

## MASTER COMMENT TABLE

### “Prohibition of Turns of Red” Recommended Practice (TENC –101-06)

Commenter	Organization	Section	Comments/Resolution
<p style="text-align: center;"><b>Lois Thibault</b></p>	<p style="text-align: center;"><b>United States Access Board</b></p>		<p><b>Comment:</b> Blind and mobility-impaired pedestrians have increased difficulties at RTOR intersections. Suggest allowing RTOR only in suburban and rural areas. <b>Response:</b> Most of the RTOR benefits occur in urban areas. Increased use of audible signals may be of benefit for the sight-impaired. Slower walking speeds are being considered by the Pedestrian-Bicycle Committee, that should benefit the mobility-impaired.</p>
<p style="text-align: center;"><b>Jay Evans</b></p>	<p style="text-align: center;"><b>Jay Evans Consulting</b></p>	<p style="text-align: center;"><b>Part-time prohibitions</b></p>	<p><b>Comment:</b> The proposed guidelines endorse the use of “When Pedestrian are Present” signs, instead of specific time restrictions, in downtown areas. <b>Response:</b> The committee was generally referring sporadic use locations, such as School Crossings. Where deemed desirable to prohibit RTOR at heavy pedestrian intersections, time of day (i.e. 7 am to 6 pm) may be preferable. The guidelines have been revised to include this suggestion.</p> <p><b>Comment:</b> The use of “leading pedestrian interval (LPI)” could be suggested to further minimize vehicle-pedestrian conflicts. <b>Response:</b> LPI may have a benefit in starting pedestrians before the start of right turn on green vehicles. No study was found that purported a LPI benefit for pedestrians when utilizing RTOR.</p>

<b>Richard Retting</b>	<b>Insurance Institute for Highway Safety</b>	<b>Part-time prohibitions</b>	<b>Comment:</b> Same comment as above regarding time of day restrictions in downtown areas. <b>Response:</b> Same as above. Use of part-time prohibitions in downtown areas is being added.
<b>Harold Garfield</b>	<b>North Carolina Section</b>	<b>Guidelines</b>	<b>Comment:</b> Suggested adding concern of U-turns and RTOR conflict at divided roadways. Plus several grammatical and clarification suggestions. <b>Response:</b> Accepted most comments. Good suggestions.
<b>Larry Cole</b>	<b>Maryland National Park &amp; Planning Comm.</b>	<b>Guidelines</b>	<b>Comment:</b> RTOR should be prohibited in urban areas, and allowed in rural. <b>Response:</b> Contrary to recommended guidelines.
<b>John Fisher</b>	<b>Los Angeles Department of Transportation</b>	<b>Part-time prohibitions</b>	<b>Comment:</b> Objected to the use of “When Pedestrians are Present” signs. Prefers “NTOR – 7 to 9 am” <b>Response:</b> Committee believes sign is good because it is less restrictive, but has added the use of signs prohibiting RTOR during specific times.
<b>Matt Selinger</b>	<b>Traffic Engineering Council RP Review Panel</b>	<b>Entire Report</b>	Several editorial improvements were made and accepted.  <b>Comment:</b> Part-time electronic signs were referred to as “Blank-out” and “Changeable Message” signs. <b>Response:</b> “Blank-out” was selected for use in the guidelines.  <b>Comment:</b> Objected to the use of the “When Pedestrian are Present” panel. Prefers times restrictions “7 to 9 am” panel for part-time prohibitions. <b>Response:</b> The committee believes that “Pedestrian” panel is less restrictive, and is preferred. However, the option of

<p><b>Matt Selinger</b></p>		<p><b>Continued</b></p>	<p>specific time restrictions has been added to the guidelines.</p> <p><b>Comment: Diagrams explaining Guidelines 3 and 4 would be beneficial.</b>  <b>Response: Good idea.</b></p> <p><b>Comment: Guideline 7 (Engineering and Enforcement) should be separate guidelines, and expanded.</b>  <b>Response: This change has been made as suggested.</b></p>
<p><b>Scott Wainwright</b></p>	<p><b>Traffic Engineering Council RP Review Panel</b></p>	<p><b>Entire Report</b></p>	<p><b>Comment: The guidelines do not refer to the guidance provided in the Manual on Uniform Traffic Control Devices.</b>  <b>Response: The committee believes that the “guidance” in the Manual stresses reasons to prohibit turns-on red. The committee is supportive of RTOR as being beneficial, and as a result believe that the proposed guidelines are preferable.</b></p> <p><b>Comment: Prefers time restrictions for part-time prohibitions as suggested in a 2002 study by the IIHS.</b>  <b>Response: As previously state, the committee favors the less prohibitive signing, but agrees that time restrictions may be beneficial in downtown areas. As a result the time restriction panel has been added to the guidelines.</b></p> <p><b>Comment: Suggested that an overhead sign be used to prohibit RTOR from the second lane of a dual right turn.</b>  <b>Response: This has been added to Guideline #3.</b></p>
<p><b>Richard Ryan</b></p>	<p><b>Traffic Engineering Council RP Review Panel</b></p>	<p><b>Entire Report</b></p>	<p><b>No Comments</b></p>