



Pedestrian & Bicycle Safety Enforcement Program



September 27, 2019

George Branyan

Manager, Active Transportation Branch
District Department of Transportation

Sgt. Terry Thorne

Special Operations Division
Metropolitan Police Department

Motivational Quote of the Day:



- “The 3 E’s of traffic safety are enforcement, enforcement, and publicity about enforcement!”
 - Dr. Elizabeth Baker, Retired Administrator, Mid-Atlantic Region, National Highway Traffic Safety Administration

Vehicle Speed and Pedestrian Crash Severity



	10%	25%	50%	75%	90%
Chance of Severe Injury for Pedestrian Struck by a Vehicle	16 mph	23 mph	31 mph	39 mph	46 mph
Chance of Fatal Injury for Pedestrian Struck by a Vehicle	23 mph	32 mph	42 mph	50 mph	58 mph

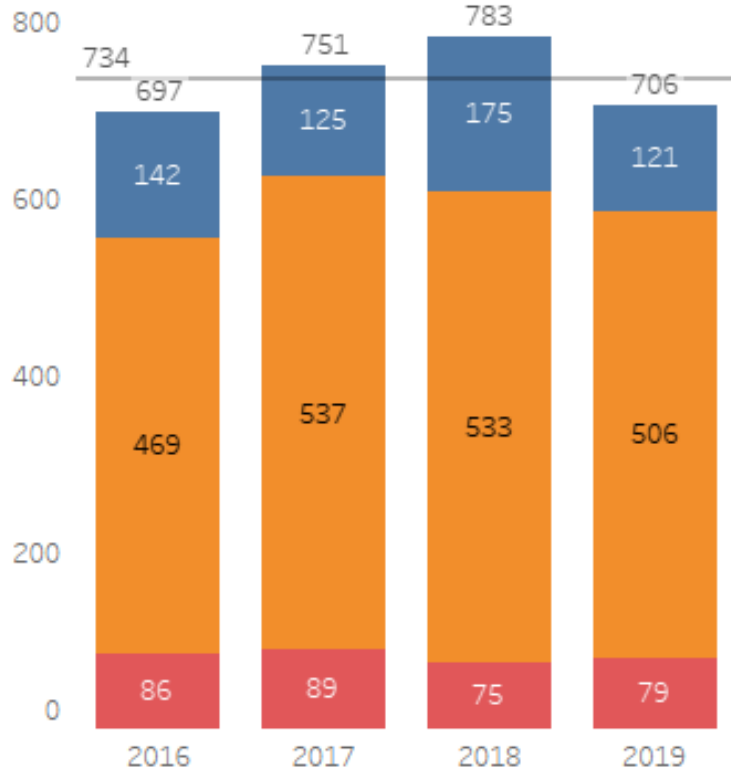
Source: Tefft, 2011

Speeding Enforcement IS Pedestrian Safety Enforcement!

Vision Zero Focus

2016-2019

Crashes Involving Pedestrians 2016-2019 YTD



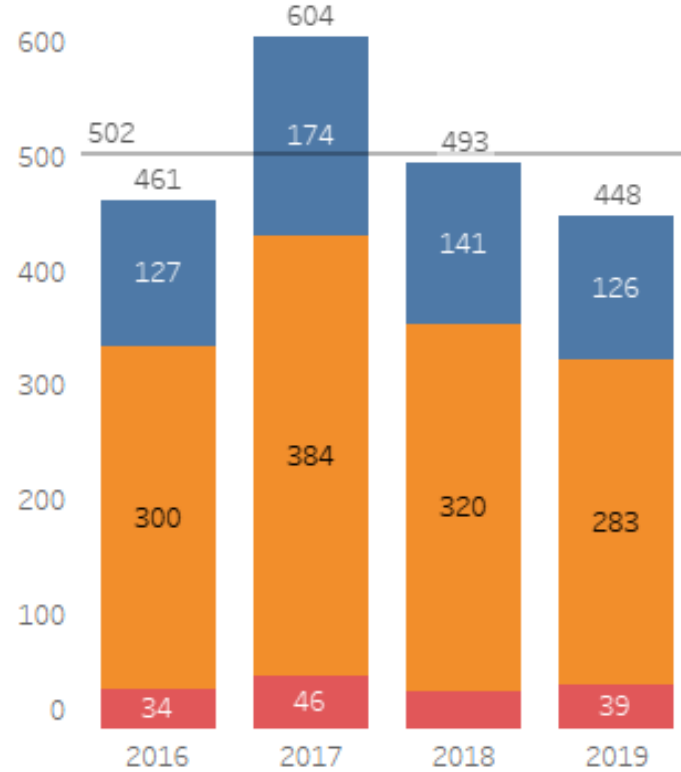
YTD Pedestrian Fatalities

2016	2017	2018	2019
5	8	11	9

Total Pedestrian Fatalities

2016	2017	2018	2019
8	11	15	9

Crashes Involving Bicyclists 2016-2019 YTD



YTD Bicyclists Fatalities

2016	2017	2018	2019
1	2	3	1

Total Bicyclists Fatalities

2016	2017	2018	2019
1	2	3	1

- Not Injured
- Minor Injury
- Major Injury

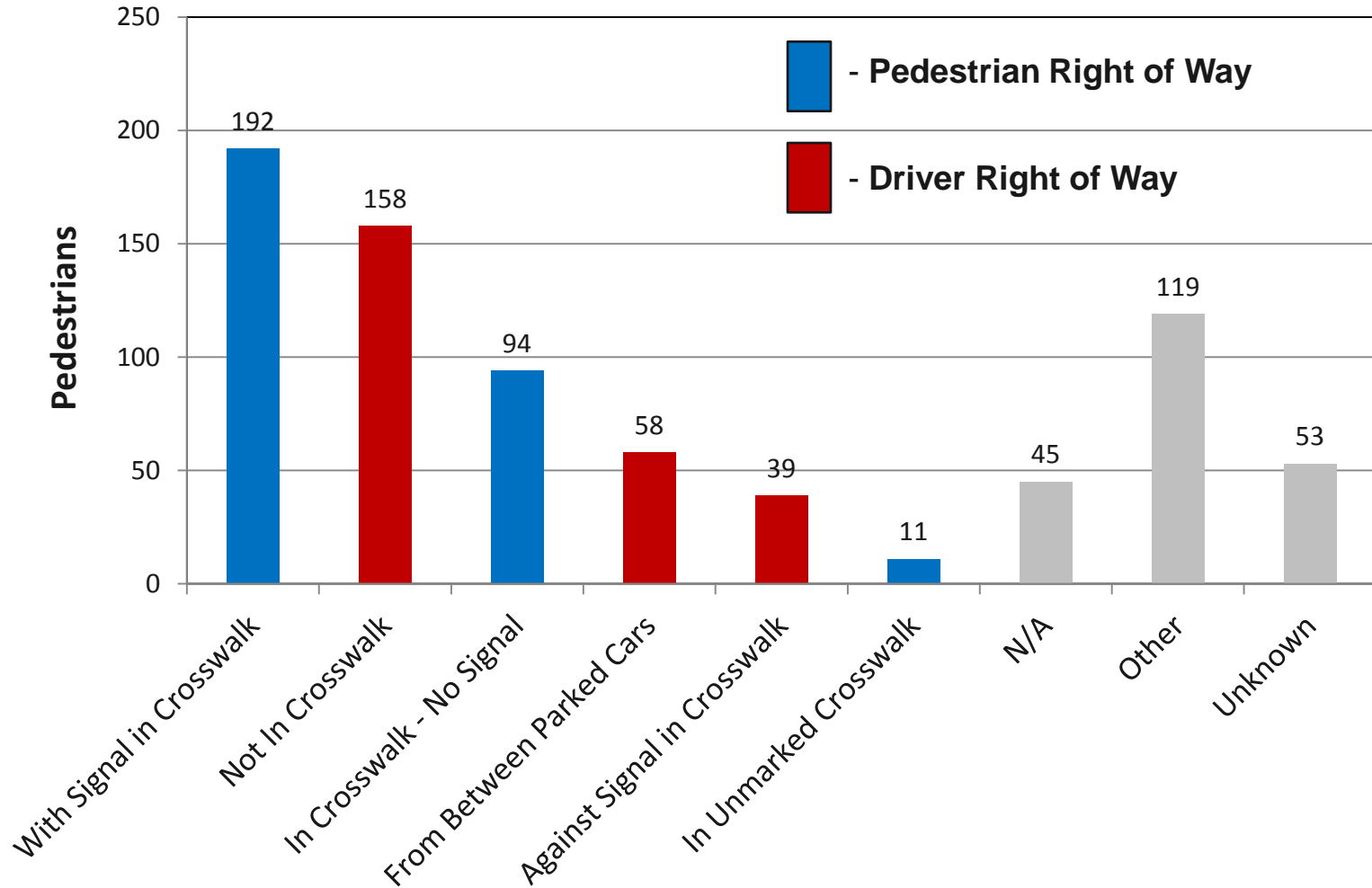
Pedestrian Crash Types and Injury Severity

