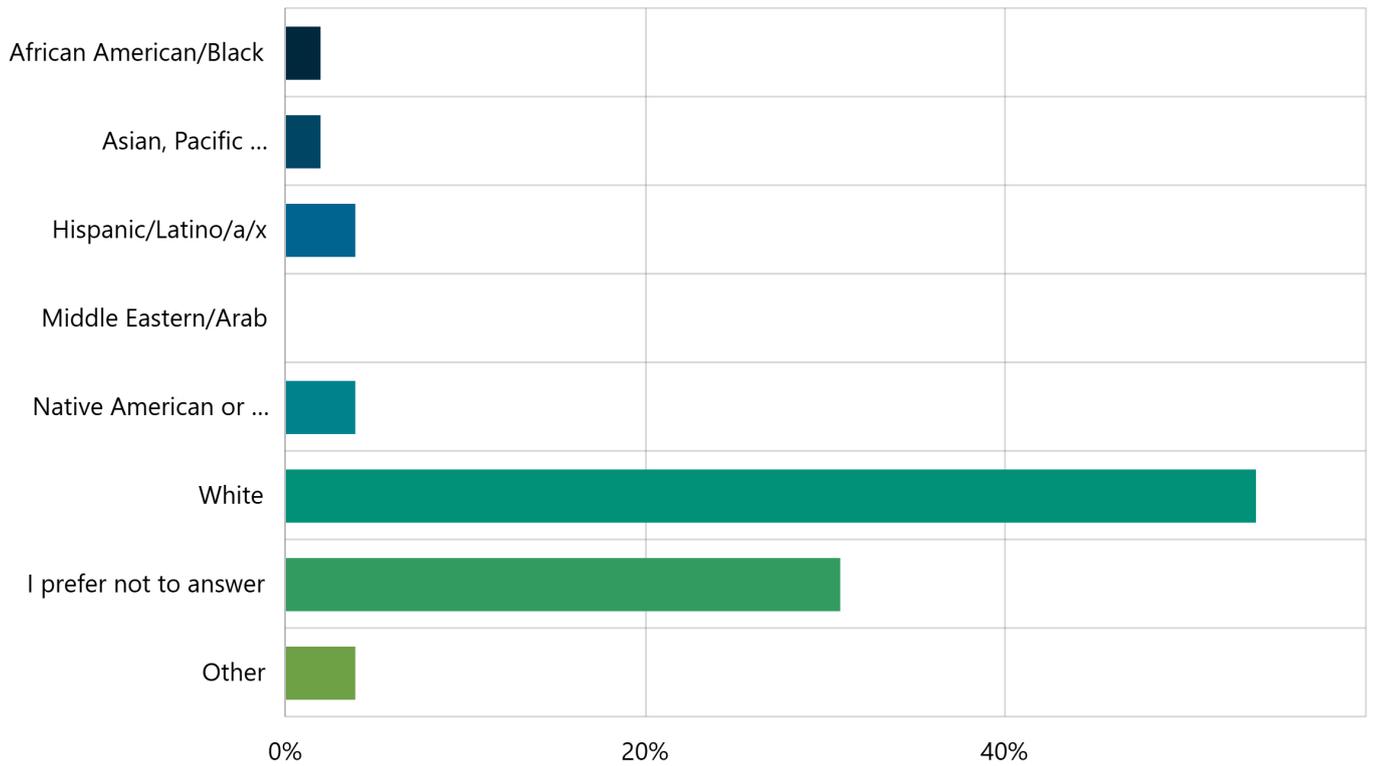


Answer choices	Percent	Count
Aggressive driving (speeding, stop sign or red-light running violations)	69.23%	36
Traffic signals (poor visibility, signal timing, conflicts with pedestrians or bicyclists, etc.)	34.62%	18
Pedestrian crossings (long crossing distance, deteriorated pavement)	51.92%	27
Bicycle lanes (narrow/missing bike lanes at intersections or segments)	26.92%	14
Distracted driving	40.38%	21
Signage and pavement markings	11.54%	6
Unclear or faded, additional signage needed, etc.	13.46%	7
Street lighting	9.62%	5

Construction work zone safety	1.92%	1
ADA Accessibility	3.85%	2
Truck/Commercial vehicles	5.77%	3
Other	23.08%	12

