

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					
Capitola Complete Streets Sidewalk Infill Project					
Agency Priority Number (e.g. 1 of 3)			2 of 2		
Description and Scope of Work (attach extra pages to fully describe scope)					
Construction of missing sidewalks and reconstruction of ADA non-compliant sidewalks, including curb and gutter where applicable, retaining walls, and ADA-compliant curb ramps. These improvements will close existing gaps in the pedestrian network, enhance accessibility, and provide safer connections for all users.					
Location, Limits, Length (attach map(s)/photos separately)					
See attachments					
Roadway Functional Classification (see Caltrans map link):			Select If Applicable		
Summary of Project Benefits, Purpose and Need					
These sites lack pedestrian facilities or contain accessibility barriers that force people to walk in the roadway, creating conflicts with vehicles and safety risks. The purpose of this project is to construct missing sidewalks and upgrade non-compliant facilities to improve safety, accessibility, and connectivity. Closing gaps and removing barriers will support access to key destinations, promote active transportation, and ensure the pedestrian network is safe and usable for all.					
Funds requested	\$1,276,000	Total Project Cost	\$1,442,000	Estimated # of Daily Users	450-800
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)					
Bicycle					
Pedestrian		100%			
Transit					
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other: Include description					
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:		Capitola Complete Streets Sidewalk Infill Project
Generally, what are the benefits of this project?		
This project supports Capitola’s goals for complete streets and active transportation. It will create pedestrian facilities in areas where none currently exist, enabling people to safely reach destinations that were previously inaccessible. By separating pedestrians from vehicle traffic, the project enhances safety. In addition, it removes major accessibility barriers by reconstructing sidewalks that do not comply with ADA standards. Collectively, these improvements will provide safer, more convenient, and more equitable access for all community members.		
How does this project address any of the following criteria?		Projects are not expected to address all of these; if not applicable or not a primary purpose, write “N/A”.
1	Access for All	This project will enhance access to several key destinations, including New Brighton Middle School, Jade Street Park and Community Center, Opal Cliff Elementary School, Capitola Mall, the Clares Street shopping center, Nob Hill shopping center, CVS Pharmacy, Palo Alto Medical Foundation Capitola Center, Capitola Village, Capitola Wharf, banks, public facilities, bus stops, and parks. Specifically, the Hill Street project will improve access to the bus stops located at Bay Avenue and Hill Street, which serve the 55 Santa Cruz Metro route. This bus route connects to locations of interest such as Soquel Elementary and Cabrillo College. Additionally, sidewalk construction along Wharf Road, from 49th to Capitola Road, will provide access to a bus stop at the intersection of 49th and Capitola Road, which also serves the 55 route. Many of these locations lack alternative routes. This project connects residents to key destinations by improving the sidewalk network and removing barriers that limit access for mobility-challenged and visually impaired users.
2	Collisions and Safety	<p>According to the Statewide Integrated Traffic Records System (SWITRS), the City of Capitola experienced a total of 17 crashes involving pedestrians from January 2019 to December 2024, which included two fatal crashes and five serious injury crashes. The majority of these pedestrian crashes resulted in minor injuries, accounting for 59% of the total incidents. The primary collision factors (PCF) leading to these crashes were identified as pedestrian right-of-way violations (eight crashes), improper turning (four crashes), and unsafe speed (two crashes) -notably, seniors aged 60 and above comprised 65% of the crash victims.</p> <p>Additionally, due to common underreporting of pedestrian crashes, we utilized Street Story, a crowdsourced community reporting tool developed by UC Berkeley SafeTREC, to gather information on crashes, near misses, and hazards. Pedestrians reported one crash, three near misses, and two hazards. Among the hazards identified in Capitola, 24% were attributed to poor or missing sidewalks. Addressing the issue of missing sidewalks and remedial accessibility barriers in the current infrastructure will help separate pedestrians from other traffic modes, thereby reducing collisions and enhancing pedestrian safety</p>
3	System Preservation & Infrastructure Condition	This project aims to construct sidewalks in areas that lack pedestrian infrastructure and to remove barriers that hinder accessibility for individuals with limited mobility and visual impairments. This effort will enhance the overall sidewalk network. In certain locations, this will involve replacing old, cracked sidewalks with new ones.
4	System Performance	<p>This project aims to encourage walking by filling gaps in the sidewalk network, which promotes healthier communities through increased physical activity and reduces dependence on carbon-intensive transportation options.</p> <p>According to the County of Santa Cruz and the City of Scotts Valley Complete Streets to Schools Plan, "Transportation generates approximately 60% of the emissions in Santa Cruz County. Shifting car trips to walking and biking helps our planet" (page 9). By improving the sidewalk system, this project seeks to reduce vehicle emissions and promote walking as a more environmentally friendly mode of transportation.</p>
5	Public Health	By providing safe and continuous sidewalks, this project encourages more walking for short trips, which has direct public health benefits. Increased physical activity reduces chronic disease risk, and separation of pedestrians from vehicle traffic lowers exposure to collisions and emissions.

