

No Right Turn on Red

Restrictions Clares Street &
Capitola Road
at 41st Avenue

City Council

**February 26,
2026**

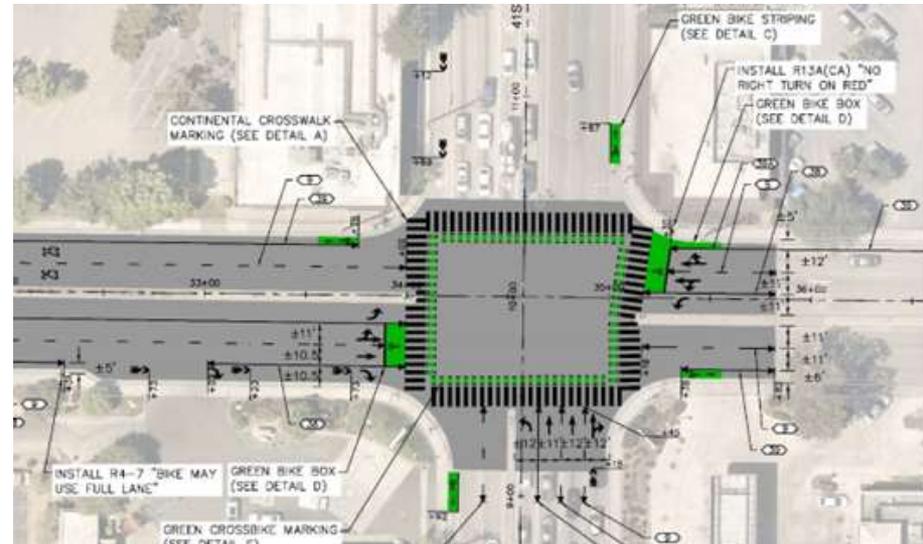
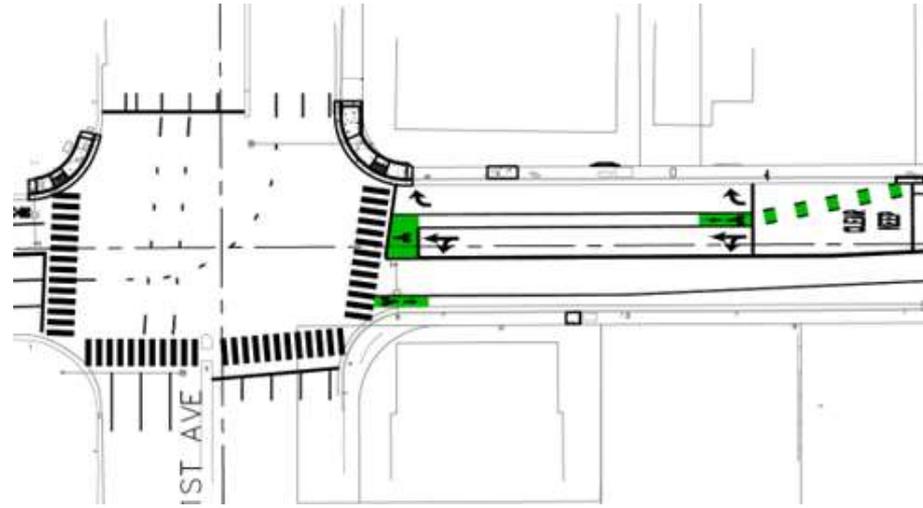
No Right Turn on Red Background



Purpose

- Explain why restrictions were implemented
- Clarify differences between the two locations
- Confirm consistency with traffic engineering

