Effective Pedestrian & Bicycle Safety Enforcement

August 29, 2013

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District Department of Transportation

Sgt. Terry Thorne
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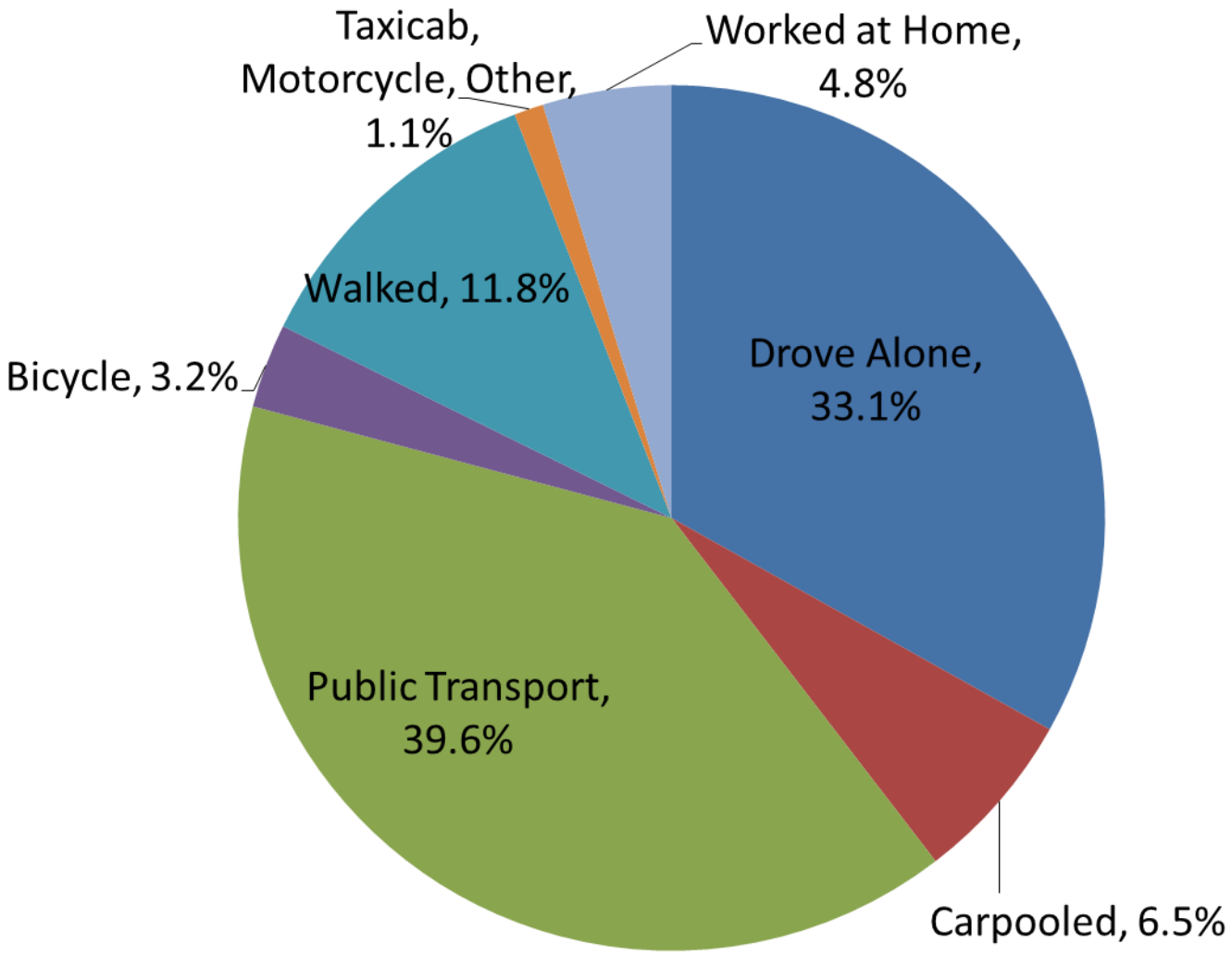
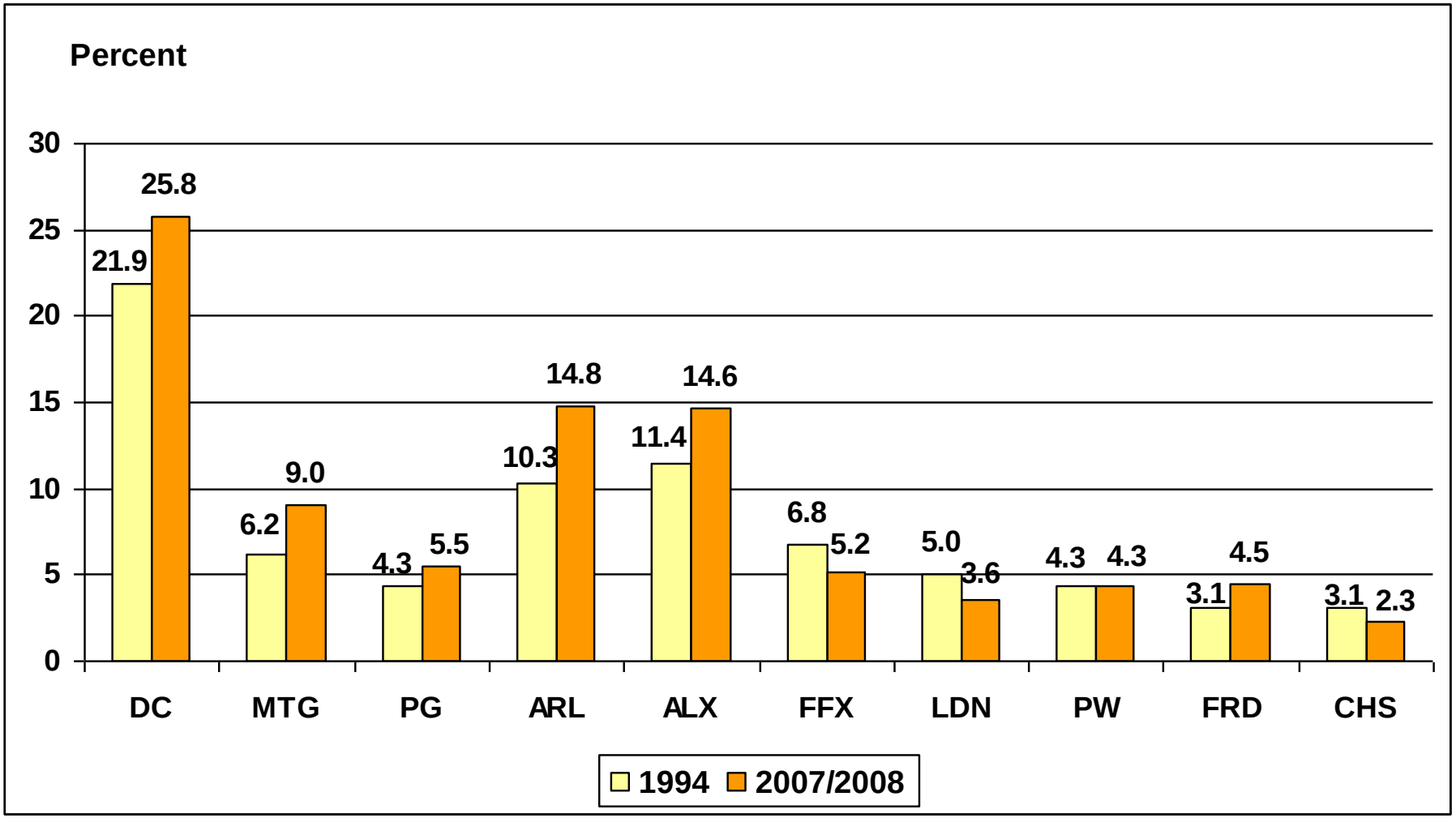
Why does this issue matter?