6	Benefits to Equity Priority Communities	<p>This plan includes the construction of several new accessibility ramps, which will provide sidewalk access for everyone, with a particular focus on the needs of pedestrians using mobility devices like wheelchairs and scooters, as well as those with visual impairments. These groups often depend on pedestrian pathways and public transit to independently reach key destinations. Dependence on public transit infrastructure also applies to school-aged children who are unable to drive themselves to school or other places of interest. By addressing missing sidewalks and eliminating accessibility barriers, we enhance safe access for these transportation-disadvantaged populations.</p> <p>The ramp project on Summerfield Avenue will especially benefit residents of the Dakota Apartments, a nearby 24-unit affordable assisted living facility that requires residents to have a qualifying disability. This new ramp will provide these residents with access to Capitola Mall, including the bus stops located there, as well as the Trader Joe's shopping center.</p>
7	Climate Change and Resiliency	N/A
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 the RTC approves the total amount of requested funds, this project will be fully funded. However, if the project is not fully funded, Capitola will implement as many segments as possible based on the available funding.
8b	Committed Funding: What other funding has been secured for the project?	Capitola is dedicated to fulfilling the required funding match using funds from our General Fund.
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?	N/A
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?	N/A
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	If project costs increase, Capitola will first seek to adjust project phasing to match available funding while maintaining overall project integrity. Additional funding sources may include local General Fund allocations, Measure D, and SB1 revenues.
8f	Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	The project's scope can be adjusted based on the funding received, allowing for the possibility of addressing anywhere from one segment to all twelve segments. Each intervention site operates independently, meaning that completing only part of the project does not affect the overall integrity of the initiative.
9	Project Readiness and Potential Delivery Risks-	
9a	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?	The project is anticipated to fall under CEQA categorical exemptions for minor alterations to existing public facilities. The only right-of-way need is a small ramp at the Capitola Mall property, which may require a right-of-entry agreement. With design support already under contract, the City anticipates moving quickly into PS&E and construction once funding is secured.
9b	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The City has dedicated project management staff assigned to execute and deliver the project. Additionally, the City has a 5-year contract with a traffic engineering and civil design consultant to provide the necessary assistance to deliver PS&E as well as construction support.
9c	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	The project is not expected to have significant environmental impacts, as it consists of sidewalk construction and reconstruction within existing street right-of-way. Potential risks such as erosion, stormwater runoff, or construction noise will be addressed through standard BMPs and compliance with City ordinances.
9d	Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.	Risks will be minimized through early coordination with utilities, securing right-of-entry agreements prior to construction, and phased implementation to match funding availability.
9e	Other: Describe any other potential risks and plans to mitigate risks.	
10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	Primarily a pedestrian safety project. The addition of sidewalks will eliminate conflicts between pedestrians, bicyclists, and vehicles. These projects will allow pedestrians to access previously inaccessible streets and locations of interest by infilling current gaps in the system.
11a	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?	The Mobility Element of the Capitola General Plan aims to create complete streets that accommodate all forms of transportation, including pedestrians. A draft of the plan was made available to the public in December 2013. Following this, the Planning Commission and City Council held three public meetings to gather feedback. The General Plan was officially adopted on June 26, 2014.

