

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
City of Capitola					
Contact Name	Phone	E-mail Address			
Kailash Mozumder	831-475-7300	kmozumder@ci.capitola.ca.us			
Project Title					
Bay Avenue Corridor Project - Final Design					
Agency Priority Number (e.g. 1 of 3)			1 of 2		
Description and Scope of Work (attach extra pages to fully describe scope)					
This project will complete environmental clearance and final design for construction of complete streets improvements, including single-lane roundabouts at Bay/Hill Street and Bay/Capitola Avenue. Planned improvements include ADA-compliant curb ramps, pedestrian refuge islands, buffered bicycle facilities, high-visibility crosswalks, lighting, drainage, landscaping, signage, striping, and utility coordination.					
Location, Limits, Length (attach map(s)/photos separately)					
Bay Avenue between Highway 1 and Park Avenue (~0.7 miles), including the intersections of Bay/Hill Street and Bay/Capitola Avenue. Attachments include maps and photos of existing conditions and conceptual designs.					
Roadway Functional Classification (see Caltrans map link):			4-Minor Arterial		
Summary of Project Benefits, Purpose and Need					
The Bay Avenue Corridor Project – Final Design addresses longstanding safety and operational issues at the Bay/Hill and Bay/Capitola intersections, which have seen high numbers of pedestrian and bicycle collisions and long queues during peak hours. Planned roundabouts and complete streets features will provide safer, more reliable access for seniors, students, and families traveling to housing, schools, businesses, and services. Completing environmental review and design will make the project shovel-ready and eligible for construction funding through HSIP, ATP, and STIP/RTIP.					
Funds requested	\$700,000	Total Project Cost	\$14,368,000	Estimated # of Daily Users	12,000
Are you able/willing to receive federal funds?		Yes			
Was project previously programmed for funds by RTC?		No		RTIP ID	
Project Cost by Mode (list approximate percentage of total project costs)					
Mode			% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)					
Road-Auto serving (not rehab)			35%		
Bicycle			20%		
Pedestrian			35%		
Transit			5%		
Transportation System Management (TSM)			5%		
Transportation Demand Management (TDM)					
Other:					
Total			100%		

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See Attachment 2 of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		Bay Avenue Corridor Project - Final Design
Generally, what are the benefits of this project?		
The Bay Avenue Corridor Project – Final Design addresses a documented history of pedestrian and bicycle collisions, congestion, and safety concerns at the Bay/Hill Street and Bay/Capitola Avenue intersections. Advancing the roundabout alternative to shovel-ready status will improve safety for all users, reduce delays and emissions, and strengthen access to schools, senior housing, businesses, and transit. Completing environmental review and design will position the City to pursue construction funding through HSIP, ATP, and other programs.		
How does this project address any of the following criteria?		<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Access for All	The project expands affordable and convenient multimodal access to daily needs along Bay Avenue, which serves a senior center, senior housing, schools, grocery store, pharmacy, post office, and local businesses. Planned roundabouts will shorten crossing distances and add ADA-compliant ramps and pedestrian refuge islands, making the corridor safer for people with limited mobility. Buffered bicycle facilities and improved geometry at Bay/Capitola will close a network gap and provide safer connections for cyclists. High-visibility crosswalks and upgraded lighting will support increased walking, while improved flow will make bus access along the corridor more reliable. The project strengthens the bicycle and pedestrian network in a key community corridor where few alternative routes exist.
2	Collisions and Safety	Between 2013–2024, 36 collisions occurred, including 18 involving pedestrians/bicyclists and 1 pedestrian fatality. Existing stop controls create unsafe crossings, long queues, and poor sightlines at Bay/Capitola. -Roundabouts will reduce conflict points and lower speeds. -Features include ADA ramps, refuge islands, buffered bike lanes, high-visibility crosswalks, lighting, and drainage upgrades. -These measures address crash patterns and improve safety for seniors, students, and other vulnerable users.
3	System Preservation & Infrastructure Condition	While not a pavement rehabilitation project, this work will modernize and extend the life of key corridor infrastructure, including curbs, ADA ramps, drainage, and lighting. At Bay/Capitola Avenue, the project will also underground overhead power lines, improving reliability and reducing future maintenance costs. By replacing outdated features with durable, low-maintenance materials such as LED lighting and long-life striping, the project will improve the state of good repair and reduce long-term operating costs for the City.
4	System Performance	Stop-controlled intersections cause long queues and unpredictable delays during school, commuter, and business peaks. -Roundabouts will reduce delay, smooth flow, and improve travel time reliability. -Reduced idling and stop-and-go conditions will cut emissions and improve air quality. -ADA crossings, refuges, and bike facilities will encourage walking/biking, increasing person-throughput without adding lanes. -More reliable circulation also supports access to local businesses and goods delivery.

