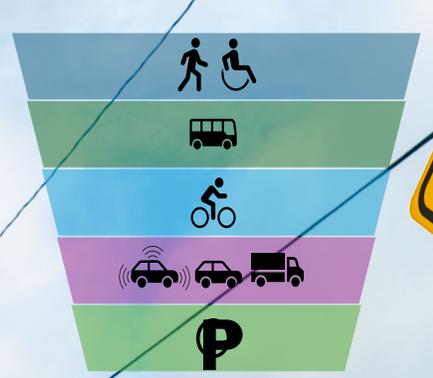
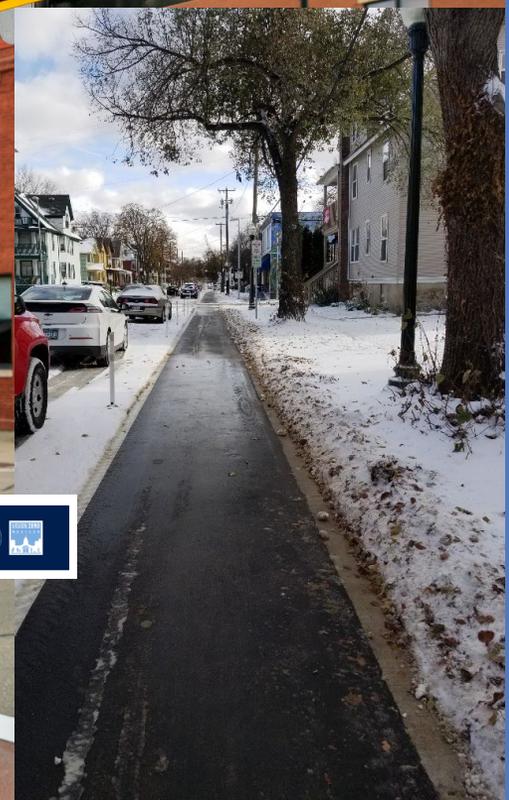


Let's Talk Streets



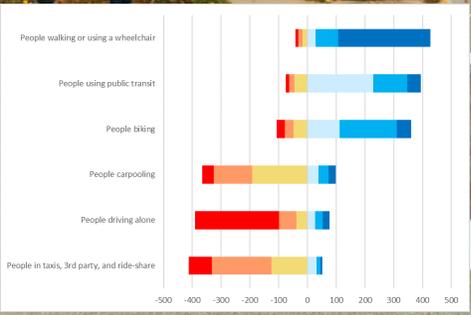
VISION ZERO  
MADISON



Disability Rights Commission  
March 26, 2026

Yang Tao, PhD, PE, PTP  
Director of Traffic Engineering  
City of Madison

**SAFE DRIVERS SAVE LIVES**



# What's Vision Zero

Strategy aimed at eliminating traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all road users

## TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behaviour

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

VS

## VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

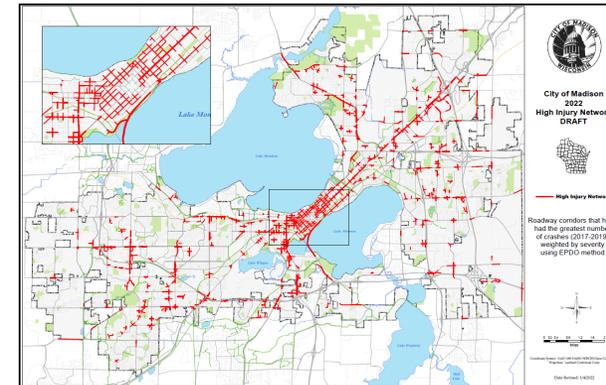
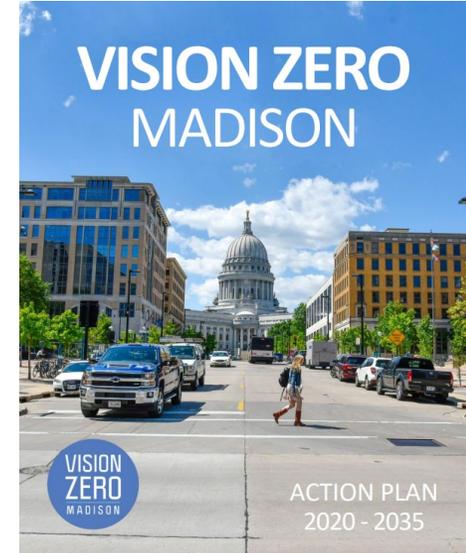
Saving lives is **NOT EXPENSIVE**

# Vision Zero Madison Timeline

Let's  
Talk  
Streets



- **2020** – City Budget includes funding to advance Vision Zero initiative
- **July 2020** – Resolution approved by Mayor Rhodes-Conway & Common Council supporting Vision Zero
- **Summer 2020** – Initial Vision Zero projects & speed management implemented
- **Fall 2020** – Kick-off meeting for Stakeholder Task Force
- **2021** – Let's Talk Streets engagement
- **Summer 2021** – Phase One Twenty is Plenty starts
- **Summer 2021** – Second Phase of Vision Zero projects and speed management
- **January 2022** – Transportation Commission adoption of High Injury Network methodology and review of map
- **March 2022**—Vision Zero Action Plan officially accepted by Council
- **April/May 2022** – Officially recognized as a Vision Zero City by the Vision Zero Network
- **Summer 2022**—Public Outreach at local Parks Alive & Safety Saturday Events
- **Summer/Fall 2022**—Safe Streets Madison projects & additional speed management
- **2023**—Continued public engagement, Safe Streets Projects & speed management
- **Spring 2024**—First comprehensive progress report
- **Early 2026**—Second progress report



# Taking a Safe System Approach

**Safe Streets** – Factors that lead to fatalities and injuries include the geometry and speed of our streets. Motor vehicle drivers travel fast on streets that feel fast – and speed has a large correlation with crash severity. Altering the layout and geometry of a street can help lower travel speeds and reduce conflicts.

**Safe People** – Encouraging safe behavior for Motor Vehicle drivers, cyclists, and pedestrians is an important part of Vision Zero. In Madison over half of crashes had driver behavior as a contributing factor.

**Safe Vehicles** – Properly operating vehicles with safety equipment can significantly decrease the severity of crashes. For example, the National Highway Traffic Safety Council estimates that the combination of an airbag plus a lap and shoulder belt reduces the risk of death in frontal crashes by over 60 percent.

**Safety Data** – Safety Data gives us the tools to understand where injuries and deaths are occurring and what factors are causing the crashes. We can't address a problem until we understand it, and we achieve what we measure. Vision Zero is a data driven process that will direct resources and attention to where we have the greatest opportunity to make a difference.

**Safety Focused Enforcement** – The City is growing in the understanding of the role enforcement plays in safety. Traditionally, enforcement across the country has had a disproportionate impact on low-income and communities of color, with modest increases in compliance. **Madison seeks to address recklessness that leads to deaths, without profiling or creating disproportionate impacts to members of our community.**



**Quarterly Newsletter**  
Volume 1, Issue 2 April 8, 2022

**Vision Zero Action Plan Demystified**

While most people have heard the words "Vision Zero Action Plan" mentioned, it is still unclear to many what it is. For Madison, our Action Plan is a dynamic and ever-changing document that focuses on ways to eliminate all traffic-related deaths and severe injuries in this community by 2035.

Many elements contribute to a successful Vision Zero Action Plan. Often a city will include a statement of dedication to the mission, an explanation of why Vision Zero is important to their city, data specific to roadway use and incidents, a High Injury Network Map developed from that data, strategies and actions to reduce and eliminate potential harm, and information about implementation and accountability. Often that includes a commitment to provide annual accountability reports that outline the actions taken to accomplish the goals and strategies.

An effective Action Plan also requires a strong and well thought out "vision" with a realistic timeline of actions and purposeful goals. For all of that to work, a lot of collaboration and support is needed from City agencies, local and state organizations, stakeholders and each of the community members.

The Vision Zero movement acknowledges that everyone has the right to move safely in their communities and any loss of life is unacceptable. That means that the only appropriate goal for Madison is ZERO traffic-related deaths and severe injuries all while working to increase safe, healthy, and equitable mobility for all road-users.

One death is too many.

Read Madison's new [Vision Zero Action Plan](#) approved by the Common Council on March 29, 2022.

Cover image from City of Madison Action Plan

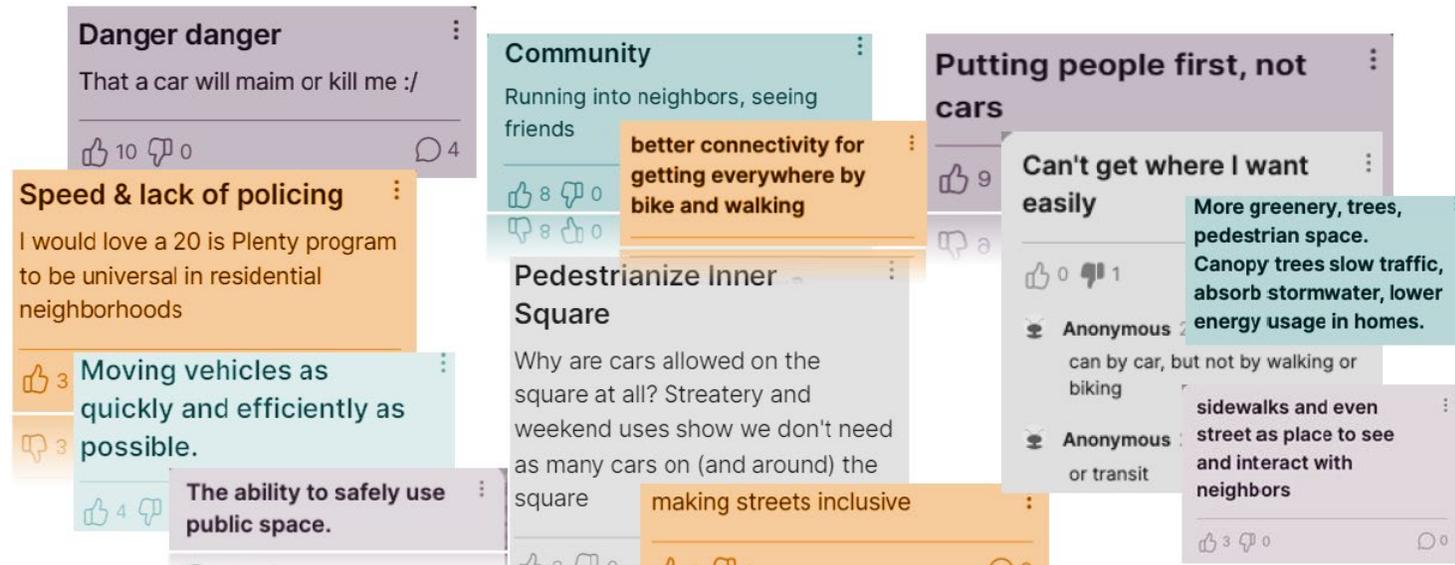
**SAFE DRIVERS SAVE LIVES**

STATE LAW  TO  WITHIN CROSSWALK



# Listening to the Public

- Putting people first – **safety over speed**
- Supporting community – **prioritize place and access**
- Fostering sustainability – **multimodal and green**
- Centering equity – **process and outcomes**



The City of Madison would like to hear your stories about Madison streets! Your stories, pictures, and voice will ensure the design and operation of Madison streets are equitable for all.



¡A la ciudad de Madison le gustaría escuchar tus historias sobre las calles de Madison! Tus historias, imágenes y voz garantizarán que el diseño y el funcionamiento de las calles de Madison sean equitativos para todos.



# Learning from Others

## Bloomberg

Citylab | Transportation

### Why 'Vision Zero' Hit a Wall

The traffic safety movement has saved lives across the European countries that adopted its principles. But in the U.S., deaths in participating cities have continued to rise.

