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To: [Transportation Commission](#)
Cc: [Martinez-Rutherford, Dina Nina](#); [Traffic](#)
Subject: I love No Turn On Red as a driver (92828)
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Dear Transportation Commission,

When I drive, I really appreciate when an intersection has No Turn On Red. It is stressful to look for a gap in cross-traffic (which is often high-speed) WHILE looking for cyclists and pedestrians that could be approaching from the left or the right. And then when you identify that gap, you often have to hit the accelerator hard to perform your turning movement--which then makes it harder to make a last-second stop when necessary.

To execute a right-on-red safely, your head needs to be pointing in multiple directions simultaneously. Not to sell y'all short, but my head doesn't do that. And it stresses me out when I'm expected to do something that I cannot do safely.

I would much, much rather just wait a few seconds until there is a time when I can proceed safely. I would choose to do that in many more places, if I had the law on my side, and the road-raging drivers behind me didn't.

Of course signage alone isn't going to be enough in every instance. That's why it's also important to take intersection redesigns as an opportunity to make the geometry reflect NTOR. That means eliminating unnecessary right turn lanes. Putting the stop bar far enough back. Near-side signals. Tightening curb radii. NTOR compliance can be achieved, and it can be improved over time.

I am sick and tired of Traffic Engineering citing poor driver compliance as a reason not to take a step towards cyclist and pedestrian safety. When you do that, you are denying drivers the agency and the opportunity to do better, and you are instead making their mistakes for them preemptively.

Vision Zero is a challenging goal, but it's possible, and it's worth achieving, and defeatism isn't going to get us there. So embrace the half-measures today that could be full measures tomorrow.

By that metric, I see NTOR as worthwhile anywhere there's a red light and a right turn. The staff presentation suggests NTOR at "Heavy Pedestrian Locations" / "Heavy Bicycle Locations", but the hostility of our roads is often what is suppressing the current level of bike / ped traffic.

Let's make NTOR something that people don't even have to read a sign about. Let's make it the Madison default.

Thank you,

Nick Davies

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