5	Public Health	The project promotes public health by creating safer, more comfortable conditions for walking and biking, directly supporting increased physical activity and reducing risks associated with inactivity and obesity. ADA ramps, refuge islands, and high-visibility crosswalks will make it easier for seniors and students to walk to nearby schools, housing, and essential services such as the senior center, grocery store, pharmacy, and post office. By reducing idling and stop-and-go traffic, the project also improves air quality, lowering exposure to pollutants that can trigger asthma and other respiratory issues.
6	Benefits to Equity Priority Communities	While the Bay Avenue corridor is not formally designated as an Equity Priority Community, it directly serves transportation-disadvantaged populations, including seniors, people with disabilities, and households with limited access to vehicles. Key destinations along the corridor include a senior center, senior housing, a grocery store, pharmacy, post office, and local businesses. By providing shorter, ADA-accessible crossings, refuge islands, and safer bicycle connections, the project reduces disparities in mobility and safety for older adults, students, and others with limited transportation options.
7	Climate Change and Resiliency	The project will contribute to climate goals by reducing greenhouse gas emissions and air pollutants through lower idling and smoother traffic flow at the Bay/Hill and Bay/Capitola intersections. At Bay/Capitola Avenue, undergrounding overhead power lines will improve service reliability during storms and extreme weather. Use of durable, low-maintenance features such as LED lighting, concrete refuge islands, and long-life striping will extend the life of corridor infrastructure and reduce climate-related maintenance needs
8a	Funding- Overall Funding Plan: If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.	If RTC approves this request for \$700,000 in PA&ED and PS&E funds, the project will be fully funded through final design. Additional funding of approximately \$13.8 million will be needed for right-of-way and construction. The City anticipates pursuing construction funds through competitive state and federal programs such as the Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), and future STIP cycles. Given the project's strong safety record, multimodal benefits, and City Council support, the likelihood of securing construction funding is high once design is complete and the project is shovel-ready.
8b	Committed Funding: What other funding has been secured for the project?	The City of Capitola has committed approximately \$80,000 in local funds for the 2024–2025 corridor study and outreach, which included traffic analysis, conceptual layouts, and community engagement. In addition, local funds have supported prior quick-build safety projects and preliminary roundabout evaluations at both Bay/Hill and Bay/Capitola intersections.
8c	Leveraging: Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?	RTC funds will be used to complete environmental review and design. This will allow the City to pursue additional funding for right-of-way and construction through state and federal programs such as HSIP, ATP, and STIP/RTIP. If RTC funding is not approved, no other secured funds would be lost, but the project's ability to apply for larger grants would be delayed.
8d	Eligibility for Other Grants: Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?	The project is eligible for HSIP, ATP, and STIP/RTIP construction funding programs. No applications have been submitted to date. The City plans to pursue these opportunities once the project advances beyond its current planning stage.
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	This application is limited to environmental review and final design (PA&ED + PS&E). If costs for these phases increase, the City can supplement with local funds (Measure D, Traffic Impact Fees, or General Fund) to complete the work. Construction funding has not yet been secured and will be pursued separately through programs such as HSIP, ATP, and STIP/RTIP once design is complete.
8f	Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	Yes. The project can be scaled if partial funding is approved. For example, a reduced award could cover 100% of environmental review (PA&ED) and a portion of design (PS&E), such as advancing the project to 70% design. Full funding would allow completion of both PA&ED and 100% PS&E, producing shovel-ready plans.
9	Project Readiness and Potential Delivery Risks-	

9a	<p>Schedule: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?</p>	<p>The project can begin environmental review and design in mid-2026, following anticipated RTC funding approval in late 2025. Environmental clearance and design are expected to be completed by late 2027, making the project ready to pursue construction funding in 2028–2029.</p> <p>Potential risks include:</p> <ul style="list-style-type: none"> -Environmental review: NEPA clearance could extend into early 2028 -Right-of-way coordination: acquisition or easements may extend certification into 2028 -Construction funding cycles: grant funding could shift construction start time
9b	<p>Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)</p>	<p>The City of Capitola has experienced staff and on-call consultants to manage environmental review, design, and grant compliance. The City has successfully delivered state and federally funded transportation projects on schedule and in compliance with requirements,</p>
9c	<p>Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)</p>	<p>Environmental risks are expected to be minimal, as the project is located entirely within an existing urban roadway corridor. A CEQA Categorical Exemption and a NEPA Categorical Exclusion are anticipated. Standard construction impacts such as noise and dust will be addressed through best management practices. Long-term risks from climate and seismic events will be mitigated through compliance with modern design standards and use of durable materials.</p>
9d	<p>Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.</p>	<p>The City is already under contract with consultants and is coordinating with utilities and residents affected by potential right-of-way needs. Early engagement, use of experienced staff and consultants, and proactive project management will minimize implementation risks.</p>
9e	<p>Other: Describe any other potential risks and plans to mitigate risks.</p>	<p>Other risks include construction cost escalation and availability of construction funding. These will be mitigated by advancing the project to shovel-ready status, pursuing competitive grant opportunities, and using local funds as needed for design adjustments.</p>
10	<p>Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.</p>	<p>The project is consistent with Complete Streets principles by providing safe, convenient travel for all users. Improvements include single-lane roundabouts with shorter pedestrian crossings, ADA-compliant ramps, refuge islands, buffered bicycle lanes, and high-visibility crosswalks. Upgraded lighting, landscaping, and drainage further support accessible multimodal travel and improve connectivity to nearby schools, senior housing, businesses, and community services.</p>
11a	<p>Public engagement: Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?</p>	<p>Longstanding safety/congestion concerns made this a community priority. The Bay Avenue Corridor Study (2024) and Council discussions in 2024 and Feb/Apr/Jul 2025 reaffirmed it as a top priority. Council selected roundabouts as the preferred alternative and directed outreach/design refinement. Residents shaped the project through meetings, workshops, and study outreach.</p>
11b	<p>Outreach: Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)</p>	<p>Public and stakeholder engagement is ongoing through the City’s contract with Kimley-Horn, which includes community workshops, online surveys, pop-up events, and direct outreach to nearby residents and businesses. Staff will continue presenting at Council meetings and using the City’s website and social media to share information and gather feedback during environmental and design phases.</p>
11c	<p>Diverse Participation: How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?</p>	<p>Outreach will focus on engaging diverse users of the corridor, including seniors, students, and residents with limited mobility who rely on nearby housing, schools, and community services. The City and its consultant will provide bilingual materials to encourage participation from Spanish-speaking households. Coordination with the senior center, schools, and neighborhood organizations will help engage seniors, families, and low-income residents.</p>