clarification regarding purpose and necessity of the



No Right Turn on Red Restrictions Corridor Context

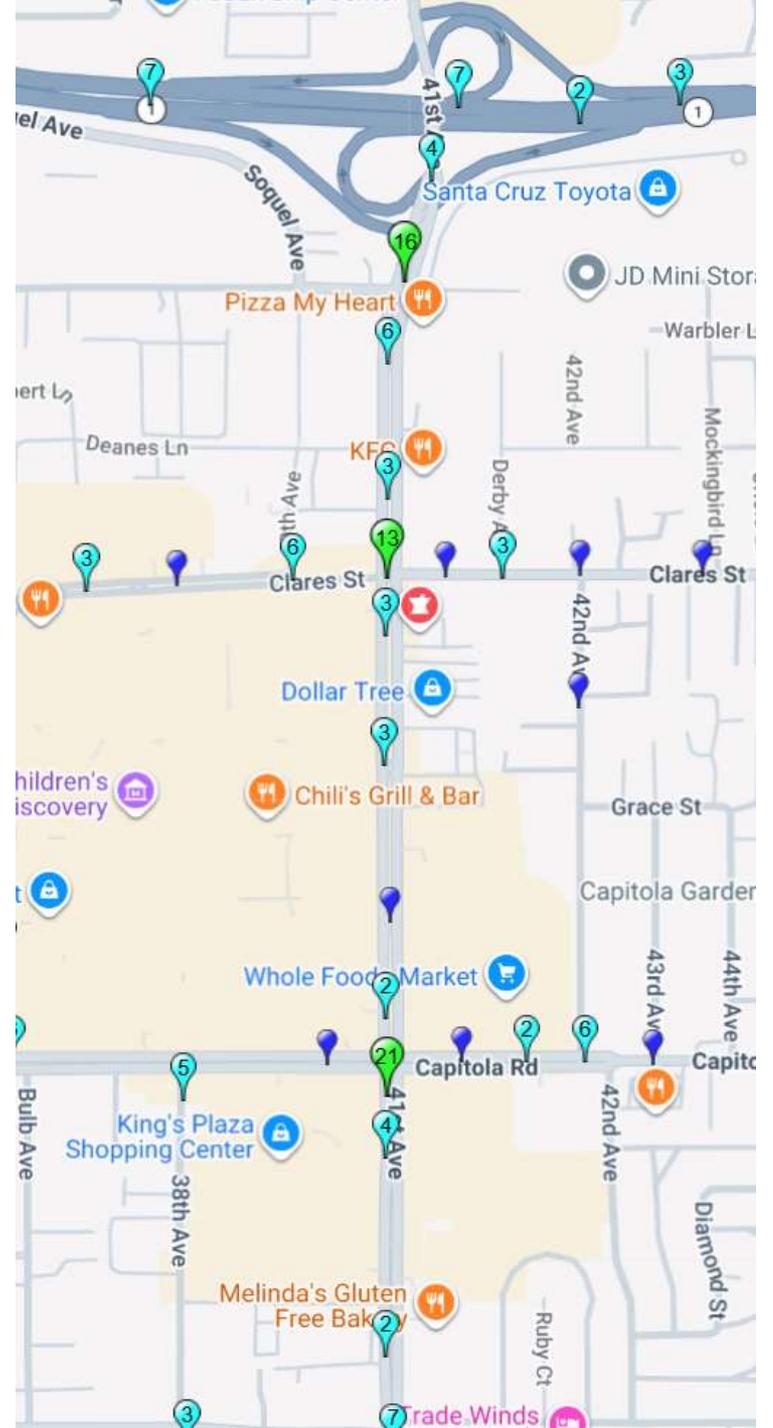
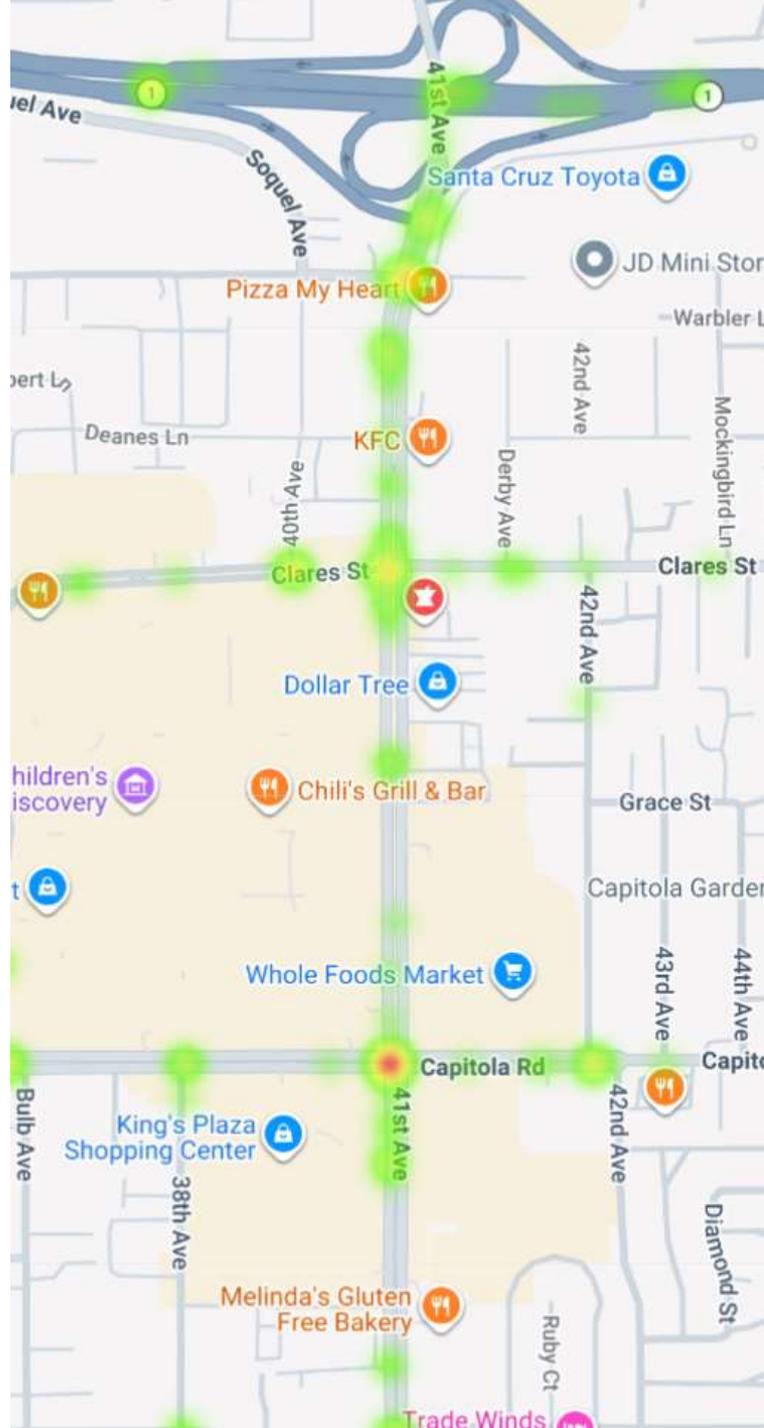


