



Pedestrian & Bicycle Safety Enforcement Program



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August 28, 2014

George Branyan

Pedestrian Program Coordinator

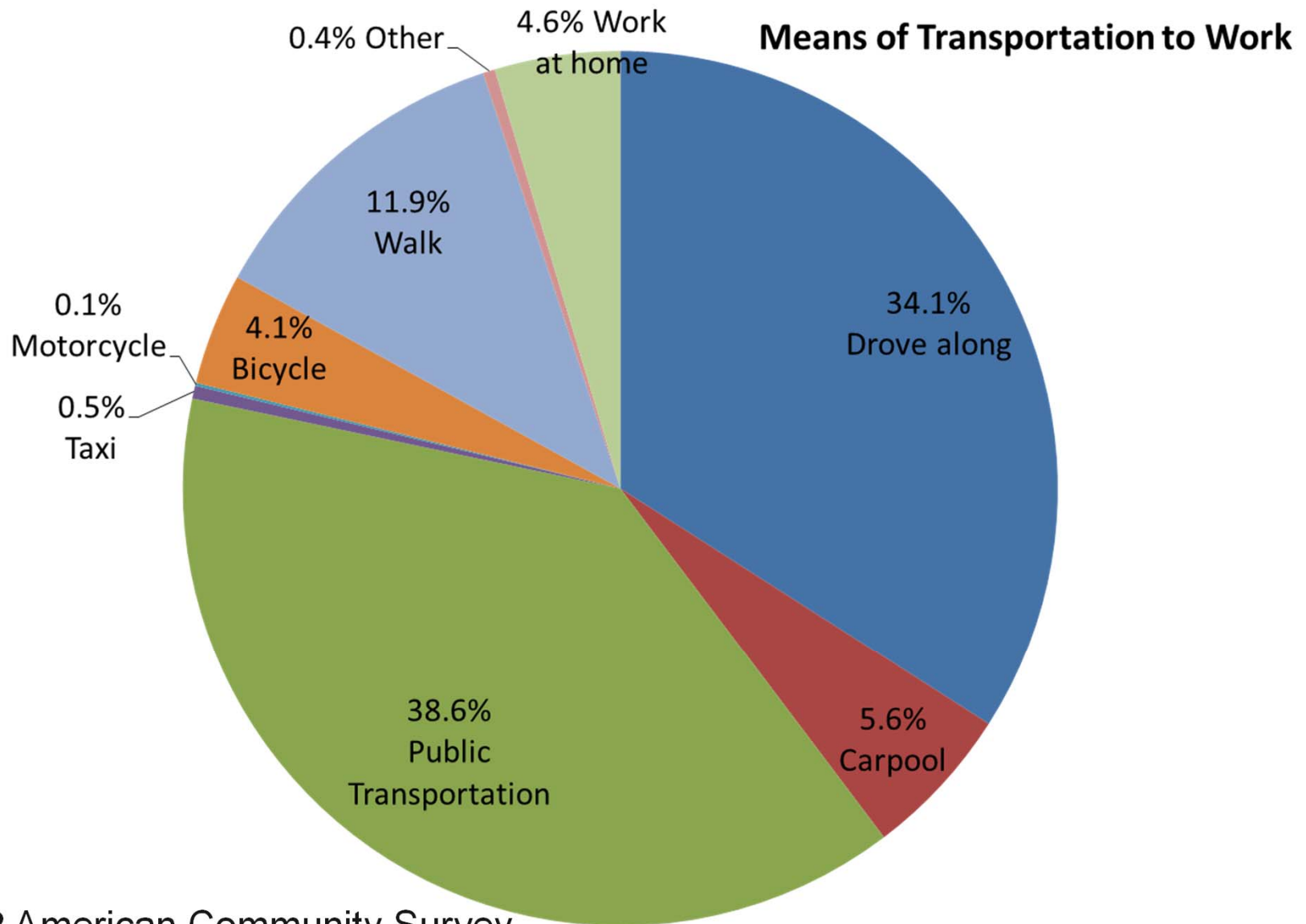
District Department of Transportation