How do DC residents get to work?



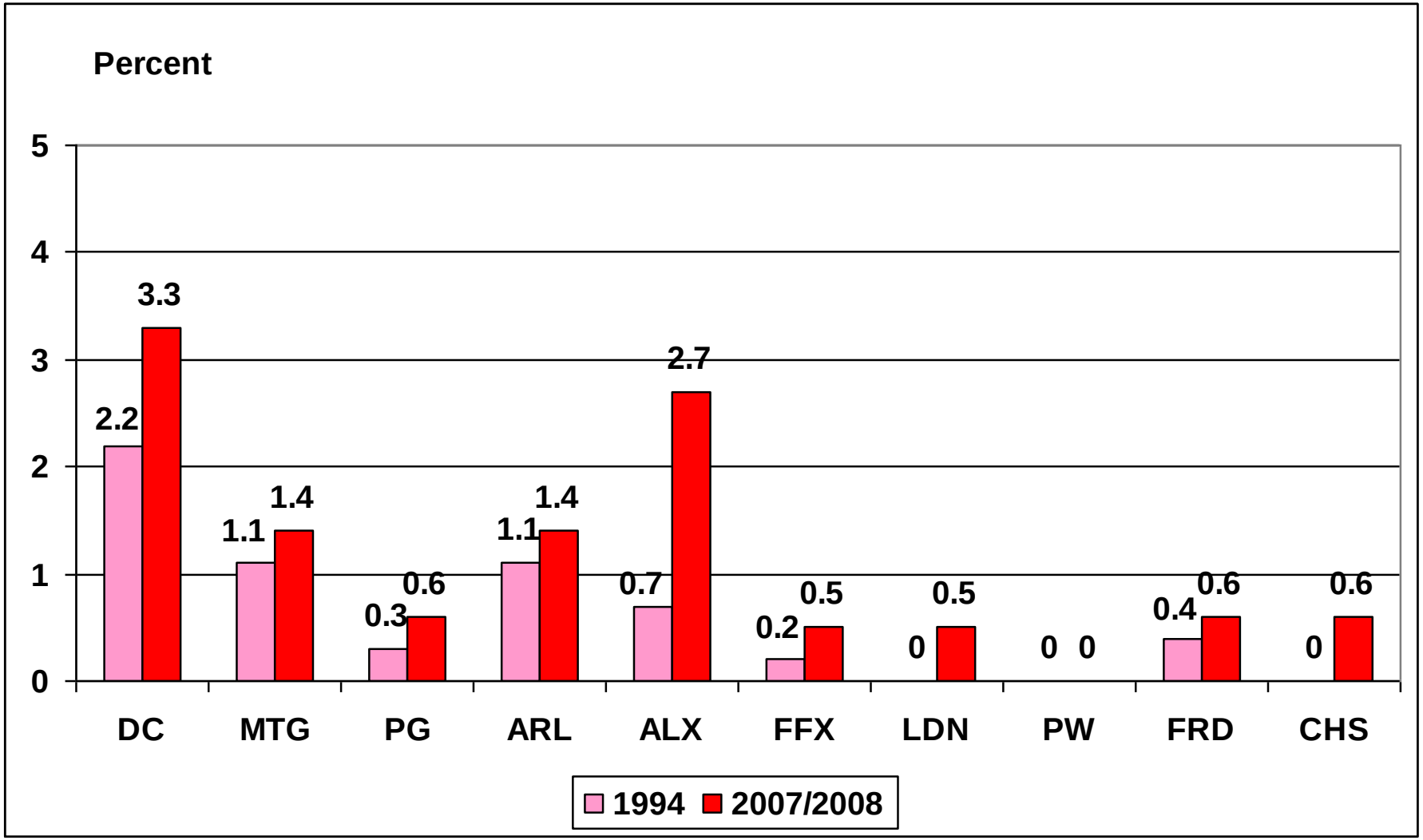
2011 American Community Survey

Daily Walk Trip Share by Jurisdiction (1994 – 2007/2008)



Source: 1994 and 2007/2008 TPB Household Travel Survey

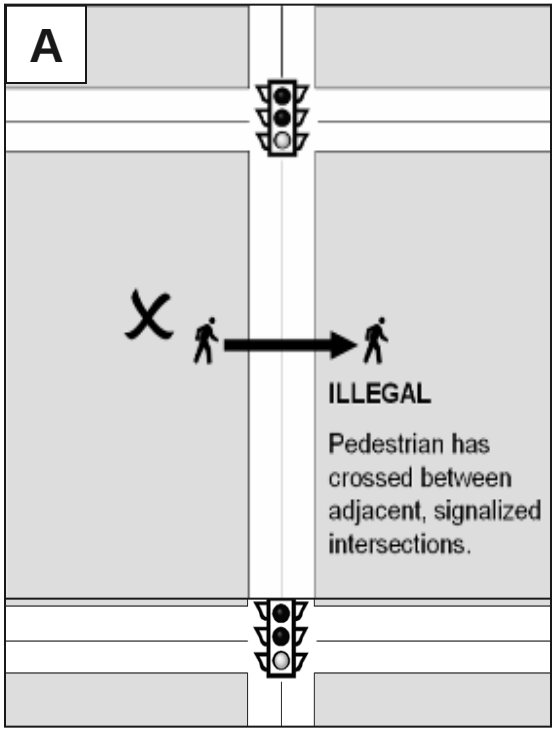
Bike Commuting Share by Jurisdiction (1994 – 2007/2008)

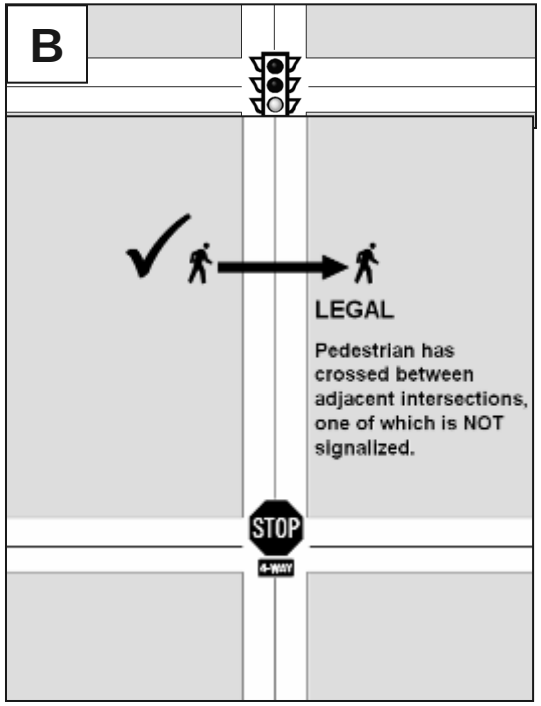


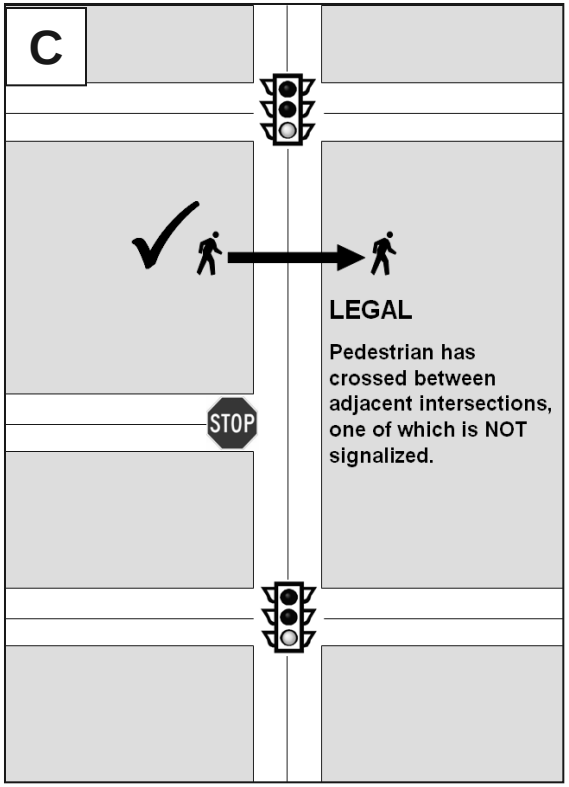
Source: 1994 and 2007/2008 TPB Household Travel Survey