11b	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.)	During a Council meeting on July 24, 2025, this project was discussed and opened for public input, receiving positive feedback from both council members and attendees. One resident, whose home is adjacent to New Brighton Middle School, expressed particular enthusiasm for the proposal to install a sidewalk along his street.
11c	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?	Members of the Elderly and Disabled Transportation Advisory Committee (E&D TAC), along with a representative from the Vista Center for the Blind, helped identify the need for a new ADA ramp at Summerfield Avenue. They also contributed their insights during a site walk-through with Public Works staff regarding its reconstruction.
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 - P27 Wheelchair Access Ramps, Cap - P03 Upper Capitola Avenue Improvements, Cap - P51 City Sidewalk Program
12b	Consistency with other plans. What other plans is this project listed in, if any?	Capitola ADA Transition Plan, City of Capitola's General Plan, Active Transportation Plan, County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan, 2045 Regional Transportation Plan for Santa Cruz County
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	According to the U.S. Census Bureau's 2023 ACS, 6.1% of Capitola residents walk to work (≈288–924 daily). We conservatively estimate that 25–35% of these commuters overlap the project corridors (≈75–325 daily). In addition, segments serving New Brighton Middle School, Jade Street Park/Community Center, nearby transit stops, and adjacent retail generate substantial non-commute walking not captured by ACS (≈375–475 daily). Taken together, the project is expected to benefit approximately 450–800 daily pedestrian trips (≈165,000–290,000 annually), with weekend and visitor activity likely increasing usage further

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Project Title:	Capitola Complete Streets Sidewalk Infill Project				
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			08/01/25		
Begin Environmental (PA&ED) Phase			12/01/25		
Circulate Draft Env'l Document	Env'l Document	CE	01/10/26		
Draft Project Report			NA		
End Environmental Phase (PA&ED Milestone)			03/01/26		
Begin Design (PS&E) Phase			12/01/25		
End Design Phase (Ready to List for Advertisement Milestone)			03/01/26		
Begin Right of Way Phase			12/01/25		
End Right of Way Phase (Right of Way Certification Milestone)			03/01/26		
Begin Construction Phase (Contract Award Milestone)			05/01/26	if funding is spread between years, the project can be divided to accommodate	
End Construction Phase (Construction Contract Acceptance Milestone)			05/01/27		
Begin Closeout Phase			05/01/27		
End Closeout Phase (Closeout Report)			06/01/27		

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		0	0	0	0	0	0	
PS&E	0	100	0	0	0	0	0	100	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	700	642	0	0	0	0	1,342	
TOTAL	0	800	642	0	0	0	0	1,442	

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)								0	No	
PS&E		100						100		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON		615	561					1,176		
TOTAL	0	715	561	0	0	0	0	1,276		

Fund No. 2:		Capitola Pedestrian Improvement General Fund Dollars							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)								0	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0	What risks are there to these funds, if any?	
R/W								0		
CON		85	81					166		
TOTAL	0	85	81	0	0	0	0	166		