Sgt. Terry Thorne

Special Operations Division

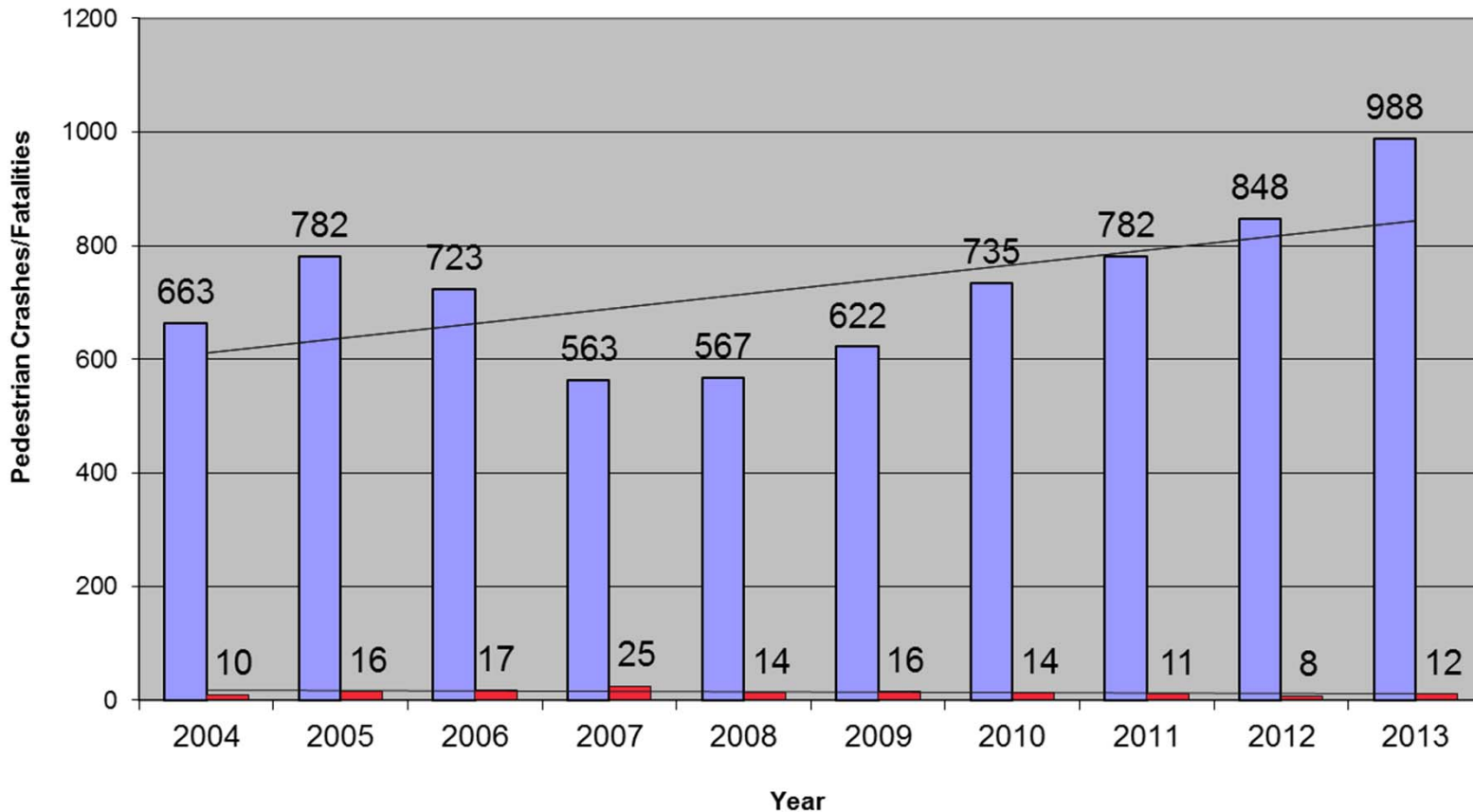
Metropolitan Police Department

Why does this issue matter?



Pedestrian Crash Trends

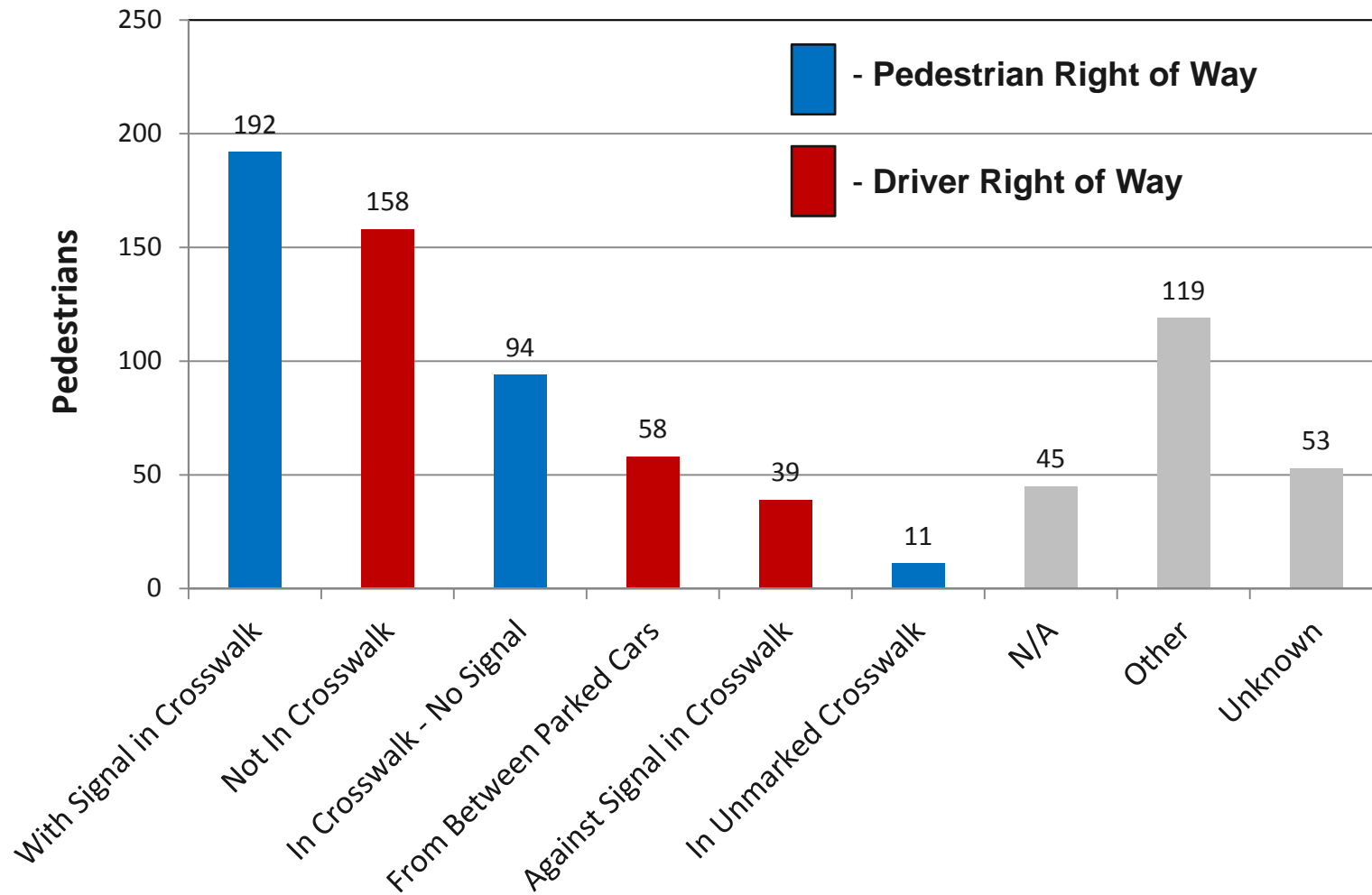
DC Pedestrian Crashes and Fatalities 2004-2013