Effective Enforcement Strategies

Mid-block Crossing Law for Pedestrians



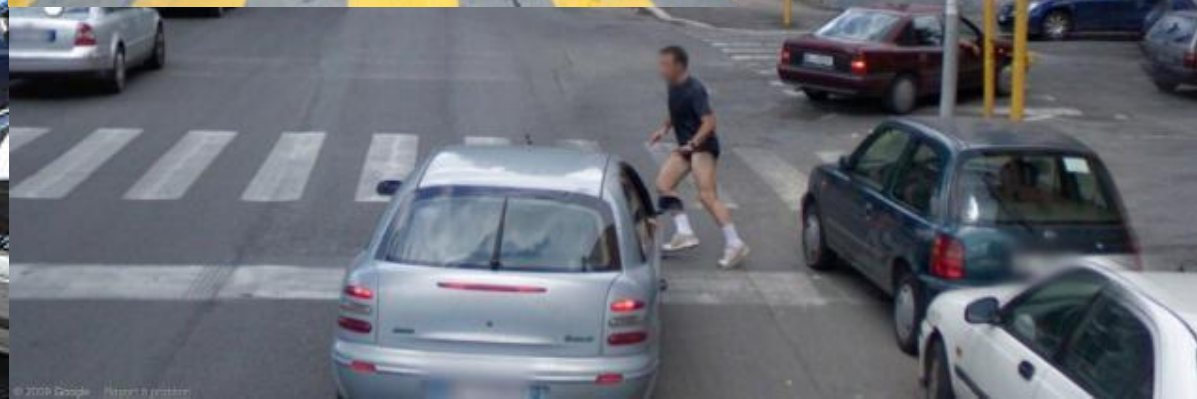




- Is this distinction meaningful in practice?

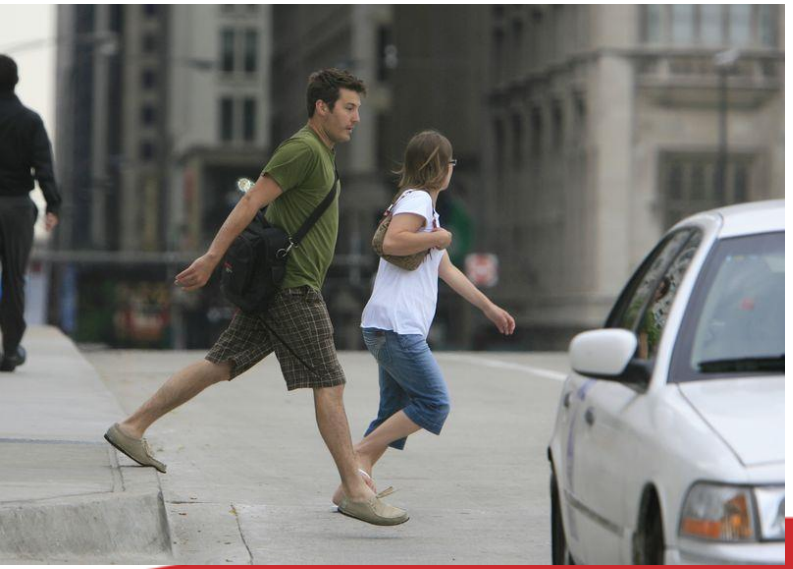
Strategies for Effective Jaywalking Enforcement

- Focus primarily on people who walk into the path of a vehicle with the right of way.
- Look for jaywalkers who put themselves in a hazardous situation by interfering with a driver's right of way



Officer Discretion and Effective Jaywalking Enforcement

- **<u>Beginning crossing on a flashing Don't Walk signal:</u>**
  - As long as a person is out of the crosswalk when the opposing traffic gets a green signal, no action need be taken.



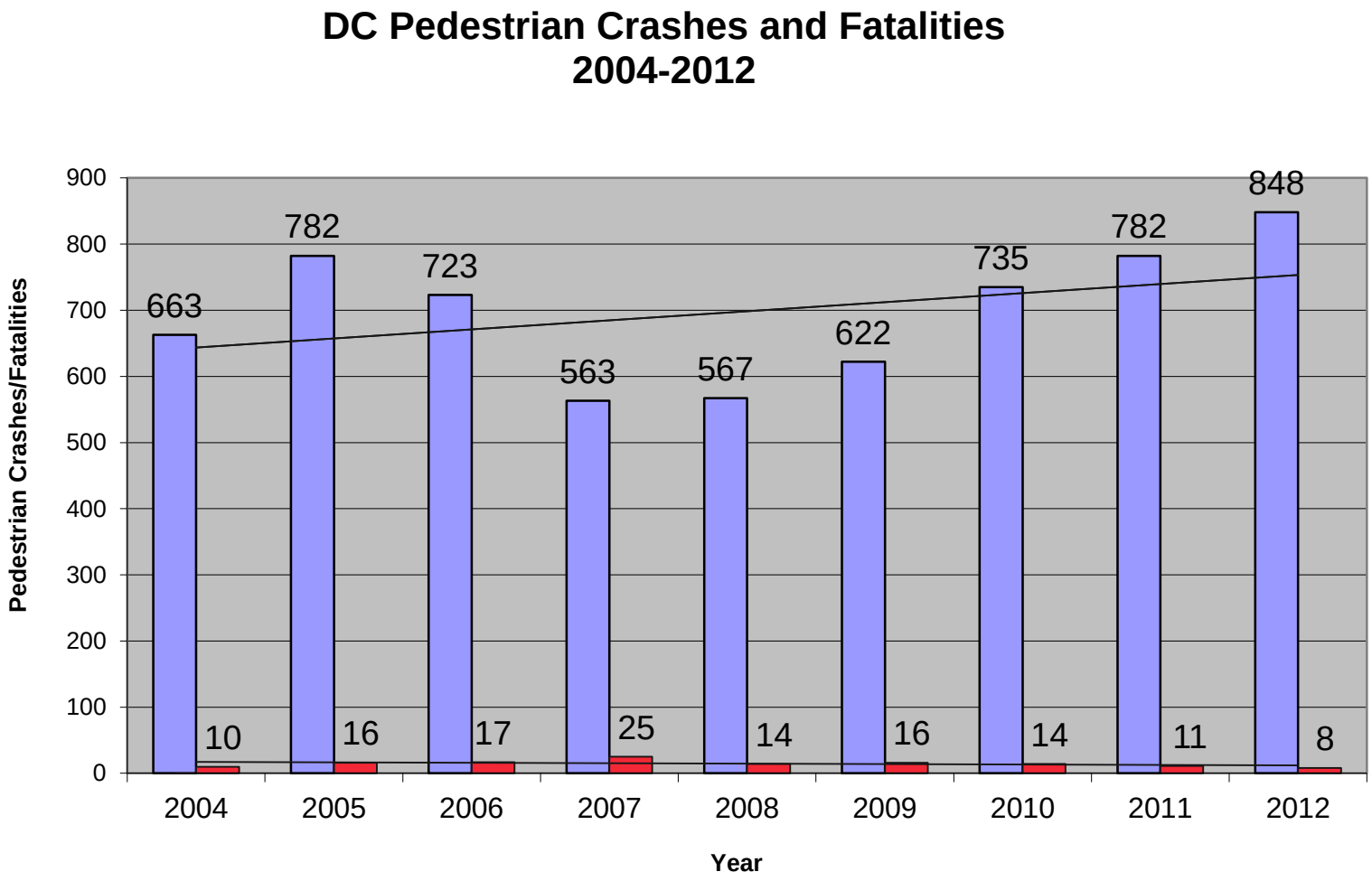
- **<u>Crossing mid-block, from between parked cars, etc:</u>**
  - As long as a crossing pedestrian yields to vehicles legally on the street, no action need be taken.