12a	RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title	CAP-P29: Bay Avenue Traffic Calming and Bike/Ped Enhancements (Highway 1 to Monterey Ave). CAP-P16: Bay Avenue/Capitola Ave Intersection Modification (roundabout or signal). CAP-P07: Bay Avenue/Hill Street Intersection Modification (roundabout or signal). CAP-P32: Bay Avenue/Monterey Ave Intersection Modification.
12b	Consistency with other plans. What other plans is this project listed in, if any?	The Bay Avenue Corridor Project advances the City of Capitola General Plan by implementing Policy LU-10.2, which calls for Bay Avenue streetscape improvements to increase safety for bicyclists and pedestrians, and Action LU-10.2, which directs the City to study a roundabout at Bay/Capitola Avenue. The project will also be included in the City's Local Road Safety Plan (under development) and forthcoming Active Transportation Plan,
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	2024 Bay Avenue Corridor Study counts show 10,200 vehicles/day (Hill–Capitola) and 6,300 vehicles/day (Capitola–Monterey). Metro Route 55 serves both intersections. Peak-hour crossings include 120–150 pedestrians and 40–60 bicycles. From 2013–2024, 36 crashes occurred (10 bike, 8 pedestrian, 1 fatal). In total, ≈12,000 daily users — including seniors, students, and families — will benefit from improved access to housing, schools, businesses, and Capitola Village.

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Project Title:		Bay Avenue Corridor Project - Final Design		
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>		Anticipated Date		Notes on schedule (flexibility, worst-case schedule)
Project Cost Estimates/Scope Developed		12/01/25		Corridor study completed; outreach & concept refinement (Kimley-Horn) to finish Dec 2025
Begin Environmental (PA&ED) Phase		05/01/26		
Circulate Draft Env'l Document	Env'l Document	CE	04/01/27	Draft CEQA/NEPA; timing may vary if federal clearance required
Draft Project Report		NA		
End Environmental Phase (PA&ED Milestone)		10/01/27		
Begin Design (PS&E) Phase		05/01/26		
End Design Phase (Ready to List for Advertisement Milestone)		10/01/27		
Begin Right of Way Phase		05/01/26		
End Right of Way Phase (Right of Way Certification Milestone)		10/01/27		
Begin Construction Phase (Contract Award Milestone)		05/01/29		Dependant on future funding
End Construction Phase (Construction Contract Acceptance Milestone)		10/01/30		
Begin Closeout Phase		11/01/30		
End Closeout Phase (Closeout Report)		10/01/31		

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total
E&P (PA&ED)	0	280	0	0	0	0	0	280
PS&E	0	500	0	0	0	0	0	500
R/W SUP (CT)	0	0	0	0	0	120	0	120
CON SUP (CT)	0	0	0	305	0	0	0	305
R/W	0	0	0	0	0	1,385	0	1,385
CON	0	0	0	0	0	11,778	0	11,778
TOTAL	0	780	0	305	0	13,283	0	14,368

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC								SCCRTC to consider proposals at its November 6, 2025 meeting
Fiscal Year									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	Are there certain fund sources (e.g. federal, STIP) your
E&P (PA&ED)		200						200	No
PS&E		500						500	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	700	0	0	0	0	0	700	

Fund No. 2:	SOURCE NAME								Funding status	
Fiscal Year									Are these funds secured?	Yes
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)		80						80	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0	What risks are there to these funds, if any?	None, currently in FY25-26 budget and under contract
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	0	80	0	0	0	0	0	80		