Source: MPD

Pedestrian Crash Types

Pedestrian Action, 2010



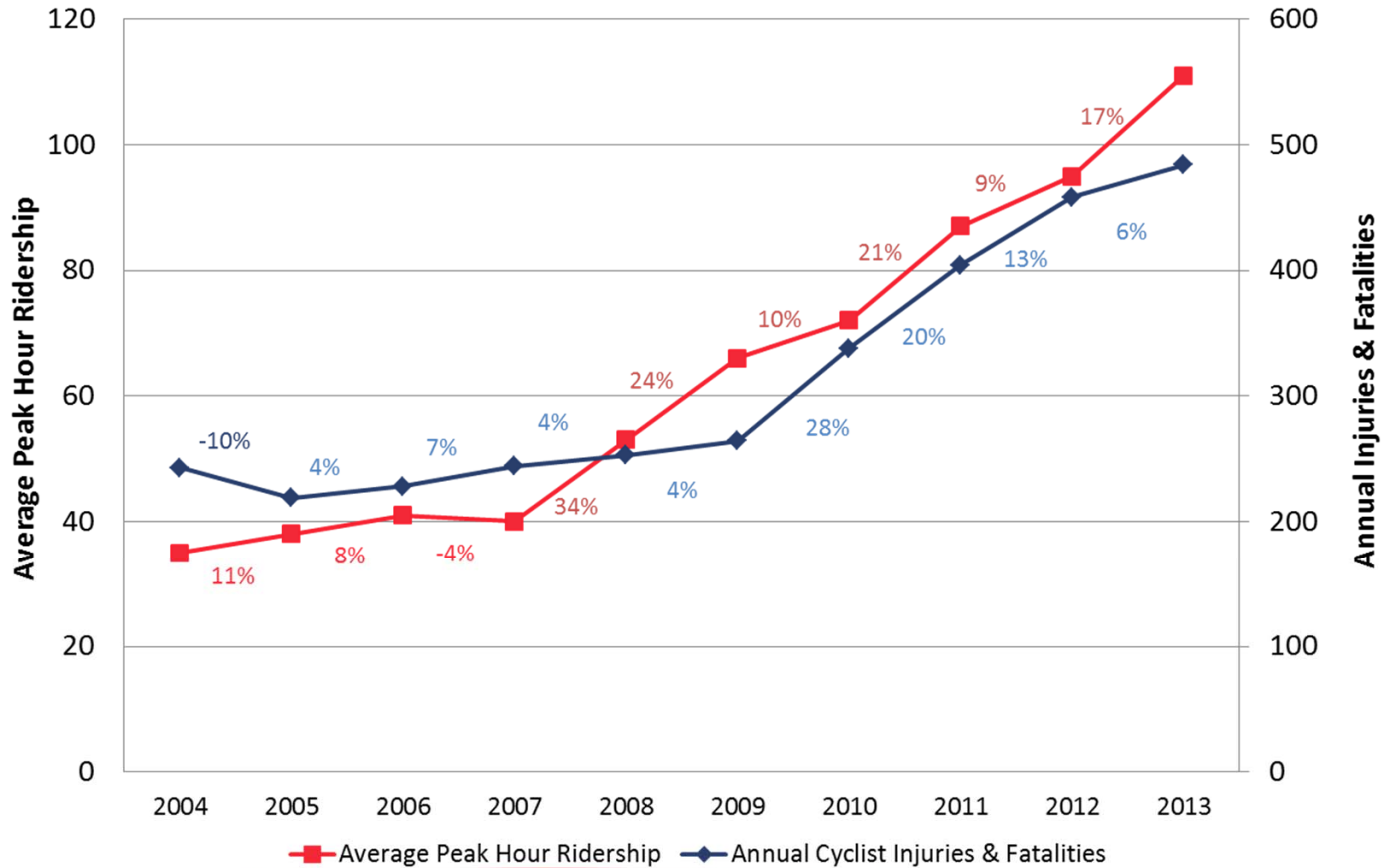
Pedestrian Crash Types and Injury Severity