Officer Discretion and Effective Jaywalking Enforcement

- **<u>Crossing against a signal with no vehicles approaching:</u>**
  - In many cases this does not require action. A verbal warning may be sufficient. Can depend on the type of pedestrian.

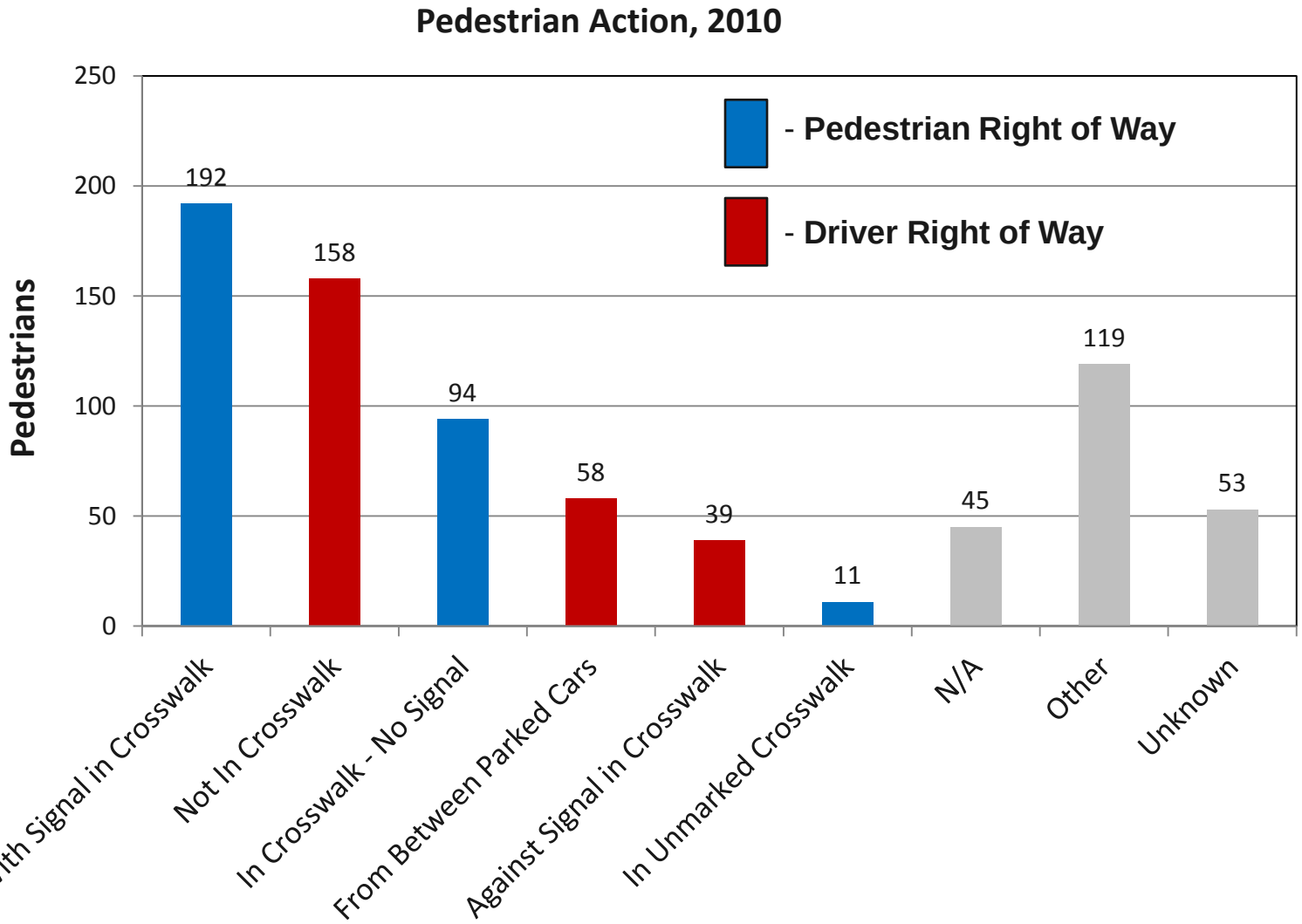
Pitfalls of Jaywalking Enforcement

Pedestrian Crash Trends



Source: MPD

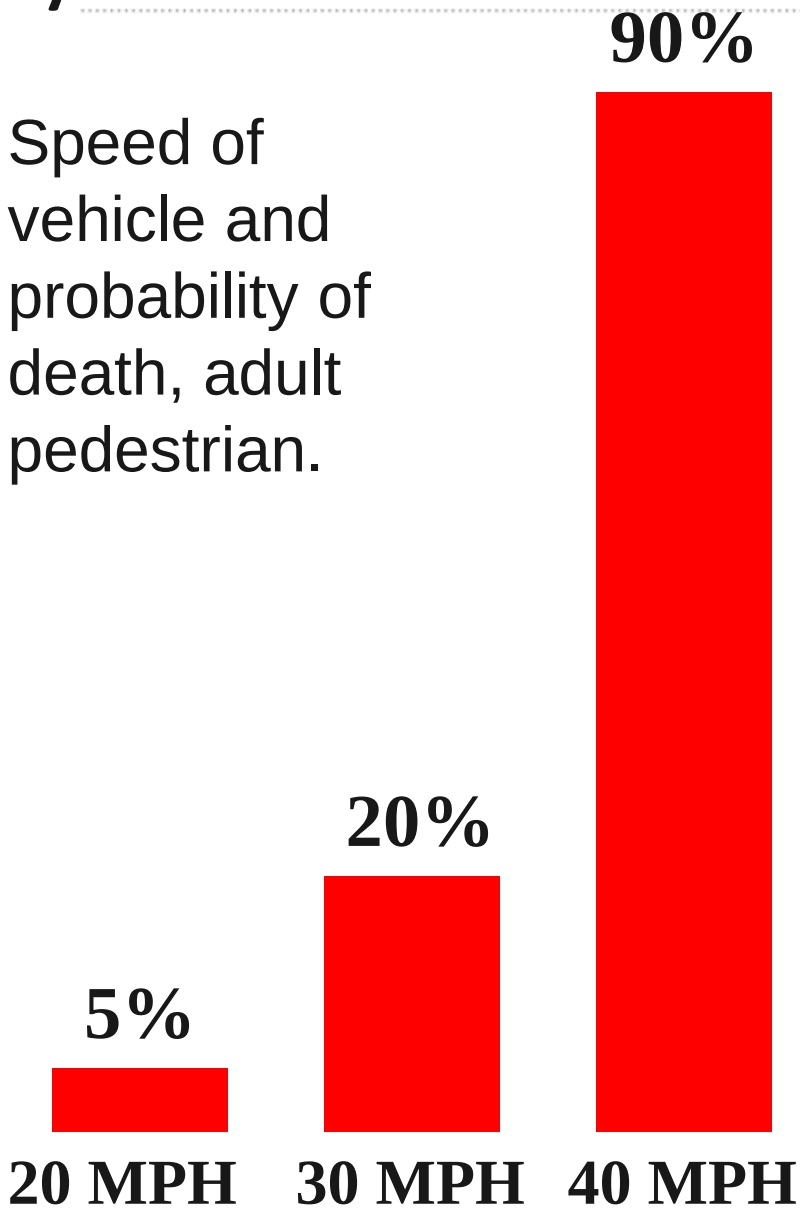
Pedestrian Crash Types



Enforcement at Signalized Intersections- Turn on Red without Stop

Speed Enforcement is Key!