C2. ENGINEERS ESTIMATE

Project:	Bay Avenue Corridor Project - Final Design		
Item No.	Engineer's Estimate		
1	Environmental & Project Approval (PA&ED)		\$280,000
2	Plans, Specifications, and Estimate		\$500,000
3	Right-of-Way Support*		\$120,000
4	Right-of-Way Capital*		\$305,000
5	Construction Support*		\$1,385,000
6	Construction Capital*		\$9,815,000
		SUBTOTAL CONSTRUCTION ITEMS	\$9,815,000
		CONTINGENCY	20.0%
			\$1,963,000
		TOTAL CONSTRUCTION COST	\$11,778,000
		Escalation Rate Used:	2.7%
Total Cost			\$14,368,000

*Planning-level estimate; costs will be refined during PA&ED and PS&E

E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Bay Avenue Corridor Project - Final Design	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	JK
2	This project is among the highest priorities for this agency;	JK
3	The proposed transportation investments have received the full review and vetting required by law;	JK
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	JK
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	JK
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	JK
7	The agency will give RTC and California Department of Transportation’s representative access to and the right to examine all records, books, papers, or documents related to the project;	JK
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	JK
9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	JK
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	JK
11	The agency will commit the funds necessary to ensure this project is fully funded.	JK

Implementing Agency Representative:

Signed _____ Date _____
 Printed (Name and Title) Jessica Kahn, Public Works Director
 Implementing Agency City of Capitola



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Bay Avenue Corridor Project – Final Design

Project Background and Purpose

The Bay Avenue Corridor Project – Final Design is needed to address persistent safety and operational challenges at the Bay/Hill Street and Bay/Capitola Avenue intersections, both critical access points in Capitola. Between 2013 and 2024, the corridor experienced 36 reported collisions, including 18 involving pedestrians or bicyclists and one fatal pedestrian crash. Existing stop-controlled intersections contribute to long queues, congestion, and unsafe crossings during peak school, residential, and commercial hours.

In 2024–2025, the City completed the Bay Avenue Corridor Study, which evaluated stop control, signalized, and roundabout alternatives. After analyzing safety, mobility, and environmental performance, the Capitola City Council selected roundabouts in February 2025 as the preferred solution. Roundabouts reduce conflict points, lower vehicle speeds, and provide safer pedestrian and bicycle crossings while also improving traffic flow and lowering emissions compared to other control types.

The City is currently advancing the project through concept refinement and community engagement, led by Kimley-Horn. Outreach has included targeted stakeholder meetings with seniors and businesses, a three-month online survey, and traffic data collection. This work will conclude by December 2025, ensuring readiness to enter the final design phase.

Scope of Work by Mode/Activity

Pedestrian Improvements

- Single-lane roundabouts with shorter, more predictable crossings.
- ADA-compliant curb ramps on all approaches.
- Pedestrian refuge islands in splitter islands.
- High-visibility crosswalks and upgraded lighting.
- Improved sidewalk connectivity to senior housing, schools, and community services.

Bicycle Improvements

- Buffered bicycle lanes and improved striping.
- Safer roundabout approaches with improved geometry, reducing conflict points.
- Bicycle refuge areas within splitter islands.
- Better connectivity to Capitola Village and the regional bike network.

Transit Access

- Improved traffic flow reduces bus delays on Santa Cruz METRO Route 55.
- Safer crossings and lighting enhancements at bus stop locations.

Auto/Traffic Operations

- Conversion of two stop-controlled intersections to modern single-lane roundabouts.
- Reduced congestion, improved travel time reliability, and enhanced access for emergency vehicles.
- More consistent access for local businesses and deliveries.

System Preservation and Utilities

- Replacement and modernization of curbs, ramps, drainage, and striping.
- Use of durable, low-maintenance materials (LED lighting, long-life markings).
- Undergrounding of overhead utility lines at Bay/Capitola Avenue.
- Coordination with water, sewer, and utility providers.

Environmental Benefits

- Reduced idling and stop-and-go conditions lower greenhouse gas and pollutant emissions.
- Undergrounding utilities increases system reliability in extreme weather events.
- New landscaping with drought-tolerant species supports climate resiliency.
- Durable, low-maintenance features extend infrastructure life and reduce waste.

Phase and Deliverables

This application funds:

- **Environmental Review (PA&ED):** CEQA and anticipated NEPA categorical clearances, public review, and technical studies.
- **Plans, Specifications, and Estimates (PS&E):** Final 100% design documents, cost estimates, utility coordination, and right-of-way support.

Completing these phases will produce shovel-ready plans, positioning Capitola to compete for construction funding through HSIP, ATP, STIP/RTIP, and other state and federal sources.

Long-Term Benefits

The project advances Capitola's General Plan vision for Bay Avenue as a tree-lined, multimodal boulevard. It will deliver lasting safety, mobility, equity, environmental, and economic benefits, improving quality of life for residents, businesses, and visitors.