| 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

Bicycle Crash Data

Bicycle Ridership and Injuries Washington, DC



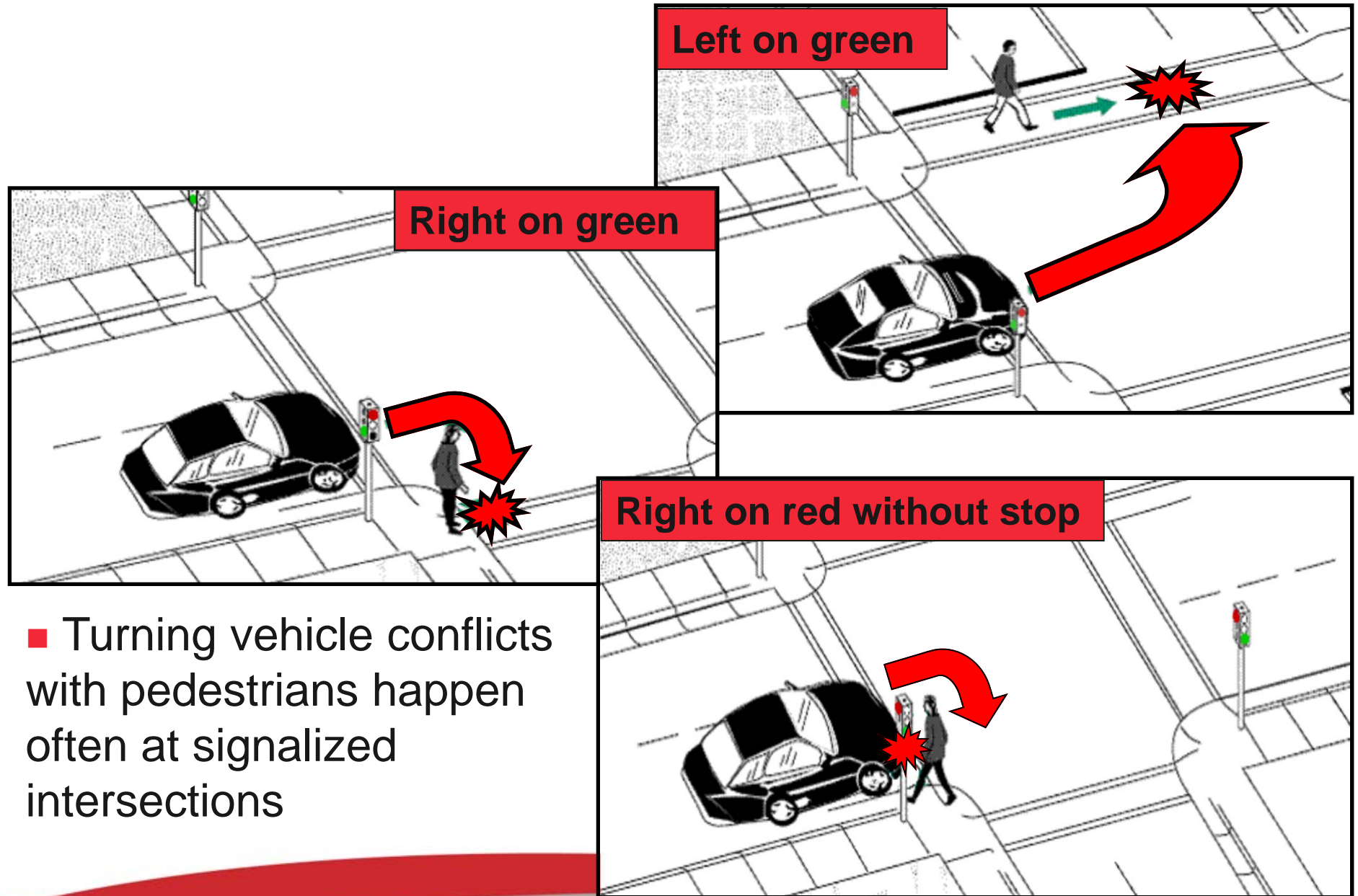


Target Pedestrian and Bicyclist Violations

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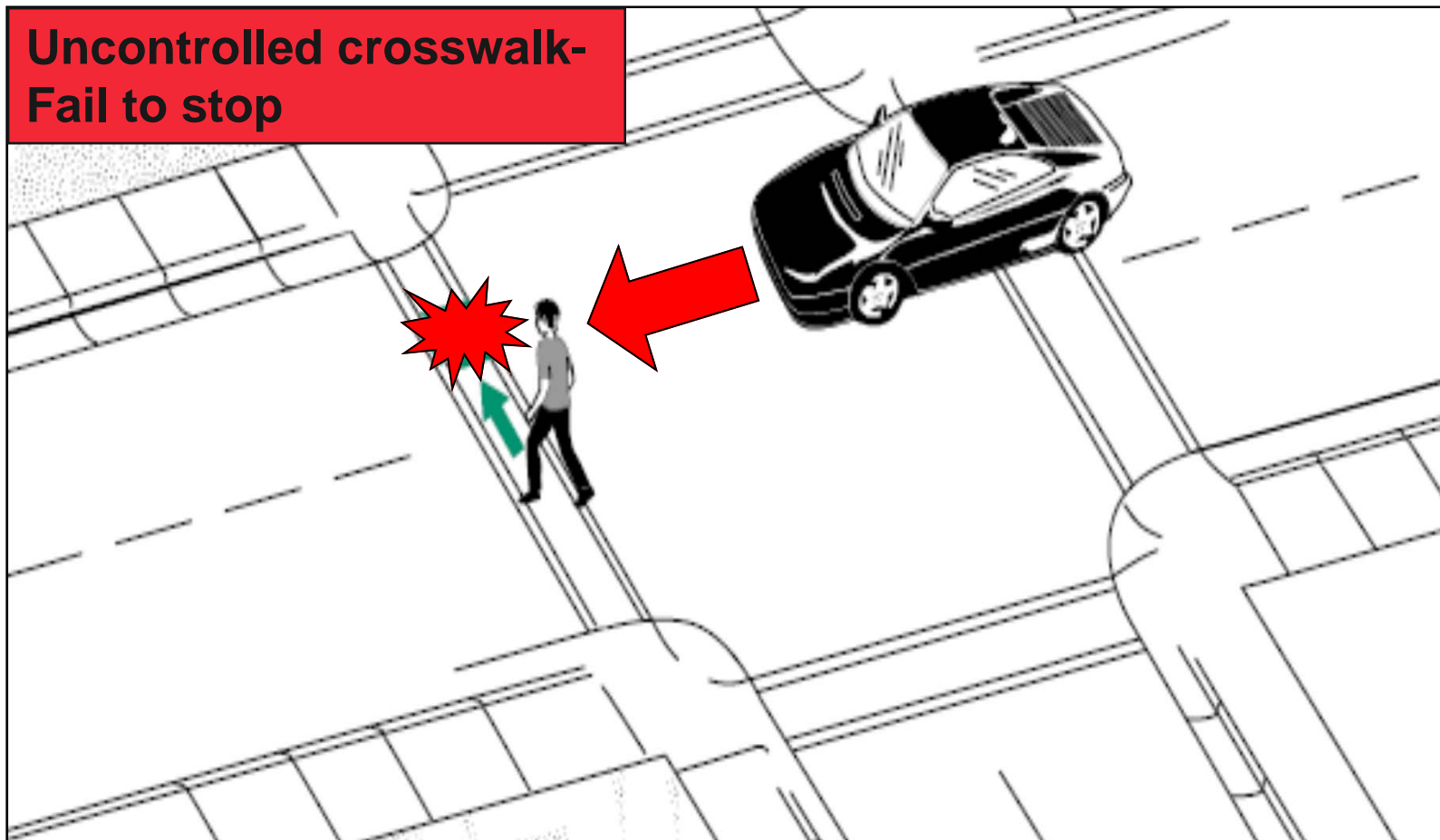


Signalized Intersection Target Driver Violations:



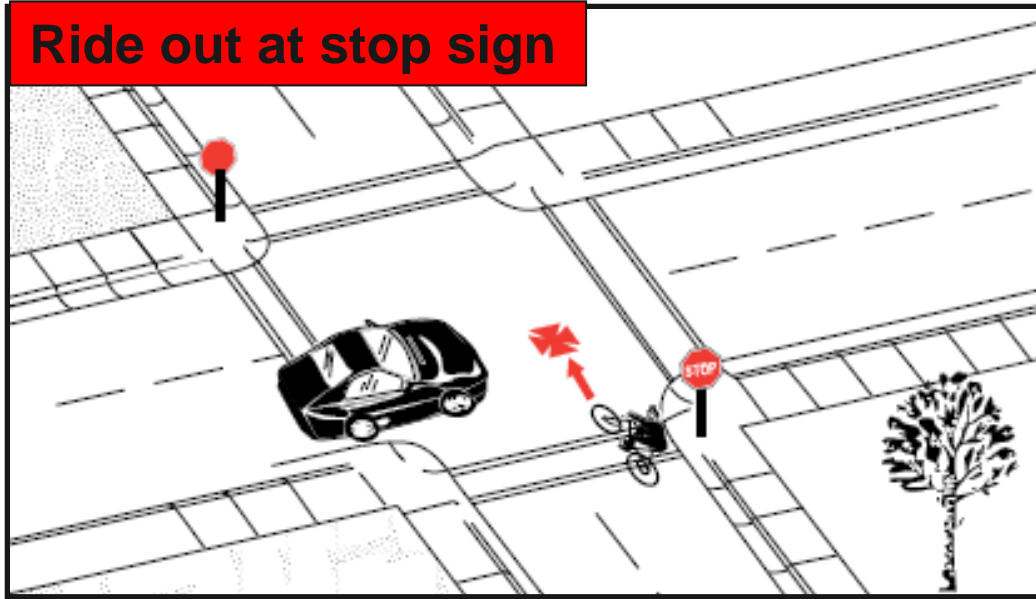
- Turning vehicle conflicts with pedestrians happen often at signalized intersections

Uncontrolled Crosswalk Target Driver Violation:

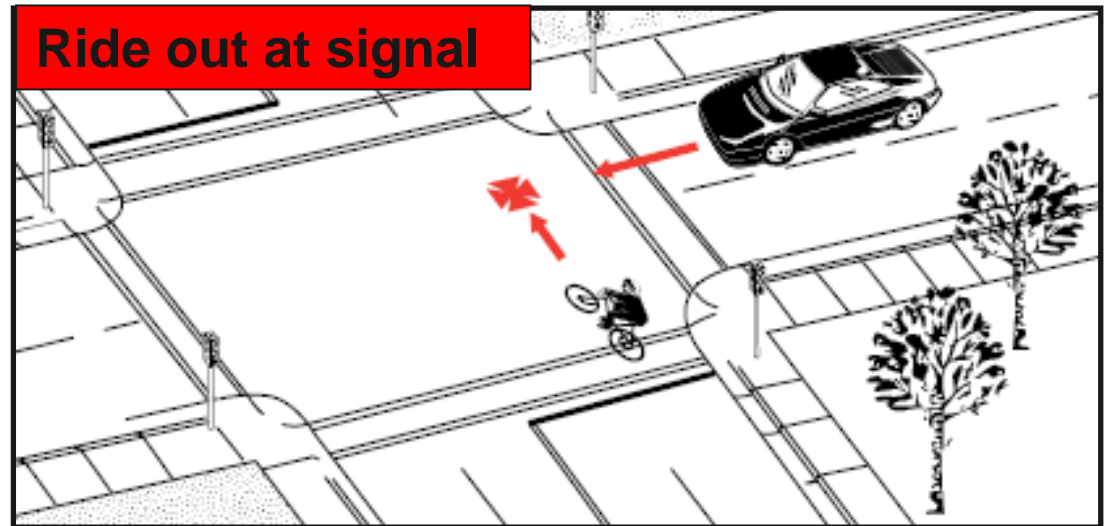


Target Bicyclist Violations:

Ride out at stop sign



Ride out at signal



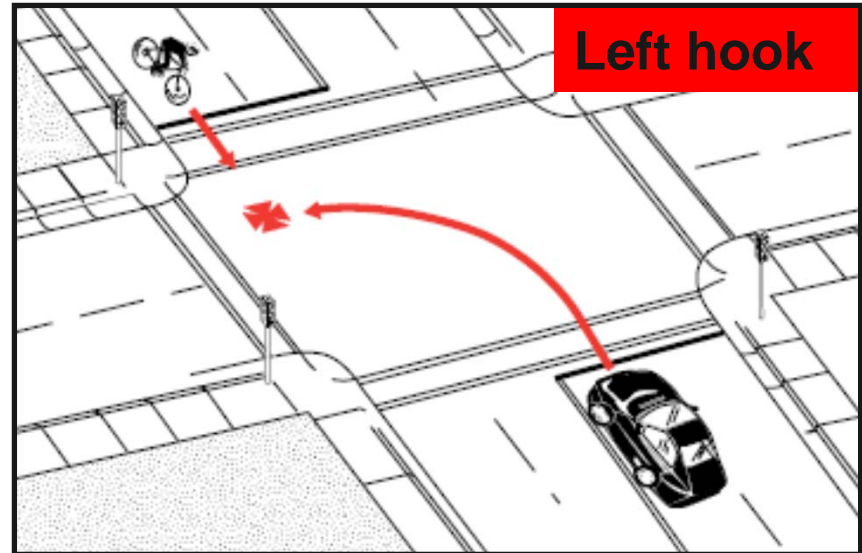
Target Motorist Violations:

Motorist misjudged passing space

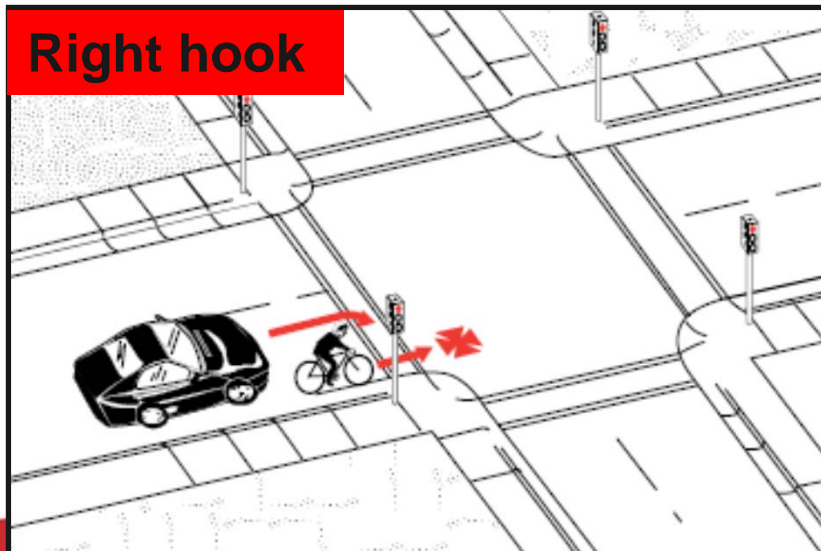


DC Law requires a 3 ft. passing distance.

