

## Wyatt, Rosie

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**From:** Routh, Michael <qwakwak@gmail.com>  
**Sent:** Friday, April 18, 2025 8:02 PM  
**To:** City Council  
**Subject:** Item 8C

Council members,

Since you will be discussing 41st Ave, please consider this.

If you spend any time at the West bound Cap Rd / 41st intersection at Wells Fargo Bank, you will very likely not observe any pedestrians crossing Cap Rd between the Chevron Station and Wells Fargo in either direction, but you will observe frequent pedestrian crossings going west or east across 41st between the BofA and Wells Fargo.

The stated purpose of the NO RIGHT TURN ON RED prohibition from west bound Cap Rd to north bound 41st was to stop potential pedestrian / vehicle conflicts. Unfortunately, the good faith attempt to improve pedestrian safety has had the opposite effect. The multiple east & west bound pedestrian crossings on the green light are now in conflict with people making a right turn onto 41st which is only allowed on the same green light. In addition, it takes one or two pedestrians to completely back up the right lane, sometimes through a complete light cycle. This creates impatience in the drivers queued up wanting to turn right and causes more potential close calls with pedestrians. It also causes drivers to cut through the Whole Foods parking lot rather than sit through 2 light cycles (about 6 min). There are also numerous cars making right turns on red despite the prohibition, which is further evidence the right turn prohibition is useless.

If the NO RIGHT TURN ON RED sign were removed, cars wanting to turn right could do so with no pedestrians crossing 41st at the same time, eliminating all those potential car vs pedestrian conflicts. Other than the extremely rare east or west crossing of Cap Rd, it would eliminate many of the potential car vs pedestrian conflicts at that intersection.

Go spend a hour observing that intersection in the middle of the day. You will see my observations are correct. Common sense dictates the NO RIGHT TURN ON RED sign should be removed and would have no impact on pedestrian safety.

Mick Routh

Sent from my iPad