Speed of vehicle and probability of death, adult pedestrian.



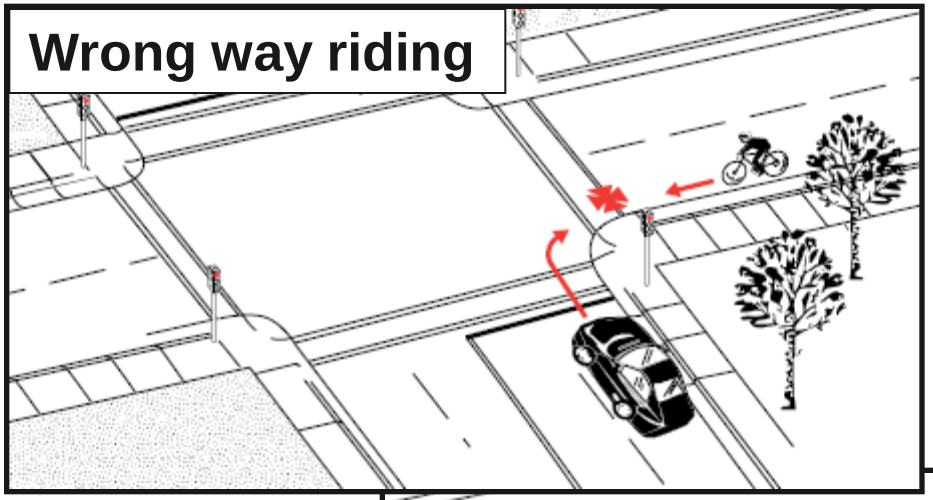
Speed Enforcement is Key!

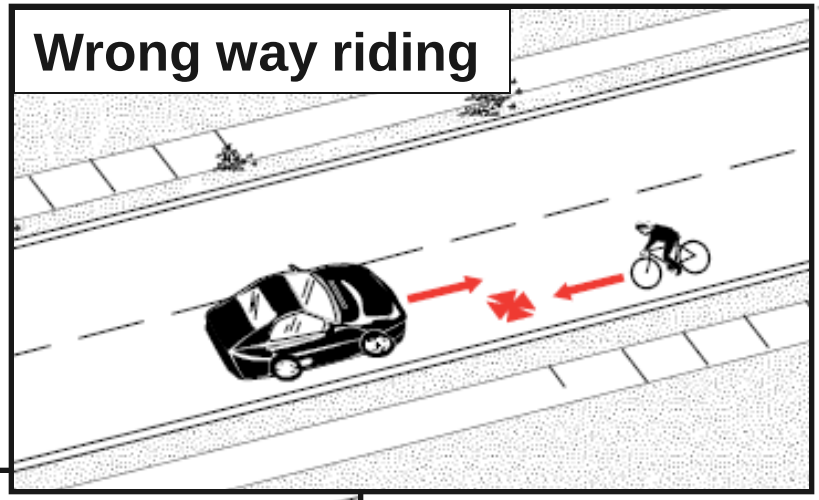
Pedestrian Crash Types and Injury Severity

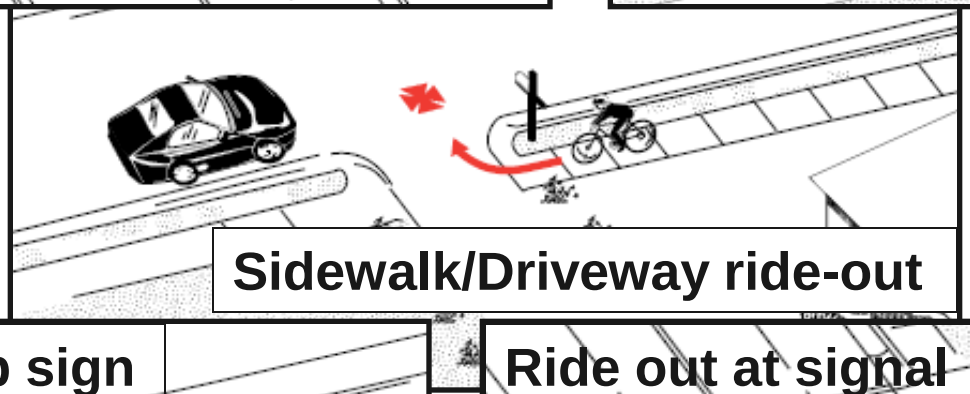
Pedestrian Action	Fatal	Disabling	Non Disabling	Complaint not Visible	Other	No Injury	N/A	Unknown	Summary
With Signal in Crosswalk	0	15	44	98	6	22	4	3	192
Not In Crosswalk	5	20	47	61	5	8	3	9	158
In Crosswalk - No Signal	0	15	34	29	1	12	3	0	94
From Between Parked Cars	1	7	22	16	3	6	0	3	58
Against Signal in Crosswalk	1	8	11	10	0	4	2	3	39
In Unmarked Crosswalk	0	3	4	2	0	1	0	1	11
N/A	1	2	4	12	1	18	7	0	45
Other	1	14	23	53	8	12	4	4	119
Unknown	5	4	15	20	3	3	1	2	53