C2. ENGINEERS ESTIMATE					
Project:	Capitola Complete Streets Sidewalk Infill Project				
Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$0
2	Plans, Specifications, and Estimate				\$0
	Right of Way				
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
	TOTAL RIGHT OF WAY COMPONENT COST				\$0
	Construction				
	Item Description	Quantity	Units	Unit Cost	Total
6	ADA Curb Ramp	25	EA	\$10,000.00	\$250,000
7	PCC Sidewalk, 5'	31250	SF	\$25.00	\$781,250
8	ADA Driveway Approach	13	EA	\$15,000.00	\$195,000
9	Retaining Wall	150	LF	\$500.00	\$75,000
10	PCC Curb & Gutter	1000	LF	\$30.00	\$30,000
11	Asphalt Conform	2000	SF	\$10.00	\$20,000
12	Guardrail	200	LF	\$200.00	\$40,000
13	Street Signs	15	EA	\$500.00	\$7,500
14	Traffic Control	1	LS	\$50,000.00	\$50,000
15	Account, day labor, etc.,)	1	LS	\$75,000.00	\$75,000
16	engineering	1	LS	\$100,000.00	\$100,000
		SUBTOTAL CONSTRUCTION ITEMS			\$1,373,750
		CONTINGENCY		5.0%	\$68,688
	TOTAL CONSTRUCTION COST				\$1,442,438
	Escalation Rate Used:			2.70%	
Total Cost					\$1,442,438

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:	Capitola Complete Streets Sidewalk Infill Project	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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Capitola Complete Streets Sidewalk Infill Project

Project Summary: The City of Capitola Sidewalk Infill Project is a scalable initiative designed to construct 12 sections of sidewalk throughout the city that currently lack pedestrian facilities or have significant accessibility barriers, making them unusable for certain groups. Depending on the funding received, the project can be scaled down to address as few as one segment or expanded to cover all 12. The proposed total treatment area spans approximately 6,250 linear feet of sidewalk and includes 25 curb ramps, 13 driveway approaches, and 2 retaining walls. This project aims to eliminate 240 barriers identified in the City of Capitola's ADA Transition Plan.

Introduction: Each identified intervention site does not include any pedestrian facilities or possesses an accessibility barrier that makes the site unusable for specific groups. Without the necessary facilities, pedestrians must walk in the roadway, putting them into conflict with cyclists and moving vehicles. Remediating gaps in the pedestrian right of way and removing accessibility barriers will support pedestrian access to key destinations across the City and promote active transportation for all user groups.

Health and Safety: Pedestrian safety is a critical concern in Capitola. According to the Statewide Integrated Traffic Records System (SWITRS), the City of Capitola experienced a total of 17 crashes involving pedestrians from January 2019 to December 2024, which included two fatal crashes and five serious injury crashes. The majority of these pedestrian crashes resulted in minor injuries, accounting for 59% of the total incidents. The primary collision factors (PCF) leading to these crashes were identified as pedestrian right-of-way violations (eight crashes), improper turning (four crashes), and unsafe speed (two crashes) -notably, seniors aged 60 and above comprised 65% of the crash victims.

Additionally, due to common underreporting of pedestrian crashes, we utilized Street Story, a crowdsourced community reporting tool developed by UC Berkeley SafeTREC, to gather information on crashes, near misses, and hazards. Pedestrians reported one crash, three near misses, and two hazards. Among the hazards identified in Capitola, 24% were attributed to poor or missing sidewalks. Addressing the issue of missing sidewalks and remedial accessibility barriers in the current infrastructure will help separate pedestrians from other traffic modes, thereby reducing collisions and enhancing pedestrian safety.

Furthermore, promoting walking, especially to schools, by improving pedestrian facilities may positively impact the health of the Capitola community. According to the County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan, "The simple act of traveling to school can have a tremendous impact on the health of individuals and communities. Encouraging more active transportation trips provides the following benefits: Healthier students—walking, riding a bike, or scooting to school is good exercise, improves fitness, and has been demonstrated to enhance academic performance" (page 9).

Site Identification: The Mobility Element of the Capitola General Plan includes an inventory of sidewalks on all streets in Capitola. Based on this data, Public Works staff surveyed various locations throughout the city where sidewalks were either absent or had significant accessibility barriers, rendering them

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City of Capitola - Complete Streets Sidewalk Infill Project

unusable for certain groups. The sites identified as having the greatest impact on resident mobility—particularly for individuals with mobility challenges and visual impairments—were selected for this project.