Capitola Land Use Map

Residential Designations

Single-Family Residential (R-1)

Multi-Family Residential (R-M)

Mobile Home (R-MH)

Mixed-Use Designations

Village Mixed-Use (MU-V)

Neighborhood Mixed-Use (MU-N)

Other Designations

Parks and Open Space (P/OS)

Public/Quasi-Public (P/QP)

Visitor Serving (VS)

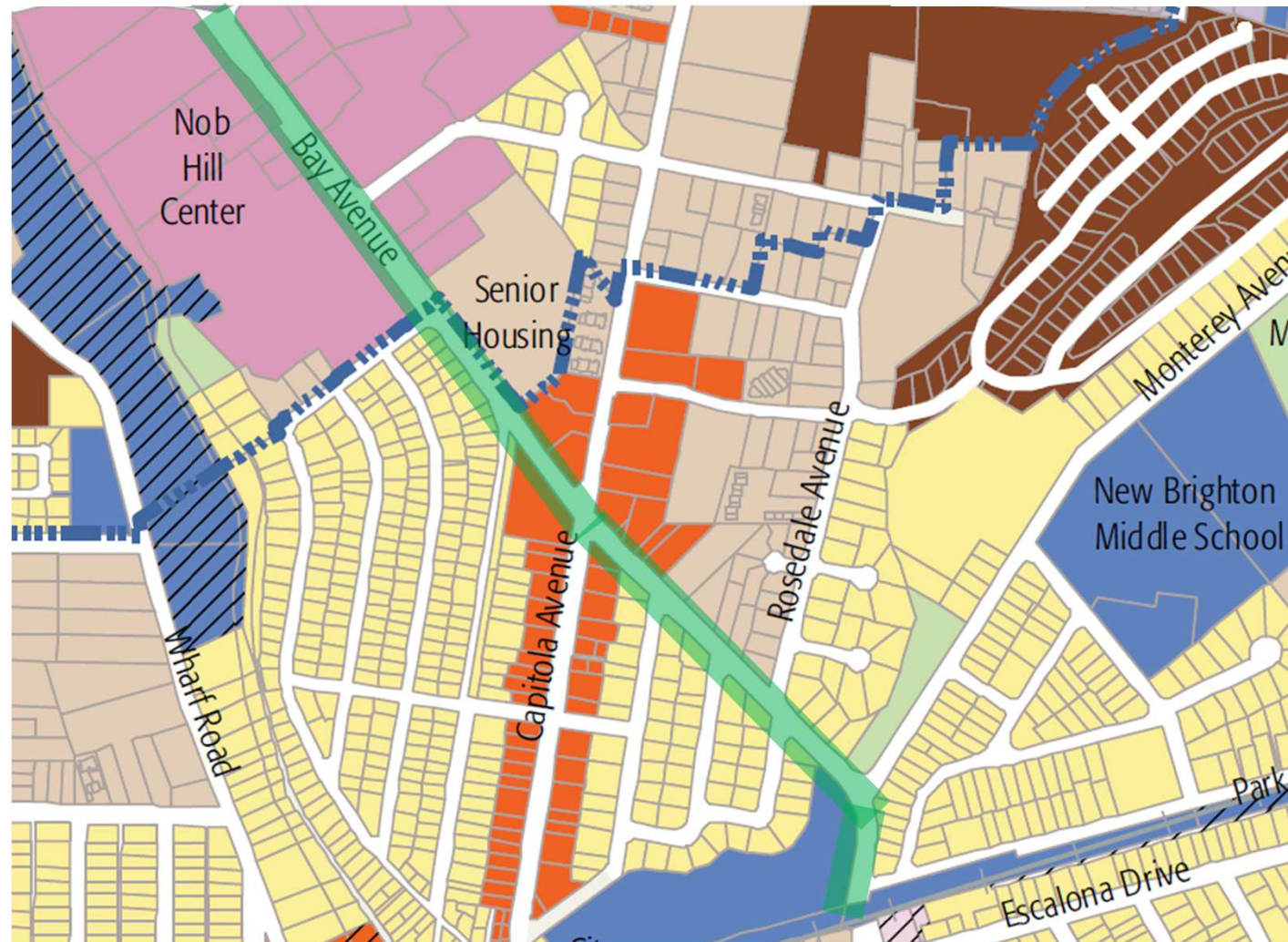
Commercial/Industrial Designations

Regional Commercial (C-R)

