

BAY - HILL INTERSECTION



- The Bay Ave. / Hill St. intersection has been identified as an opportunity for traffic improvement since the mid-2000s.
- In 2023, City Council directed staff to address growing concerns at the intersection, focusing on near-term, temporary solutions that would improve safety while allowing for further analysis and study.
- The resulting “Quick-Build” project was installed in July 2024.

Quick-Build: designed to be temporary to test possible improvements

OVERVIEW OF INTERSECTION

Pedestrian Safety:

- High-Visibility Crosswalks: Installed as part of the quick-build improvements.
- Curb Extensions (Bulb-Outs): Installed to shorten crossing distances and slow turning vehicles.
- Accessible Curb Ramps: Existing ramps are ADA-compliant.
- Pedestrian Refuge Island: Existing median provides a refuge area.
- Lighted Signage: Installed to improve visibility.

Bicycle Safety:

- Dedicated Bike Lanes: Striping added along Bay Avenue with green markings near the intersection.
- Tightened Curb Radius: Implemented to slow turning vehicles and improve cyclist safety.

Traffic Calming:

- Lane Reduction on Bay Avenue: Converted from two lanes in each direction to one lane each way with a center turn lane to reduce vehicle speeds and improve safety for all users.

The core goal of the quick-build is to prioritize pedestrian and bicyclist safety. By shortening crossing distances, enhancing visibility, slowing traffic, and creating buffered bike lanes, the quick-build aims to reduce conflicts and assess real-world effectiveness before moving to costly permanent infrastructure.

BAY - HILL INTERSECTION: WHAT'S NEXT?



- With the quick-build in place, staff is collecting traffic data, reviewing public input, evaluating intersection performance, and analyzing the effect of the Park Avenue on-ramp and Capitola Avenue Bridge closure detours.
- Community outreach for the Bay Avenue Corridor Study will begin in early fall 2025.

WHAT OTHER OPTIONS WERE EXPLORED BUT NOT USED?

⊘ Relocate the Stop Line: Explored but not recommended at this location due to limited effectiveness with current stop-controlled geometry and sightlines.

⊘ Rectangular Rapid Flashing Beacon (RRFB) known as “blinky lights”:

- Not allowed at stop-controlled intersections per Federal standards (11th Edition MUTCD).
- Only permitted at uncontrolled crossings, such as mid-block locations without stop signs or signals.
- Drivers are already legally required to stop at this intersection, making RRFBs redundant and noncompliant.

⊘ Speed Humps or Cushions on Approaches (outside the intersection):

- Typically, not appropriate for arterial roads like Bay Avenue.
- Would not address intersection concerns.

WHAT IMPROVEMENTS COULD BE CONSIDERED IN THE FUTURE?

🔄 Raised Crosswalks or Raised

Intersection: These can slow vehicles and enhance pedestrian priority, but they require drainage modifications and more permanent construction, so were not included in the 2024 quick-build project.

🔄 Lighting Improvements: Enhanced lighting is being evaluated to improve nighttime safety.

🔄 Mid-Block Crossing near Bay/Hill:

- Not recommended as a short-term fix due to safety concerns:
 - Drivers don't expect to stop mid-block.
 - Vehicle speeds are typically higher than at intersections.
 - Fewer built-in safety features.
- May be considered long-term, if supported by future design and public feedback.

🔄 Convert Intersection to Roundabout:

- On February 27, 2025, City Council directed staff to begin preliminary plans and outreach regarding a roundabout at the Bay Ave./Hill St. intersection.
- Traffic engineers indicate this would improve safety and traffic flow for all users.

Still have Questions?

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