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

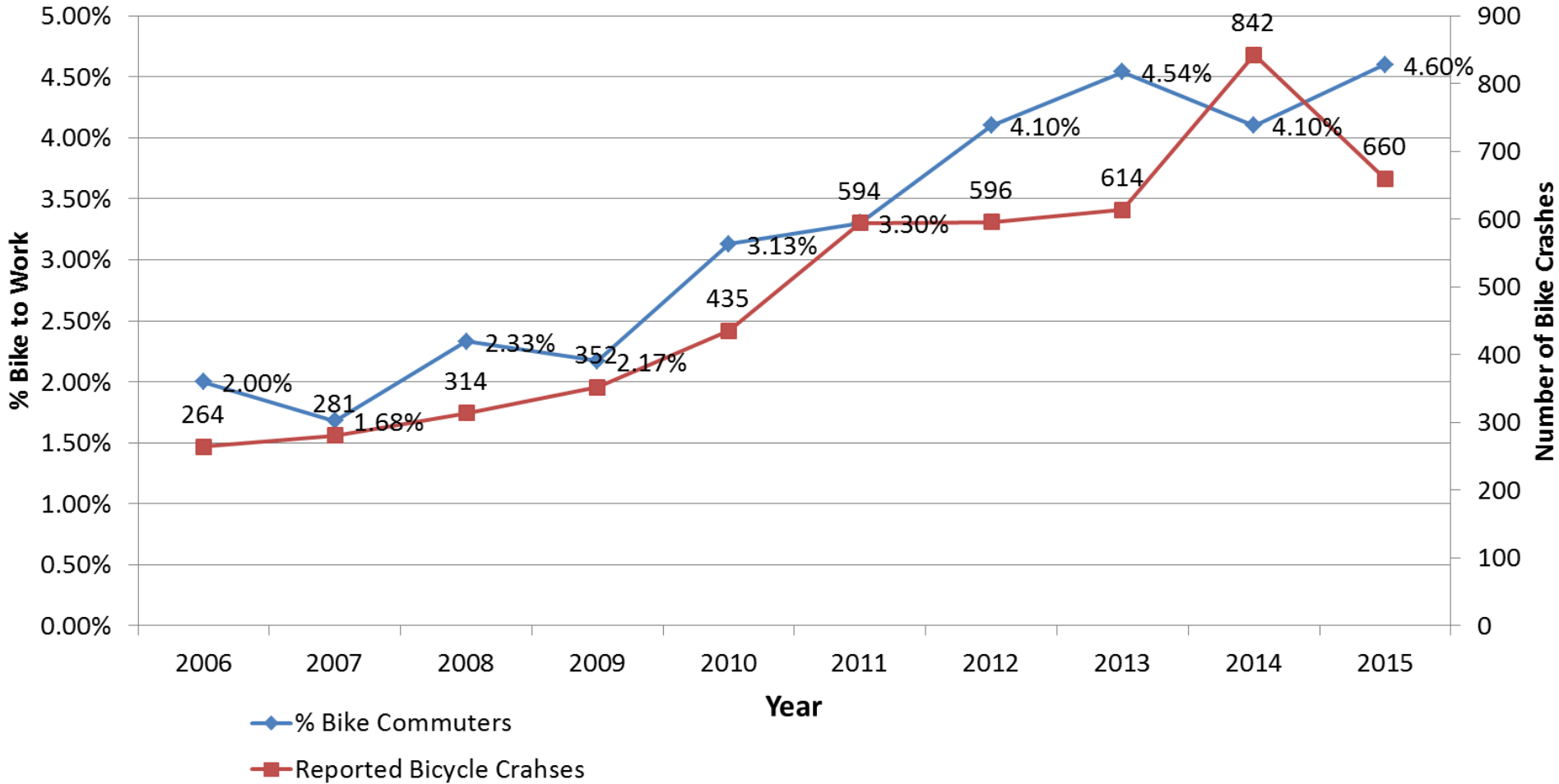
Pedestrian Crash Types

Pedestrian Action, 2010



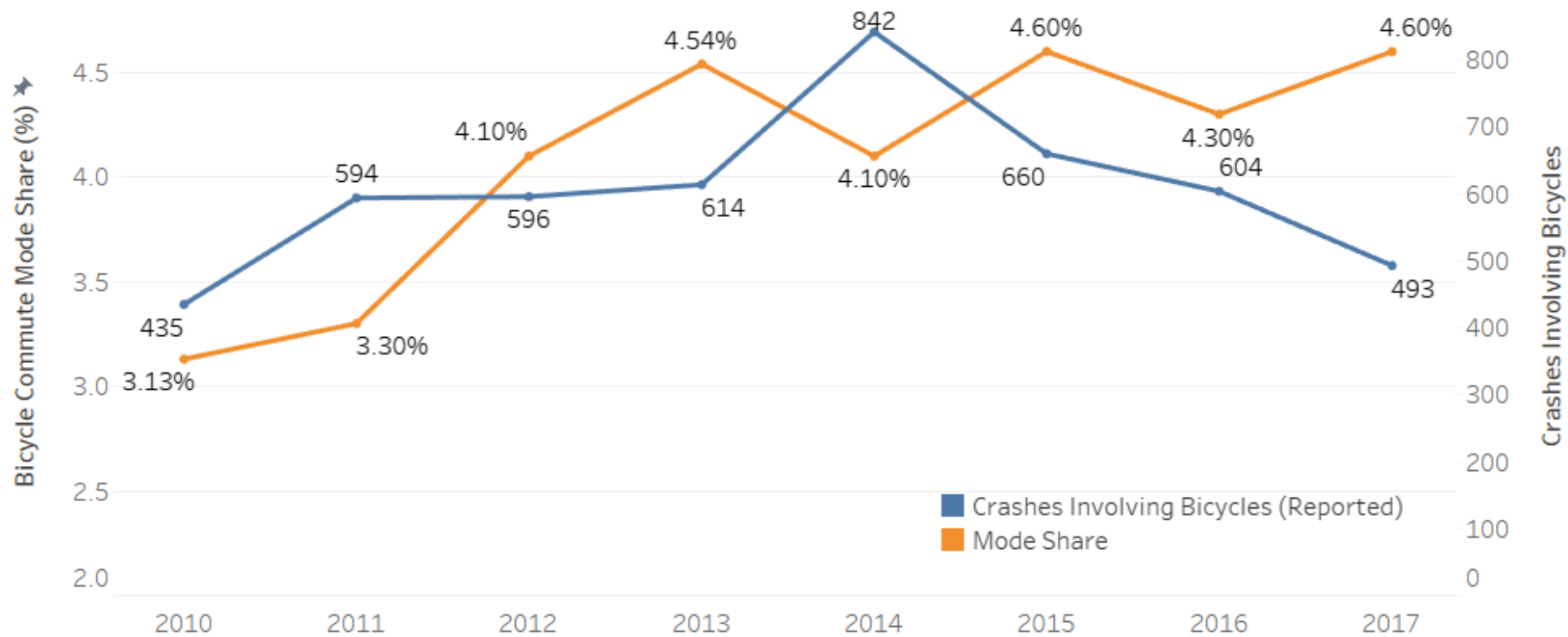
Bicycle Crash Data

Bicycle Commute Mode Share Relative to Bike Crashes



Bicycle Crash Data

Bicycle Commute Mode Share Relative to Crashes Involving Bicycles



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
- 2015 DDOT-MPD Education-Enforcement Campaign