High-Activity Multimodal Corridor

- Major commercial access point
- Heavy turning volumes
- Pedestrian crossings and bicycle activity
- Freeway access driving complex movements

Prior Improvements Influencing Operations

- Clares Street lane configuration and turn control (2012)
- Adaptive signal coordination (2021-2023)
- Clares Street multimodal improvements (2022)
- Capitola Road bike safety improvements (2023)



No Right Turn on Red

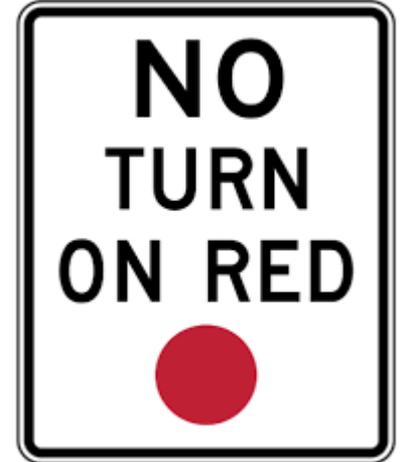
Restrictions Exist



safety tool allowed by CA MUTCD where permissive turns create elevated

Engineering Basis

- Conflicting turning movements
- Bicycle and pedestrian interaction
- Limited right-of-way and constrained geometry
- High-traffic or high-risk intersections



No Right Turn on Red Clares Street NTOR (Time- Restricted)