By [David Zipper](#)

April 11, 2022 at 7:00 AM CDT



NATIONAL

### A New Jersey city achieved 0 traffic deaths in 4 years with quick, high impact ideas

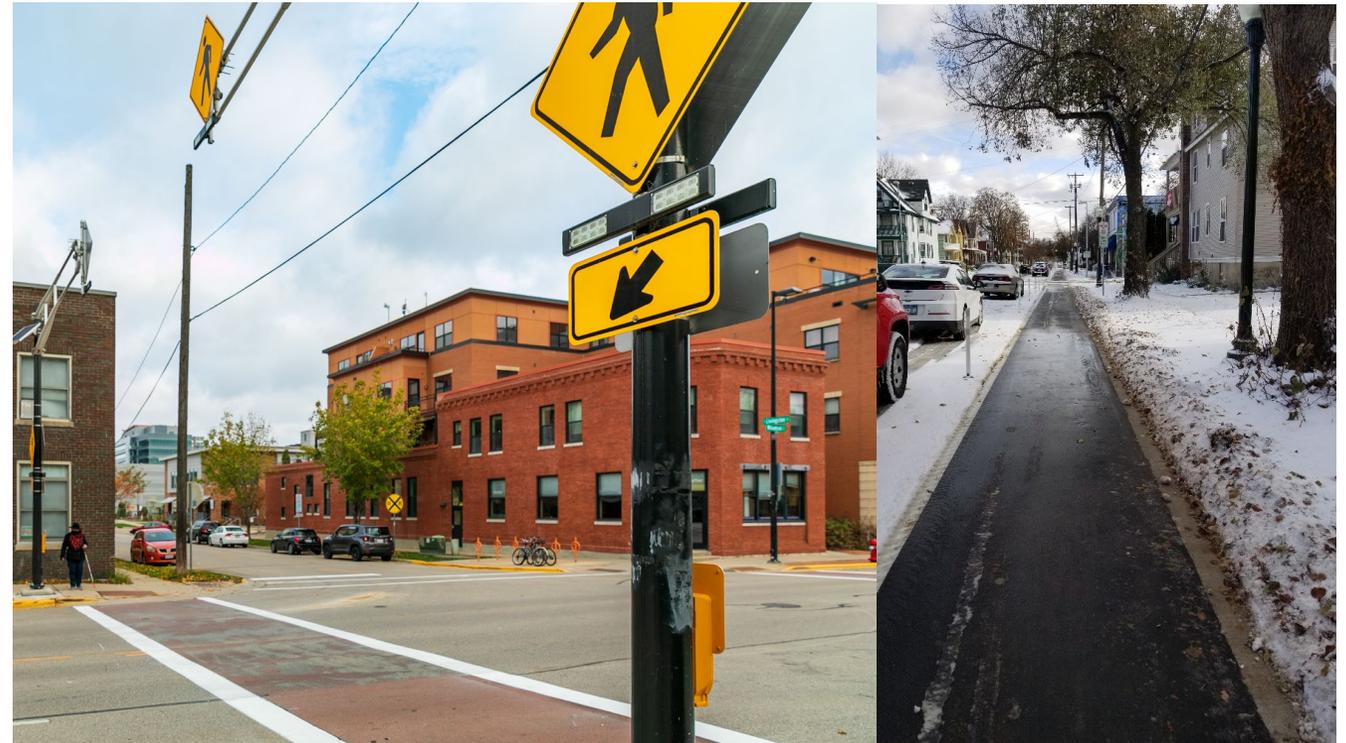
August 25, 2022 · 5:00 AM ET

By [Megan Lim](#)



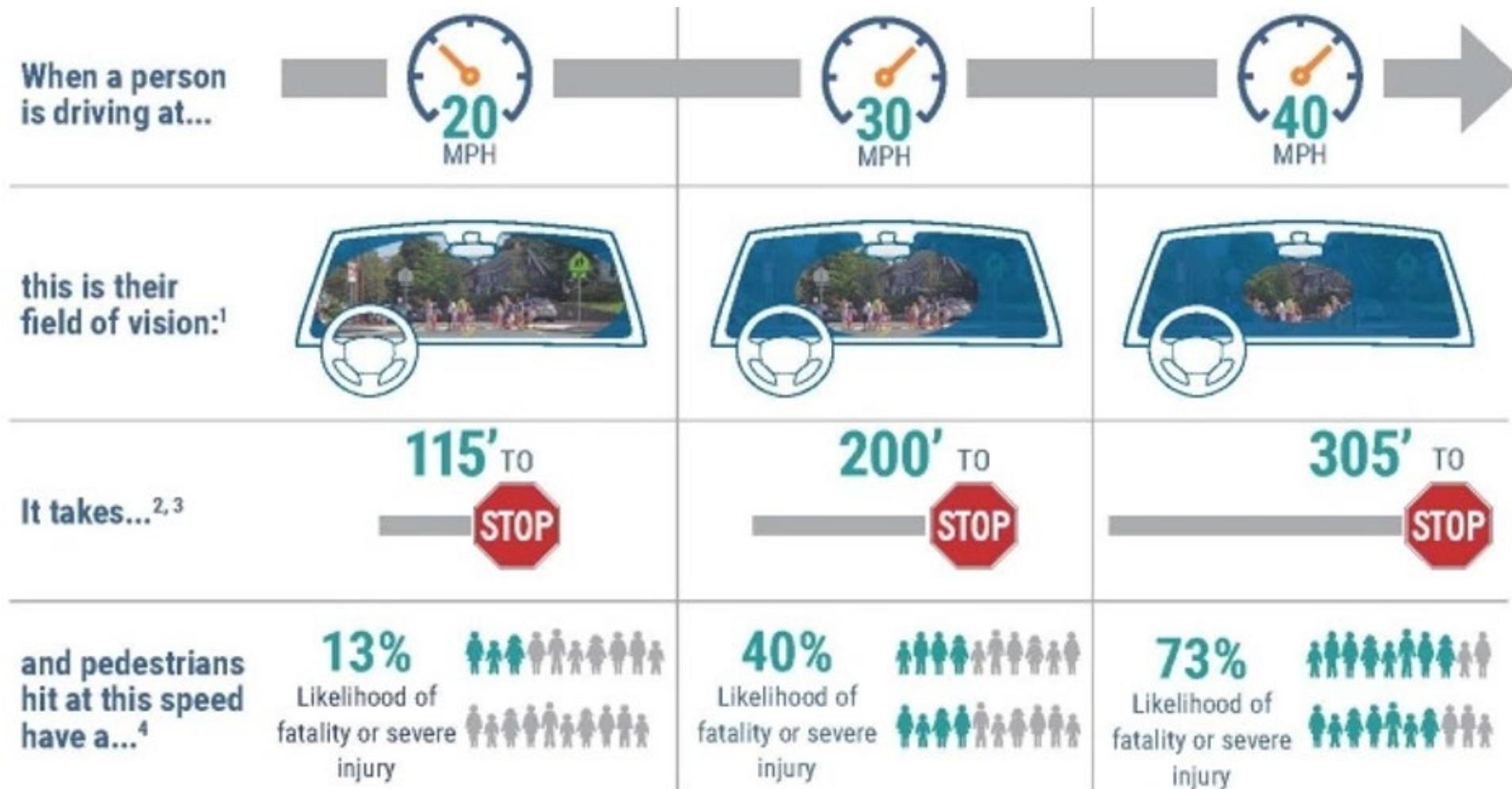
# Implementing New Safe Streets Madison Program

- Designed a new infrastructure program
- Combined funding from Vision Zero, Ped Bike Enhancements, Safe Routes to School, Neighborhood Traffic Management
- Focus on eliminating serious fatal crashes, filling gaps in walk/bike network
- Small to medium size projects
- New prioritization process puts more focus on safety
- Improved fairness



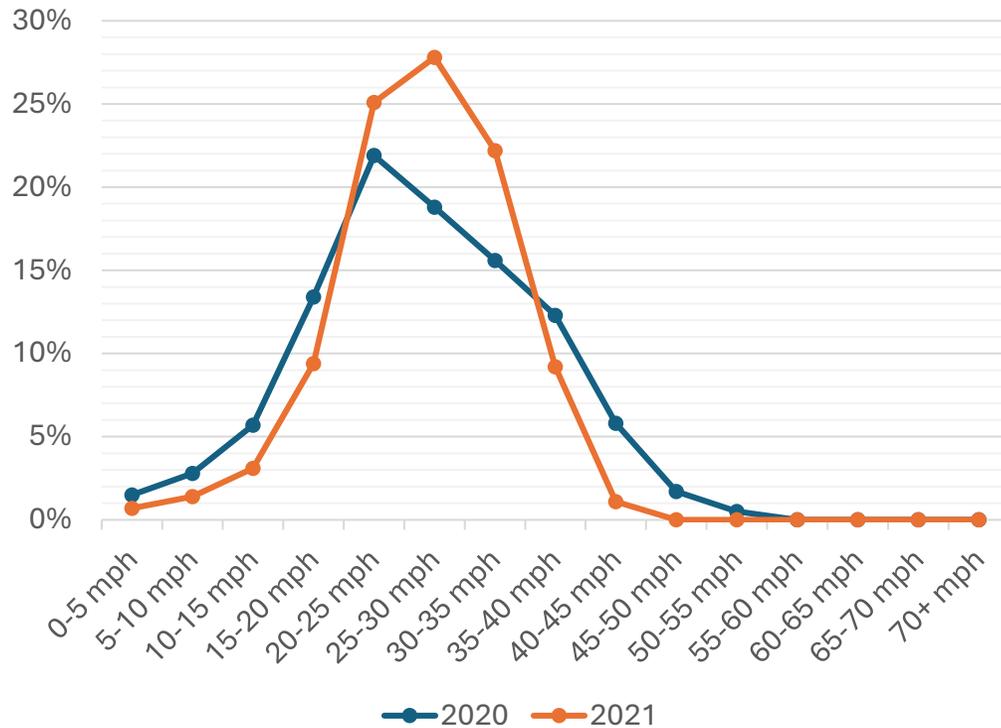
[www.cityofmadison.com/trafficEngineering/SafeStreets.cfm](http://www.cityofmadison.com/trafficEngineering/SafeStreets.cfm)

# Moving Forward with Speed Management

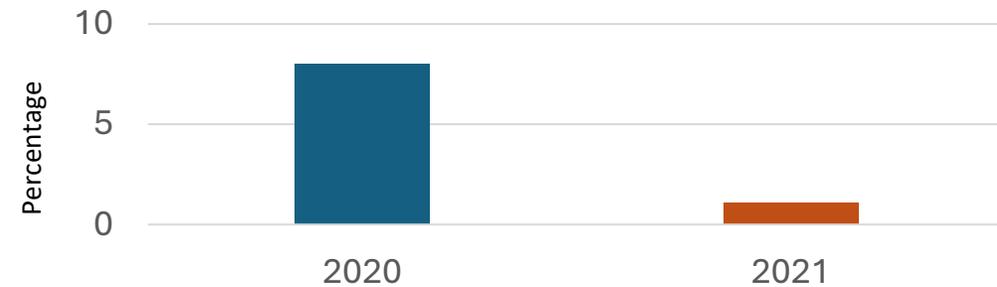


# Positive Safety Effects of Speed Management

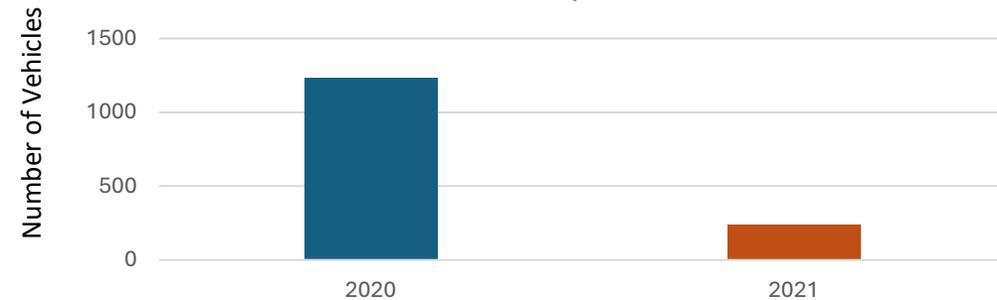
E Washington Ave Inbound, All Day, Yahara River Bridge



E Washington Ave Inbound, All Day, Yahara River Bridge, Percent of Vehicles Traveling over 40 mph

