



Office of the Mayor

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To: Common Council

From: Mayor Paul R. Soglin

Re: Pedestrian Safety Ordinance

As you prepare to consider the proposed Pedestrian Safety Ordinance, please review the statistics, reports, and news and journal articles related to panhandling and pedestrian injuries and fatalities below. You will find several articles that examine the safety issues concerning roadway panhandling in other municipalities.

Statistics

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812270>

Published in 2016, data from 2014 is the most recent available from the National Highway Traffic Safety Administration regarding pedestrian fatalities. Data for pedestrian location: 71% non-intersection, 19% intersection, 10% other (Other includes parking lane/zone, bicycle lane, shoulder/roadside, sidewalk, **median/crossing island**, driveway access, shared-use path/trail, non-trafficway area, and other.

<http://www.smartgrowthamerica.org/documents/dangerous-by-design-2014/dangerous-by-design-2014.pdf>

National Complete Streets Coalition- a program of Smart Growth America issued this report on pedestrian safety- Dangerous by Design 2014. Nationwide there has been an increase in pedestrian fatalities since 2009. Page 35 of the report states that federal information on pedestrian injuries- even serious ones-are an estimate and that the number of pedestrians injured in car collisions nationwide in 2012 was 76,000. There is not nationwide data on where these crashes occur. Panhandling or selling items from medians is not mentioned in the report.

<http://wisconsindot.gov/Documents/safety/education/crash-data/2013/section2.pdf>

This is a report from our own Dept. of Transportation. Page 26 of the pdf provides statistics on number of pedestrian crashes in Madison. In 2012 there were 91 traffic crashes involving pedestrians in Madison

<http://keyetv.com/news/local/possible-ordinance-change-could-affect-austin-panhandlers>

This article from December 2015 details Austin's exploration of an ordinance change regarding people standing 'around' roadways. Their 'Vision Zero' taskforce reported that "92 percent of pedestrian fatalities were of people walking in prohibited areas and nearly half of all fatalities involved people on drugs or alcohol."

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Studies

Anti-Panhandling Laws Spread, Face Legal Challenges

November 12, 2015 By Teresa Wiltz

PEW Charitable Trusts

<http://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2015/11/12/anti-panhandling-laws-spread-face-legal-challenges>

Looks at what some cities have done around the issue of panhandling

Center for Problem-Oriented Policing | Problem Guides | Panhandling

<http://www.popcenter.org/problems/panhandling/>

The guide begins by describing the panhandling problem and reviewing factors that contribute to it. It then identifies a series of questions that might help in analyzing local problems. Finally, it reviews responses to the problem, and what is known about those responses from evaluative research and police practice.

Newspaper Articles

Panhandling in St. Louis could soon see more regulation

By CAMILLE PHILLIPS • MAR 19, 2015

<http://news.stlpublicradio.org/post/panhandling-st-louis-could-soon-see-more-regulation#stream/0>

“Another area of concern for Roth is the proximity of some panhandlers to traffic, like those who station themselves on medians and exit ramps. He worries that a panhandler could get hit by a car and said he wants to make better use of existing traffic laws to keep them safe.”

OKC responds to panhandling lawsuit

The Oklahoman newspaper, article by William Crum • Published: May 5, 2016 • Updated: May 5, 2016

<http://newsok.com/article/5496049>

Oklahoma City's panhandling ordinance, passed by the city council in December 2015 with a goal of protecting public safety, is being challenged by the ACLU of Oklahoma

Pima county medians now off-limits to loitering, panhandling

Posted: Wednesday, May 25, 2016 4:00 am

http://www.tucsonlocalmedia.com/news/article_fe6fed04-21e1-11e6-9ce7-efab7cd25ba4.html

Pima County supervisors passed a similar ordinance in Tucson, Arizona which is also aimed at 'protecting the safety of pedestrians and vehicle drivers.'

Law pushing panhandlers off medians poses paradox

USA Today

Caitlin McGlade, Arizona Republic 7:41 p.m. EST December 1, 2014

<http://www.usatoday.com/story/news/nation/2014/12/01/panhandlers-median-law-phoenix/19758837/>

Journal Articles

A Single Urban Center Experience with Adult Pedestrians Struck by Motor Vehicles

Lisa M. McElroy, MD, Jeremy J. Juern, MD, Annette Bertleson, RN, et al.

Published in final edited form as: WMJ. 2013 Jun; 112(3): 117–123.

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3845352/>

This study reviewed the Froedtert Memorial Lutheran Hospital (Milwaukee, WI) trauma registry

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for pedestrian-vehicle crashes from January 1, 2000 to December 31, 2010. Conclusion: "Pedestrian-vehicle collisions have a high rate of morbidity and mortality and occur disproportionately between the hours of 6 PM and midnight."

Vulnerable roadway users struck by motor vehicles at the center of the safest, large US city
Dultz LA, Foltin G, Simon R, et al.

2013 Apr;74(4):1138-45. doi: 10.1097/TA.0b013e31827ab722.

J Trauma Acute Care Surg.

"Injured pedestrians and bicyclists represent distinct entities. Prevention modalities must be tailored accordingly with a focus on high-risk subgroups and compliance with traffic laws. Studying fatality or admissions data fail to capture the extent of the epidemic."

Pedestrians injured by automobiles: relationship of age to injury type and severity.

Demetriades D1, Murray J, Martin M, Velmahos G, Salim A, Alo K, Rhee P.

J Am Coll Surg. 2004 Sep;199(3):382-7.

A trauma registry study that included all auto versus pedestrian trauma admissions of pedestrians injured by automobiles at an academic Level I trauma center over 10 years and 4 months

The risk of pedestrian injury and fatality in collisions with motor vehicles, a social ecological study of state routes and city streets in King County, Washington

Moudon, Anne Vernez Lin, Lin, Jiao, Junfeng , et al.

Accident Analysis & Prevention. Jan2011, Vol. 43 Issue 1, p11-24. 14p.

This study examined the correlates of injury severity using police records of pedestrian–motor-vehicle collisions on state routes and city streets in King County, Washington.

Multilevel models for evaluating the risk of pedestrian–motor vehicle collisions at intersections and mid-blocks.

Quistberg, D. Alex' et al.

Accident Analysis & Prevention. Nov2015, Vol. 84, p99-111. 13p.

The objective of this analysis was to estimate the risk of pedestrian collisions at intersections and mid-blocks in Seattle, WA. The study used 2007–2013 pedestrian–motor vehicle collision data from police reports and detailed characteristics of the microenvironment and macroenvironment at intersection and mid-block locations.