4. Which of the following best describes you? Required

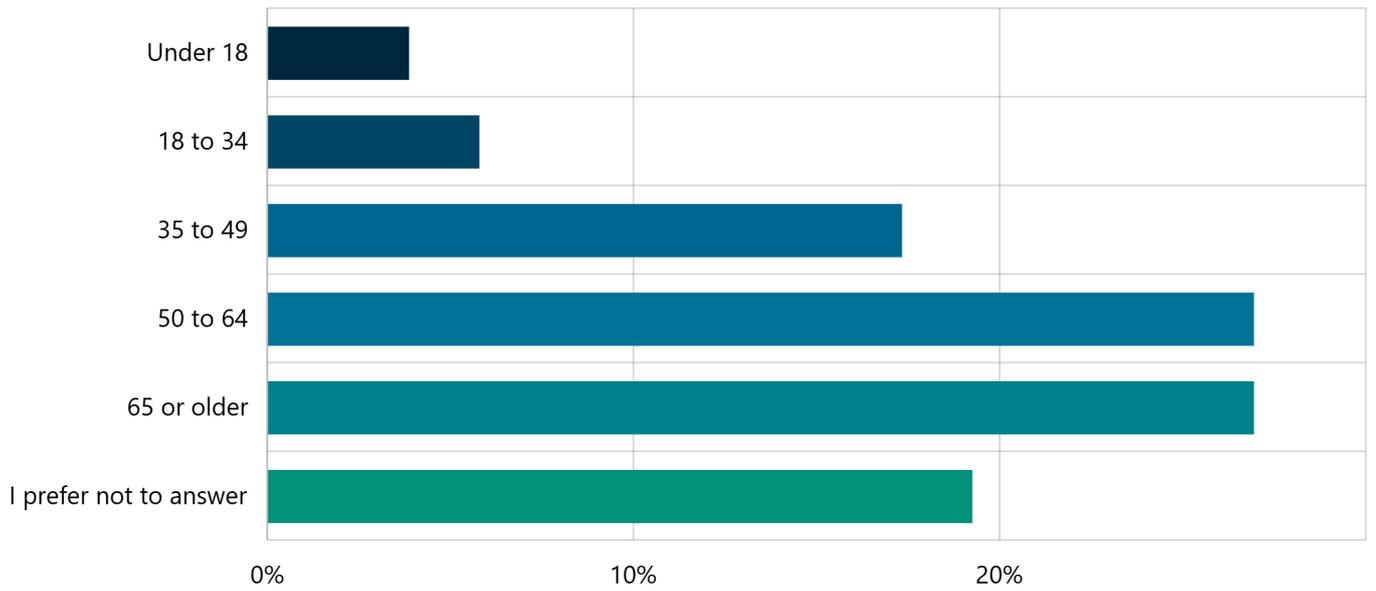
Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
African American/Black	1.92%	1
Asian, Pacific Islander, or Native Hawaiian	1.92%	1
Hispanic/Latino/a/x	3.85%	2
Middle Eastern/Arab	0%	0
Native American or Alaska Native	3.85%	2
White	53.85%	28
I prefer not to answer	30.77%	16
Other	3.85%	2
Total	100.00%	52

5. How old are you? Required

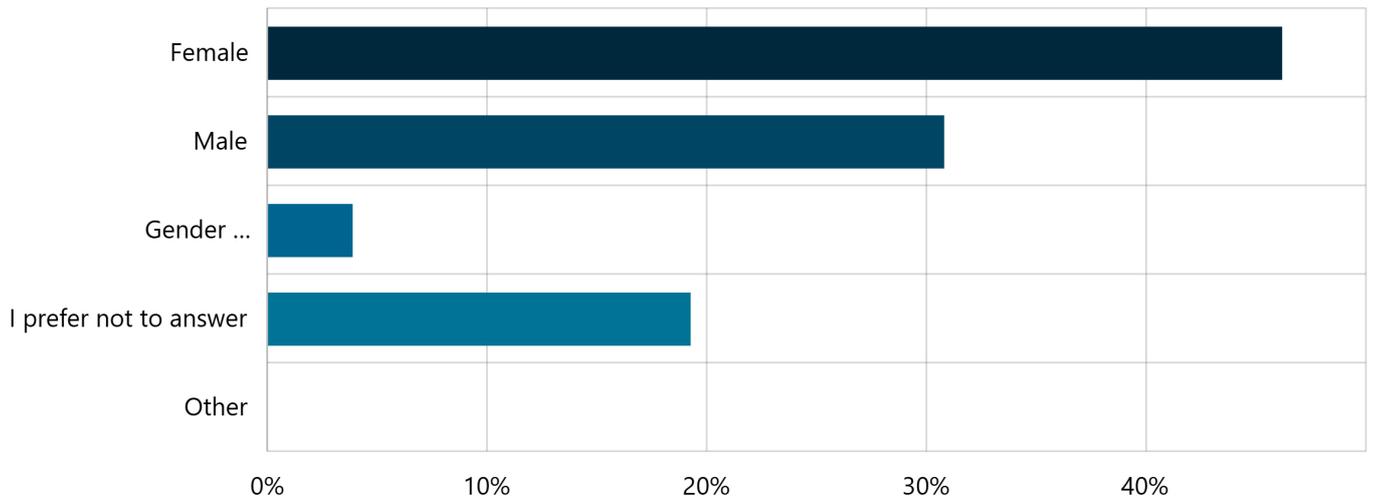
Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
Under 18	3.85%	2
18 to 34	5.77%	3
35 to 49	17.31%	9
50 to 64	26.92%	14
65 or older	26.92%	14
I prefer not to answer	19.23%	10
Total	100.00%	52