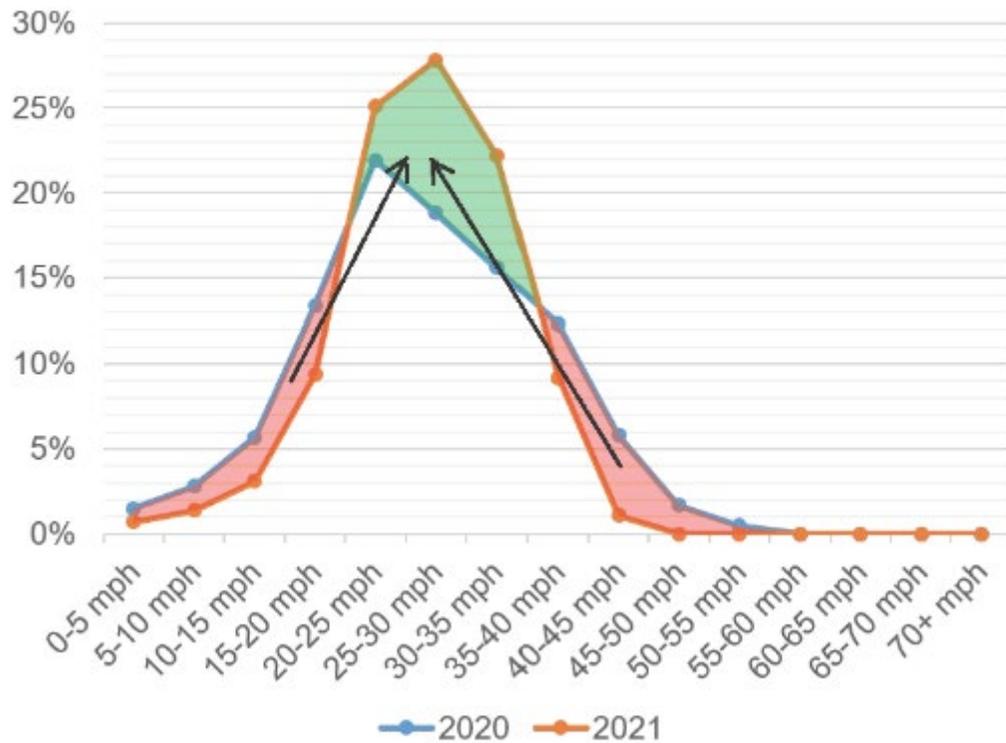


E Washington Ave Inbound, All Day, Yahara River Bridge, Number of Vehicles Traveling Over 40 mph

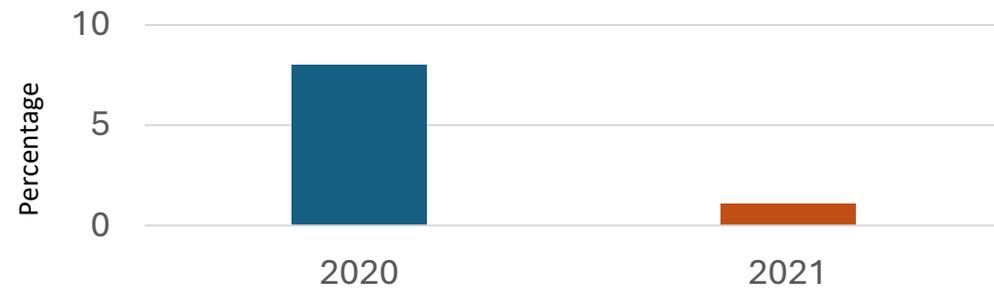


# Positive Safety Effects of Speed Management

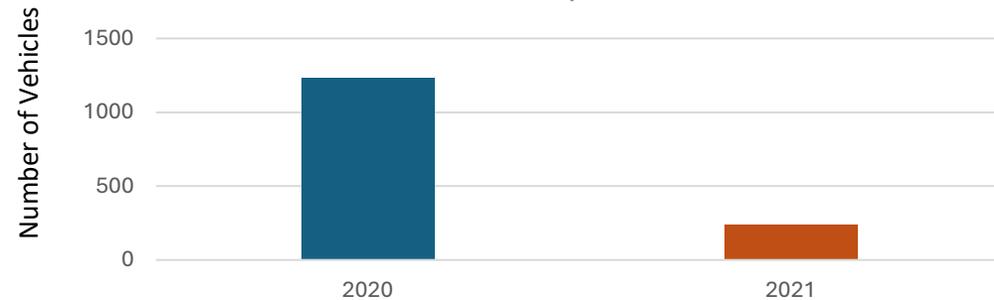
E Washington Ave Inbound, All Day, Yahara River Bridge



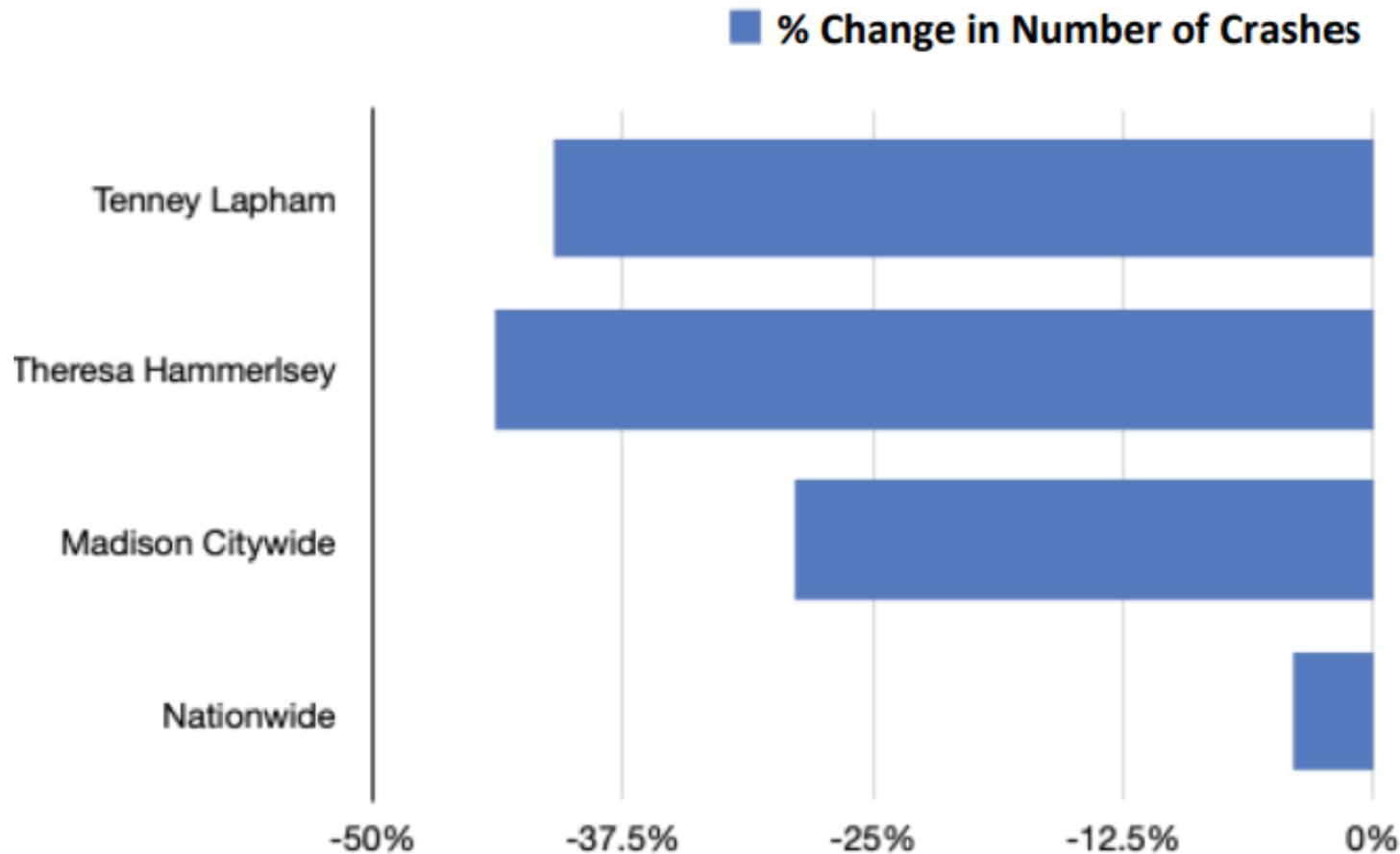
E Washington Ave Inbound, All Day, Yahara River Bridge, Percent of Vehicles Traveling over 40 mph



E Washington Ave Inbound, All Day, Yahara River Bridge, Number of Vehicles Traveling Over 40 mph



# Positive Safety Effects of 20 is Plenty



# Making Significant Progress

- Improved and more equitable public engagement
- 237 Safe Streets projects funded
- 60 miles of speed management on major streets
- Citywide 20 is Plenty rollout
- Implementing and enhancing Complete Green Streets Guide
- Incorporating safety improvements into street reconstruction
- Secured over \$20 million safety related federal grants
- Institutionalizing new design and operations philosophy



# Recognized Nationally



BY: **Brittney D. Kohler**

Infrastructure Transportation



VISION ZERO NETWORK



**L**ike many areas across the nation, the number of serious and fatal crashes in Wisconsin is rising. Madison is determined to stop this trend with its Vision Zero Initiative, launched in the summer of 2020. This data-driven strategy, that unites City departments with the community, is a comprehensive approach to transportation safety that includes smarter street designs that account for human error, education, safety-focused enforcement, safer vehicles and public engagement.

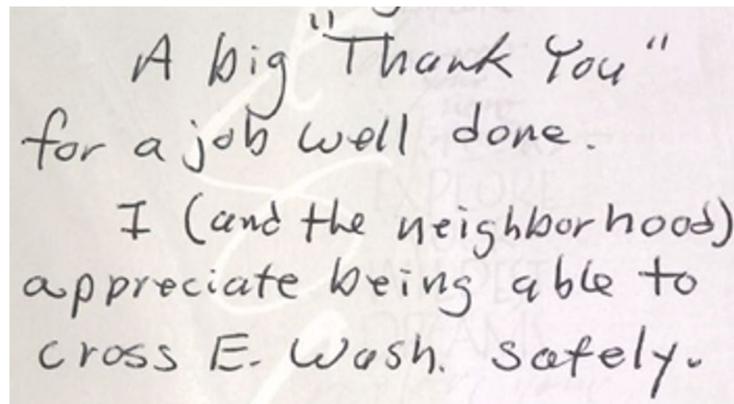
# Public Testimonies

*"I've driven quite a bit on E Washington in the last 6 months. People ARE driving slower since the speed limit change. There are times when I wonder why people are going "so slow." Then I realize that they are driving closer to the posted speed limit. Amazing."*

*"Whitney Way changes are fantastic, I bike them almost every day..."*

*"I appreciate all the work that the city has put into Let's Talk Streets..."*

*"Thanks, all of you, for your responsiveness to the concerns of Madison pedestrians and cyclists like me..."*



A big "Thank You" for a job well done.  
I (and the neighborhood) appreciate being able to cross E. Wash. safely.

*"Just a note to say thank you for your time, your thoughtful responses, and your willingness to exhibit an open mind to potential opportunities for safety improvements in our neighborhood."*

*"My husband and I imagine you get a lot of communications and not a lot of appreciation for the job you do...so here's a note of thanks for the safety upgrades that were made recently at the Acewood /Cottage Grove Rd intersection..."*

# Fatalities on City Controlled Roadways

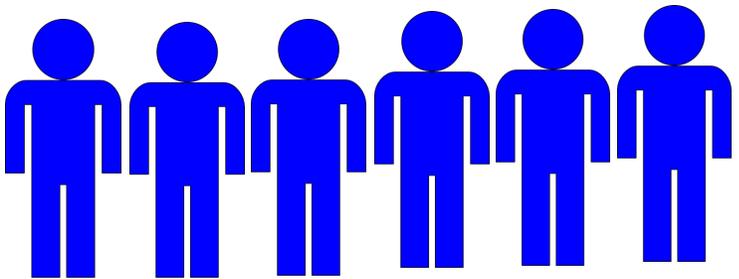
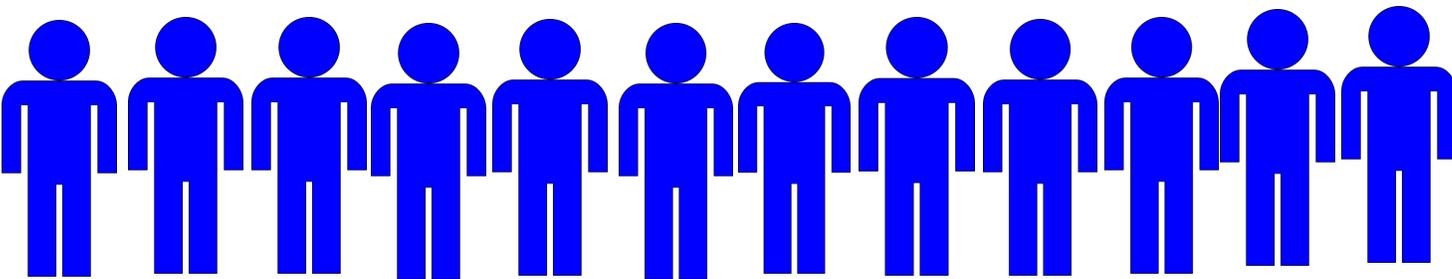
(Not including the roadways controlled by other agencies)

When we started in  
2020

Last year in 2025  
(Preliminary)

12 fatalities

6 fatalities



# Still a lot of work to do. Let's Work Together!

Our work is not done until we achieve our goal of zero preventable traffic fatalities and serious injuries.