Members of the Elderly and Disabled Transportation Advisory Committee (E&D TAC), along with a representative from the Vista Center for the Blind, helped identify the need for a new ADA ramp at Summerfield Avenue. They also contributed their insights during a site walk-through with Public Works staff regarding its reconstruction.

Public Outreach: The Mobility Element of the Capitola General Plan aims to create complete streets that accommodate all modes of transportation, including pedestrians. A draft of the plan was made available to the public in December 2013. Following this, the Planning Commission and City Council held three public meetings to gather feedback on the plan. The General Plan was officially adopted on June 26, 2014. In addition, Capitola's ADA Transition Plan was presented to the Council and made available for public comment. This project was also discussed during a Council meeting on July 24, 2025, where it was open for public input.

Sustainability: The County of Santa Cruz and the City of Scotts Valley Complete Streets to Schools Plan states that, "Transportation generates approximately 60% of the emissions in Santa Cruz County. Shifting car trips to walking and biking helps our planet." (page 9). This project seeks to reduce vehicle emissions by promoting walking as an environmentally friendly mode of transportation by improving the sidewalk system.

Points of Interest: This project will enhance access to several key destinations, including New Brighton Middle School, Jade Street Park and Community Center, Opal Cliff Elementary School, Capitola Mall, the Clares Street shopping center, Nob Hill shopping center, CVS Pharmacy, Palo Alto Medical Foundation Capitola Center, Capitola Village, Capitola Wharf, banks, public facilities, bus stops, and parks. Specifically, the Hill Street project will improve access to the bus stops located at Bay Avenue and Hill Street, which serve the 55 Santa Cruz Metro route. This bus route connects to locations of interest such as Soquel Elementary and Cabrillo College. Additionally, sidewalk construction along Wharf Road, from 49th to Capitola Road, will provide access to a bus stop at the intersection of 49th and Capitola Road, which also serves the 55 route.

Serving Transportation Disadvantaged Populations: This project includes the construction of several new accessibility ramps, which will provide sidewalk access for everyone, with a particular focus on the needs of pedestrians using mobility devices like wheelchairs and scooters, as well as those with visual impairments. These groups often depend on pedestrian pathways and public transit to independently reach key destinations. Dependence on public transit infrastructure also applies to school-aged children who are unable to drive themselves to school or other places of interest. By addressing missing sidewalks and eliminating accessibility barriers, we enhance safe access for these transportation-disadvantaged populations.

The ramp project on Summerfield Avenue will especially benefit residents of the Dakota Apartments, a nearby 24-unit affordable assisted living facility that requires residents to have a qualifying disability. This new ramp will provide these residents with access to Capitola Mall, including the bus stops located there, as well as the Trader Joe's shopping center.

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City of Capitola - Complete Streets Sidewalk Infill Project

Alignment With City and Regional Plans: This sidewalk infill project directly supports multiple city, county, and regional policies that prioritize closing sidewalk gaps, improving accessibility, and expanding active transportation. It advances:

- Capitola ADA Transition Plan, which identifies barrier remediation within the public right-of-way as the City's highest priority.
- City of Capitola General Plan, Mobility Element, which sets the goal of providing "Complete Streets" that serve all modes of transportation.
- Santa Cruz County Active Transportation Plan, which envisions a safe and accessible walking and biking network and sets mode-shift targets of 8% walking/biking by 2030 and 15% by 2040.
- County/Scotts Valley Complete Streets to Schools Plan, which calls for safer, more convenient routes for students and aims to double active transportation rates at schools.
- 2045 Regional Transportation Plan (RTP), which sets a target of 24% active commute trips by 2045 and emphasizes filling network gaps.
- California Sustainable Communities and Climate Protection Act (SB 375), which requires a 6% reduction in per-capita GHG from passenger vehicle use by 2035.