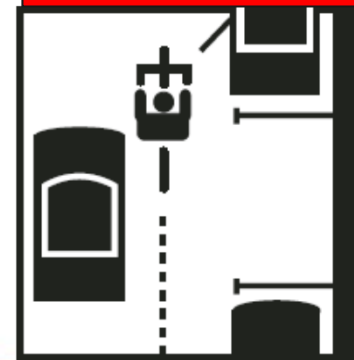
Left hook



Right hook



Open door into traffic





Effective Enforcement Strategies

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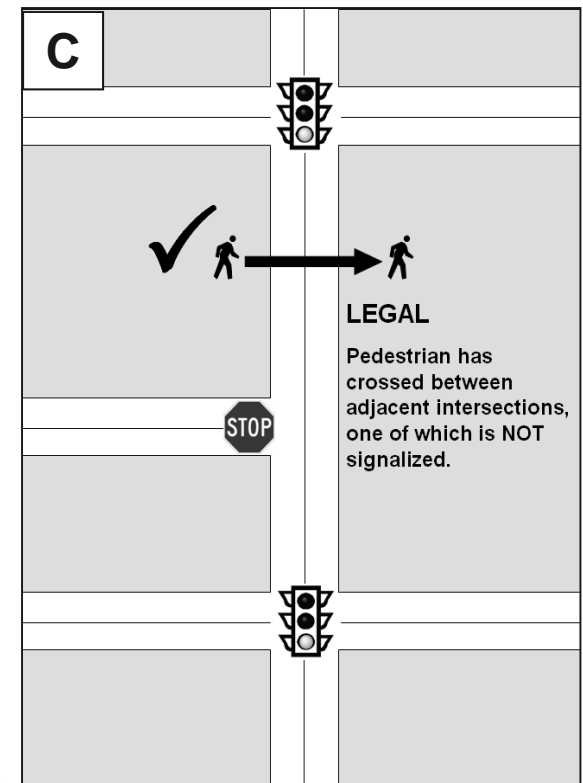
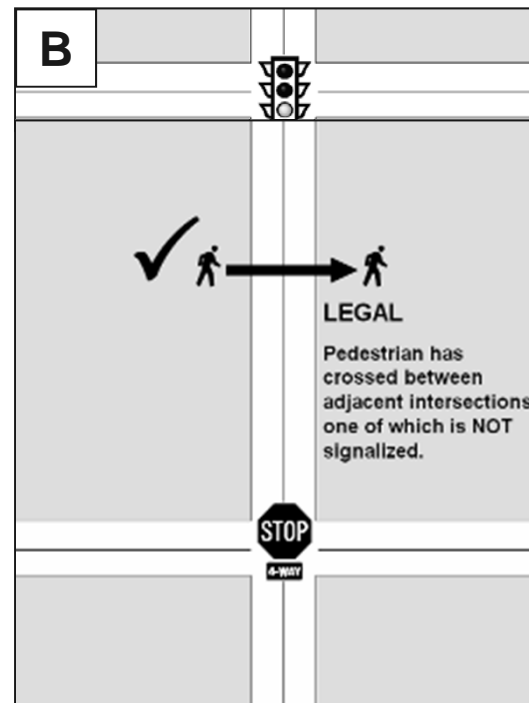
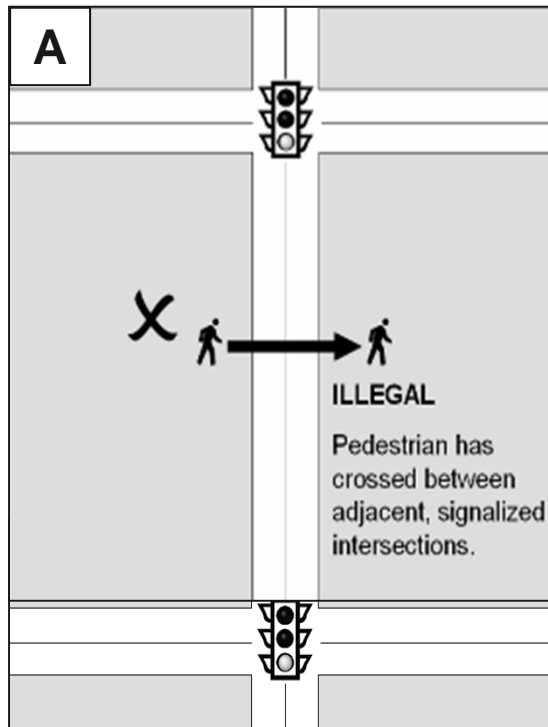