# Thank You!

**Yang Tao, PhD, PE, PTP**  
Director, Traffic Engineering  
[ytao@cityofmadison.com](mailto:ytao@cityofmadison.com)





# Pedestrian Plan Update

Disability Rights Commission  
March 26, 2026

Kevin Luecke  
Pedestrian & Bicycle Administrator



# What is walking and rolling?

- Active transportation that generally occurs at walking speeds
  - Walking/jogging
  - Wheelchair and assistive mobility device users
  - Non-electric skateboards, skates, unicycles, and scooters used on sidewalks
- Does not include
  - Bicycles (regular and e-bikes)
  - Electric skateboards and scooters
  - Devices operating at speeds similar to bicycles



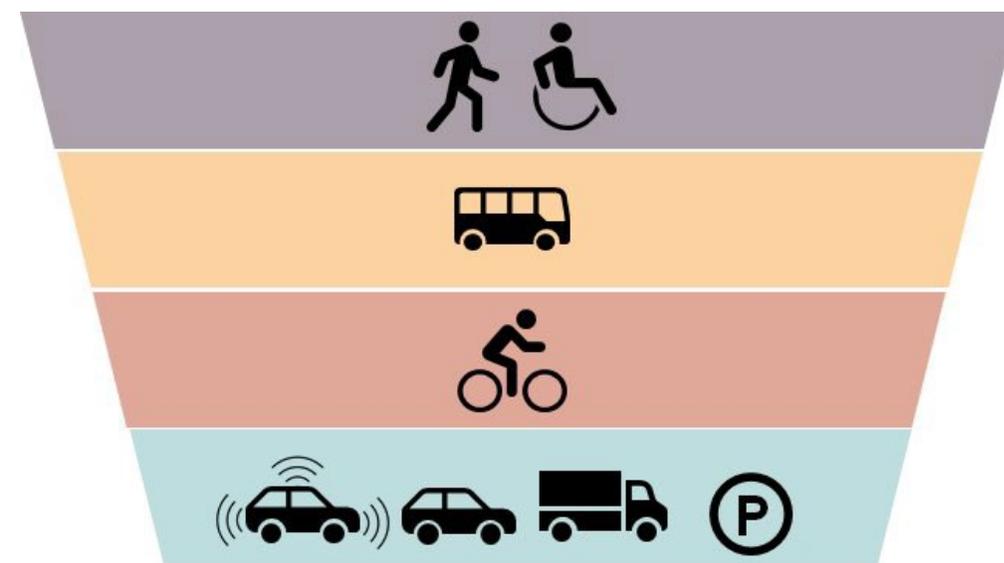
# Pedestrian Plan

- Update of the 1997 Pedestrian Plan
- Summary of existing conditions
- Policy recommendations
- Programmatic recommendations
- Infrastructure recommendations and prioritization



# Building on Past Plans...

- Madison in Motion (2017)
- Madison Area Low Stress Bicycle Network (2018)
- Bicycle Transportation Plan for the Madison Metropolitan Area (2015)
- Vision Zero Action Plan (2022)
- Metro Network Redesign (2023)
- Complete Green Streets Guide (Updated 2025)
- Imagine Madison Comprehensive Plan (2024)
- ADA Transition Plan (2025)
- Current Area Plans



Complete Green Streets  
Modal Hierarchy

# ...and Previous Work

The City does a lot to make pedestrian travel safe, comfortable, accessible, and attractive.

- Sidewalks are built by default with street projects and infilled as budgets allow
- The majority of Safe Streets Madison projects focus on pedestrian safety
- Pedestrian safety and access are considered in all street designs
- Traffic signals are set up to benefit pedestrians
- Sidewalks are regularly inspected for accessibility
- Sidewalk snow removal is enforced

# Listening to the Public

Focused public engagement effort

- Virtual interviews
- Online survey
- Tabeing at community centers, libraries, Parks Alive, and other areas
- Targeted focus groups

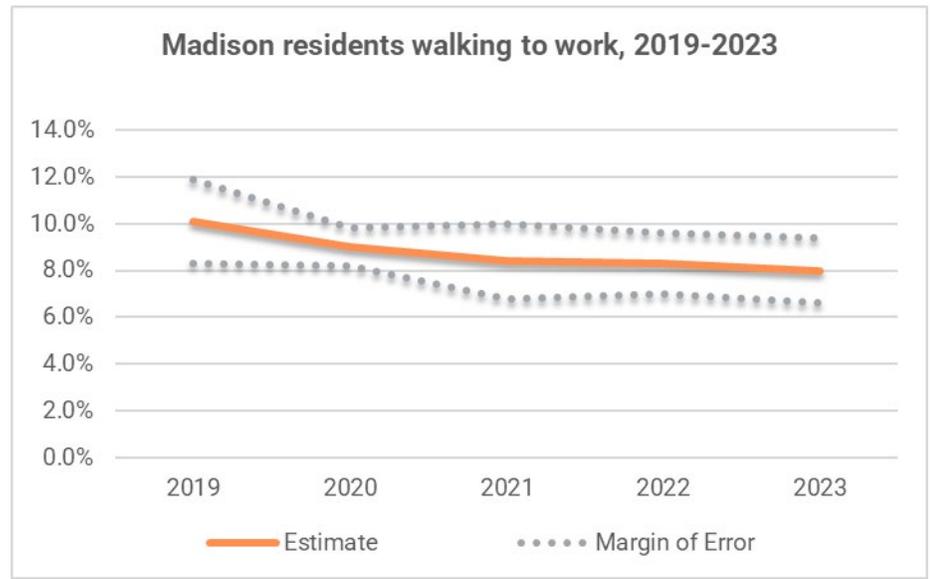
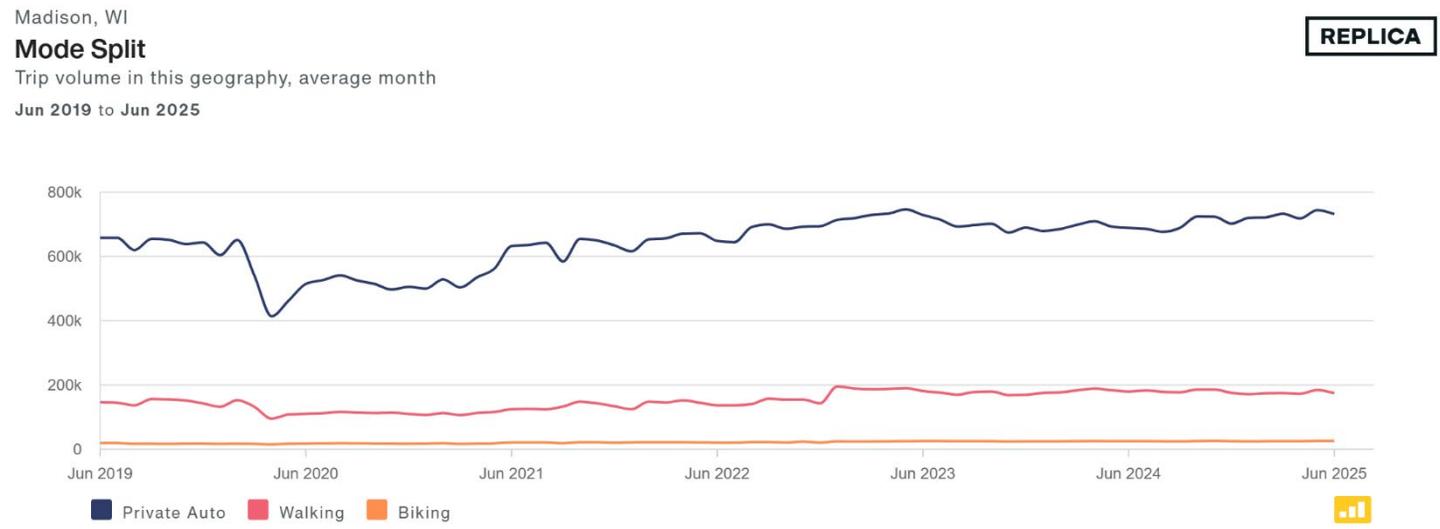


# Walking & rolling today

Existing conditions

# Mode Share

- Per the Census Bureau, approximately 11% of people walk or bike to work
- Replica, a Big Data source, estimates that 15% of *all* trips in Madison are made on foot

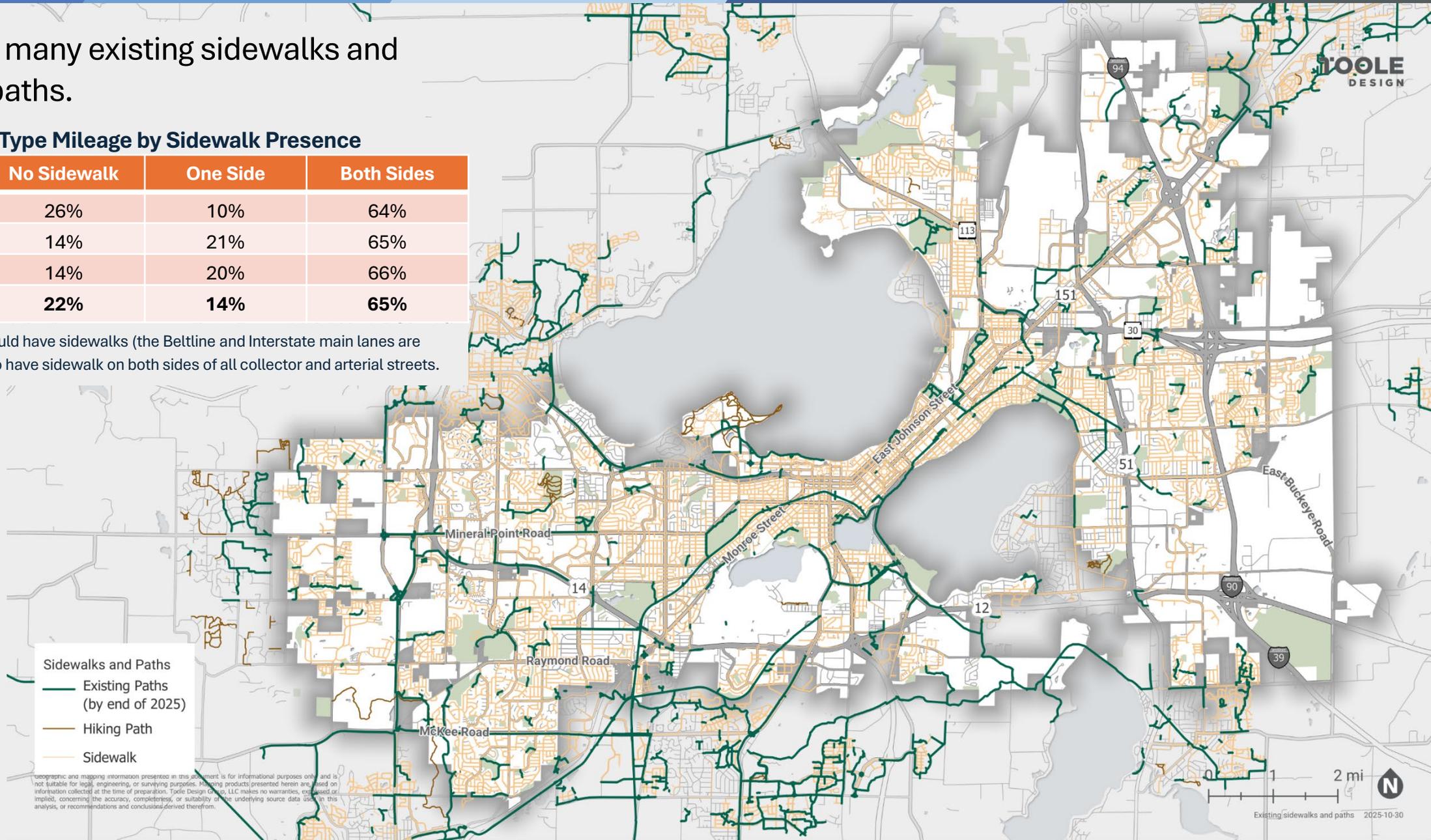


Madison has many existing sidewalks and shared-use paths.