Project Ranking	Project Name	Description	Total Length In Linear Feet	Curb and Gutter Included	Number of Curb Cuts/ Ramps	Special Features	Purpose	Justification	Cost
1	Hill Street	Sidewalk along the South side of Hill Street from the intersection with Capitola Ave until the sidewalk begins adjacent to the parking lots at the bottom of the street.	500	Yes	4	NA	Missing Sidewalk	Hill Street lacks sidewalks on both sides, limiting access to various businesses, services, and stops for the 55 bus route located along the street. Additionally, Hill Street connects to Bay Avenue, which serves as a route to Soquel Elementary School. The upcoming reopening of the overpass, which includes pedestrian access, also presents an opportunity for increased pedestrian traffic in the area.	
2	Capitola Ave at Pine Street	Sidewalk along the East side of Capitola Ave from Hill Street to Pine Street.	125	Yes	1	Retaining Wall	Missing Sidewalk	This section of Capitola Avenue lacks sidewalks on either side of the street. Adding the missing sidewalk in this area will create a continuous walkway along Capitola Avenue, enabling residents to easily access businesses and services along the route, which extends into Capitola Village. Additionally, the upcoming reopening of the overpass, with its new sidewalks, may increase pedestrian traffic along Capitola Avenue.	

3	Mall to Summerfield ADA Ramp	New ADA compliant ramp to connect pedestrian cut-through at Sommerfield Ave to Clares Street.	100	No	1	Ramp will require a switchback to meet grade compliance	Addresses accessibility barrier - current ramp slope is not ADA compliant	Several residents have brought to our attention a wheelchair ramp that connects the homes along Summerfield Avenue to the Capitola Mall and nearby businesses through a pedestrian cut-through. They have expressed concerns that the ramp's steepness and its perpendicular angle to the roadway make it extremely unsafe and unusable for individuals with mobility aids.	
4	Washburn Ave to Park Ave	Sidewalk along the East side of Washburn Ave from New Brighton Middle School to Park Ave.	320	Yes	2	3 driveway approaches and 1 40 ft retaining wall	Missing Sidewalk	The east side of Washburn Avenue lacks sidewalks, and the entire street does not provide complete sidewalk access to New Brighton Middle School, which is located just down the road. To encourage students to walk and bike to school, the City must commit to creating safe and fully accessible routes. Additionally, Berkeley SafeTREC identified this section of Washburn Avenue as a high-priority focus area in their "Capitola Complete Streets Safety Assessment", requested by the City and published in September of 2024, due to its proximity to the school.	
5	47th at Jade Street Park	Sidewalk, curb and gutter along the West	500	Yes	1	NA	Missing Sidewalk	This heavily used park lacks sidewalks along its edges. Well-worn pedestrian pathways have formed in the grass,	

		side of 47th Street from Topaz Street to Portola Drive.						indicating that this area experiences high foot traffic. The reopening of the Jade Street Community Center is expected to further increase activity in the vicinity. However, without properly paved sidewalks, this walking route is inaccessible for many individuals. Additionally, this sidewalk would connect the neighborhood to future rail trail projects at its intersection with Portola Drive. It is also frequently used by people walking down to Capitola Village.	
6	Wharf Road from 49th to Capitola Road	Sidewalk, curb and gutter on the East side of Wharf Road from 49th Street to Capitola Road.	740	Yes	NA	5 driveway approaches	Missing Sidewalk	This section of Wharf Road lacks sidewalks on both sides of the street, forcing pedestrians into the roadway and creating potential conflicts with vehicles. It is well-trafficked and an important access route for residents and tourists to access Capitola Village, the Wharf, and the beach. This particular stretch is the only part of Wharf Road without sidewalk facilities; therefore, addressing this gap would provide full access along the entire length of the road.	
7	Wharf Road from Grace Street to	Sidewalk, curb and gutter along the East side of Wharf	3000	Yes	2	2 Driveway approaches	Addresses current accessibility barriers along	The stretch of Wharf Road has sidewalks; however, they are currently made of asphalt, which has cracked and deteriorated over time, leading to an unstable	