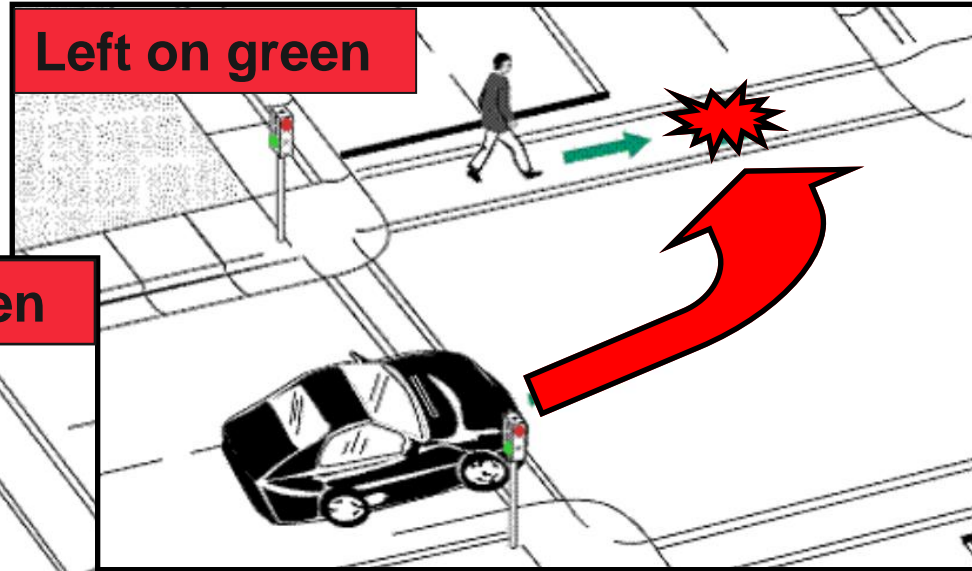
Pedestrian and Bicyclist Target Violations

d.

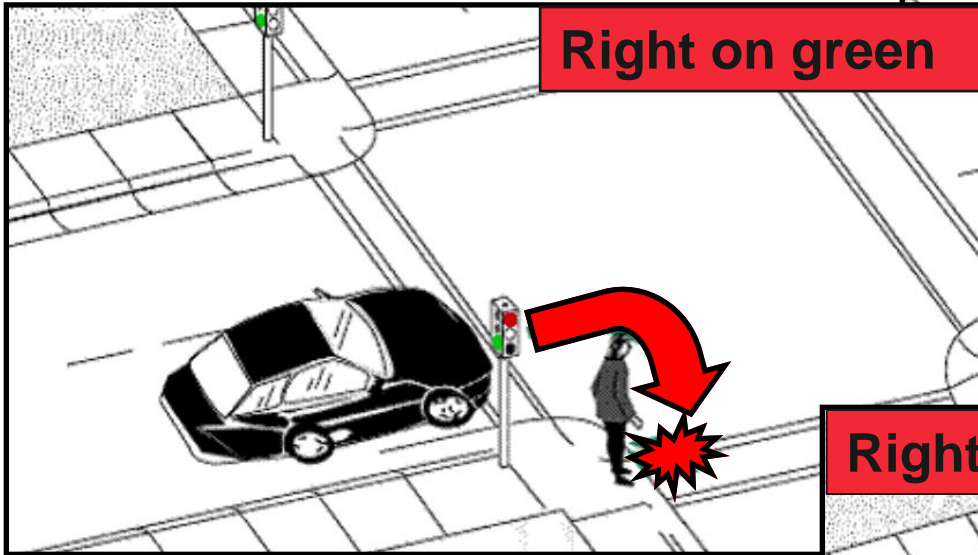


Signalized Intersection Target Driver Violations:

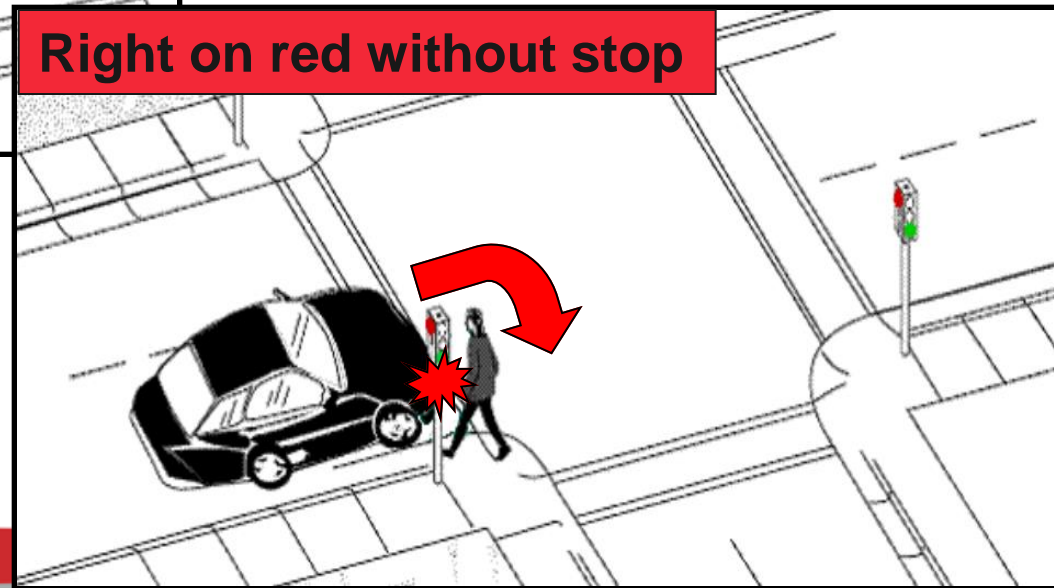
Left on green



Right on green

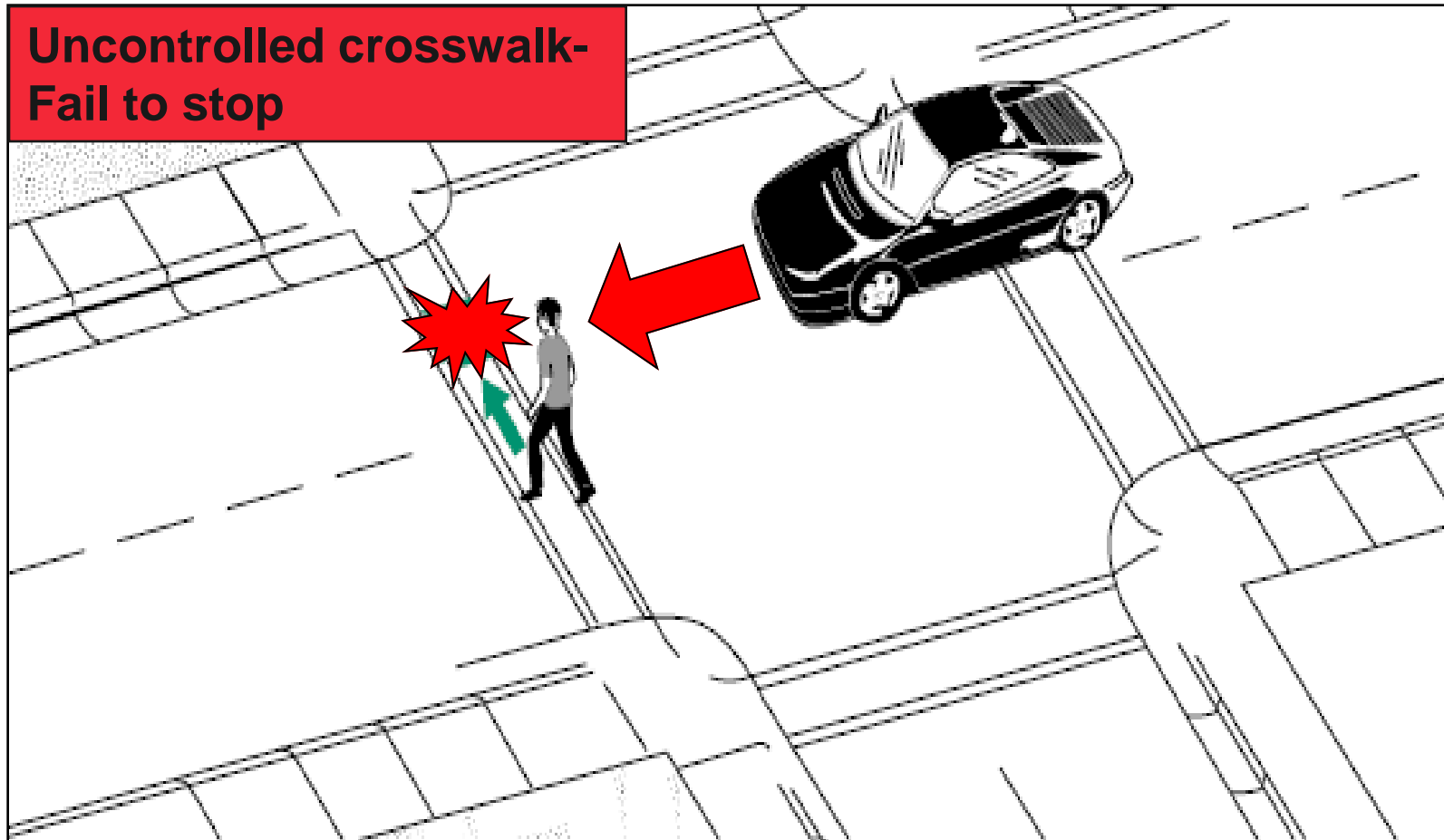


Right on red without stop



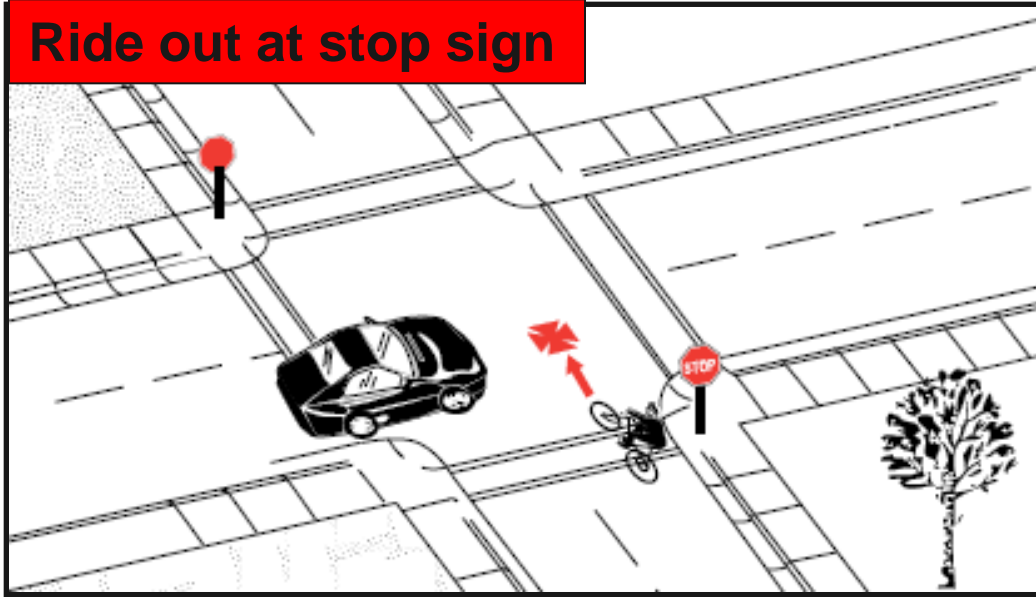
- Turning vehicle conflicts with pedestrians happen often at signalized intersections

Uncontrolled Crosswalk Target Driver Violation:

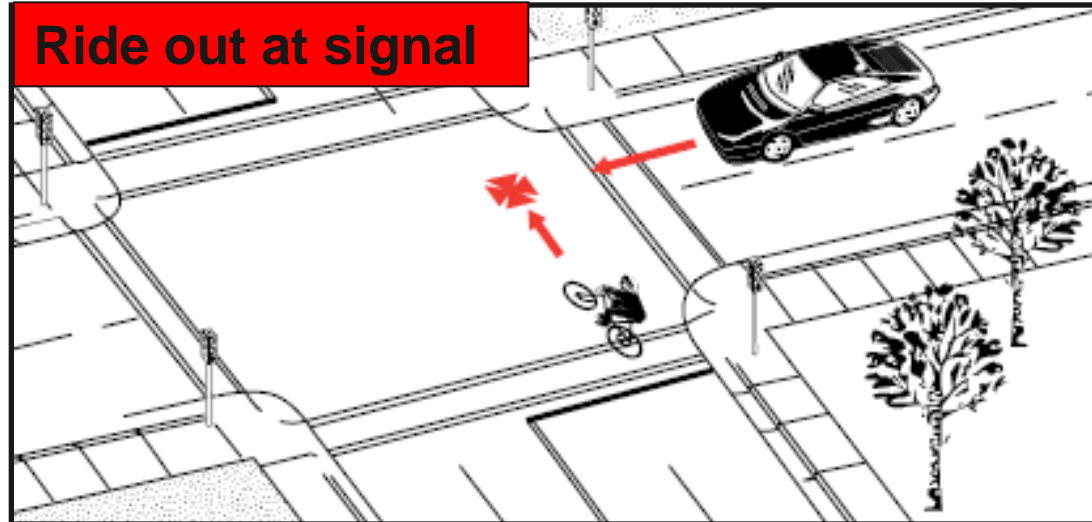


Target Bicyclist Violations:

Ride out at stop sign

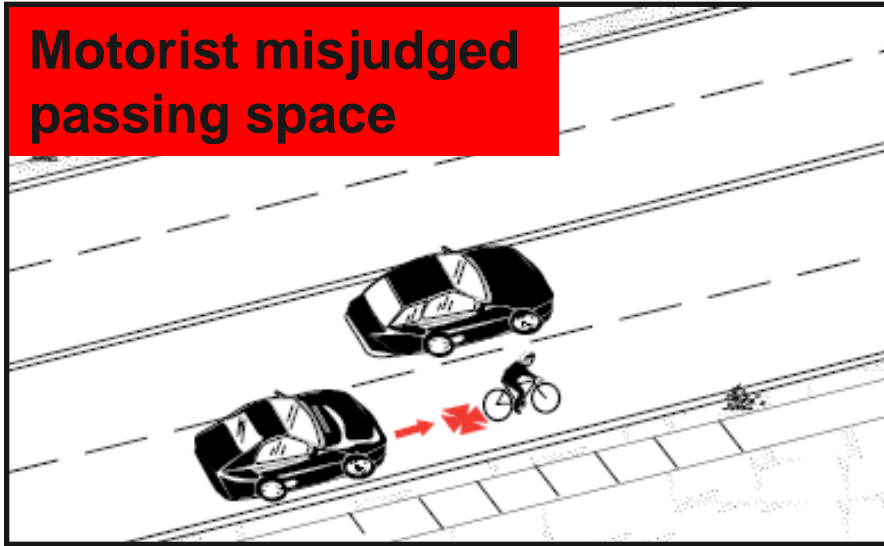


Ride out at signal



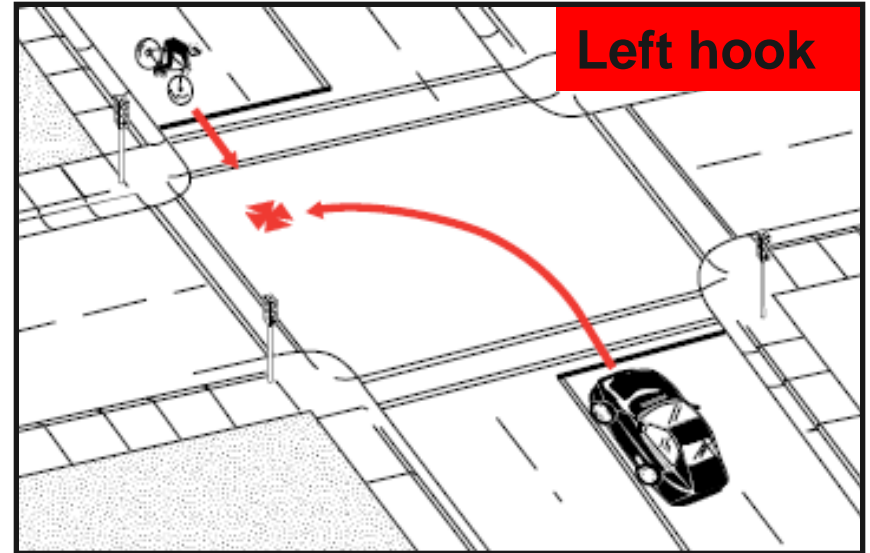
Target Motorist Violations:

Motorist misjudged passing space

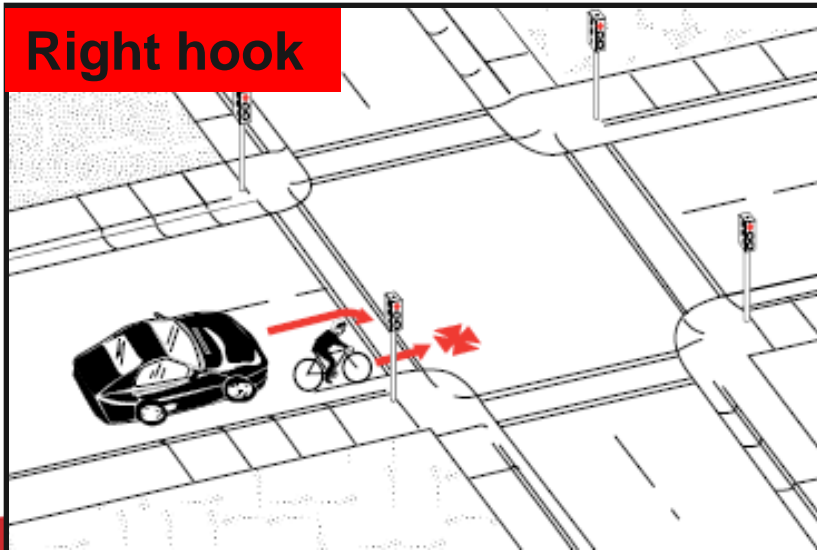


DC Law requires a 3 ft. passing distance.

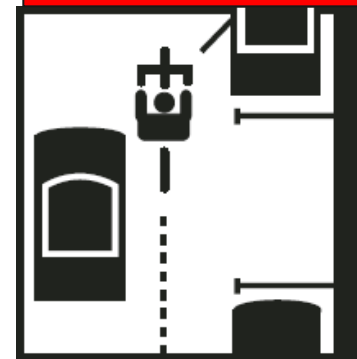
Left hook



Right hook



Open door into traffic



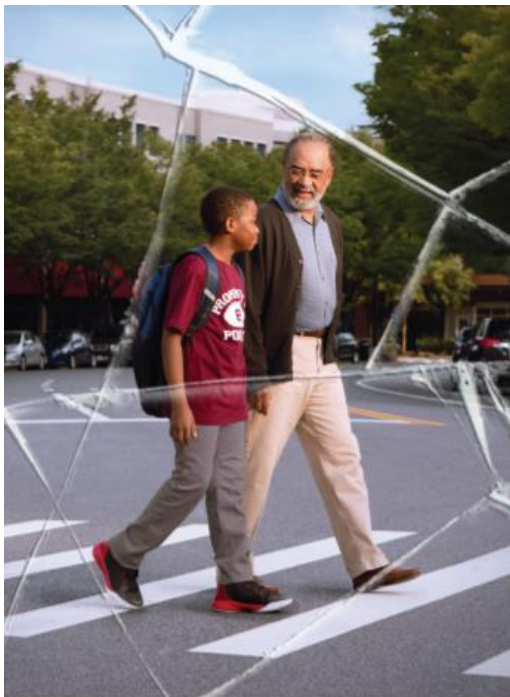


Effective Enforcement Strategies



Educating Pedestrians & Drivers

- Street Smart educational handouts.



**LIFE IS
FRAGILE.**

Safety Tips

For Pedestrians, Bicyclists, and Drivers

STREET
SMART
BeStreetSmart.net

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

For Driving:



Stop for pedestrians
at crosswalks.



When turning, yield
to people walking and biking.



Be careful when passing
buses or stopped vehicles.



Look for bicyclists
before opening your door.



Slow down
and obey the speed limit.



Allow at least 3 feet
when passing bikes.

For Biking:



Obey signs and signals.



Use lights at night
and when visibility is poor.



Never ride against traffic.



Wear a helmet.



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



Ride in a straight line
at least 3 feet from parked cars.

For Walking:



Cross the street
at crosswalks and intersections.



Wait for the walk signal.



Watch for turning vehicles.
Look left, right, and left again.



Be visible.
Wear something light or reflective
after dark.



Use the pushbuttons.



Watch out for blind spots
around trucks and buses.

DDOT/MPD Bicycle Education-Enforcement

DRIVING RULES!



Drivers must look for bicyclists before opening doors.

BIKING RULES!



Bicyclists must stop at red lights and stop signs.



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

Bicyclist & Driver Safety Rules.

DRIVING RULES!



Drivers must yield to bicyclists when turning.

BIKING RULES!



Bicyclists must not ride on downtown sidewalks.



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

Bicyclist & Driver Safety Rules.

DRIVING RULES!



Drivers must give bicyclists space - at least 3 feet.

BIKING RULES!



Bicyclists must stop at red lights and stop signs.



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

Bicyclist & Driver Safety Rules.

