

**MINUTES OF THE  
TRAFFIC, BICYCLE, AND PEDESTRIAN COMMISSION  
Monday, July 19, 2016  
City Hall, Room 207  
5:30 pm**

**MEMBERS:** Chairperson Matt Kuepers, Lieutenant Karl Ackermann, Alderperson Barbara Dorff, Chuck Karow, Brigid Riordan, and Ray Smith

**ABSENT:** Vice Chairperson Daniel Theno

**OTHERS PRESENT:** Recording Secretary and Traffic Engineer David Hansen, and others

**GENERAL BUSINESS**

1. Approval of the agenda.

A motion was made by C. Karow, seconded by Ald. Dorff, and carried to approve the agenda.

2. Approval of the *modified* minutes from the June 20, 2016 Traffic Commission meeting.

Eng. Hansen stated that there was a technical error in Item 6. The original minutes contained a multipart motion including a part to establish a NO PARKING zone in an area that now has metered parking. That part of the motion needed to be removed since the meters were added in this area during the construction of CityDeck Landing.

A motion was made by Ald. Dorff, seconded by C. Karow, and carried to approve the *modified* minutes from the June 20, 2016 Traffic Commission meeting.

**INITIAL REQUESTS**

3. Request by Ald. De Wane on behalf of McAuliffe Neighborhood Association to establish a NO PARKING zone on the south side of Sitka Street near Christa McAuliffe Park.

Eng. Hansen stated that the alder has received complaints of both sides of Sitka St being parked up on days of events at Christa McAuliffe Park. During these activities, many people are crossing Sitka St in midblock locations. If the request were approved, event goers would park either on the N side of the street next to the park or along one of the sidestreet near the park entrance, making it safer for peds and motorists by reducing the number of street crossing points.

A brief discussion took place that if approved, an unintended consequence could be that Christa McAuliffe Park motorists park on Kristy Lee Ct.

A motion was made by C. Karow, seconded by B. Riordan, and carried that on a 90-day trial, to establish a NO PARKING zone on the south side of Sitka Street from Ontario Road to a point 550 feet east of McAuliffe Heights Trail.

4. Request by Ald. Wery, on behalf of the Western Corridor Neighborhood Association to install a flashing yellow light at the intersection of Western/Oneida or in any other way address safety concerns at this intersection.

Eng. Hansen stated that he conducted a cursory review of the crash history of the intersection. In 2011, there were 2 non-reportables. In 2012, there were 2 reportables (1 injury). In 2013, there were 2 non-reportables. In 2014, there were 2 non-reportables and 3 reportables (2 injuries). In 2015, there was 1 non-reportable and 2 reportables (1 injury). The most frequent type of crash was a failure to yield from a STOP sign (Western Ave approaches) between NB and EB motorists. The number of crashes seems low. There are signs under each STOP sign stating CROSS TRAFFIC DOES NOT STOP. No crash rate was calculated due to lack of count data for the intersection. The intersection meets intersection sight distance requirements. He did not uncover any safety issues during his crash and field review therefore did not recommend the installation of flashing beacons.

A brief discussion took place among commissioners.

A motion was made by C. Karow, seconded by Ald. Dorff and carried to receive and place on file the request to install a flashing yellow light at the intersection of Western/Oneida or in any other way address safety concerns at this intersection.

5. Request by Ald. Wery, on behalf of Notre Dame de la Baie Academy, to modify the parking zones on the west side of Maryhill Drive from West Mason Street to Lore Lane.

Eng. Hansen displayed an interactive map of the NDA campus area, noting the existing and proposed parking zones. Primarily, NDA would like to move the loading and unloading area to school side. The bus companies are willing to load and unload students on the west side of Maryhill Dr rather than the current area on the east side of the street. Making this change should eliminate all NDA student crossings of Maryhill Dr. Additionally, NDA staff would like to open up the area surrounding their primary driveway onto Maryhill Dr at Lore Ln, making it safer for motorists to enter and exit their campus. Lastly, they would like to reduce the length of the 2-HR zone on the W side of the street to create additional all-day on-street parking.

A motion was made by Ald. Dorff, seconded by C. Karow, and carried to suspend the rules.

