

Gautho, Julia

From: Kevin Maguire <kmaguire831@gmail.com>
Sent: Thursday, February 26, 2026 3:38 PM
To: City Clerk; City Council
Subject: 2.26.2026 Agenda item 8B - No Right Turn on Red – Clares & Capitola Road

Public Comment – Request to Remove No Right Turn on Red at Capitola Road & 41st Avenue

I appreciate the staff's explanation of the engineering rationale behind the No Right Turn on Red restriction at westbound Capitola Road and 41st Avenue. Safety absolutely matters. No one is arguing against protecting cyclists or pedestrians.

However, the current restriction appears to be a blunt solution to a problem that has not been clearly demonstrated with current data.

The staff report states that recent crash data does not show an increase in injury crashes following corridor modifications. If injury crashes have not increased, then we should ask whether the full-time No Right Turn restriction is solving a documented safety problem — or creating unnecessary operational friction.

The Capitola Road condition is described as a “permanent geometric and bicycle safety condition” due to the bike box configuration. But the key question is this:
Is the conflict theoretical, or is it measurable?

If cyclists are regularly using the bike box in significant numbers and if right-hook conflicts are occurring at a documented rate, then restrictions may be warranted. But if bicycle volumes are low and injury data does not reflect an active hazard, then a full-time prohibition may not be proportional.

Meanwhile, the real-world impacts are measurable:

- Vehicle queues backing up into adjacent commercial driveways
- Diversion traffic into residential streets
- Increased idling and emissions
- Drivers making unsafe workarounds

When drivers experience repeated delay that feels disconnected from observable risk, compliance drops. That erodes respect for traffic controls more broadly.

There are alternatives that should be explored before maintaining a permanent full-time restriction:

1. A time-of-day restriction instead of full-time.
2. A pilot removal with targeted enforcement and data monitoring.
3. Additional signage or visibility treatments instead of prohibition.
4. Signal timing adjustments to improve right-turn opportunity without compromising bike positioning.

The goal should be proportional safety measures supported by local data, not permanent restrictions based solely on geometric theory.

This intersection is a major commercial access point. Small operational changes have large ripple effects. If the data does not show a clear injury pattern attributable to right turns on red at this location, then maintaining a full-time ban may be an overcorrection.

I respectfully request that Council direct staff to either:

- Remove the No Right Turn on Red restriction at westbound Capitola Road and 41st Avenue, or
- Conduct a formal review with updated crash, bicycle volume, and operational delay data and return with quantified findings before maintaining the restriction.

Safety and mobility are not opposites. Good engineering balances both.

Thank You

Kevin Maguire