**Percent of Street Type Mileage by Sidewalk Presence**

Street Type	No Sidewalk	One Side	Both Sides
Local	26%	10%	64%
Collector	14%	21%	65%
Arterial	14%	20%	66%
<b>All Types</b>	<b>22%</b>	<b>14%</b>	<b>65%</b>

Based on streets that should have sidewalks (the Beltline and Interstate main lanes are excluded). City policy is to have sidewalk on both sides of all collector and arterial streets.

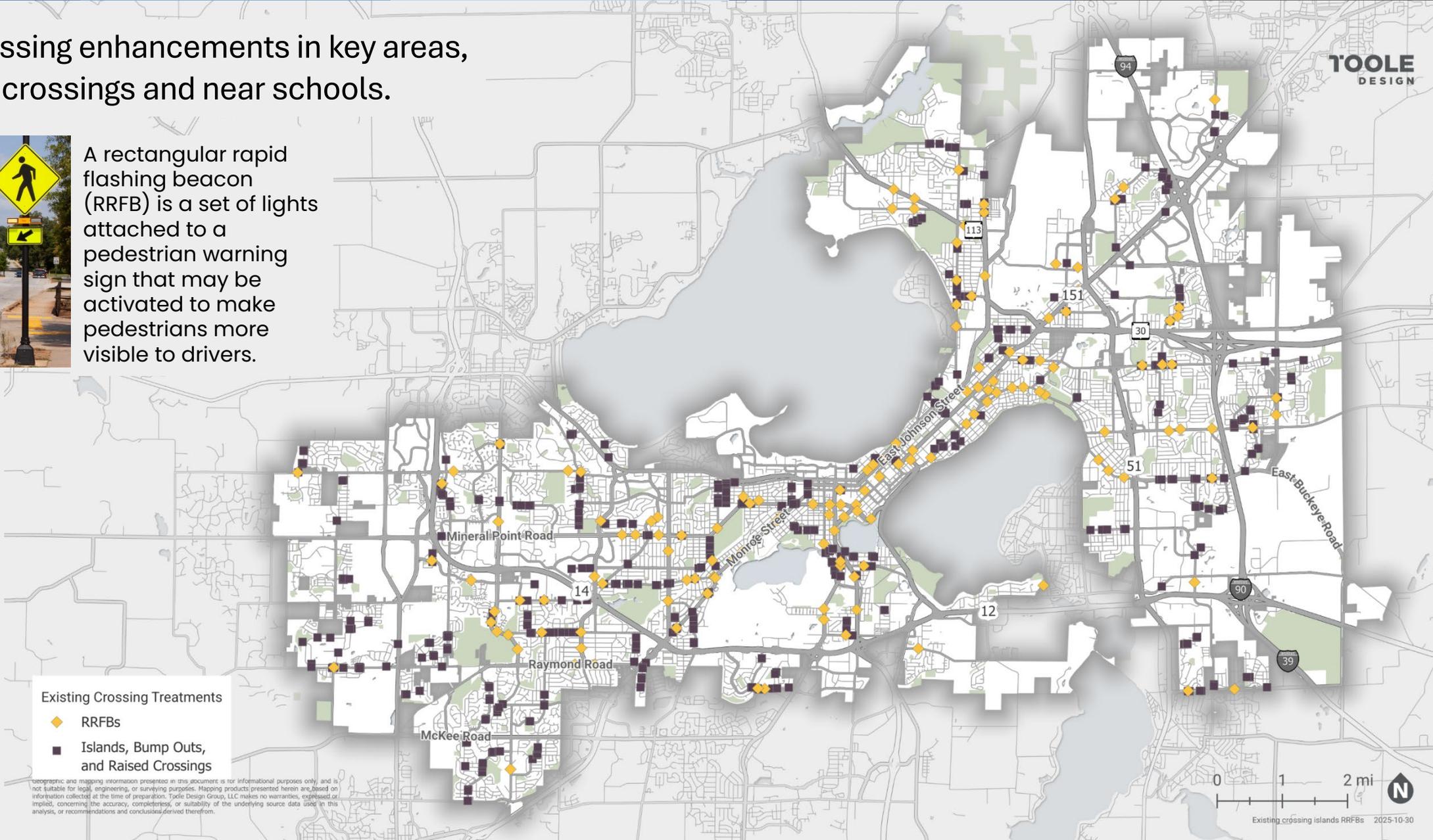


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There are crossing enhancements in key areas, such as path crossings and near schools.



A rectangular rapid flashing beacon (RRFB) is a set of lights attached to a pedestrian warning sign that may be activated to make pedestrians more visible to drivers.



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# Analysis: Trip Potential

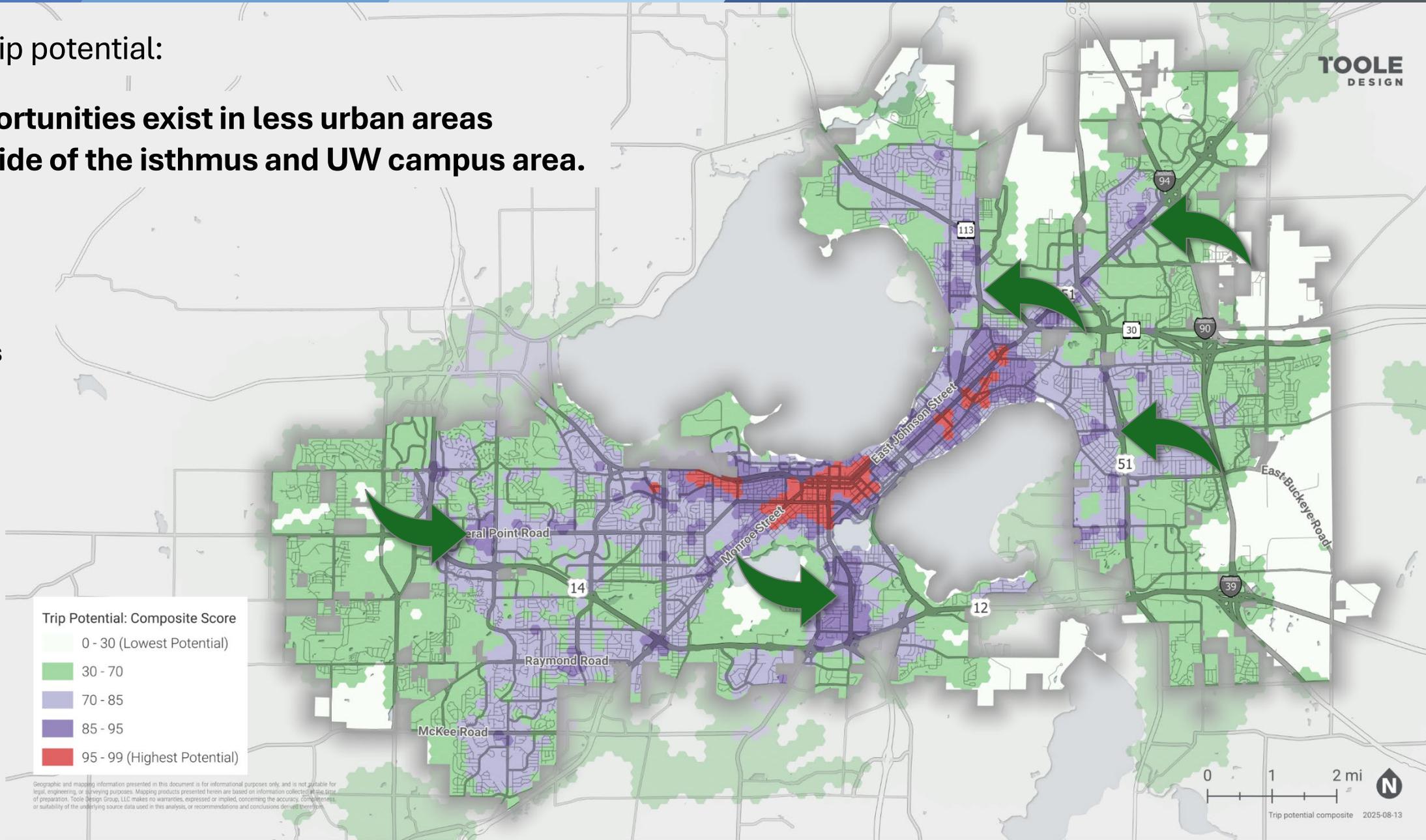
The Trip Potential Analysis uses data to identify the areas where walking and biking activity is high—or would be high if more safe places to walk or bike were provided. This can help identify priorities for investment. The analysis includes seven layers, described below, and a composite.

Factor	Description
<b>Population</b>	Where people live, measured as population density. People living in households without a car are counted twice to prioritize their mobility options.
<b>Jobs</b>	Where people work, measured as employment density.
<b>Urban Form</b>	Where the built environment encourages more walking and biking, measured by the density of the street grid.
<b>Transit</b>	Where transit stop density is highest, with Bus Rapid Transit lines receiving extra weighting to reflect higher use than local routes.
<b>Destinations</b>	Where daily destinations are located. Includes grocery stores, retail stores, libraries, parks, restaurants, cafes, and bars.
<b>Education</b>	Where K-12 schools, colleges, and universities are located.
<b>Mobility</b>	Where trips under 2 miles in length (according to Replica, a Big Data traffic model) are most likely to occur. These are trips that could happen by walking or biking.

Analysis of trip potential:

**Opportunities exist in less urban areas outside of the isthmus and UW campus area.**

- Population
- Jobs
- Urban Form
- Transit
- Destinations
- Education
- Mobility



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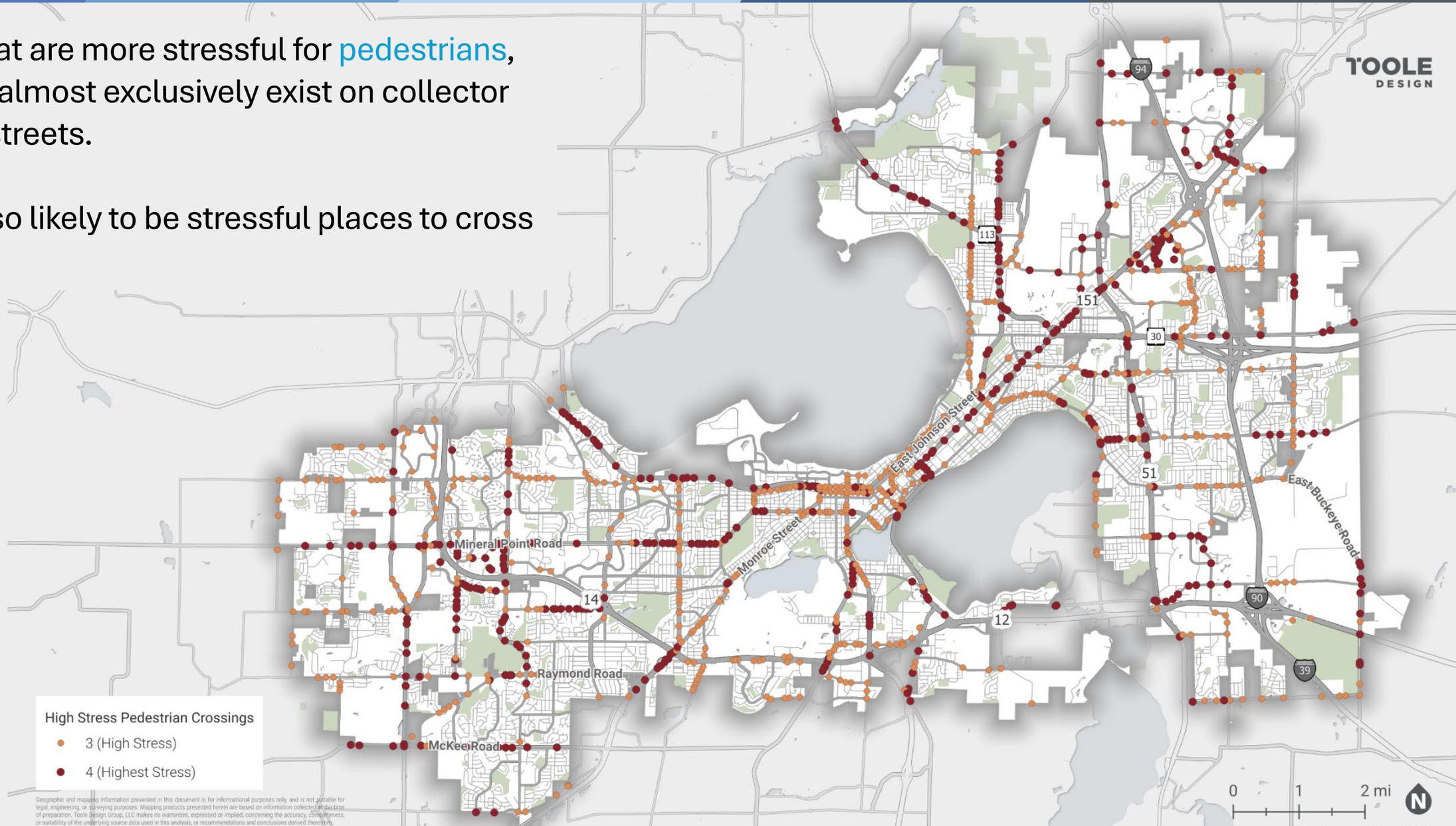
# Pedestrian Crossing Level of Traffic Stress

- A Pedestrian Crossing LTS (PxLTS) assigns intersection crossings a score based on how comfortable they are for pedestrians crossing the street.
- The analysis considers traffic volume, prevailing speed, number of lanes, and if a median refuge or crossing island is present.