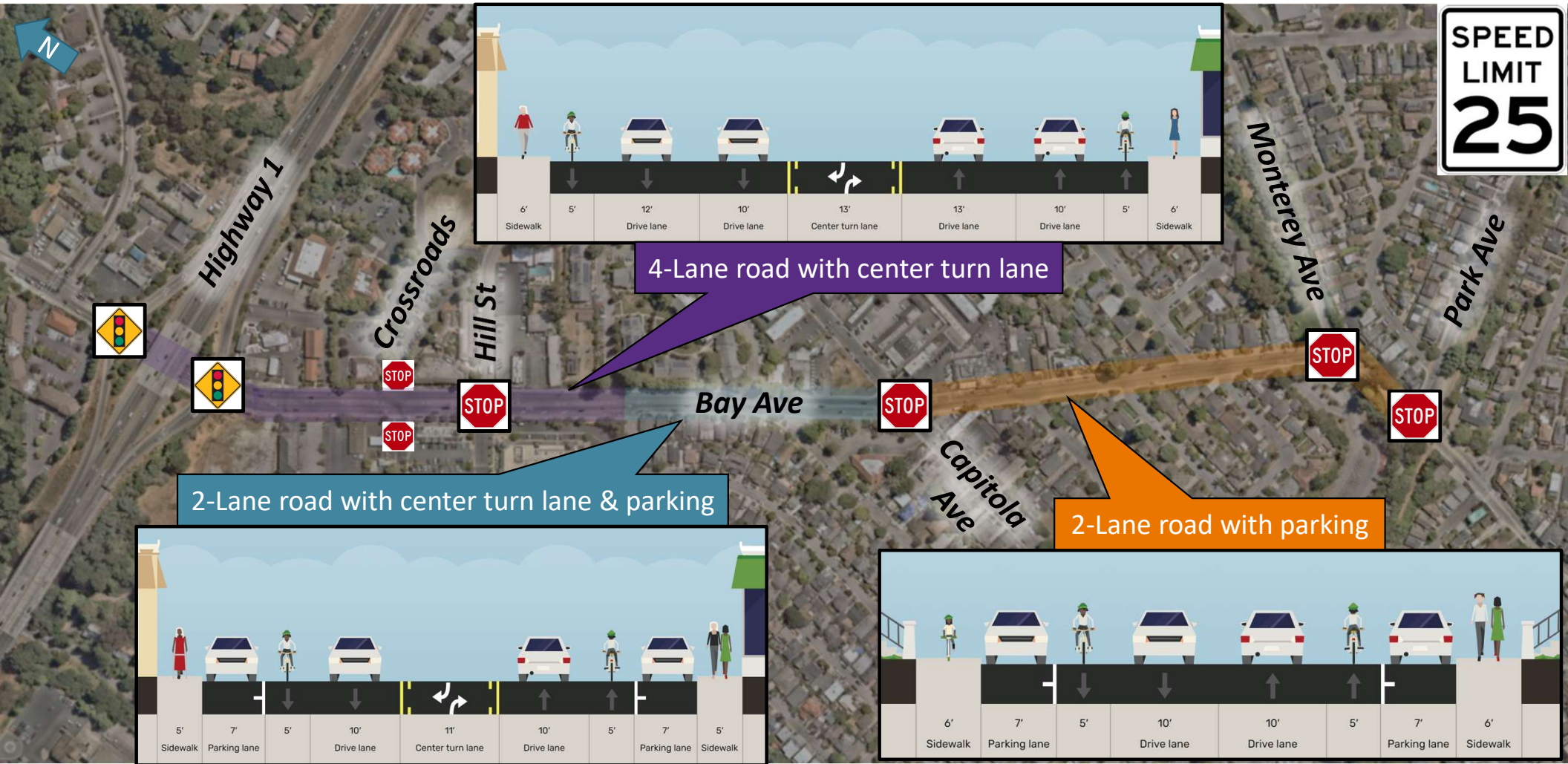
Community Commercial (C-C)

Visitor Accommodations (VA)