Primary Conflict

- Right turn on red vs southbound-to-northbound U-turns
- U-turn approach occurs outside driver expectation zone
- Reduced pedestrian visibility due to geometry

Why Time-Limited (10 AM - 6 PM)

- Higher daytime traffic volumes
- Increased pedestrian and bicycle activity
- Adaptive signal timing reduces reliable gaps



Burger King
Limited Time
Whopper Combo

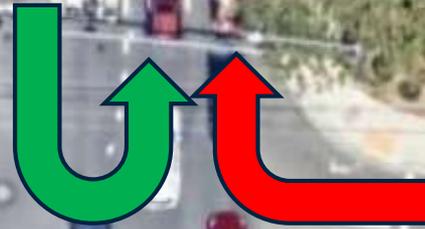
41st Ave

41st Ave

41st Av



Mattress Firm Capitola
These Savings
Won't Last



Clares St

Clares



Chase Bank



Chase



2024 Google

No Right Turn on Red Capitola Road NTOR (Full- Restrictions Time)



Primary Condition

- Bike box and bicycle crossing place cyclists ahead of vehicles at stop line.

Right-Hook Risk

- Cyclists positioned directly in turning path
- Drivers scanning left for gaps
- No room for dedicated right-turn lane

Full-Time

- Geometric and bicycle positioning conflict exists regardless of traffic volume.
- May create delay: safety tradeoff within constrained roadway width.

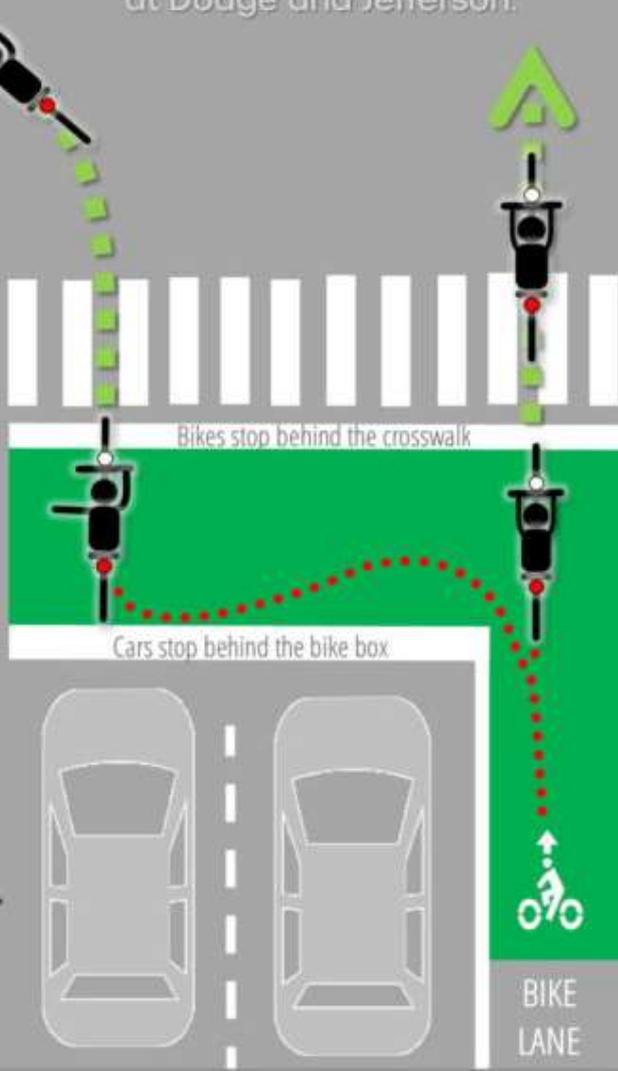


Look for the new bike boxes at the intersections of Governor and Market and at Dodge and Jefferson.



- 1** On the **RED** traffic signal:
- Cars stop behind the bike box.
 - Bikes enter the bike box from the bike lane and take the appropriate position for turning or continuing straight.

- 2** When the signal turns **GREEN**:
- Bikes enter the intersection first.
 - Cars follow.
 - Bikes and cars should always signal for turns and yield to pedestrians.