	PxLTS Level	Description
Low Stress	1	Represents little to no traffic stress and requires little attention [by the pedestrian] to the traffic situation.
	2	Represents little traffic stress for most adults but requires more attention to the traffic situation than young children [defined as ages 10 and younger] may be capable of.
High Stress	3	Represents moderate stress; a higher level of attention to traffic is needed, and adults may feel some discomfort using this facility
	4	Represents high traffic stress. Only pedestrians with limited route choices would use this facility.

Crossings that are more stressful for **pedestrians**, shown here, almost exclusively exist on collector and arterial streets.

These are also likely to be stressful places to cross on a **bike**.

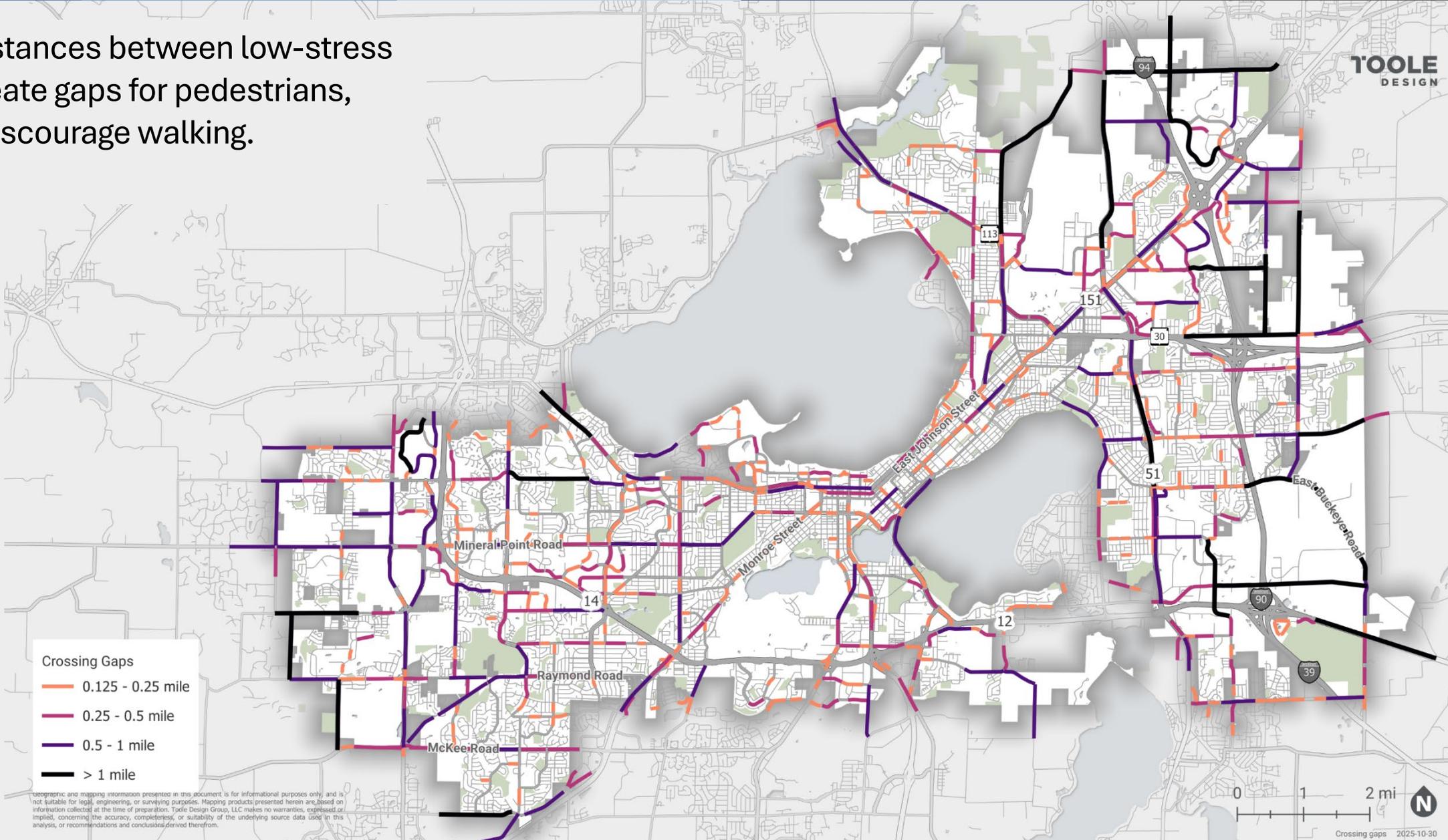


**High Stress Pedestrian Crossings**

- 3 (High Stress)
- 4 (Highest Stress)

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Excessive distances between low-stress crossings create gaps for pedestrians, which may discourage walking.



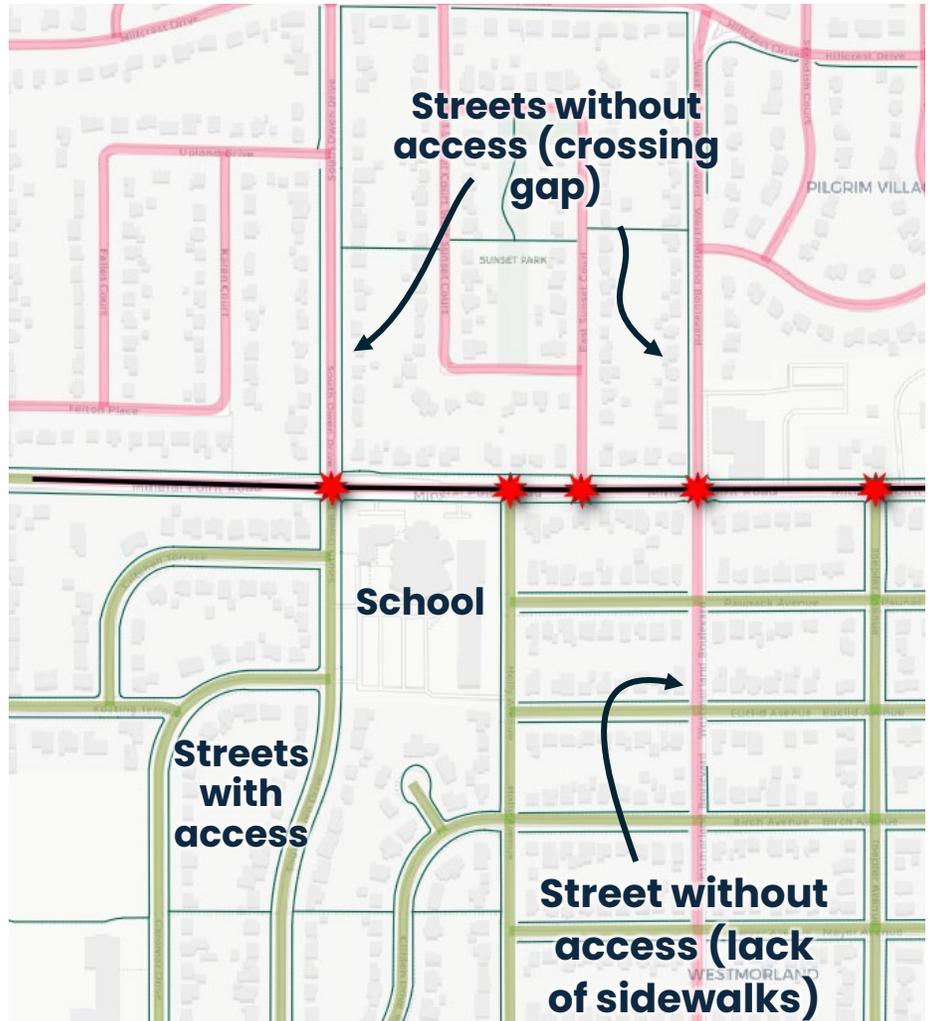
**Crossing Gaps**

- 0.125 - 0.25 mile
- 0.25 - 0.5 mile
- 0.5 - 1 mile
- > 1 mile

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# Analysis: Pedestrian Access

- This analysis identifies how well people can currently access important destinations by walking. Crossing gaps (excessive distances between low-stress crossings, identified on the previous pages) and absence of complete sidewalks influence the outcomes of this analysis.
- For each destination type, the maps show the current accessible areas (within one-half mile), and the potential access areas. The potential access areas identify places that would have access if sidewalks were complete, and crossing gaps were addressed.





# Takeaways

- There is **significant potential**—and likely latent demand—for walking in areas that have not historically been considered hot spots for active transportation.
- Madison has **sidewalks on most streets**. Exceptions include some post-1940s neighborhoods and areas recently annexed.
- Although only about 12% of crossings in Madison are high stress, lengthy **gaps between comfortable pedestrian crossings** reduce walkability to key destinations.

# What we are planning

Draft plan overview

# Draft Vision

*Madison will be a city where walking and rolling are easy, safe, and inviting for everyone—no matter their age, ability, identity, or neighborhood. Walking will be a common and valued way to get around, supported by well-connected walkways, safe crossings, and vibrant public spaces. Sidewalks and paths will link homes, schools, parks, and jobs, helping all communities thrive and stay connected.*

# Draft Goals

Four draft goals will guide the Pedestrian Plan:

- **Safe:** Ensure that walking and rolling are safe for all users.
- **Comfortable:** Provide places to walk and roll that are comfortable, low-stress, and accessible.
- **Convenient:** Build continuous, interconnected pedestrian networks that easily get people to daily destinations.
- **Enjoyable:** Create places to walk and roll that are welcoming and interesting, ensuring that everyone feels that they belong and are legitimate users of the transportation system.

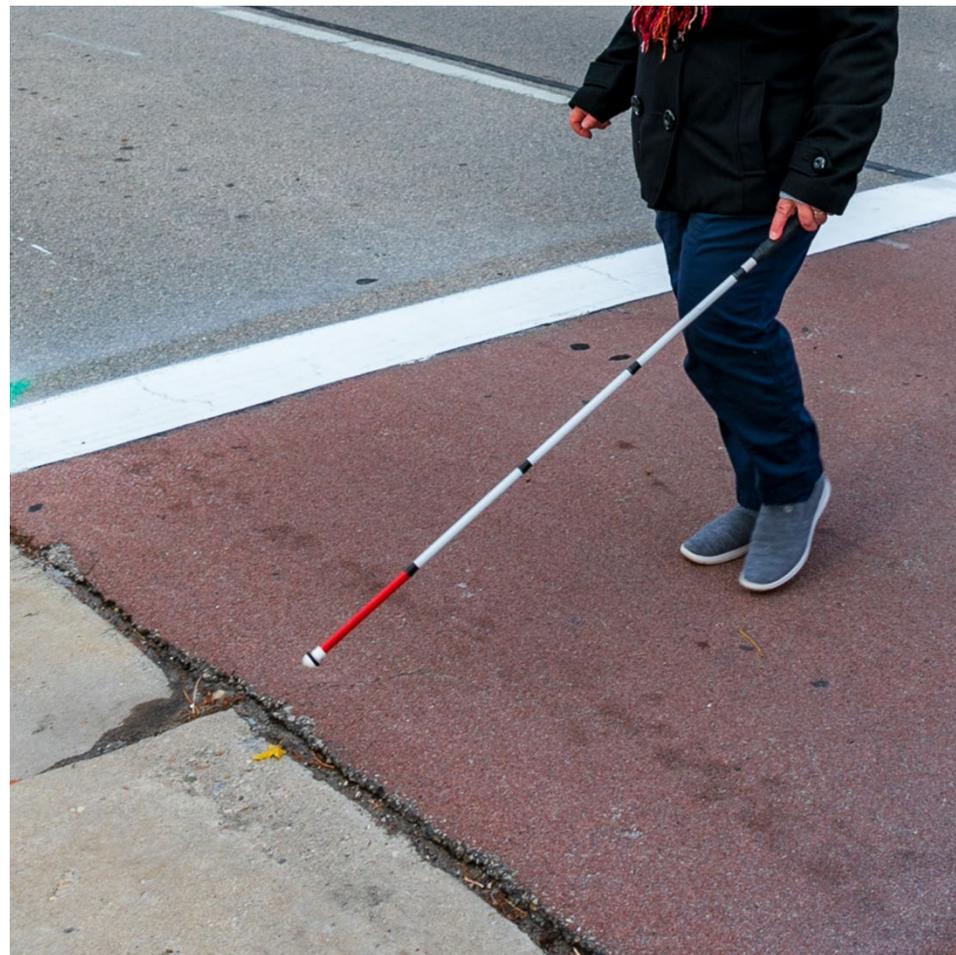
# Plan Structure

- Chapters are structured around the four Goals
  - Introduction, Objectives, and Measures/Targets
  - Existing Conditions and Needs
  - Strategies and Actions