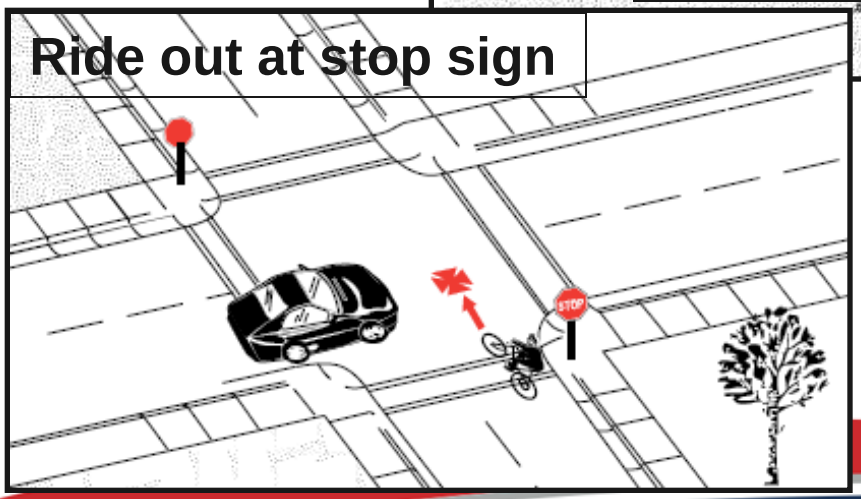
2010 Data

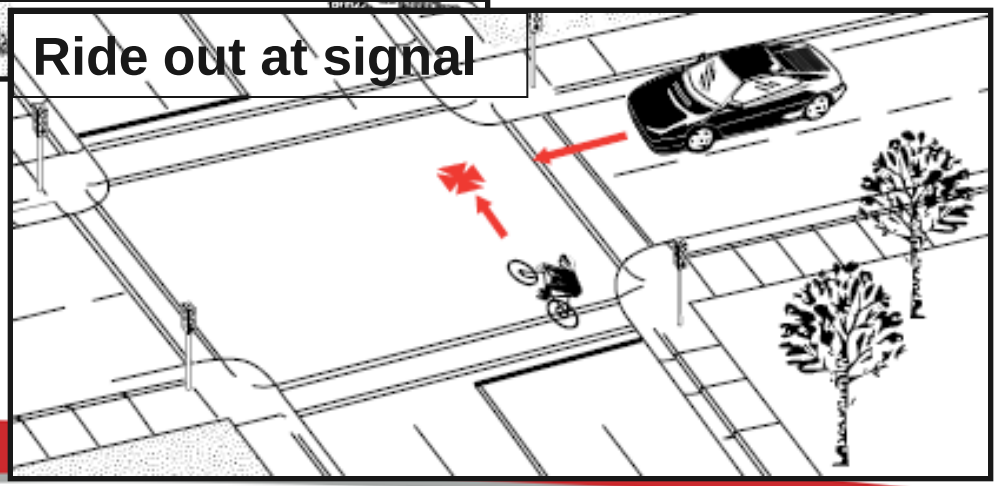
Target Bicyclist Behaviors:



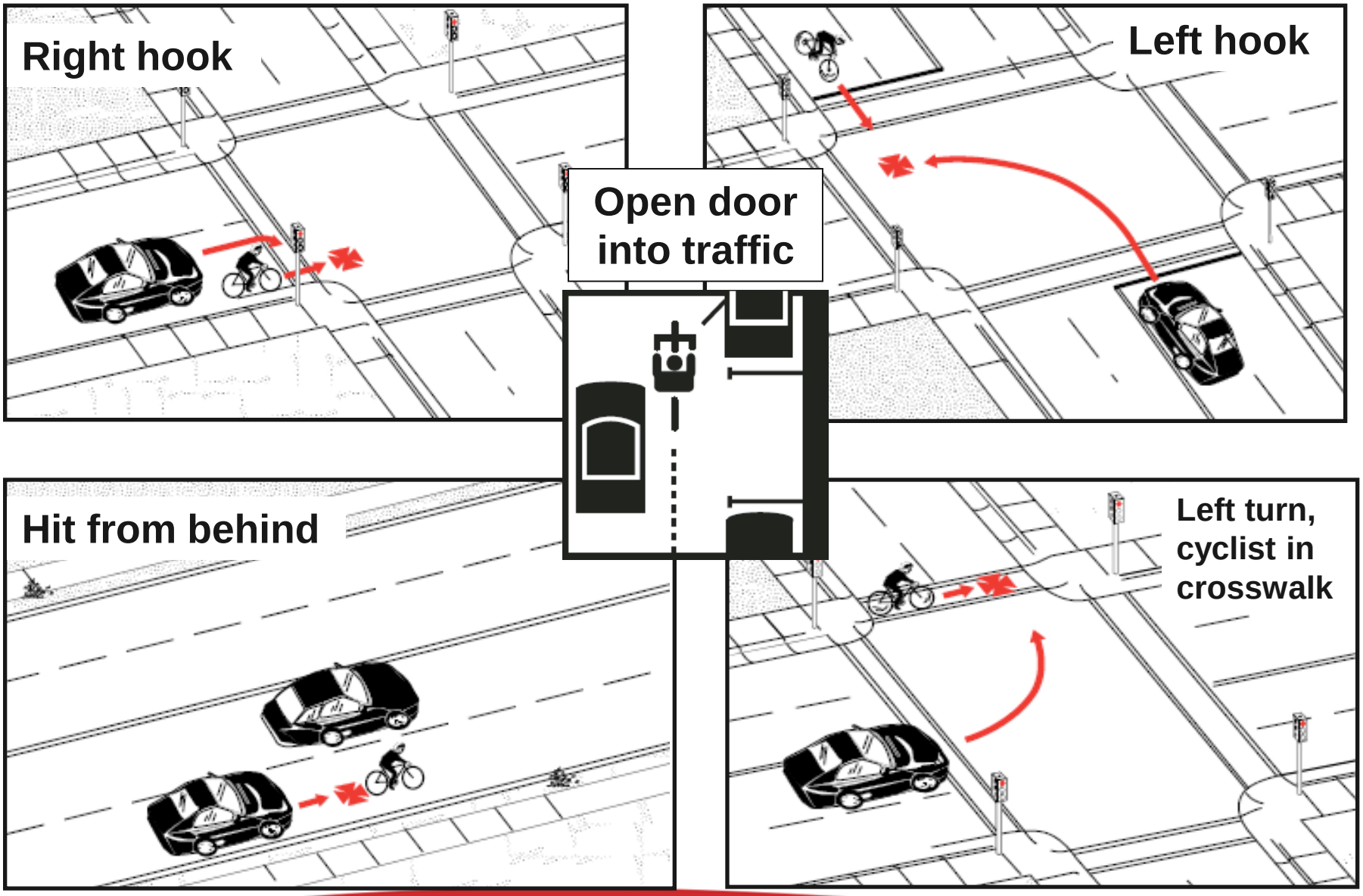








Target Motorist Behaviors:



DDOT/MPD Pedestrian-Bicycle Safety Enforcement Program

Sgt. Terry Thorne

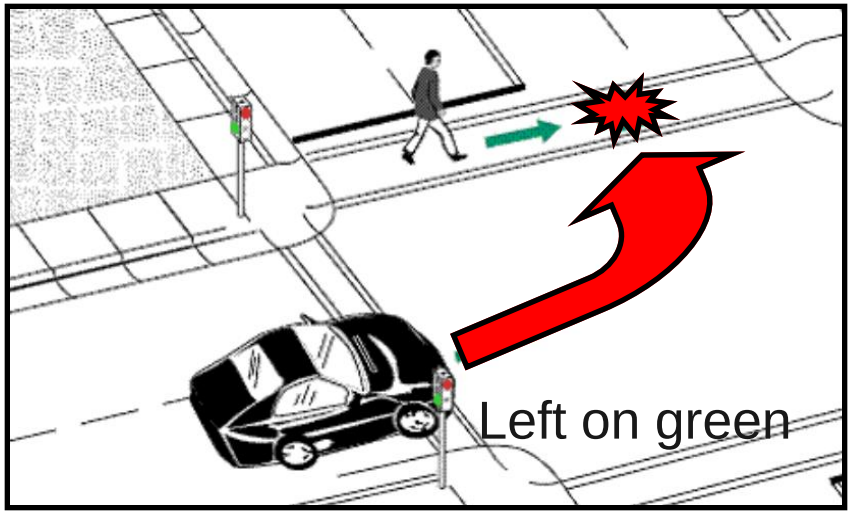
DDOT/MPD Pedestrian-Bicycle Program:

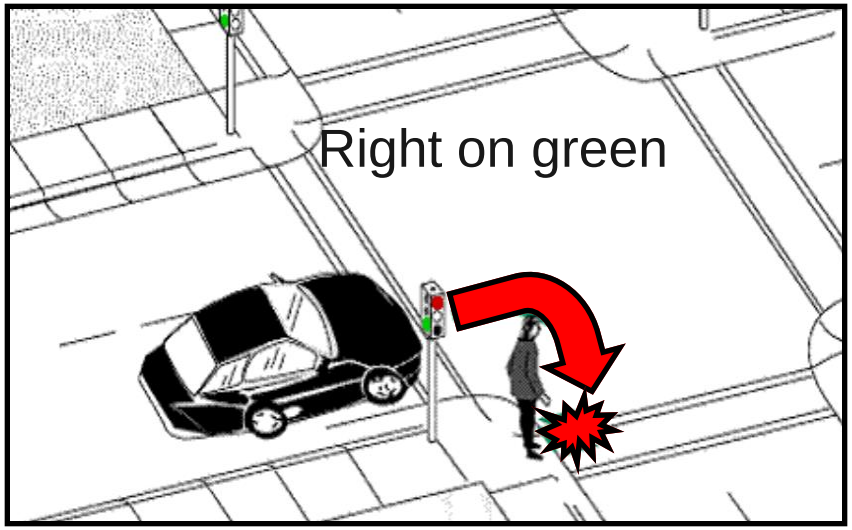
- Training Program: Since 2005, over 600 MPD officers have received a half-day training on pedestrian and bicycle safety enforcement.
- Mandatory Pedestrian/Bicycle distance learning module went on-line in spring of 2011. All MPD officers must complete the course.
- DDOT overtime funds for traffic safety enforcement
- DDOT Traffic Control Officers
- Identification of high crash locations
- Educational Resources

METROPOLITAN POLICE

STREET SMART
Think of the Impact You Can Make

Enforcement at Signalized Intersections

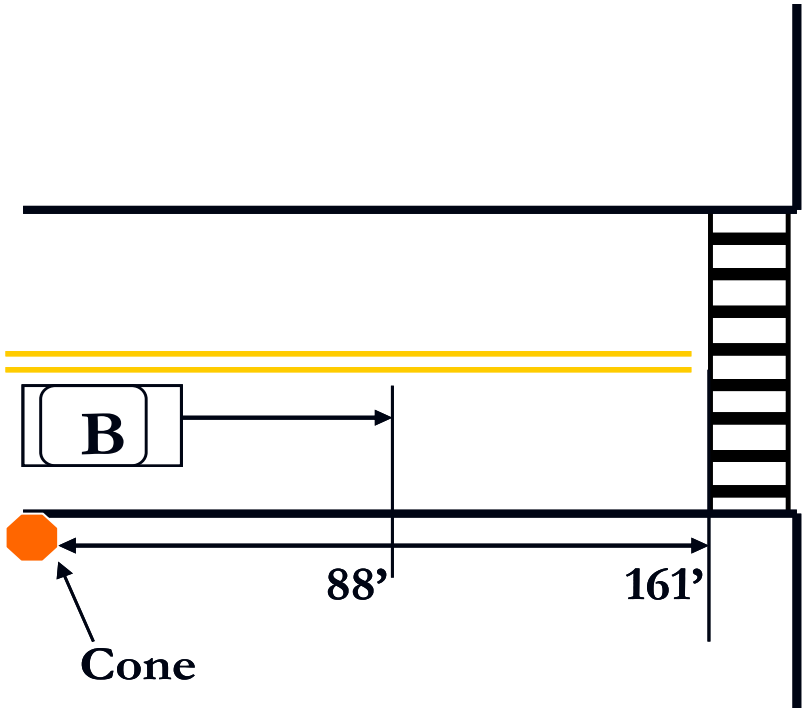


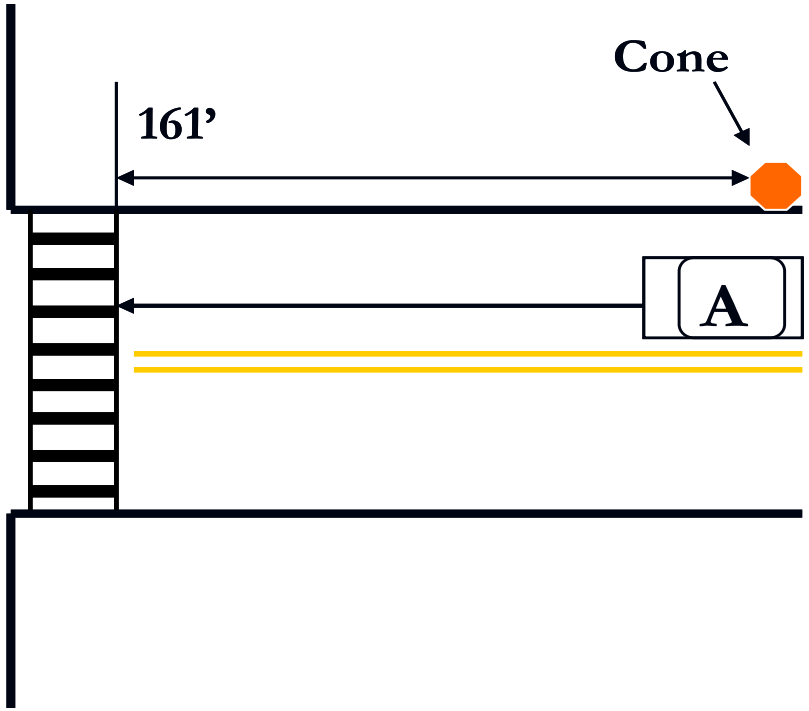


Enforcement at uncontrolled crosswalks

Setting up a Targeted Crosswalk Enforcement Operation

(aka “Crosswalk Sting” or Decoy Operation)





Location: Best locations are collector and minor arterial streets in mixed commercial/residential neighborhoods with posted speed limits of 25 mph and 2 or 4 lanes maximum.

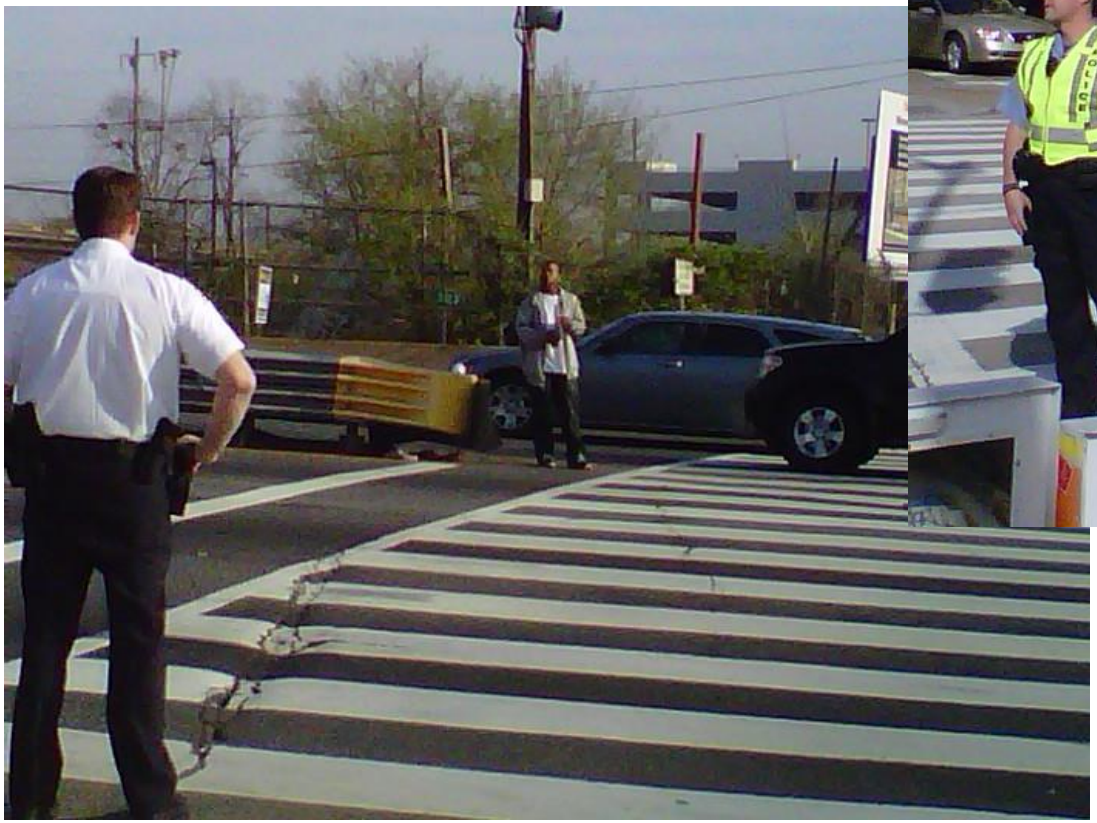
Setting up a Targeted Crosswalk Enforcement Operation

(aka “Crosswalk Sting” or Decoy Operation)

Enforcement at uncontrolled crosswalks

MPD Enforcement Program, 2012

Targeting Pedestrians



Pedestrian Intercept enforcement, Benning Rd. and Minnesota Ave, NE.