DDOT/MPD Bicycle Education-Enforcement Campaign

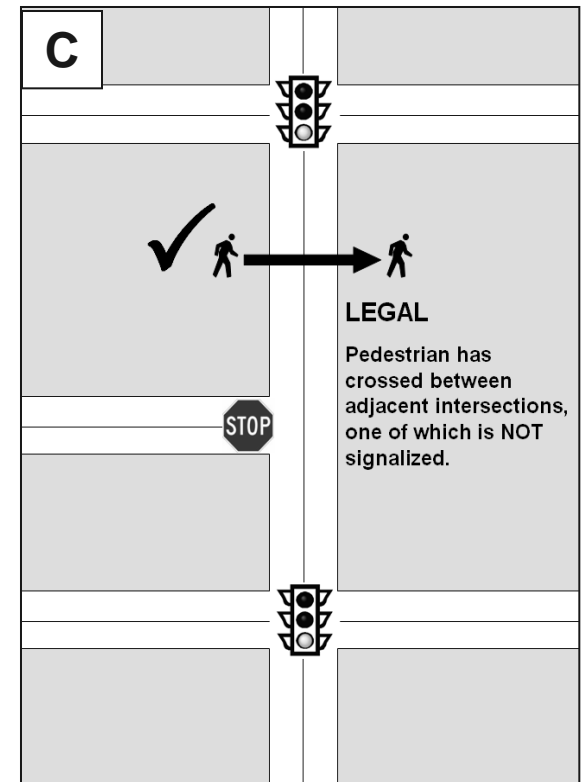
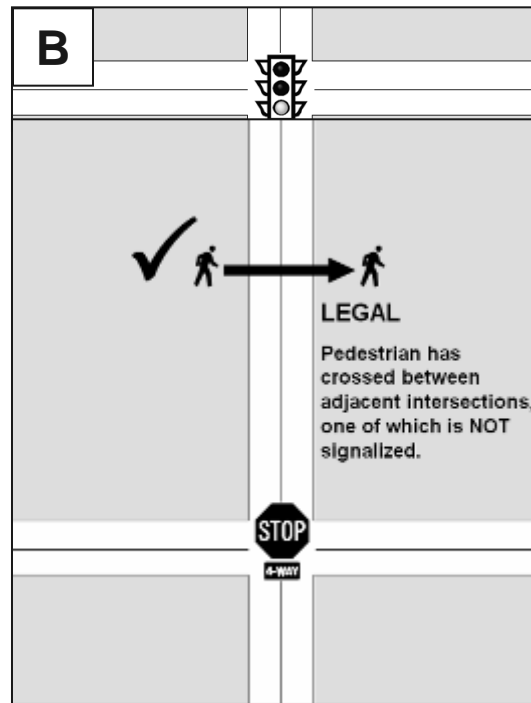
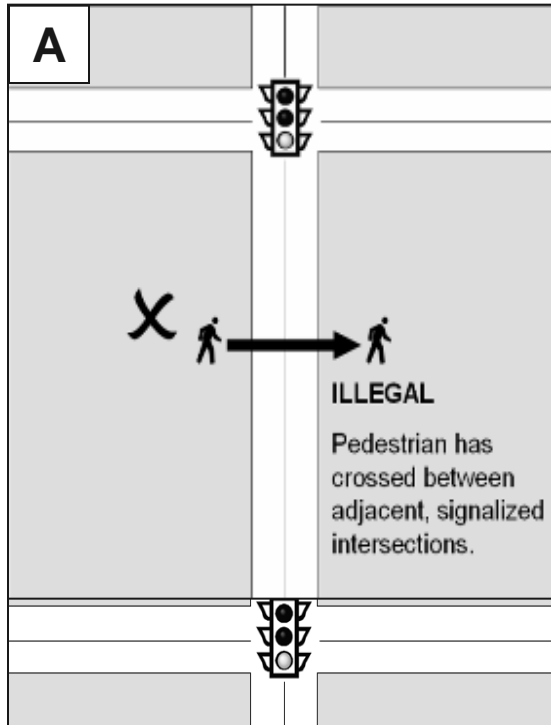


Strategies for Effective Jaywalking Enforcement

- 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

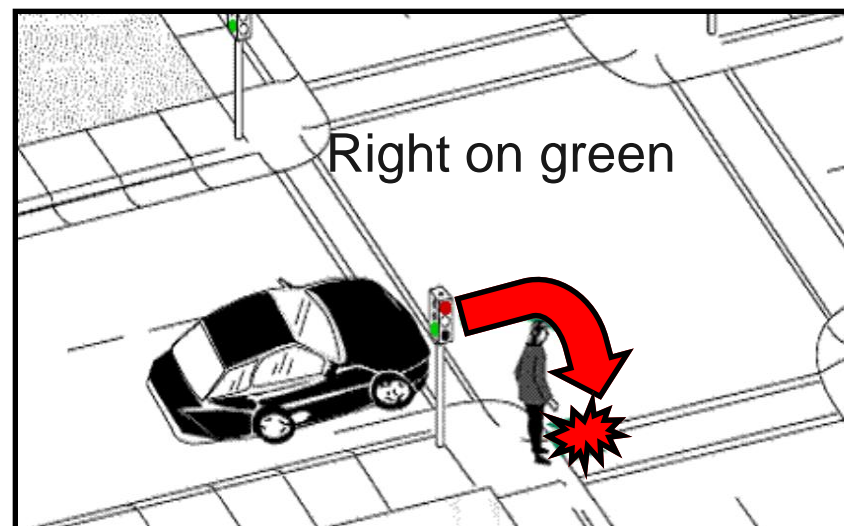
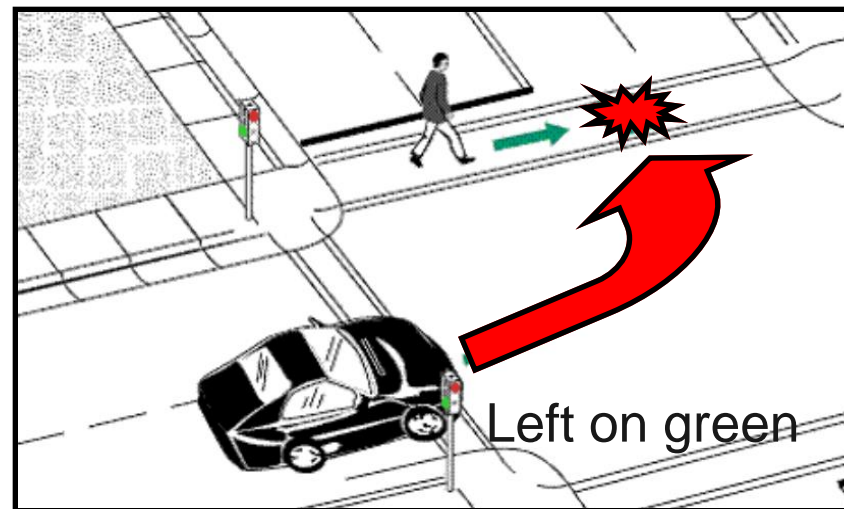


- Is this distinction meaningful in practice?