Measure	Target	Baseline (2025)
Mileage of gaps between low-stress crossings	n/a (???)	TBD
Percent of streets with continuous walk/roll access to nearby schools, grocery stores, and transit stops	100% by 2035	TBD
Percent of streets in Neighborhood Priority Areas with continuous walk/roll access to nearby grocery stores	100% by 2035	TBD
Mileage of missing sidewalks (not including sidewalks built with new development)	0 by 2035	88 miles
Walking and rolling trips to work	n/a (???)	6.6% (2024)
Public perception of pedestrian, convenience, collected via surveys	n/a (???)	TBD

# Accessibility Recommendations

- Continue adding sidewalks to streets
- Formally adopt Public Right of Way Accessibility Guidelines (PROWAG) for all facilities
- Evaluate and track the condition and accessibility of sidewalks and crossings to ensure an adequate state of repair in Neighborhood Priority Areas
- Use perpendicular curb ramps as the standard ramp design



# Accessibility Recommendations

- Promote reporting of snow and ice issues, particularly at curb ramps, bus stops, and high-use crossings, using Report-a-Problem
- Continue to monitor progress in the Americans with Disabilities Act (ADA) Transition Plan
- Develop a prioritization tool and schedule for the installation of accessible pedestrian signals (APS)



# Project timeline

Moving toward adoption

# Pedestrian Plan Tentative Timeline

- **Monday, April 6:** Plan released for public review and comment
- **Tuesday, April 7:** Virtual Public Information Meeting for plan overview
- **Monday, April 27:** Public comment period closes
- **May:** Plan revisions
- **Summer:** Plan adoption

Learn more at the [Pedestrian Plan website](#)



# Questions

Kevin Luecke  
Pedestrian & Bicycle Administrator



VISION  
ZERO  
MADISON

NO  
TURN  
ON RED



R10-11a

NO  
TURN  
ON RED

R10-11b

Disability Rights Commission  
March 26, 2026

Tom Mohr  
Assistant Director of Traffic Engineering



# Early Traffic Rules

- **Pre-1960s:** Right on red was generally **prohibited** in the U.S. Drivers had to wait for a green light, even if the intersection was clear.
- The concern was mainly safety—intersections could be dangerous, and traffic engineers didn't want drivers making unpredictable turns.

# The 1970s Oil Crisis

- **1973 Oil Embargo / Energy Crisis:** The U.S. faced severe fuel shortages, and energy conservation became a national priority.
- Turning right on red became a way to reduce fuel consumption and save time at intersections by minimizing idle time at red lights.

# Federal Guidance

- In **1974**, the U.S. **Federal Highway Administration (FHWA)** issued guidance encouraging states to allow right turns on red after a full stop, except where prohibited by signs.
- States responded differently—some adopted it statewide; others kept restrictions in urban areas.

# State Adoption

- By the 1980s, right on red was legal in all 50 states, though local municipalities could still restrict it via signs or city-wide rules.
- Safety studies showed:
  - Slight increase in pedestrian risk if not properly signed.
  - Overall, traffic flow improved and fuel savings were real, which justified the policy.

# Current Context

- Today, the policy is standard in the U.S., except in places like **New York City** or some urban downtowns where blanket bans exist.
- Modern debates focus on **pedestrian safety, Vision Zero initiatives**, and the balance between traffic efficiency vs. safety.

# Safety studies on Right Turns on Red (RTOR): 1970s–1980s

- After RTOR was widely adopted in the U.S., the **Federal Highway Administration (FHWA)** and state DOTs started collecting data.
- **Findings:**
  - **Minor increase in pedestrian conflicts** in some urban intersections, particularly where pedestrian volumes were high.
  - **Overall vehicle collision rates** at intersections generally **did not increase**; in some cases, the flow improvements reduced rear-end collisions caused by cars waiting to turn.
- Key reference: *FHWA, “Right Turn on Red,” 1982.*

# Safety studies on Right Turns on Red (RTOR): 1990s

- More comprehensive research separated **urban vs. suburban vs. rural intersections**.
- **Results:**
  - Pedestrian crashes were slightly higher in **downtown areas with heavy foot traffic**.
  - Suburban intersections with **low pedestrian density** showed **very low additional risk**.
  - Signalized intersections where RTOR was prohibited often had **longer queues**, which could indirectly increase rear-end collisions.

# Safety studies on Right Turns on Red (RTOR): 2000s and Later

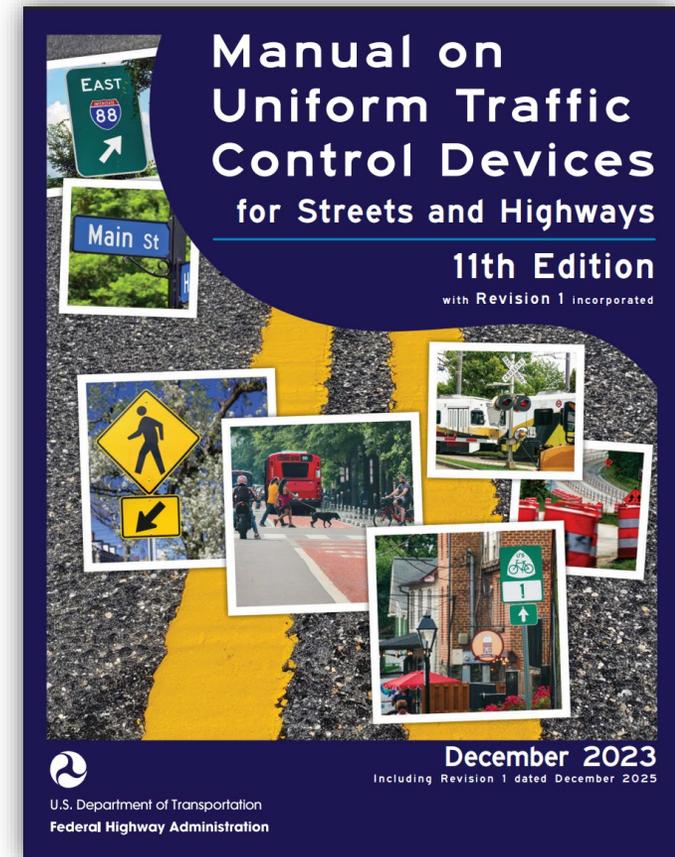
- FHWA and other researchers revisited RTOR with **modern traffic volumes** and pedestrian-focused studies.
- **Key points:**
  - **RTOR accounts for a small fraction of pedestrian accidents**—less than 1–2% of all intersection crashes in most U.S. cities.
  - **Driver behavior matters:** Accidents tend to occur when drivers **fail to yield** to pedestrians or misjudge oncoming traffic.
  - Some studies (like in New York City) suggest **blanket bans on RTOR in high-density areas** reduce pedestrian injuries without significantly affecting traffic flow.

# Reasons for No Turn on Red (NTOR)

- Based on specific complaints/requests and staff review / engineering study of:
  - School Areas / School Walk Routes / Crossing Guard Locations
  - Heavy Pedestrian Locations
  - Heavy Bicycle Locations
  - Operational Issues (conflicts with other turning movements, intersection visibility issues, etc.)
  - Required by MUTCD in certain situations

# Reasons for NTOR—MUTCD Requirements

Manual for Uniform Traffic Control Devices (MUTCD) **requires** NTOR in two situations



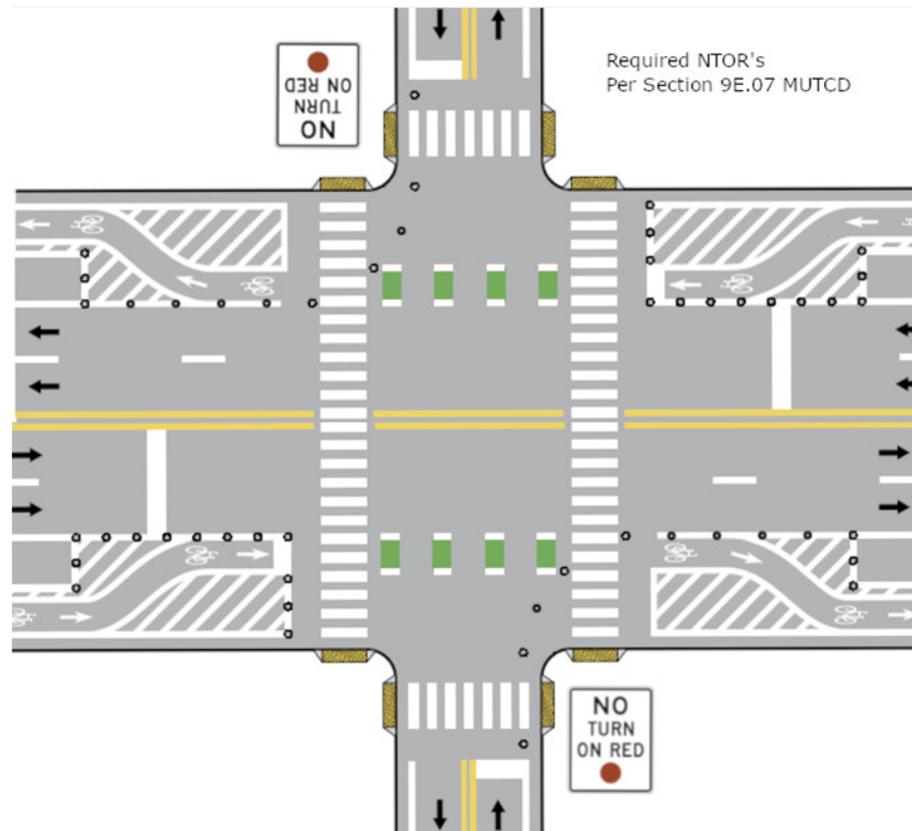
Condition 1

**Section 9E.07 Separated Bicycle Lanes**

12 Turns on red shall be prohibited across separated bicycle lanes while bicyclists are allowed to proceed through the intersection.

Note: **Separated bicycle lanes** provide a physical separation between a general-purpose lane and a bicycle lane.