Pedestrian enforcement, 14th St. and Irving St. NW.

MPD Enforcement Program, 2012

Targeting Drivers

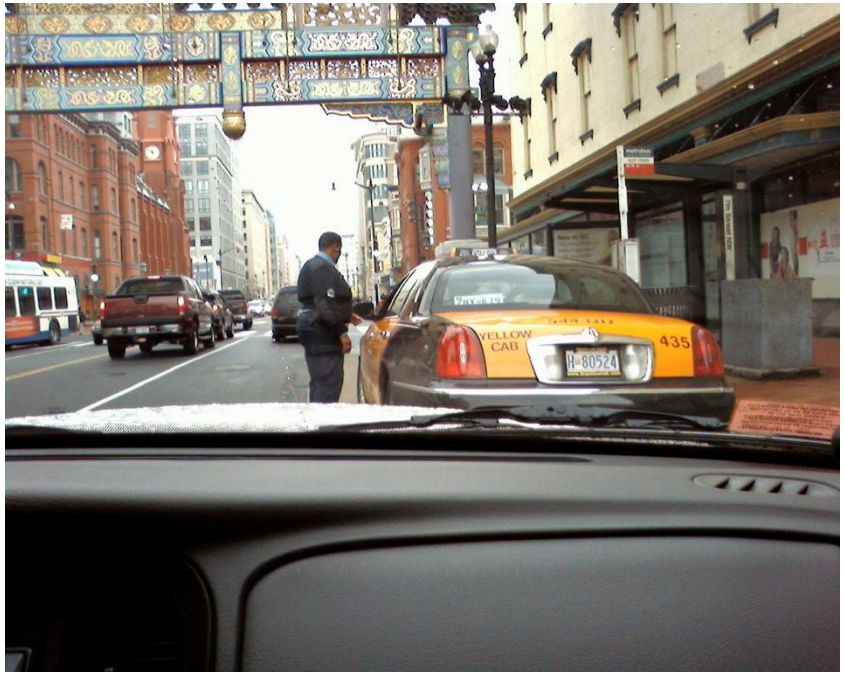
Pedestrian decoy crosswalk operation on Minnesota Ave. and Blaine St. NE.

MPD Bicyclist Enforcement Program, 2012

14th St. NW
Columbia Heights

15th St. NW Cycle Track

Enforcement Stats Example Summer, 2010



Metropolitan Police Department Washington DC 2010 Ped Enforcement

VIOLATIONS	# OF CHARGES
Distracted Driver (Cell phone)	225
Fail to Clear Intersection/Obstructing Crosswalk	33
Fail to Give Full Time/Attention Distracted Driver (all except cell phone)	10
Fail to Give Right of Way to Ped $250.00	85
Failure to keep to the right (bike)	1
Fail to Yield Right of Way (auto/ bike)	30
Hazardous Driving (bike)	1
Opening Door to Traffic	
Parking Violations [Abreast, in crosswalk, too close to inters, bus zone, on sidewalk]	1
Passing red light (auto/bike)	31 (5 bikes included)
Riding on the sidewalk (bike)	
Right Turn on Red (auto)	5
Speeding (all)	28
Walking against the do not walk (ped)	169
Walking into the path of vehicle (ped)	151
Walking in street/sidewalk prov (ped)	
Seatbelt Violation	361
ALL OTHER MOVING	616
ALL OTHER BIKE	
ALL OTHER PEDESTRIAN	
Total Number of Violations	**1,747**
Total Number of Arrests	**23**

Educating Pedestrians & Drivers

- **Street Smart educational handouts.**

Enforcement Resources

- **Crosswalk Law Card for Motorists**

District of Columbia

Pedestrian Safety for Drivers

A. At crosswalks and intersections without traffic signals:

- The driver of a vehicle shall **STOP** and give right-of-way to pedestrians crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection.

DC Code §50-2201.28(a) (2008)

B. At intersections with signals:

- When proceeding on a circular green signal, drivers turning right or left shall **STOP** and give right-of-way to pedestrians lawfully within the crosswalk.

DC Code §50-2201.28(b) (2008)

PENALTY: $250 & 3 points

IF COLLISION: $500 & 6 points

C. Right Turn on Red After Stop:

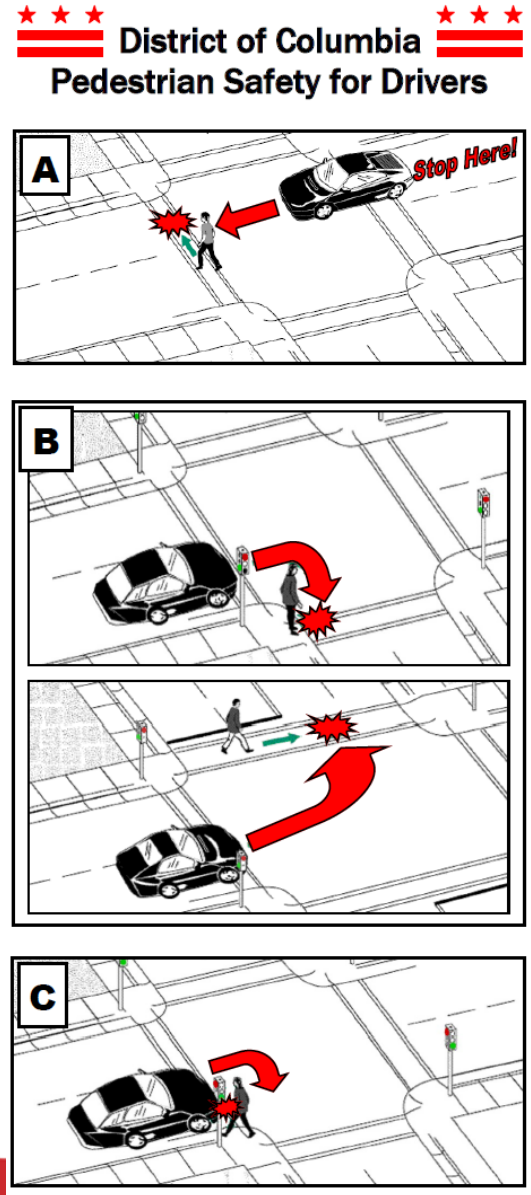
- A vehicle facing a steady red signal may cautiously enter the intersection to turn right after stopping. The vehicle shall yield right-of-way to pedestrians within an adjacent crosswalk and to other traffic lawfully using the intersection.

18 DCMR §2103.7(c) (1995)

PENALTY: $50 and two points

District Department of Transportation

Metropolitan Police Department
www.mpdc.dc.gov
District of Columbia
Department of Transportation
Telephone: (202) 671-2730
www.ddot.dc.gov



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Thank you !