America
Center



Wells Fargo Bank



Rd

41st Ave

Capitola Rd

a Rd

Capitola Rd





© 2024 Google

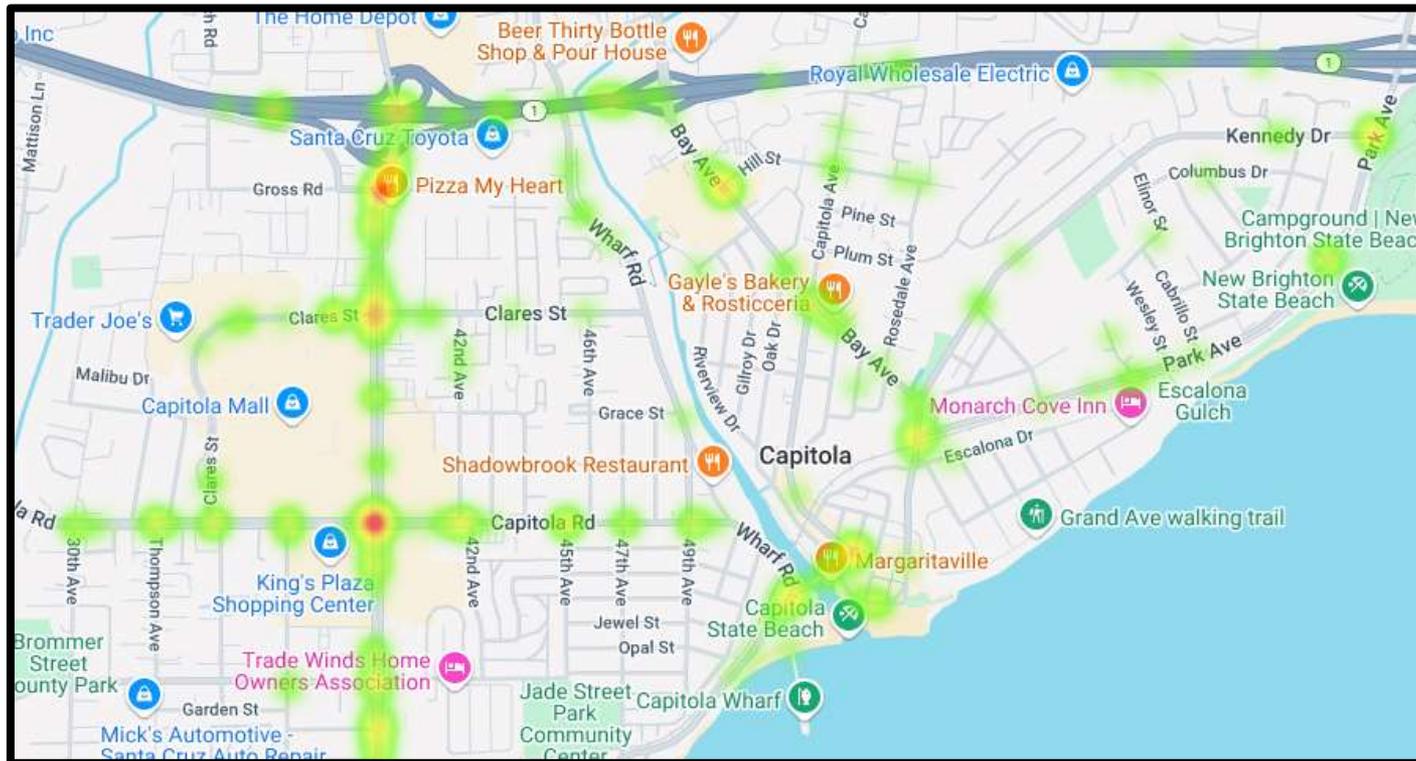


No Right Turn on Red Restrictions



Intersection Data

- Higher historic collision frequency at Clares prior to 2012 improvements
- Injury crashes reduced but not eliminated
- TIMS data excludes minor crashes and near misses



No Right Turn on Red Background



Summary

- Clares restriction = time-of-day operational conflict
- Capitola restriction = permanent bike safety condition
- Both consistent with accepted

Fiscal Impact

- No cost to maintain existing restrictions

