

**DRAFT Level of Danger Comments from the Draft Final Report  
June 1, 2021**

Here is the draft paragraph on Fire Trucks and Vision Zero included in the TCS Work Plan Section of the Draft Final Report.

Fire Trucks & Vision Zero

TCS members watched this video from the National Association of City Transportation Officials (NACTO) website and reviewed the related FAQ before engaging in a lengthy discussion at the TCS about safety and acceptable danger levels on the City's streets; and what traffic calming measures could be implemented on all streets including emergency service routes. Should Madison design its streets and plan traffic calming using the traditional assumptions for large fire trucks and emergency response parameters or should more innovative alternatives be considered? What is the appropriate balance between the priorities of improved traffic safety and current Madison Fire Department (MFD) and Emergency Medical Services (EMS) response parameters? Who should make the final determination as to whether streets can be narrowed streets, speed humps installed, etc. on EMS routes? Where specifically are the primary and secondary EMS routes located in the City? How much danger is the City willing to accept on its streets? How will Vision Zero and Complete Green Streets address these issues?

We also addressed this "level of danger" discussion in the following draft bullet points in Areas for Further Investigation at the end of the Draft Final Report.

Areas for Further Investigation

TCS recommends that the City further investigate the following:

- TCS recommends that the Vision Zero Action Plan address how the City can improve traffic safety while preserving emergency response efficiency and effectiveness for the Madison Fire Department (MFD)/Emergency Medical Services (EMS). In addition, the Vision Zero Action Plan should address the question of balancing the availability of all options for traffic calming solutions versus MFD/EMS's objection to certain proposed interventions (such as narrowing streets, installing speed humps, etc.) on EMS routes; and the Vision Zero Action Plan should indicate who can make the final determination regarding traffic calming interventions on EMS routes. TCS also recommends that the Vision Zero Action Plan consider the potential benefits of transitioning to smaller fire equipment for the MFD fleet. In the interim, TCS recommends that major and minor emergency services routes be mapped and these routes made available to SSM staff.
- TCS recommends that Complete and Green Streets address the appropriate balancing of priorities between the City's desire for "skinny streets" and "slow streets" versus the kind of streets needed for an efficient/effective emergency response. How can the MFD's objection to certain traffic calming measures (such narrowing streets, installing speed humps, etc. on EMS routes) be mitigated, so Madison can consider the best street designs that promote optimal improvement in traffic safety?