Pitfalls of Aggressive Jaywalking Enforcement



Enforcement Strategy at Signalized Intersections:



Enforcement Strategy at uncontrolled crosswalks:



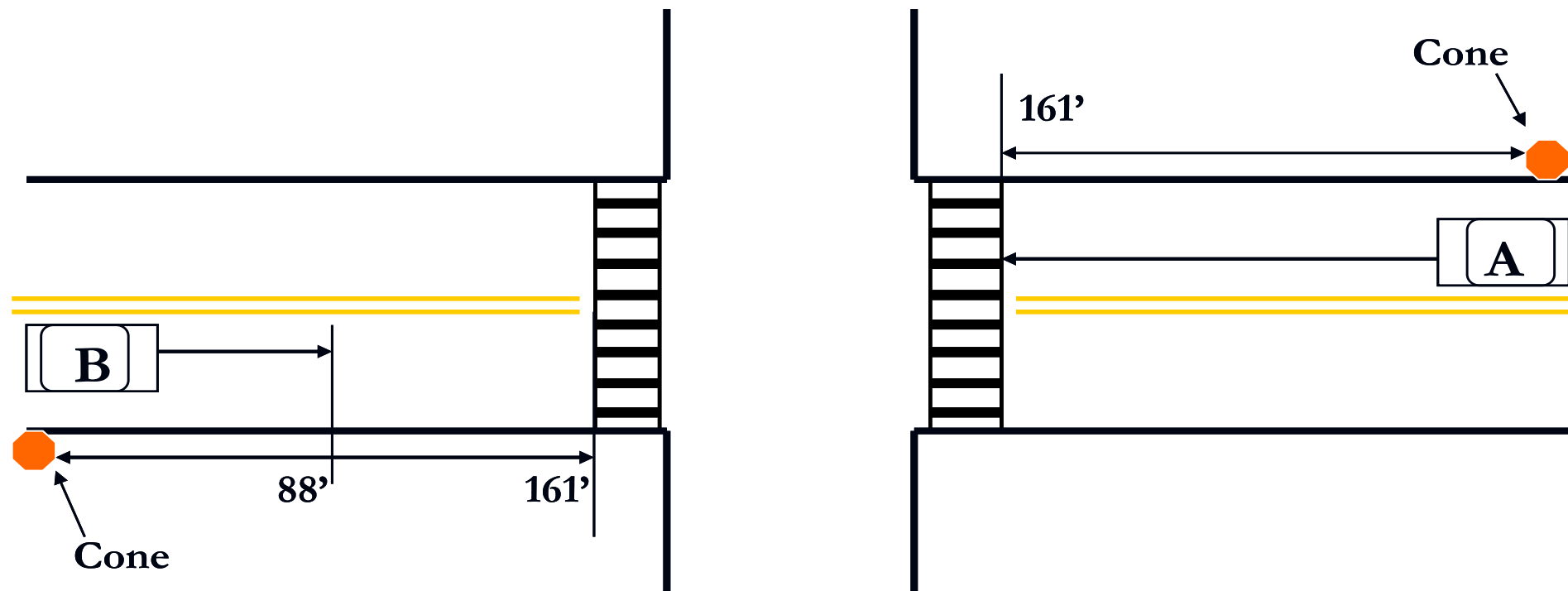
Conflict Zone

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.

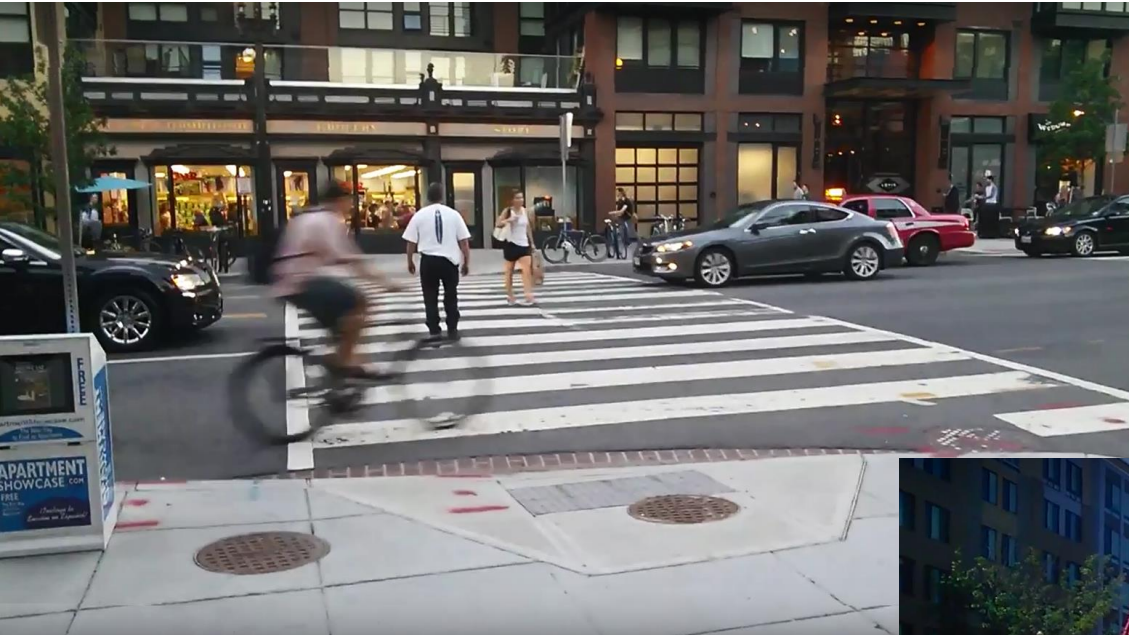


DDOT/MPD
Pedestrian-Bicycle
Safety Enforcement
Program



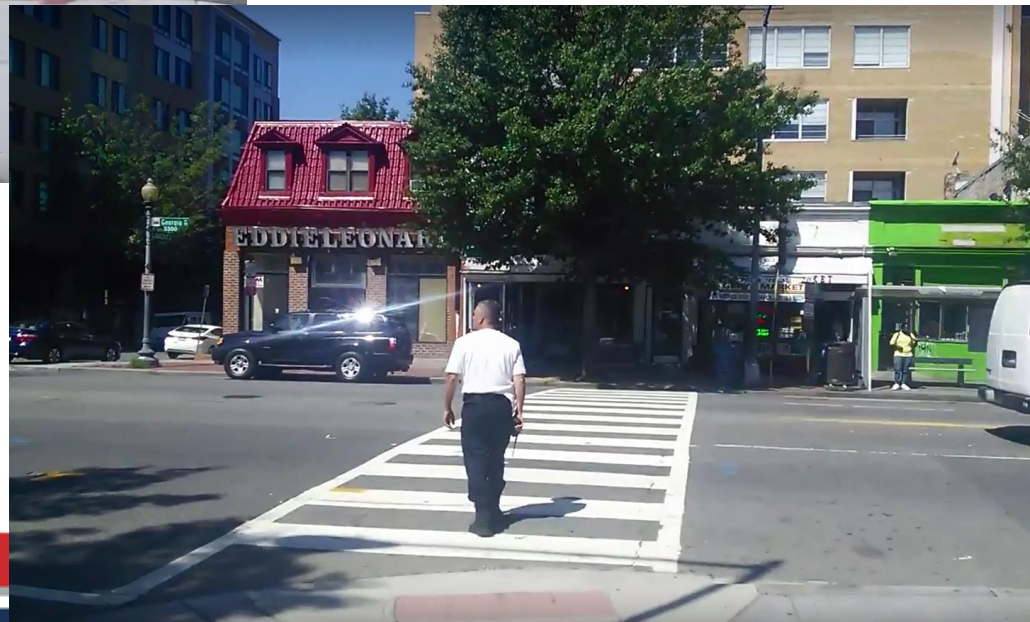
Sgt. Terry Thorne

Setting up a Targeted Crosswalk Enforcement Operation (aka “Crosswalk Sting” or Decoy Operation)