	Soquel Wharf Road	Road from Grace Street to Soquel Wharf Road.					pedestrian route and missing sidewalk	surface. As a result, these sidewalks do not meet ADA standards for accessibility. Additionally, the area lacks proper gutter facilities, which are essential for directing water flow down the street. There is also a missing section of sidewalk from Soquel Wharf Road to the freeway overpass. Wharf Road serves as a key access route for many residents to reach the Capitola Library, Capitola Village, the beach, and more.	
8	Center St. and Riverview	One curb ramp at the intersection of Center Street and Riverview on the North side of Center Street.	20	Yes	1	NA	Missing sidewalk and curb ramp	At the intersection of Center Street and Riverview, the sidewalk ends suddenly without a curb ramp, forcing pedestrians to enter the roadway. This intersection provides access to the pathways in Peery Park, which cross over Soquel Creek and connect residents to the Capitola Library, as well as various businesses and services along 41st Avenue, including the Capitola Mall. This is one of only two access routes for pedestrians to cross Soquel Creek. On February 12, 2022, a cyclist was severely injured in a collision with a car at this intersection. The accident was attributed to limited visibility for the driver around the corner and the absence of designated biking	

								facilities that could have separated the cyclist from vehicle traffic. To avoid the repetition of this accident, constructing a curb ramp is essential for improving safety and accessibility.	
9	Capitola Ave to HWY 1	Sidewalk, curb and gutter along the West side of Capitola Avenue from Capitola Circuit to Highway 1.	350	Yes	1	3 driveway approaches	Missing Sidewalk	Adding a missing sidewalk along the west side of Capitola Avenue will create a continuous walkway on both sides of the street. This improvement will enable residents to easily access businesses and services along the route, which extends into Capitola Village. Furthermore, the upcoming reopening of the overpass, which includes pedestrian access, presents an opportunity to increase foot traffic in the area. Currently, pedestrians must cross the street at the end of the overpass to continue walking along the street.	
10	42nd Ave from Clares to Capitola Road	Sidewalk, curb and gutter along the East side of 42nd Ave from Clares Street to Capitola road where needed.	140	Yes	1	7 power and other utility poles blocking pedestrian right of way including one adjacent to a curb ramp	Addresses major accessibility barriers	42nd Avenue is frequently selected by pedestrians as a safer alternative to 41st Avenue, which has higher car traffic. However, there are currently seven power and utility poles obstructing the pedestrian right of way, including one located next to a curb ramp that creates accessibility issues.	

								To ensure that this pedestrian facility is usable by everyone, these barriers need to be addressed.	
11	46th Ave from Clares St to Capitola Road	Sidewalk, curb and gutter along the West side of 46th from Clares Street to Capitola Road where needed.	120	Yes	1	5 power and other utility poles and 1 mailbox blocking pedestrian right of way	Addresses major accessibility barriers	46th Avenue offers uninterrupted access from Clares Street to the Jewel Box neighborhood and is frequently used by residents. However, there are currently five utility poles and one mailbox obstructing the pedestrian right-of-way, creating accessibility barriers by narrowing the sidewalk.	
12	49th Ave from Capitola Road to Prospect Ave	Sidewalk, curb and gutter along the West side of 49th Ave from Capitola Road to Prospect Avenue where needed.	340	Yes	10	Some curb ramps include a power pole directly in the middle which must be moved, 1 mailbox and 1 no parking sign block the pedestrian right of way	Addresses major accessibility barriers and missing sidewalk	49th Avenue is often used by pedestrians traveling down Wharf Road to reach the outlook point at Prospect Avenue. However, there is a missing sidewalk section from Topaz Street to Prospect Avenue, which forces pedestrians to walk in the roadway. Additionally, some curb ramps have power poles positioned directly in the middle, which need to be relocated. Furthermore, a mailbox and a "No Parking" sign are obstructing the pedestrian right-of-way, creating accessibility barriers by narrowing the sidewalk.	