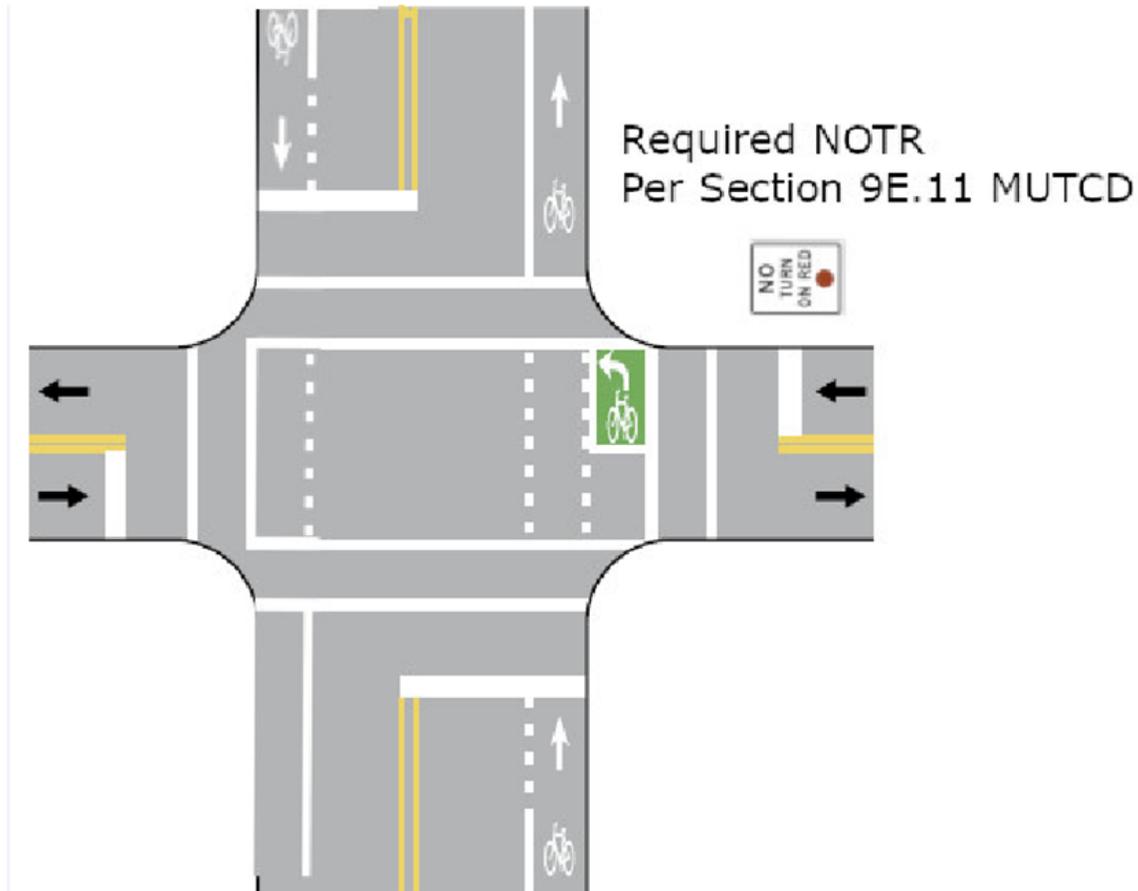
Vertical elements used to provide physical separation between general-purpose lanes and bicycle lanes may include, but are not limited to, **tubular markers, raised islands, or parked vehicles.**



Condition 2

**Section 9E.11 Two-Stage Bicycle Turn Boxes**

**13 Where the path of vehicles lawfully turning on red would pass through a two-stage bicycle turn box, a full-time no-turn-on-red prohibition (see Section 2B.60) shall be provided for the crossroad approach.**

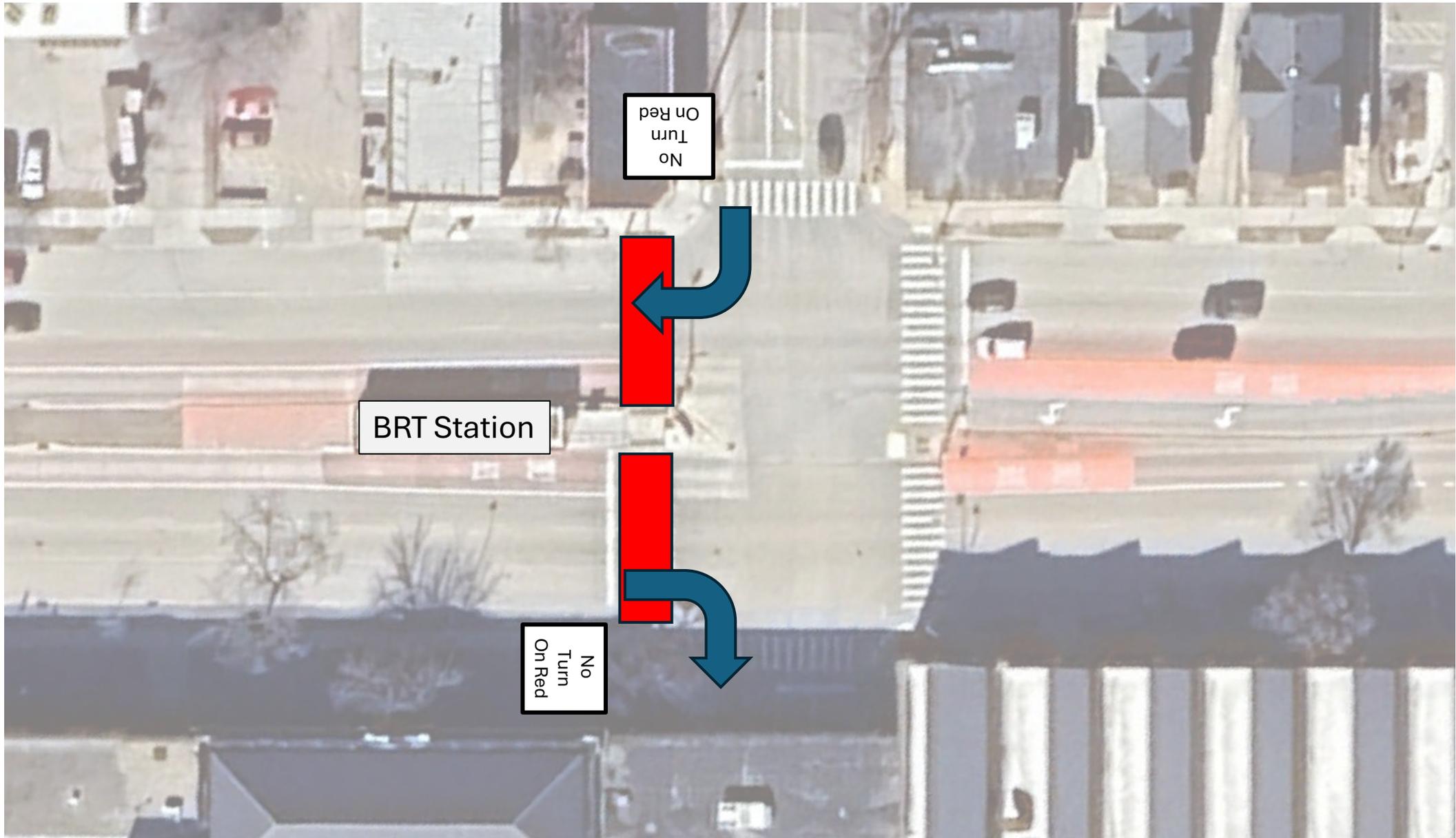


# Other Reasons for NTOR

## Bus Rapid Transit (BRT) Stations

- Design team decided to blanket install NTOR at each BRT Station where a turn on red would cross a crosswalk leading directly to/from the BRT station.
  - at 23 BRT Stations
  - ~37 additional NTOR restrictions
- Resulted in many restrictions along East Washington Avenue and Mineral Point Road added simultaneously in Fall 2024 with the start of East/West BRT.





# Other Reasons for NTOR

## Side Paths

- With two-way side paths, drivers turning right on red are not conditioned to look to their right and often begin making their turn while still looking left for gaps
- Design team decided to install NTOR at each location along Mineral Point Road where a right turn on red would cross the side path (9 new restrictions)
- These new restrictions were also installed in Fall 2024



# Supplemental Time Restrictions

- Staff is reviewing compliance rates at different locations and scenarios.
- Adding time restrictions may increase public acceptance and compliance.



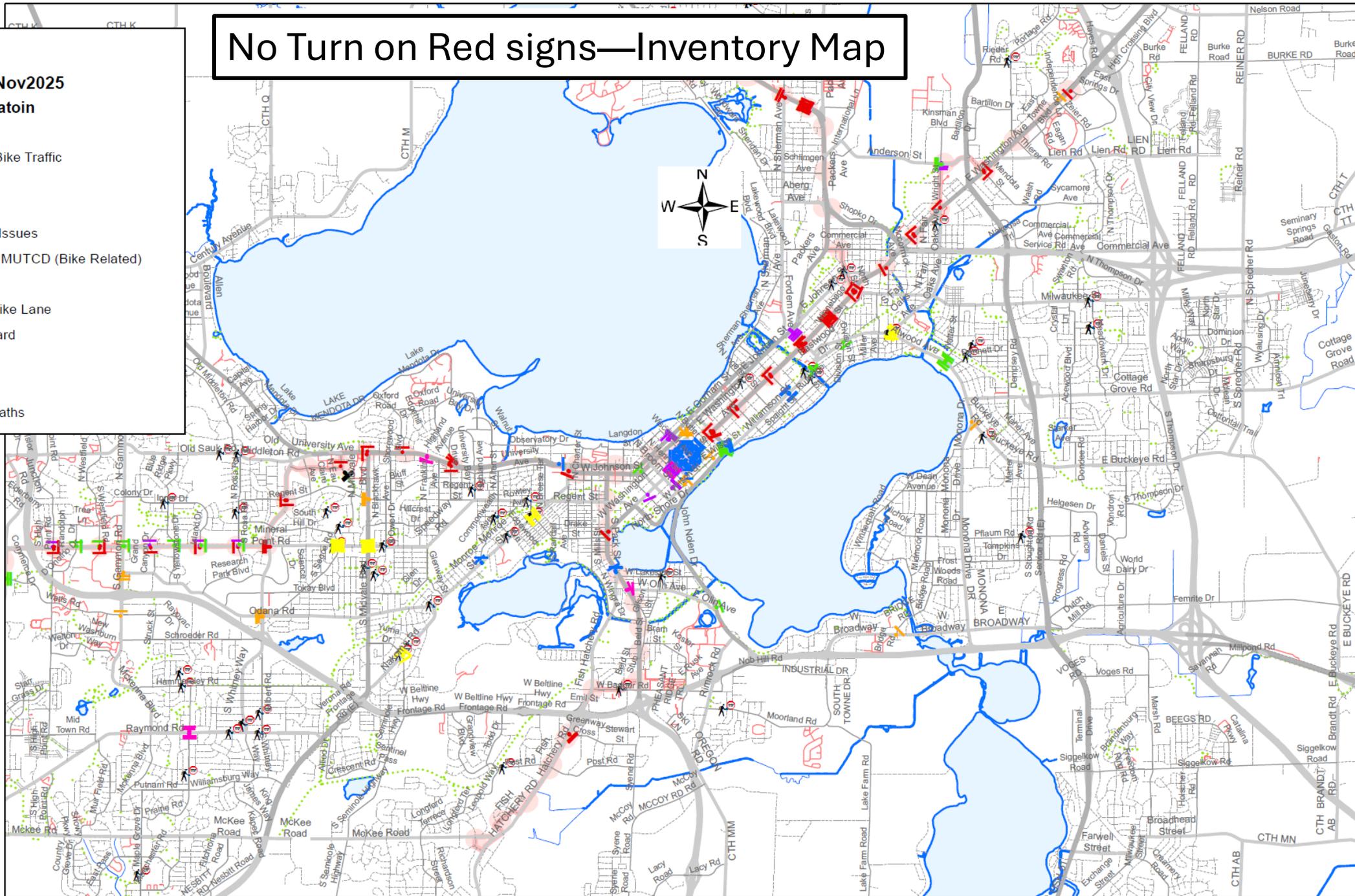
# No Turn on Red signs—Inventory Map

**Legend**

**NTOR\_Signs\_Nov2025**

**Primary Justificatoin**

- BRT Stop
- Heavy Ped/Bike Traffic
- School Area
- Side Path
- Operational Issues
- Required by MUTCD (Bike Related)
- Ped Area
- Separated Bike Lane
- CrossingGuard
- BRT\_Lines
- BRT\_Stops
- Bike\_Ped\_Paths



Primary Justification		No. Of Signs
<b>BRT Stop</b>		<b>73</b>
<b>Heavy Ped/Bike Traffic</b>		<b>50</b>
	Heavy Pedestrian Traffic	47
	Heavy Ped/Bike Traffic	3
<b>School Area</b>		<b>29</b>
<b>Side Path</b>		<b>27</b>
<b>Operational Issues</b>		<b>18</b>
	Operational Issues, Need to Provide Gaps During Peak Times	1
	Confusing Intersection	1
	Dual Right Turn Lanes	1
	Right Turns Interfering w/Service Rd Intersection Operations	1
	Crosswalk Offset from RTOR Vehicles	2
	Crossing Lanes of Moving Traffic	6
	Right Turns Facing Opposing Dual Left Turns	6
<b>Required by MUTCD (Bike Related)</b>		<b>19</b>
	Separated Bike Lane	2
	Side Path with Bike Signals	3
	Two Stage Bike Turn Box	14
<b>Unusual Pedestrian Area</b>		<b>12</b>
<b>Separated Bike Lane</b>		<b>2</b>
<b>Total</b>		<b>230</b>

VISION  
ZERO  
MADISON



R10-11a



R10-11b

# Questions

Tom Mohr

Assistant Director of Traffic Engineering