6. What is your gender? Required

Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
Female	46.15%	24
Male	30.77%	16
Gender non-conforming or non-binary	3.85%	2
I prefer not to answer	19.23%	10
Other	0%	0
Total	100.00%	52

7. What is the zip code where you reside? Required

Short Text | Skipped: 1 | Answered: 51 (98.1%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

8. Is there anything else related to this survey you would like to share? Required

Long Text | Skipped: 1 | Answered: 51 (98.1%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

APPENDIX D

**SUMMARY OF PROGRAMS, POLICIES, AND PRACTICES FOR THE
CITY OF CAPITOLA**



Topic	Current Status	Recommendation
Complete Streets Policy	The Capitola General Plan Mobility Element includes policies supporting Complete Streets and multimodal transportation ¹ .	Continue implementing Complete Streets through corridor studies and capital improvement projects.
Traffic Impact Fees	The City does not currently impose a transportation impact fee.	Consider evaluating whether a transportation impact fee nexus study could support future transportation infrastructure improvements associated with new development.
Safe Routes to School (SRTS)	The City completed a Safe Routes to School plan for the Soquel Union Elementary School District in 2014 with Caltrans funding.	Continue pursuing SRTS funding and implementing identified safety improvements.
Traffic Safety Education	Capitola participates in the countywide <i>Street Smarts</i> Vision Zero public education campaign and conducts traffic safety outreach. ²	Consider expanding local education efforts in partnership with schools and community organizations to promote pedestrian and bicycle safety.
Program for Reviewing Crash Activity	Capitola participates in the Community Traffic Safety Coalition, which compiles crash and injury data for regional safety planning and education efforts. ³	Continue reviewing crash data and prioritize safety improvements at locations with high crash frequency or severity.
Crash Database Updates	The Police Department maintains a crash database.	Continue to provide training on the City's new RMS system to ensure that the appropriate fields are accounted for in the data, in support of support safety analysis and project prioritization.
Speed Limits	The City completed an Engineering and Traffic Survey and updated speed limits in 2020 ⁴ .	Continue conducting speed surveys as required and evaluate opportunities for speed reductions under AB 43 guidance and CA MUTCD guidance.

¹ General Plan Update, City of Capitola, 2019.

https://www.cityofcapitola.org/sites/default/files/fileattachments/page//general_plan_-_update_2019.pdf

² [Street Smarts Public Education Campaign](#), City of Capitola

³ Santa Cruz County, [Community Traffic Safety Coalition](#)

⁴ City of Capitola Engineering and Traffic Study 2020, January 2020.

Topic	Current Status	Recommendation
Enforcement of Bicycle Regulations	Bicycle rules are enforced under the Capitola Municipal Code, with increasing attention to e-bike regulations. ⁵	Continue public education and targeted enforcement efforts to support safe bicycle and micromobility use.
Sobriety / Seatbelt Checks	The Police Department conducts sobriety checkpoints and traffic safety enforcement.	Continue coordination between Public Works and Police to support targeted enforcement and traffic safety campaigns.
Coordination with Adjacent Jurisdictions	Capitola coordinates with neighboring jurisdictions on enforcement and safety issues as outlined in Police Department policy. ⁶	Continue coordination and pursue grant funding for targeted enforcement at high-crash locations and jurisdictional boundaries.
Traffic Calming Policies	The City has several traffic calming and corridor improvement projects underway or in development, including Park Avenue, 41st Avenue improvements, Clare Street improvements, and Bay Avenue corridor improvements. ^{7 8}	Consider establishing a citywide neighborhood traffic calming program to promote slower speeds and improve safety on local streets.
Transit Accommodation of Bicycles	Bicycles are permitted on local transit services operating within Capitola.	Continue supporting transit providers in accommodating bicycles to encourage multimodal trips.
Coordination with Transit Providers	The City coordinates with regional transit providers regarding transit operations and infrastructure.	Continue coordination on transit stop placement and improvements, particularly for first- and last-mile connections.
Bicycle and Pedestrian Planning	The City adopted a Bicycle Transportation Plan in 2011 ⁹ and is currently preparing an Active Transportation Plan. ¹⁰	Continue implementing priority projects and monitoring bicycle and pedestrian safety outcomes.