Industrial



Pre-Existing Conditions – Roadway



Existing Conditions – Bike & Pedestrian

Class II bike with green markings

Class III bike route

Class II bike lane

Paved sidewalks and marked crossings

Highway 1
Crossroads
Hill St
Bay Ave
Capitola Ave
Monterey Ave
Park Ave

STOP

STOP

STOP

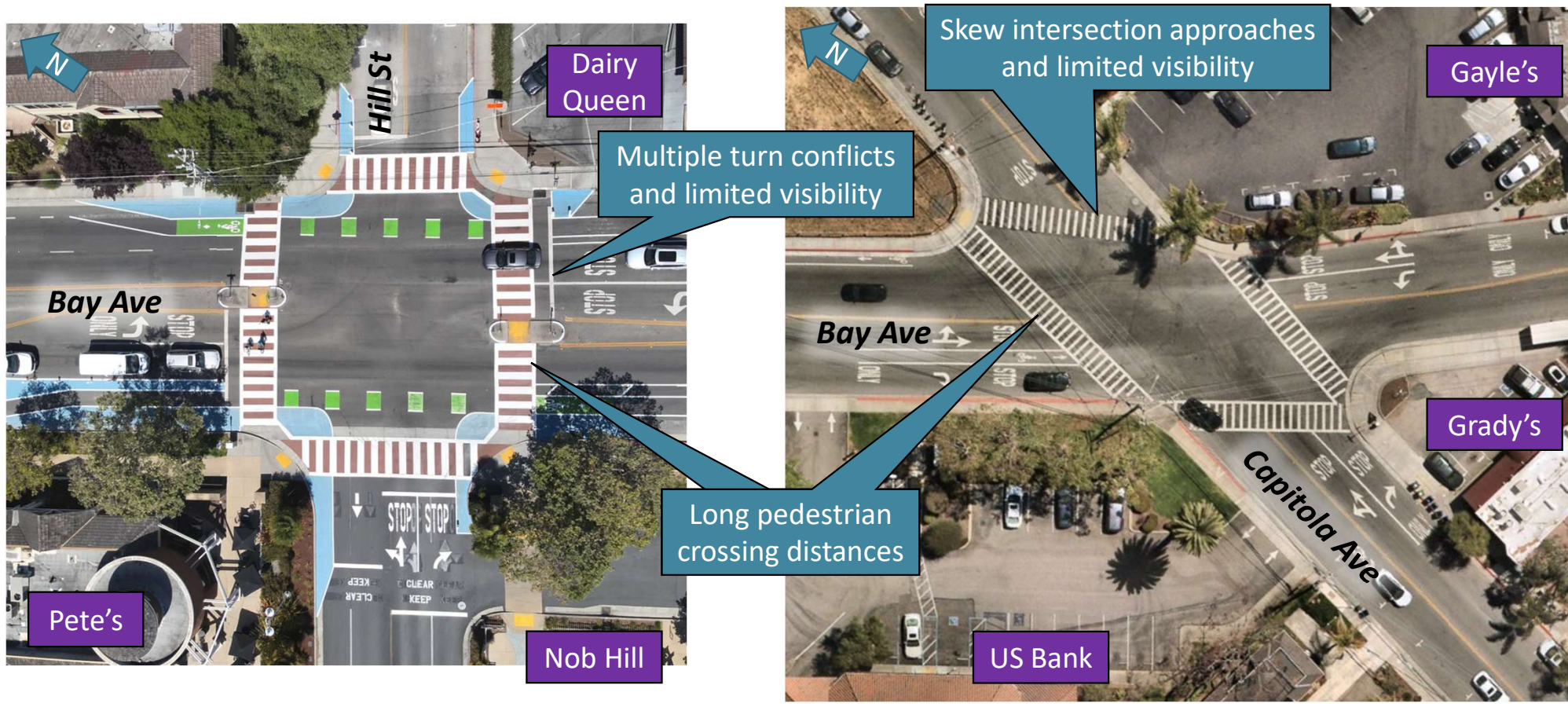
