

Attachment 3 — Excerpts from Prior Council Reports and Project Approvals

The following excerpts illustrate the progression of intersection improvements and operational refinements at the Clares Street and Capitola Road approaches to 41st Avenue, including documented turning conflicts, multimodal safety objectives, and implementation of bicycle positioning treatments and turn restrictions.

3A — Clares Street Lane Modifications (November 20, 2012)

Council Item 9A

<https://capitolaca.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1660&Inline=True>

“The Clares Street and 41st Avenue intersection has experienced operational and safety concerns related to turning movements and collision history.”

“Proposed lane configuration and median modifications are intended to improve traffic safety and reduce turning conflicts at the intersection.”

“The recommended changes will modify vehicle turning patterns and improve overall intersection operations.”

3B — Clares Street Traffic Calming and Multimodal Improvements (April 28, 2022)

<https://mccmeetingspublic.blob.core.usgovcloudapi.net/capitolaca-meet-e63c66f2d9804c11a3cfd32d47c30cc/ITEM-Attachment-003-3e1f080654f74314a344ab81453fea9d.pdf>

The Clares Street improvements continued earlier safety and operational refinements at the intersection, including modifications intended to improve multimodal visibility and reduce turning conflicts.

“Public Works held a public workshop and conducted an online survey for this project... The Clares Street Traffic Calming Project has been on the books for several years and includes roadway modifications intended to improve traffic safety and operations.”

3C — Capitola Road Pavement Rehabilitation and Bicycle Safety Improvements (July 27, 2023)

<https://mccmeetingspublic.blob.core.usgovcloudapi.net/capitolaca-meet-36c7913d47d7479f88bddf2dfbc211d4/ITEM-Attachment-006-0aac159c67994765abf4bfaf550d844b.pdf>

“Bike box striping to facilitate left turns for cyclists on eastbound and westbound Capitola Road onto northbound and southbound 41st Avenue, respectively. The addition

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of the bike boxes requires the modification of right turn movements from Capitola Road onto 41st Avenue.”

“A ‘No turn on red’ established in the far-right lane of westbound Capitola Road restricting turning onto northbound 41st Avenue. There is not enough right of way in the area of the intersection for the addition of a dedicated right turn lane.”

“Signal phasing at this intersection was recently evaluated and modified with the 41st Avenue Adaptive Traffic Signal Project.”