⁵ [Capitola police seize e-bike from teen rider as city presses for new state laws](#), April 2025

⁶ [City of Capitola Police Department Manual](#), 10/10/2024

⁷ City of Capitola Public Works, [Park Ave. Traffic Calming Workshop](#)

⁸ City of Capitola Public Works, [Clare Street Traffic Calming Improvements](#)

⁹ [City of Capitola Bicycle Transportation Plan](#), 2011

¹⁰ [City of Capitola ATP Grant Application](#), January 2025

Topic	Current Status	Recommendation
General Plan Multimodal Policies	The Capitola General Plan includes a Mobility Element addressing multimodal transportation and safety. ¹¹	Continue implementing General Plan mobility policies and evaluate progress periodically.
Inventory of Multimodal Facilities	The City tracks bicycle, pedestrian, parking, and other transportation facilities through planning studies and municipal code provisions. ¹²	Continue maintaining and updating facility inventories to support transportation planning and project development.
Traffic Safety Audit Program	The City does not have a formal, standalone traffic safety audit program.	Consider implementing periodic safety reviews or traffic safety audits to identify and address safety concerns.
County / Regional Planning Coordination	Capitola coordinates with county agencies and regional organizations on transportation planning and safety initiatives.	Continue coordination to support corridor planning and regional transportation improvements.
Emergency Response Coordination	Transportation planning is coordinated with emergency response planning through hazard mitigation and regional planning efforts. ¹³	Continue involving emergency response representatives in transportation planning and project development.
Resident Feedback	Residents can provide feedback through City Council meetings, Planning Commission meetings, and project-specific outreach efforts.	Continue public engagement and evaluate feedback trends to identify systemic safety concerns.
Maintenance of Roadway Surfaces	The City maintains roadway surfaces through its Pavement Management Program and capital improvement projects. ¹⁴	Continue regular pavement maintenance and incorporate safety improvements where feasible.
Transportation Demand Management (TDM)	The Municipal Code includes provisions encouraging reductions in single-occupant vehicle trips. ¹⁵	Continue coordinating with the Regional Transportation Commission to strengthen TDM strategies.

¹¹ [City of Capitola General Plan](#), 2019

¹² City of Capitola Municipal Code, [Chapter 8.54](#)

¹³ [City of Capitola Local Hazard Mitigation Plan](#), 2013

¹⁴ [City of Capitola 2025 Pavement Maintenance Program](#)

¹⁵ City of Capitola Municipal Code, [Chapter 17.76](#)

Topic	Current Status	Recommendation
Land Use and Infill Development	Capitola uses overlay zoning and planning tools in areas such as the Central Village to support walkability and multimodal access. ¹⁶	Continue coordinating land use and transportation planning to support safe infill development.
School Zone Safety	School zone safety is supported through enforcement and traffic control measures.	Continue enforcement and pursue grant funding for additional school zone safety programs where appropriate.
Wayfinding Signage	Wayfinding signage is implemented on a project-specific basis.	Continue maintaining wayfinding signage and evaluate opportunities for improved traveler information.
Traffic Control Device Warrants	The City follows CA MUTCD warrants when evaluating traffic control devices.	Continue applying CA MUTCD standards and consider supplemental local guidelines where appropriate.
Crosswalk Safety	The City installs and maintains crosswalks and pedestrian safety treatments as part of roadway projects and traffic safety improvements.	Continue evaluating crosswalk safety at locations with high pedestrian activity and consider targeted enhancements such as improved signage, visibility improvements, or additional pedestrian safety treatments where appropriate.
Traffic / Bicycle / Pedestrian Counts	The City collects traffic volumes and ADT data through project studies and speed feedback signs.	Continue collecting multimodal traffic counts and incorporate bicycle and pedestrian counts into routine data collection.

¹⁶ City of Capitola Municipal Code, [Chapter 17.40](#)