STOP

STOP

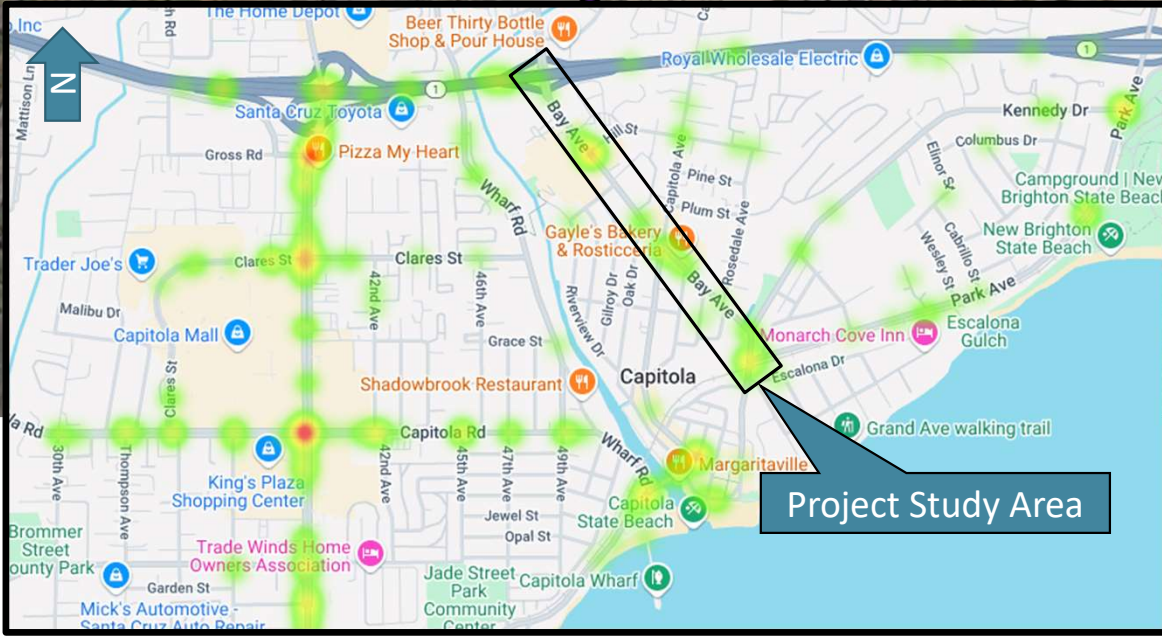
STOP

N

Existing Conditions – Intersection

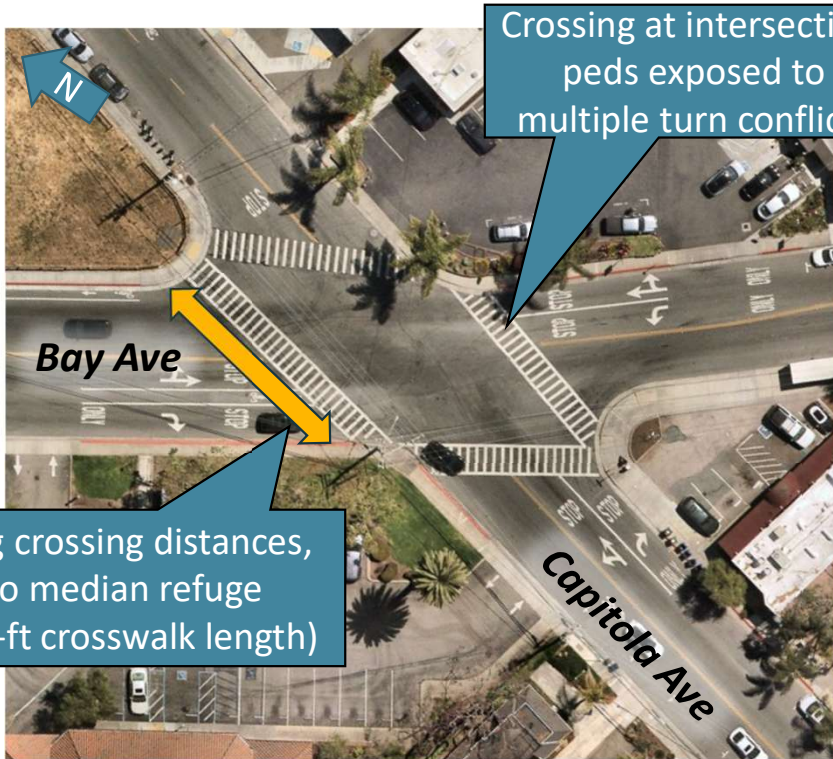


Collision Data – 2013 to 2024

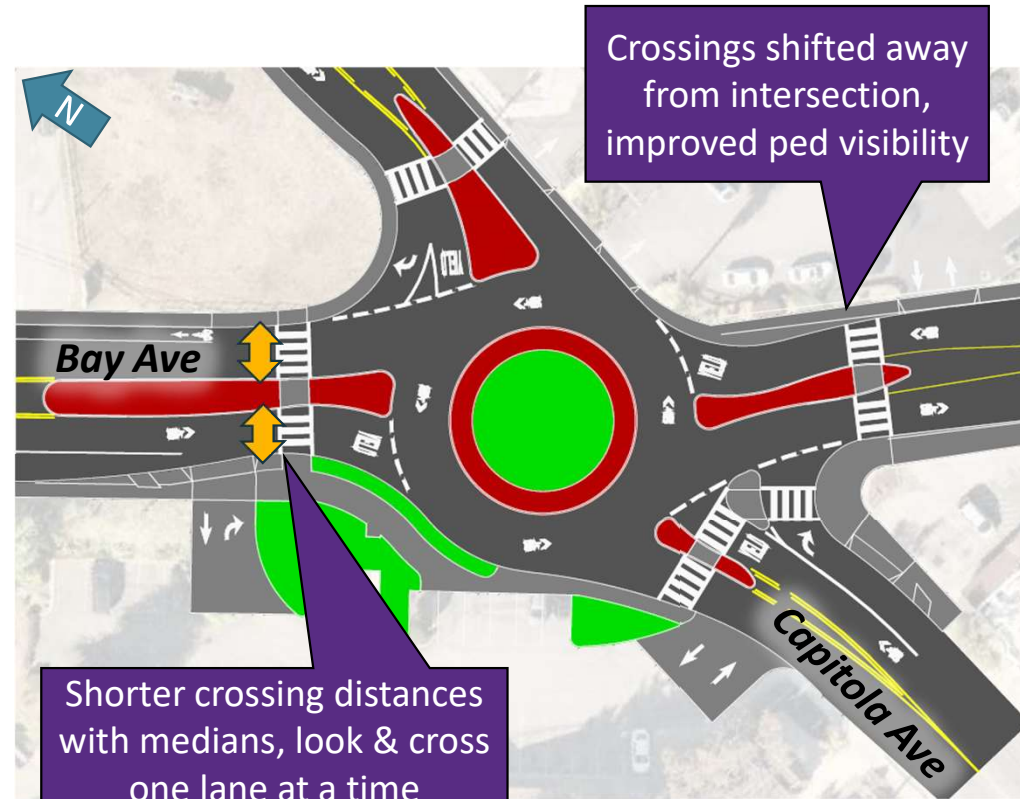


Alternative 2 – Roundabout Control

Existing 4-leg Intersection



Roundabout



Bay/Capitola