Strategies for Effective Jaywalking Enforcement

- 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

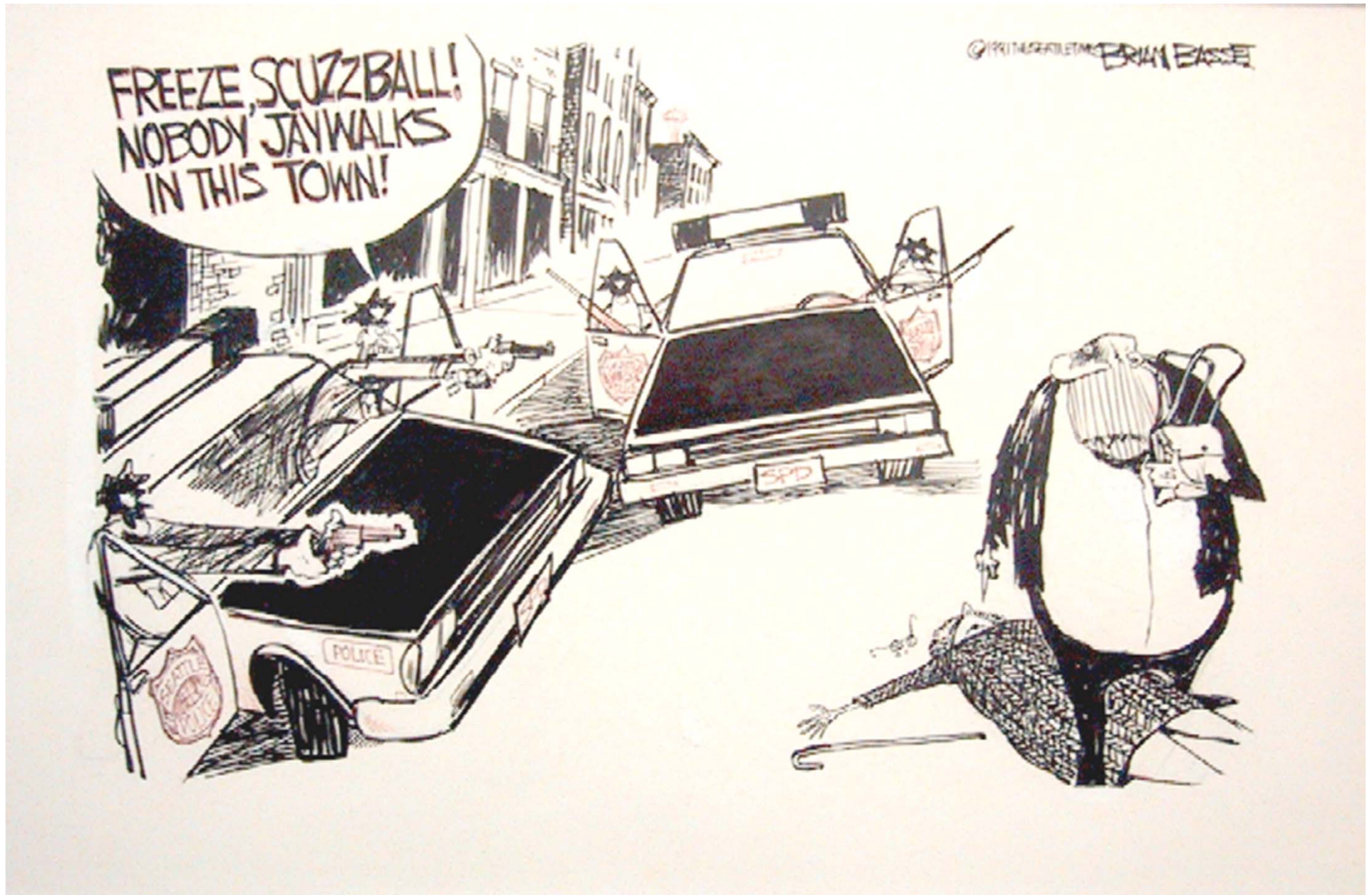


Mid-block Crossing Law for Pedestrians

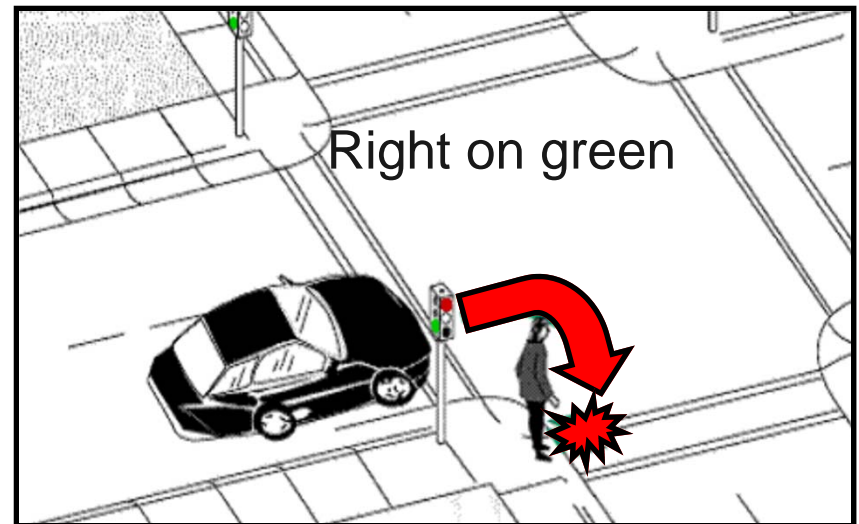
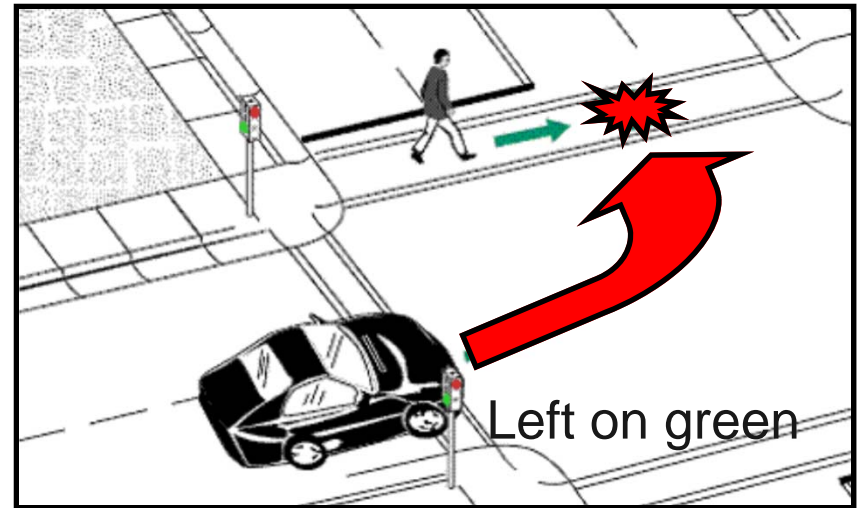


- Is this distinction meaningful in practice?

Pitfalls of Aggressive Jaywalking Enforcement



Enforcement Strategy at Signalized Intersections:



Enforcement Strategy at uncontrolled crosswalks:



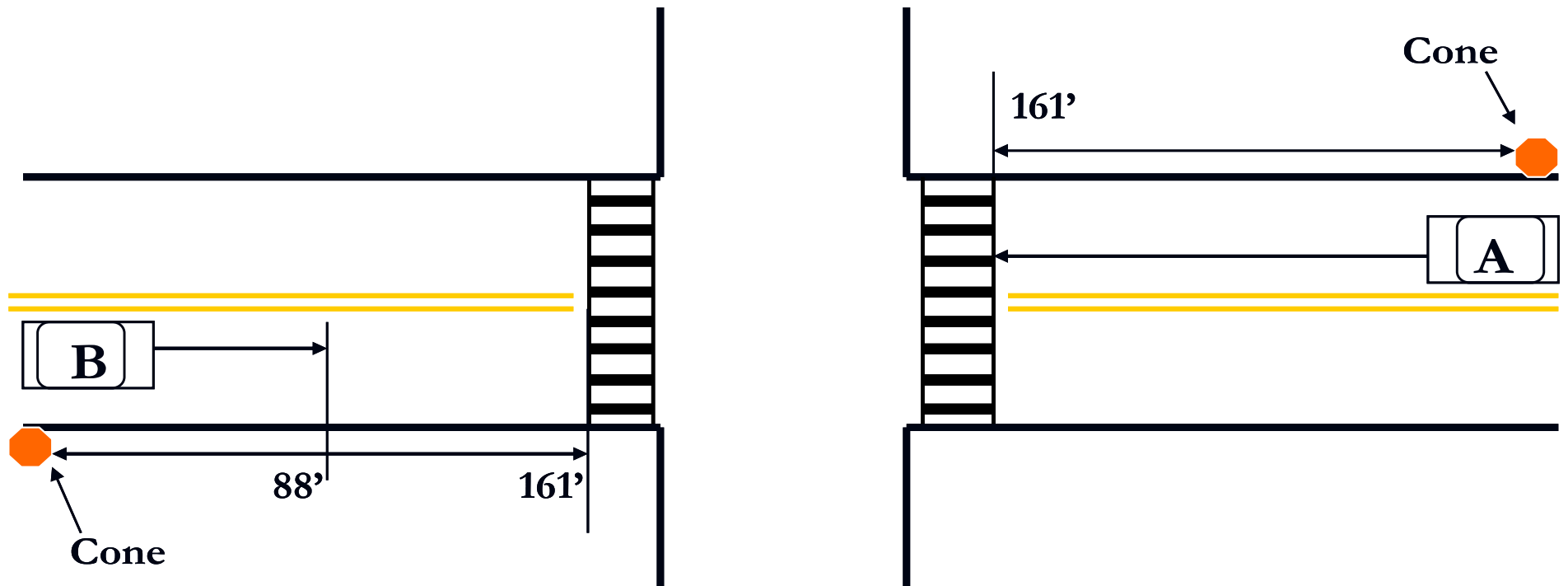
Conflict Zone

Locate officers downstream of crosswalk violations

Locate officers downstream of crosswalk violations

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

Pullover team located here



Crosswalk located here



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
- Street Smart Regional Education-Enforcement Campaign
- 2014 DDOT-MPD Education-Enforcement Campaign



Educating Pedestrians & Drivers

- Street Smart educational handouts.