Kevin Shaw (2116 Crestwood Springs Drive), President, Notre Dame de la Baie Academy, is requesting the parking and loading zone changes in order to improve student safety. The resident to their north is okay with the request to shorten the 2-HR zone; the remaining 3 properties north of them haven't responded.

A discussion took place about the timing of sign installation with the start of 2016-2017 school year; the ability to adjust the parking zone limits during the trial period; the status of plans to expand the NDA parking facilities into the west practice field; and that NDA is no longer seeking to purchase property near the City West Side Garage.

A motion was made by C. Karow, seconded by R. Smith, and carried to return to regular order of business.

A motion was made by Ald. Dorff, modified and seconded by C. Karow to install signs no earlier than August 15<sup>th</sup>, 2016, and carried that on a 90-day trial:

- A. To remove the NO PARKING HERE TO CORNER zone on the W side of Maryhill Drive from a point 112 ft north of Mason Street to Mason Street.
- B. To establish a NO STOPPING OR STANDING zone on the W side of Maryhill Drive from a point 112 ft north of Mason Street to Mason Street.
- C. To remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the W side of Maryhill Drive from a point 112 ft north of Mason Street to a point 220 feet north of Mason Street.
- D. To establish a NO PARKING BUS LOADING ONLY zone on the W side of Maryhill Drive from a point 112 ft north of Mason Street to a point 260 ft north of Mason Street.
- E. To remove the NO PARKING zone on the W side of Maryhill Drive from the south edge of Lore Lane to a point 15 ft north of Lore Lane.
- F. To establish a NO PARKING zone on the W side of Maryhill Drive from a point 80 ft south of Lore Lane to a point 15 ft north of Lore Lane.
- G. To remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Maryhill Drive from a point 15 ft north of Lore Lane to Western Avenue.
- H. To establish a 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Maryhill Drive from a point 225 ft north of Lore Lane to Western Avenue.

#### REFERRED BACK FROM STUDY

- 6. To refer to DPW staff to research and report back on Assembly Bill 491 seeking to change Wisconsin from a “yield to pedestrians” state to a “stop for pedestrians” state.

Eng. Hansen stated that AB 491 was referred to the Assembly Committee on Transportation, but it did not receive a hearing or vote prior to the end of this year’s legislative session. There was interest in the proposal this session and the bill may get a hearing once the next session begins in January. He handed out and read aloud Issue Paper 26 – Stop vs. Yield For Pedestrians from the WI Traffic Engineering Council, prepared by the UW TOPS lab with ITE WI. A copy is included with these minutes.

Discussion took place that no conclusions were made in the report on whether safety is improved when states changed their laws from yield to stop for pedestrians; and about “Operation Frogger” a GBPD pedestrian enforcement program.

A motion was made by C. Karow, seconded by Ald. Dorff, and carried to receive and place on file the request to research and report back on Assembly Bill 491 seeking to change Wisconsin from a “yield to pedestrians” state to a “stop for pedestrians” state.

There being no other items of discussion, a motion was made by C. Karow, seconded by Ald. Dorff, and carried to adjourn from the regular order of business. The meeting ended at 6:14 P.M.

The next Traffic Commission meeting is scheduled for Monday, August 15, 2016, at 5:30 P.M. in Room 207.

## Wisconsin Traffic Engineering Council Issue Paper 26 – Stop versus Yield for Pedestrians



### A Background / Overview

Pedestrians were among the few categories of road users where deaths rose, accounting for 14% of total traffic fatalities in 2011, up 3% from 2010. In 2011, an estimated 69,000 pedestrians were injured, 11,000 of those injured were age 14 and younger, and males accounted for 65% (7,000). If the proportions remain the same, one pedestrian is expected to be injured every 8 minutes and one will die every 2 hours in a traffic crash in 2013.

Pedestrians and drivers often misunderstand their rights and responsibilities. Many people believe that pedestrians have the right of way over vehicles at all times—even when crossing without a crosswalk, an intersection, or a signal present. Pedestrians and drivers do not obey laws and signals consistently. In some states, the law requires the motorist to yield, and in other states the motorist is required to stop for pedestrians in a crosswalk. Stop control is expected to increase safety with adverse effect on operations (queue, delay) and emissions. Yield control is expected to be operationally more efficient, more environment-friendly and less safe.