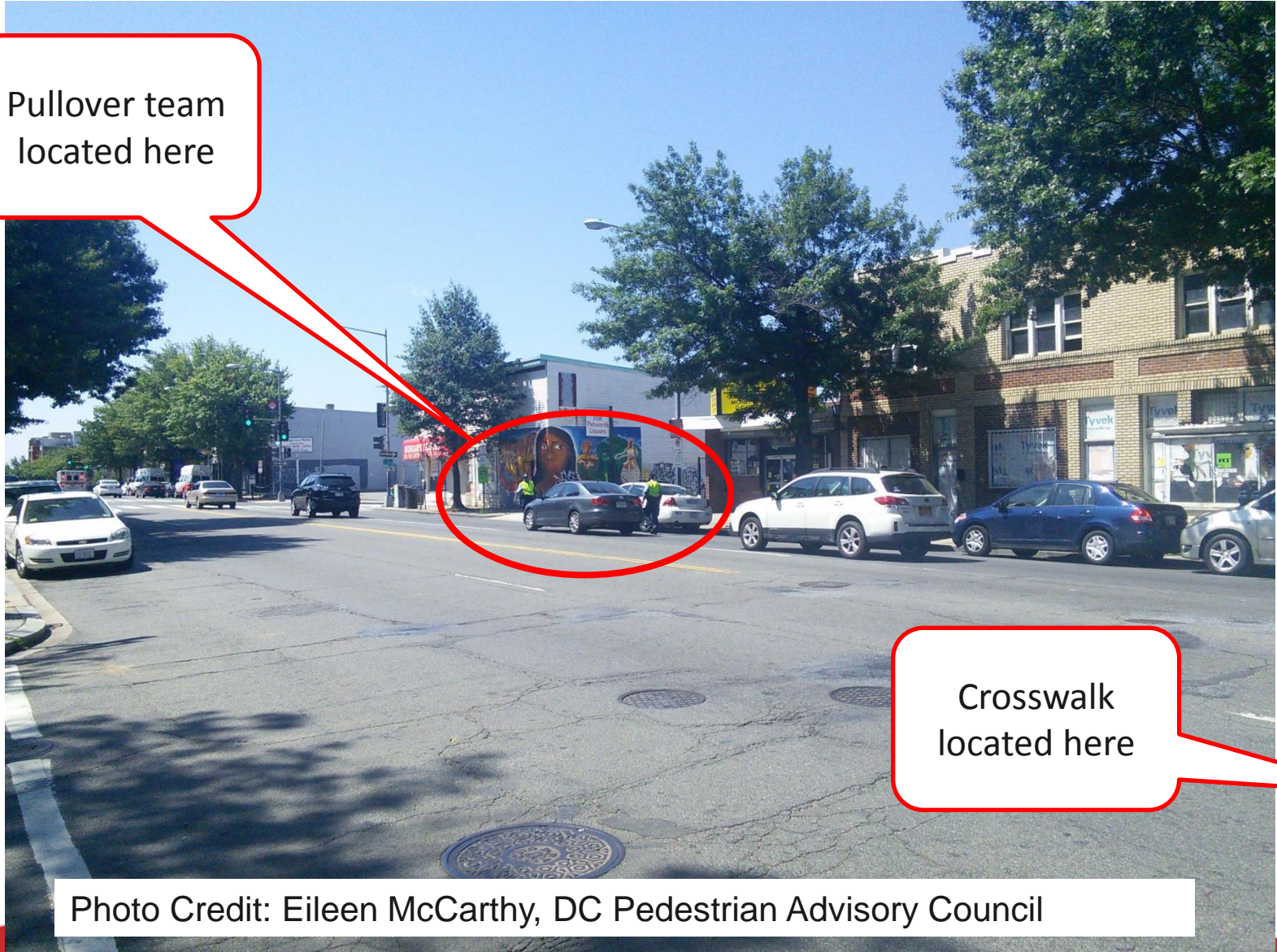
Georgia Ave. & Lamont St., NW

14th & Wallach Place, NW



Enforcement at uncontrolled crosswalks

Pullover team
located here



Crosswalk
located here

Photo Credit: Eileen McCarthy, DC Pedestrian Advisory Council

Enforcement at uncontrolled crosswalks

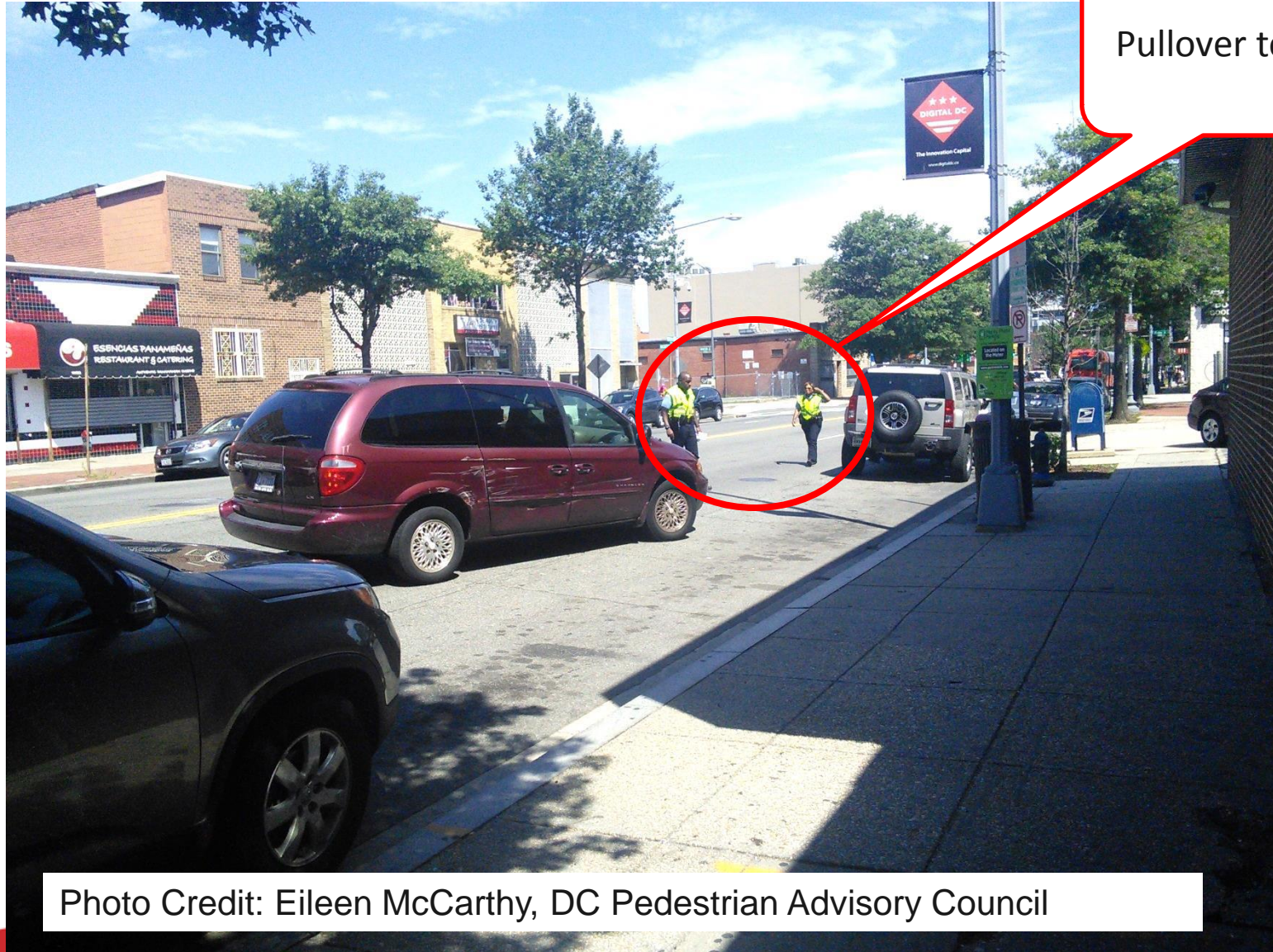


Photo Credit: Eileen McCarthy, DC Pedestrian Advisory Council



George Branyan
Manager, Active Transportation Branch
DC Department of Transportation
george.branyan@dc.gov
202-671-2561

Sgt. Terry Thorne
Special Operations Division
Metropolitan Police Department
terry.thorne@dc.gov



Thank you !