**People don't
come with airbags.**

Street Safety Tips
For Pedestrians, Bicyclists and Drivers

For Pedestrians:



Cross the street
at marked crosswalks and intersections.



Watch for turning vehicles.
Before crossing, look left, right,
then left again.



Use pedestrian pushbuttons.



Begin crossing
the street on the "walk" signal.



Stay visible after dark
and in bad weather.



Watch out for trucks & buses
backing out of parking spaces
and driveways.

For Bicyclists:



Obey all regulatory signs
and traffic lights.



Never ride against traffic.
Ride with traffic to avoid
potential accidents.



Use hand signals
to tell motorists what you intend to do.



Ride in a straight line
at least a car door's width away
from parked cars.



Always wear a helmet.
Helmets dramatically reduce the risk for
head injury in a bicycle accident.



Use lights at night
and when visibility is poor.

For Drivers:



Stop for pedestrians
at crosswalks and be careful when
passing stopped vehicles.



Slow down
and obey the posted speed limit.



Yield to pedestrians & bicyclists
when turning.



Look
before opening your door.



Allow 3 feet
when passing bicyclists.

STREET
SMART
BeStreetSmart.net

A public safety program of Metro, the District of Columbia, Maryland and Virginia.

2014 DDOT/MPD Bicycle Education-Enforcement Campaign

DRIVING RULES!

Drivers must look for bicyclists before opening doors.

Bicyclist & Driver Safety Rules.

DC Police promote safe travel by enforcing traffic & bicycle safety laws.

BIKING RULES!

Bicyclists must not ride on downtown sidewalks.

Bicyclist & Driver Safety Rules.

DC Police promote safe travel by enforcing traffic & bicycle safety laws.

DRIVING RULES!

Drivers must look for bicyclists when turning.

Bicyclist & Driver Safety Rules.

DC Police promote safe travel by enforcing traffic & bicycle safety laws.

SAFETY RULES!

Bicyclists and drivers must respect all traffic safety laws.

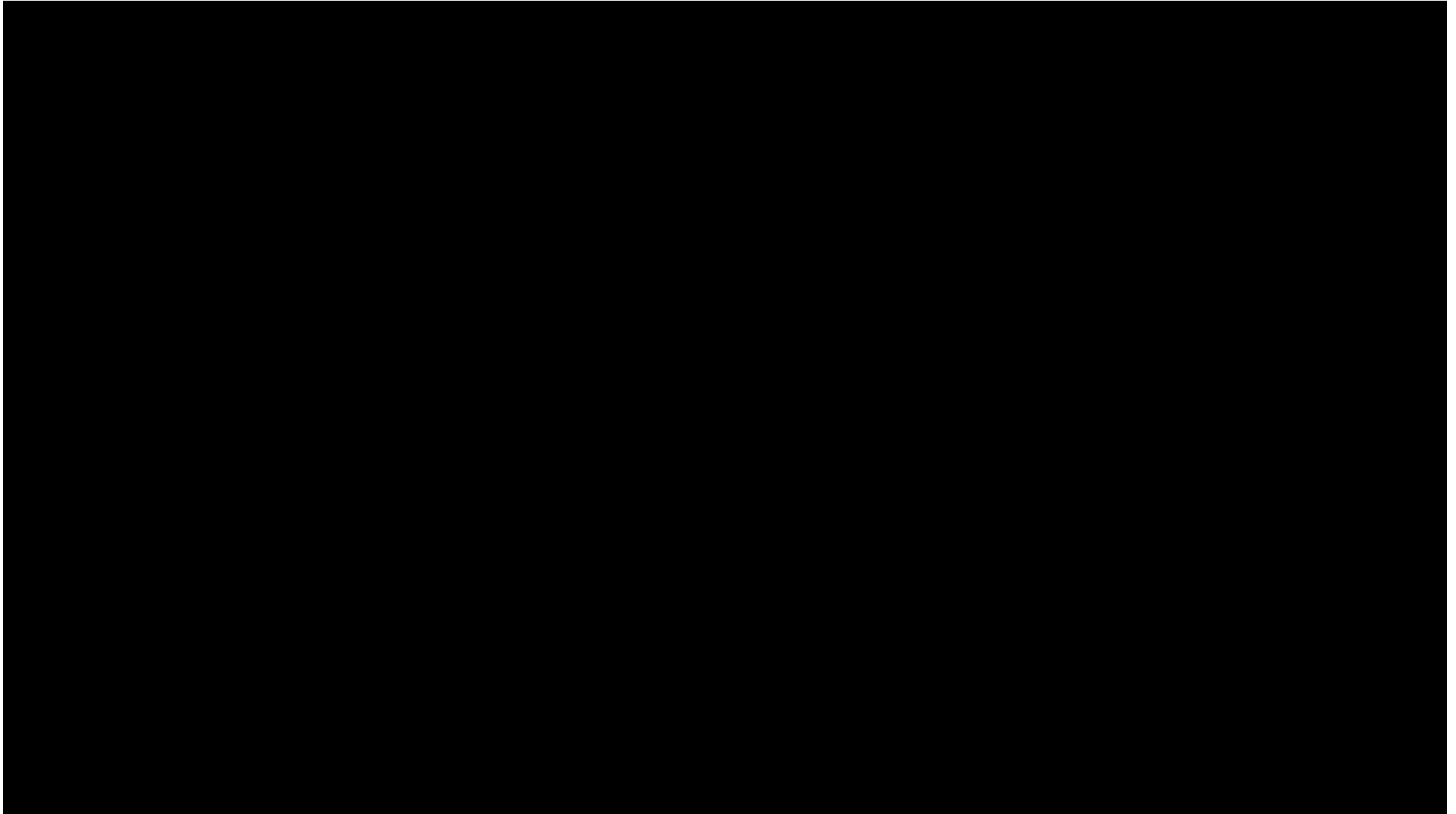
Bicyclist & Driver Safety Rules.

DC Police promote safe travel by enforcing traffic & bicycle safety laws.

2014 DDOT/MPD Bicycle Education-Enforcement Campaign



Smooth Operator Stopping Distance Demonstration



Toward Zero Deaths DC Impaired Driving PSA





DDOT/MPD
Pedestrian-Bicycle
Safety Enforcement
Program



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Thank you !