### Uniform Vehicle Code (UVC)

The UVC requires pedestrians to obey traffic control devices, cross roadways in marked crosswalks, and not cross diagonally ("jay-walk"). Vehicles must yield to pedestrians in crosswalks. Pedestrians crossing outside of crosswalks must yield the right-of-way to vehicles.

### Wisconsin Practice

Drivers must:

- Yield to pedestrians who have started crossing at an intersection or crosswalk on a "walk" signal or a green light, if there is no walk signal
- Yield to pedestrians who are crossing the highway within a marked or unmarked crosswalk at an intersection where there are no traffic lights or control signals
- Not overtake and pass any vehicle that stops at an intersection or crosswalk to permit a pedestrian or bicyclist to cross the roadway

### Other State Practices

- Georgia: Changed from Yield to Stop in 1995. Drivers must stop and remain stopped for pedestrians in crosswalk.



- Illinois: Changed from Yield to Stop in 2010. Drivers must stop and remain stopped for pedestrians in crosswalk.
- Indiana: Motorist must yield to pedestrians in crosswalks.
- Iowa: Motorist must yield to pedestrians in crosswalks.
- Massachusetts: Motorist must yield to pedestrians in crosswalks.

- Michigan: Motorist must yield to pedestrians in crosswalks.
- Minnesota: Drivers must stop for crossing pedestrians at marked crosswalks and at all intersections without crosswalks or stop lights.
- Missouri: Drivers must yield for pedestrians within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling.
- New Jersey: Changed from Yield to Stop in 2010. Drivers must stop and remain stopped for pedestrians in crosswalk.
- Oregon: Drivers must stop and remain stopped for pedestrians in crosswalk.

### Evaluation of Effectiveness of Changing the Law from Yield to Stop

- Hawaii changed the law from Yield to Stop in 2005
  - Kim et al. (2008) studied compliance of pedestrians and drivers with the law change.
  - 57% and 29% of drivers and pedestrians, respectively, violate the law.
  - Concluded more education and enforcement needed to enhance compliance of the law, especially for drivers.
- Washington changed the law from Yield to Stop in 1990
  - Britt et al. (1995) arranged for the Seattle Police Department to conduct a series of targeted enforcement campaigns and determine if enforcement increased driver compliance with the new law.
  - Unable to demonstrate law enforcement efforts directed at motorist violators of crosswalk laws significantly or consistently increased drivers' willingness to stop for pedestrians.
  - 81 of every 100 cars failed to stop for a pedestrian in the near-side lanes of the marked sentinel locations.
- Virginia Transportation Research Council Study (Kweon et al., 2009)
  - Examined whether change from Yield to Stop had an effect on pedestrian safety in the United States, with its focus on low-speed roads.
  - FARS data from 1980 to 2005.
  - Three approaches were employed: before-after analysis, time-series analysis, and cross-sectional analysis.
  - Found no statistically significant reduction in pedestrian-involved fatal crashes attributable to changes in the laws.
  - Finding is not definitive because of study limitations such as the omission of relevant exposure data.

### References

1. Britt, J.W., Bergman, A.B., Moffat, J., 1995. Law enforcement, pedestrian safety, and driver compliance with crosswalk laws: evaluation of a four-year campaign in Seattle. Transportation Research Record 1485, 160–167.2009
2. Kim, K., Brunner, I.M., Yamashita, E., 2008. Modeling violation of Hawaii's crosswalk law. Accident Analysis and Prevention 40, 894–904.
3. Kweon, Y. J., Hartman, S. E., & Lynn, C. W., 2009. Stop versus yield on pedestrian-involved fatal crashes in the United States. Accident Analysis & Prevention, 41(5), 1034-1039.
4. Safety in Numbers. Pedestrian Safety Newsletter. <http://www.nhtsa.gov/nhtsa/SafetyInNumbers/august2013/SafetyInNumbersAugust2013.html>