ADA Barrier Number	PDF Page Number	Remediation Site Number
5893	4306	*1
5894 A	4307	1
5894B	4307	1
5902	4311	1
5903	4312	*1
5904	4312	1
5966 A	4359	2
5966 B	4359	2
5966 C	4360	2
5966 D	4360	2
5967	4361	*2
5968	4361	2
727	630	*3
7329	5236	4
7359	5253	*4
3699	2766	5
3700	2766	5
3701	2767	5
3696B	2761	*5
3698 A	2764	5
3698 B	2764	5
3698 C	2765	5
3698 D	2765	5
3483	2576	6
3480 A - H	*2571 - 2574	*6
3314 - 3415	2476 (*2478) - 2536	*7
3420 A-C	2539	7
3422 - 3430	2541 - 2545	7
3458 - 3462	2559 - 2561	7
4992	3761	*8
6117	4484	9
1882 A-I	1472	10
2010B	1550	10

ADA Barrier Number	PDF Page Number	Remediation Site Number
2012	1552	*10
2013	1552	10
2017 A-B	1554	10
2024 B	1564	10
2052 A-B	1579	10
2250	1700	11
2258	1704	11
2299	1725	*11
2300 A	1725	*11
2300 B	1726	11
2301	1726	11
2302	1727	11
2304	1728	11
2307	1729	11
2308	1730	11
3552	2622	12
3572	2648	12
3573	2649	*12
3575	2653	12
3584	2661	12
3551 A-H	2618 - 2622	12
3553 A	2623 - 2626	12
3556 A-B	2627 -2628	12
3560 A-F	2630 - 2632	12
3562 A-G	2633 - 2636	12
3568 A-G	2640 - 2643	12
3570 A-H	2644 -2647	12
3574 A-G	2649 - 2652	12
3581 B	2656	12
3583 A-G	2657 - 2660	12

* Utilized as an example in grant report

Field Date: 8/18/2017 Report Date: 10/28/2024 Barrier #: 5892

Facility: City of Capitola

Location: Hill St - S Sidewalk

Official Responsible: ADA Coordinator

Facility Function: Public Dwg: N/A

Barrier Area: Sidewalks Remediation: Required

Barrier Type: Abrupt Change in Level - 1/4" to 1/2"



Barrier Description: Change in level of 1/4" to 1/2" lacks beveled edge

Code References: CBC 11B-403.4 and 2010 ADAS 403.3

As Built Description: 1/2" lip identified without a bevel

Proposed Solution: Grind or repair sidewalk to remove trip hazard

As-Built Meas: 2 Quantity: LF Cost Estimate: \$540.00 BSR: 1 - High Severity

X Coordinate -121.95446 Y Coordinate: 36.98181 Z Coordinate: 34

Implementation: Priority 5 Phase Date Status Open

Notes:

Field Date: 8/18/2017 Report Date: 10/28/2024 Barrier #: 5893

Facility: City of Capitola

Location: Hill St - S Sidewalk

Official Responsible: ADA Coordinator

Facility Function: Public Dwg: N/A

Barrier Area: Sidewalks Remediation: Required

Barrier Type: No Sidewalk along Roadway - Shoulder Start



Barrier Description: Sidewalk route ends and no opposite sidewalk exists

Code References: CBC 11B-206.2.2 and 2010 ADAS 206.2.2

As Built Description: 6.0% cross slope and 9.7% running slope in shoulder

Proposed Solution: Recommended: reduce cross slope in shoulder when performing future asphalt overlays to less than 5.0%

As-Built Meas: 1 Quantity: JOB Cost Estimate: \$0.00 BSR: 2 - Moderate Severity

X Coordinate -121.9542 Y Coordinate: 36.9818 Z Coordinate: 44

Implementation: Priority 5 Phase Date Status Open

Notes: