



STREET SMART
PEDESTRIAN & BICYCLE SAFETY
ENFORCEMENT

WORKSHOP MANUAL

2009
TRAINING & ENFORCEMENT WAVES

DISTRICT DEPARTMENT OF TRANSPORTATION
METROPOLITAN POLICE DEPARTMENT

WASHINGTON, DC



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Key Points for Street Smart Enforcement

- The campaign is aimed at all three groups: motorists, bicyclists, and pedestrians. Enforce fairly among the three groups.
- Concentrate on High-Crash Intersections and Corridors (page 12)
- Look for the most egregious violators.
- Citations show we are serious, but verbal warnings are OK too in appropriate situations.
- Hand out Crosswalk Law Card and Street Smart brochure to drivers/peds/cyclist with citations and warnings.
- Be diplomatic; explain the program.

The violations to target include:

Motorists:

- Failing to yield the right-of-way to pedestrians
 - At crosswalks without signals
 - When turning left or right at intersections on a circular green signal
 - When turning right on red after stop
- Speeding, particularly in neighborhoods, near schools or other areas of high pedestrian activity
- Red light running
- Blocking crosswalk (failure to clear intersection)
- Driving while impaired by drugs or alcohol
- Opening door into cyclist
- Passing a bicycle too closely (less than 3 feet)

Pedestrians:

- Pedestrians who walk into the stream of traffic and disrupt the flow, against the signal or mid-block.
- Pedestrians who "dash out" into the path of oncoming cars.
- Pedestrians who are drunk (take to a place of safety).

Bicyclists:

- Riding the wrong way in a traffic lane or on the wrong side of the road
- Riding at night without lights or required reflectors
- Running a stop sign or red light
- Failing to yield the right-of-way
 - Riding out mid-block
 - While turning right or left
 - Abruptly entering a crosswalk, too fast for the approaching motorist
- Failing to signal an abrupt turn.

These and other relevant traffic citations are included in the table on page 8. **For questions call Officer Arlinda A. Page (cell- 202-391-6847)**

Effective Pedestrian-Bicyclist Safety Enforcement Techniques

(John Moffat, former commander, Seattle Police Department, currently Northwest Regional Administrator, National Highway Traffic Safety Administration,)

Overview:

Drivers have a duty to yield right-of-way to pedestrians crossing streets in marked or unmarked crosswalks. Many drivers seldom or never do so. Often this is because drivers are speeding.

Frequently, the failure to yield right-of-way occurs when the driver is turning onto another street and a pedestrian is in their path. This is a particular threat to older adults.

A particularly deadly situation occurs when a driver on a multiple lane roadway stops for a pedestrian. Other vehicles overtake and pass the stopped car. Again law abiding pedestrians are victimized by careless drivers.

A crucial point is that drivers have a near absolute duty to avoid running down persons in the street, regardless of whether they are there legally or not. The uniform vehicle code, used as a model in most states, requires drivers to look out for and avoid striking pedestrians. We should also remember the common law rule that a person is expected to see what is there to be seen!

Pedestrians also have duties. They must stay off of certain roads and out of specified areas. They can cross most other streets in crosswalks. Outside crosswalks, they can cross if they yield right-of-way to cars. Pedestrians must not leave the curb so abruptly that drivers find it impossible to yield the right-of-way to them, even in a crosswalk. They must comply with traffic signals.

Marked crosswalks are an important traffic control device and serious study is needed to find a way to make them work better. Work is needed to increase the effectiveness of crosswalks, rather than eliminating them.

Crosswalks are needed to guide the pedestrian to a safer place to cross. They should be close enough that it is reasonable to expect a person to walk over to it, perceiving some value in going there. Most important, drivers should behave properly at a crosswalk so pedestrians find value in going there.

Police administrators need the support of public health injury prevention programs and traffic safety organizations in carrying out these enforcement programs. Members of the public are often more receptive to advice coming from these respected sources.

Targeting the Pedestrian:

When people talk about pedestrian violations, they immediately think of "jaywalking". This popular term usually describes a person dashing across a street in the "wrong" place. Though "jaywalking" is disorderly in appearance, **in most locations crossing outside a crosswalk is legal.**

DC Law states "Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross at any place except in a crosswalk."

If, however, one of the adjacent intersections is not signalized, then pedestrians are allowed to cross any place between them. Pedestrians do not have the right of way when doing so, and crossing might be unsafe. However, it does not violate the law.

Jaywalking is not a big factor in pedestrian death and injury either. The Seattle Police Department vigorously enforced the anti-jaywalking laws in that city for 50 years, issuing more than 500,000 citations. Seattle's pedestrian crash experience was little different from the rest of the USA where little or no attention was paid to this problem.

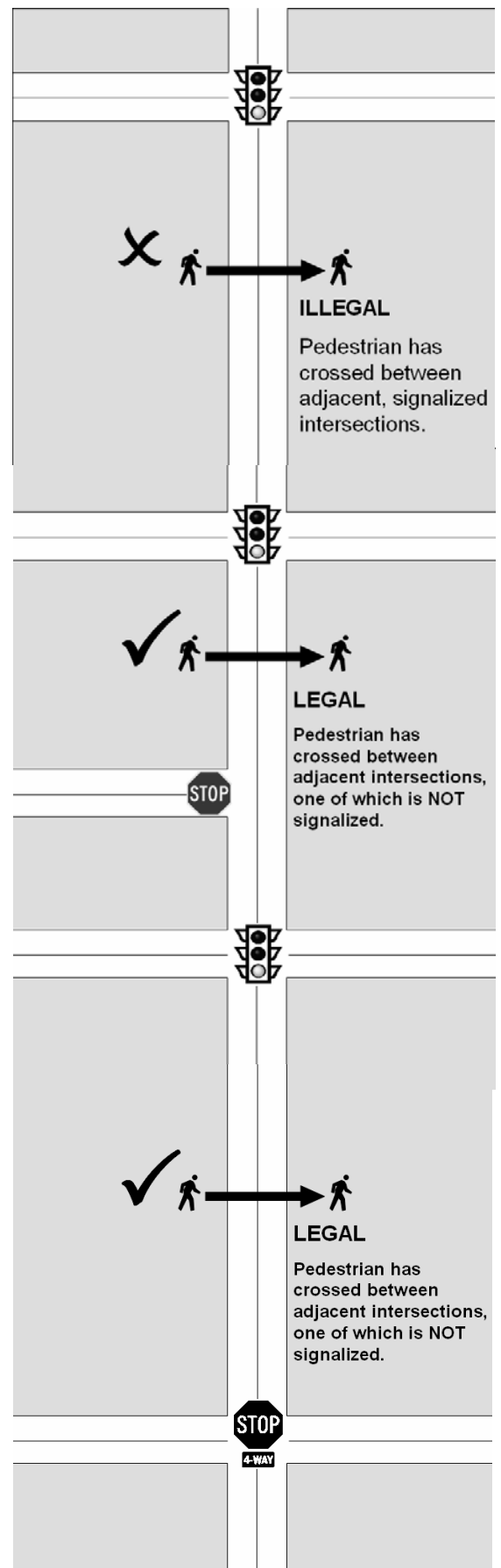
Jaywalking enforcement may have a place in eliminating disorder in a city. New York City is working on jaywalking as a public order issue. It is not an effective safety strategy. Jaywalking enforcement is often episodic and inconsistent but is always widely seen as a waste of police manpower. Many police administrators start jaywalk enforcement programs to their later regret!

Police officers should ask themselves "Why do I expect pedestrians to go to a crosswalk? Do drivers behave differently there by stopping for pedestrians?" Officers should make the crosswalk attractive. Pedestrians might then find value in going to them.

There are reasonable enforcement targets:

- Pedestrians who push through a crowd of people waiting for a "walk" light and cross illegally.
- Pedestrians who enter a stream of traffic and disrupt the flow.
- Pedestrians who "dash out" into the path of oncoming cars.
- Pedestrians who are drunk (take to a place of safety).
- Enforcement action can be a verbal warning, written warning, or a citation.

Dealing with a pedestrian's identification: Pedestrians are not required to carry any identification. This can create problems. The pedestrian may give a fictitious or altered name. The officer may have identity questions under any circumstance.



Targeting the Bicyclist:

Bicycle riders are usually the focus when police think of enforcing bicycle laws. We've all seen riders running red lights, riding on the sidewalk, or riding at night without lights and wanted them to be stopped and ticketed! However, many bicycle crashes are caused by the bad behavior of motorists, and drivers may not realize the impact of riding too close to a cyclist or speeding past a rider just to cut in front of them and make a right turn. Good law enforcement strategies will target both cyclist and motorist and will focus on behaviors that cause the greatest fear or danger.

Bicycle riders sometimes contribute to their being involved in a crash. Some ride at night without lights. They may make themselves more difficult to see by wearing dark garments. They may ride the wrong direction in the traffic lanes. Even if they ride on the sidewalk, traveling counter to the traffic lane on the adjacent street might result in them surprising a motorist who is often looking only for slow moving pedestrians and searching for cars.

They may drive through stop signs and red lights. Sometimes they may be dealing with a signal that won't detect a bicycle, or a stop sign placed at the bottom of a long hill that the cyclist would just as soon attack without losing momentum they've built up. Regardless, the sudden appearance of the bicyclist can surprise motorists. Some bicyclists make sudden or unpredictable turns. Others may not yield the right-of-way when required.

Problems with Enforcement Aimed at the Bicycle Rider:

Stopping bicyclists and taking enforcement actions against the rider can be a problem for a police officer who has not thought through the process.

Highly mobile: Bicyclists are highly mobile and can be difficult to overtake, signal and actually stop. The best tool for doing this is another bicycle and voice or whistle commands. Pursuing a bicyclist by chasing with a motor vehicle can appear heavy-handed and out of proportion. Once stopped, bicycle riders feel exposed and can't shrink down in their seat and "disappear" like a motorist might.

Dealing with a bicyclist's identification: Bicycle riders are not required to carry any identification, much less a formal driver's license. This creates serious problems. The bicyclist may give a fictitious or altered name. The officer may have identity questions under any circumstance.

As in any traffic stop where the violator has no ID, the officers should take detailed notes of the identity information given. After it is all collected, ask for a repeat. Keep companions separate and then ask for them to verify the information. When a cycle messenger is involved, requiring them to call a supervisor to identify them has proven effective.

Dealing with children: Many bicycle riders are young children. In DC, as in most states, children under age eight are considered incapable of committing an offense and cannot be cited. Under these circumstances the officer should call the attention of the parent to the problem.

Dealing with an anti-automobile or anti-authoritarian bicyclist: An occasional bicyclist will take strong exception to the police challenge their behavior. They may verbally abuse the officer. Some of these riders will be strong advocates of cycling and have strong emotional attachment to their way of doing things, legal or not. Some will have anti-automobile and anti-authoritarian ways. A cop in a car will represent both evils. Officers should not debate such issues but should focus on the specifics of the violation observed.

Pulling the bicyclist over: More than half of bicycle crashes are caused by falls where the cyclist is riding too fast for conditions and goes down. Bicyclists also run into dogs, other cyclists and pedestrians as well as automobiles.

The best approach is a soft one. Ideally, a bicycle officer can ride along with the cyclist and ask them to stop. An officer in a patrol car can follow until a cyclist pauses or stops in traffic and then address the rider verbally. An officer who has reviewed the bicycle and traffic laws should have minimal difficulty with either group.

Areas of focus for enforcement of the bicyclist:

- Driving at night without lights or required reflectors
- Riding the wrong way in a traffic lane or on the wrong side of the road
- Running a stop sign or red light
- Failing to yield the right-of-way
 - Riding out mid-block
 - While turning right or left
 - Abruptly entering a crosswalk, too fast for the approaching motorist
- Failing to signal an abrupt turn.

Some communities have periodic enforcement blitzes, and others may concentrate enforcement efforts on particular intersections and behaviors in order to have the maximum impact.

Targeting the Motorist:

Few motorists go out of their way to deliberately hit or frighten pedestrians or bicyclists. However, an equally small number really appreciate the impact they can have on the safety and comfort of those around them who are outside the protection of a steel cage. Motorists are on the lookout for threats to their safety and so are scanning for other vehicles - they may not be paying attention to the cyclist or pedestrian ahead of them in the road. They may not realize that speeding through a neighborhood prevents people from crossing the street or feeling comfortable riding up to the shops. When overtaking a bicyclist, motorists are worried about how close vehicles in the adjacent or oncoming lanes are rather than how close they are coming to the bicyclist - and they are certainly in too much of a hurry to stop and wait for a gap in traffic before pulling out and safely passing a rider.

EVERY police patrol officer should watch for these violations while on routine patrol and take enforcement action when they observe them.

Areas of focus for enforcement on the motorist:

- Driving while impaired by drugs or alcohol
- Failing to yield the right-of-way
 - When turning left at intersections or at driveways
 - When turning right at intersections or at driveways
 - When entering roadway
- Seeding, along commercial corridors and particularly in neighborhoods and near schools.
- Overtaking bicycles in areas where it cannot be done safely ("squeezing by")

The foundation of a good traffic safety program is a strong and continuous program to rid the streets of aggressive and alcohol impaired drivers. This will protect pedestrians along with everyone else.

Real danger is created by the aggressive, inattentive or indifferent driver. Many are going too fast and fail to look out for pedestrians.

Motorist compliance with crosswalk right-of-way laws is often poor. Officers should watch for these violations. Officers should also be alert for crosswalk violations by drivers making turns. The pedestrian "sting" tactic is an effective way to combat these violations.

A deadly threat to pedestrians is created when a driver overtakes and passes a car stopped at a crosswalk to let a pedestrian cross. Officers who observe these violations should issue a citation in every case.

Danger to children comes from drivers going too fast near schools or in neighborhoods where children live. Many of our streets are designed to a "high" standard that allows for cars to move fast. Sadly, one consequence of this is that kids can't be near the street or are in danger of being killed.

It is impossible to police speeding on all the many miles of residential streets in our cities. There are too few police and too many speeding drivers. The real solution here is traffic calming.

Police should vigorously patrol for speeding cars around schools, an area where children are concentrated.

Problems with enforcement against the driver:

Unfortunately, the law enforcement officer is most likely having to make up for the failure of traffic engineers to properly accommodate bicyclists in roadway design, or for our failure to train motorists to deal safely with bicyclists, or for a lack of bicyclist education. If a bicyclist is "holding up" a motorist by riding in the middle of the travel lane, the chances are the bicyclist would be more than happy to be riding in a designated bike lane or on a paved shoulder, but none exists. Many motorists are uncomfortable passing a cyclist because they were never really taught how to deal with that situation when learning to drive.

Bicyclists are often held in quite low esteem by other road users - the image of the errant cyclist running stop signs and red lights pops easily into almost everyone's head. Thus, stopping a motorist to cite them for a traffic violation involving a cyclist is, on the face of it, going to win the officer very few new friends. Indeed, many motorists will be completely unaware of what they have done wrong even after being pulled over. The first task for the officer, therefore, is to make sure the motorist does understand and appreciate the impact of behavior that causes danger to a bicyclist. If the driver seems to get the message, a warning may be all that is necessary.

Some drivers, however, won't get it. They will steadfastly refuse to accept that a cyclist - any cyclist - should be on the road, particularly that road, in front of them. They may even claim to be acting in the cyclists' best interest in telling them to "get off the road" for their own safety. Even if the officer wouldn't ride on that road themselves, they should help the driver understand that the cyclist has a legitimate right to be on the road and that riding in the gutter or on the sidewalk (assuming one exists) is likely much less safe. If the driver still fails to see the light, a ticket may be the only option.

Officers should beware of the defense that "the cyclist was all over the road". Certainly some cyclists do weave around and are unpredictable. More often than not, the cyclist is simply trying to avoid a pothole, dodge a rock or broken glass, or stay away from a crack in the road between the gutter and the asphalt. Cyclists are not required or expected to ride in the gutter, and are not required to get out of the way of motorists. Equally, a cyclist should not deliberately hold up a motorist when there is space for safe passing.

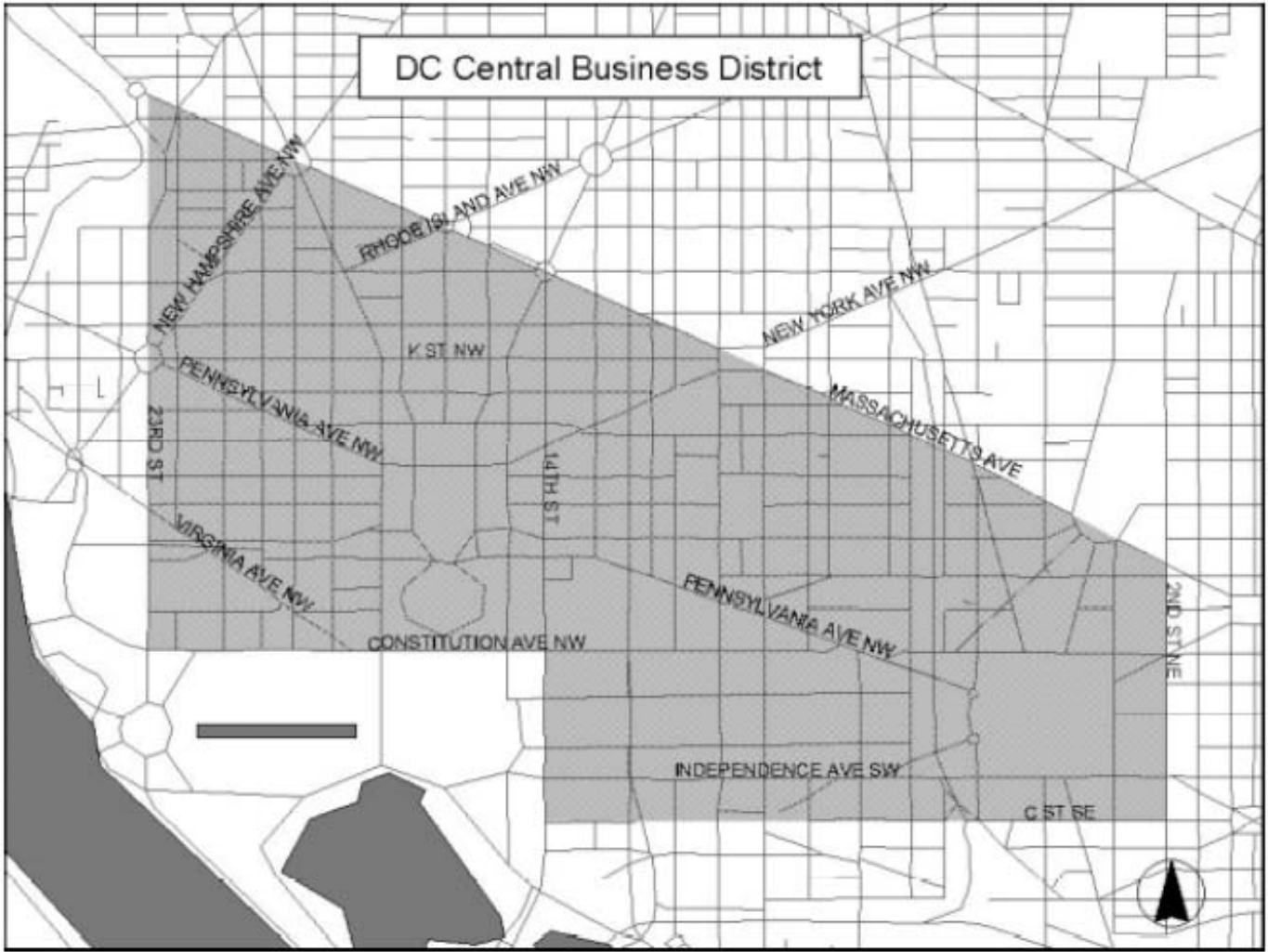
Source: Pedestrian and Bicycle Information Center, 730 Airport Road, Suite 300, Campus Box 3430, Chapel Hill, NC 27599-3430 phone - 919.962.2203 fax - 919.962.8710 www.walkinginfo.org or www.bicyclinginfo.org

District of Columbia Pedestrian & Bicyclist Safety Citations:

User	Statute Number/ MPD T-code	Citation	Description	Fine
Driver Citations				
Motorists	50-2201.28(b) (T-759)	Failure to stop and give right of way to pedestrian at <u>signalized intersection</u>	b) A driver of any vehicle shall STOP and give right-of-way to a pedestrian who has begun crossing on the "WALK" signal to continue to the opposite sidewalk or safety island, whichever is nearest. (T-585 Colliding with pedestrian \$500.00/6 pts.)	\$250/ 3 pts.
Motorists	50-2201.28(a) (T-011)	Failure to stop and give right of way to pedestrian at <u>un-signalized crosswalk</u>	(a) The driver of a vehicle shall STOP and give right of way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection.	\$250/ 3 pts.
Motorists	2221.5 (T-781)	Overtaking a vehicle stopped for a pedestrian at a crosswalk	Whenever any vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at any intersection to permit a pedestrian to cross the roadway, the driver of any vehicle approaching from the rear shall not overtake and pass the stopped vehicle.	\$250/ 3 pts.
Motorists	2207.1 (T-782)	Failure to yield right-of-way to pedestrian on sidewalk	The driver of a vehicle crossing a sidewalk or sidewalk area shall stop and yield right-of-way to any pedestrian and all other traffic using the sidewalk or sidewalk area.	\$250/ 3 pts.
Motorists	2200.4 (T-585)	Failing to use due care	In every event speed shall be controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the street or highway in compliance with legal requirements and the duty of all persons to use DUE CARE.	\$50
Motorists	4013 (T-116)	Failure to yield right of way to vehicle or pedestrian while turning right on red	Right turns after coming to a complete stop and yielding right-of-way to pedestrians and other vehicles shall be allowed when facing red traffic control signals, except at locations listed in this section.	\$50
Motorists	2213.4 (T-013)	Failure to give full time and attention to the operation of a vehicle	An operator shall, when operating a vehicle, give full time and attention to the operation of the vehicle	\$25
Motorists	2201.7 (T-206)	Failure to clear an intersection	No vehicle shall enter an intersection or marked <u>crosswalk</u> unless there is sufficient space on the other side of the intersection or <u>crosswalk</u> to accommodate the vehicle without obstructing the passage of other vehicles or pedestrians, not withstanding any traffic control signal indication to proceed.	\$50

Motorists (relating to bicycles)	2214.4 (T-083)	Opening door or permitting door to open on traffic side	No person shall open a door of a vehicle on the side where traffic is approaching unless it can be done without interfering with moving traffic or pedestrians and with safety to himself or herself and passengers.	\$25
Motorists (relating to bicycles & pedestrians)	2208.2 (T-210)	Failure to yield right of way to vehicle at intersection when turning left	The driver of a vehicle intending to turn to the left shall yield right of way to any vehicle approaching from the opposite direction which is so close as to constitute an immediate hazard.	\$25
Motorists (relating to bicycles)	2202.2 (T-219)	Passing at a safe distance	The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left at a safe distance....(3' passing law pending)	\$25 (\$100)
Motorists (relating to bicycles)	(P-385)	Stopping, standing, or parking a vehicle in a bicycle lane	No person shall stop, stand, or park a vehicle in a bicycle lane, except when necessary to avoid conflict with other traffic, in compliance with the law, or at the direction of a police officer or traffic control device.	\$65.00
Motorists	2200 (T-118-125)	Speed Restriction	On all streets and highways, unless otherwise designated in accordance with 2200.2, the maximum lawful speed shall be 25 MPH.	Varies
Motorists	2405.1 (P-010)	Blocking Crosswalks or Sidewalks	No person shall stop, stand or park a vehicle in any of the following places, except when necessary to avoid conflict with other traffic, in compliance with law or at the direction of a police officer or traffic control device: a) within an intersection , b) on a crosswalk , and f) in any driveway, alley entrance, or other way when stopping, standing or parking would obstruct the flow of pedestrian or other lawful traffic upon any sidewalk.	\$50
Pedestrian Citations				
Pedestrians	2303.2 (T-528)	Walking suddenly into the path of a vehicle	No pedestrian shall suddenly leave a curb, safety platform, safety zone, loading platform or other designated place of safety and walk or turn into the path of a vehicle which is so close that it is impossible for the driver to yield.	\$10
Pedestrians	2302.3 (T-575)	Walking against the "Don't walk" signal	No pedestrians shall start to cross the roadway in the direction of a "Don't Walk" signal.	\$20
Pedestrians	2304.1 (T-576)	Crossing between adjacent signals	Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.	\$20
Pedestrians	2304.2 (Use T-528)	Crossing between intersections- Failure to yield ROW	Each person crossing the roadway at any point other than within a marked crosswalk, or within an unmarked crosswalk at an intersection, shall yield the right-of-way to all vehicles upon the roadway.	\$20

Pedestrians	2305 (T-577) (Obst. Trfc.)	Walking in the street (when sidewalk provided)	Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway	\$20
Bicyclist Citations				
Bicyclists	1201.1 (Various)	Violating basic vehicle rules	Every person riding a bicycle on a highway shall be subjects to all the duties applicable to drivers of motor vehicles....	\$25
Bicyclists	1201.10 (T-609)	Riding on sidewalks prohibited within CBD	There shall be no prohibition against any person riding a bicycle upon a sidewalk within the District, so long as the rider does not create a hazard; provided, that no person shall ride a bicycle upon a sidewalk within the Central Business District....	\$25
Bicyclists	1201.10,11 (T-607)	Failure to yield ROW to pedestrians on sidewalks	Any person riding a bicycle upon a sidewalk shall yield the right-of-way to pedestrians and shall travel at a speed no greater than the posted speed limit of the adjacent roadway; Provide that such speed is safe for the conditions on the sidewalk	\$25
Bicyclists	1201.2 (a) (T-068)	Failure to ride with traffic (Hazardous driving)	A person operating a bicycle shall comply with subsection 2201.1 of this title requiring drivers to be on the right half of the roadway and shall not operate on the left facing traffic coming from the opposite direction except when authorized by that section.	\$25
Bicyclists	1201.12 (T-071)	Failure to yield ROW upon entering roadway	The operator of a bicycle emerging from, or entering an alley, driveway, or building, shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on said sidewalk area, and upon entering the roadway shall yield the right- of-way to all vehicles approaching on said roadway, to the extent necessary to safely enter the flow of traffic.	\$25
Bicyclists	1204.2 (T-623)	Failure to ride with headlight at night (Violations not enumerated)	Each bicycle, when in use at night, shall be equipped with a white lamp on the front...visible from at least 500 feet and a red reflector on the rear...(a rear red lamp may be used [1201.3])	\$25
Bicyclists	2101.15 (T-072)	Failure to obey traffic control sign or signal (Violations not Enumerated)	No person shall operate a bicycle except in obedience to the instructions of official traffic control signals, signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer or other person authorized to direct and control traffic.	\$25



Target Intersections for Street Smart Enforcement:

Intersections with the highest number of pedestrian crashes (2004-2006):

*Ranking	Locations	Qdr	# of Ped Injuries	1998-2004 Ranking (Before)	Ped Fatalities
1	BENNING RD AND MINNESOTA AVE	NE	13	1	
2	14TH ST AND U ST	NW	12	New	
3	18TH ST AND COLUMBIA RD	NW	11	7	
4	BLADENSBURG RD AND NEW YORK AVE	NE	11	3	
5	8TH ST AND H ST	NE	9	New	
6	MOUNT OLIVET RD AND WEST VIRGINIA AVE	NE	9	New	
7	12TH ST AND PENNSYLVANIA AVE	NW	8	6	
8	14TH ST AND SPRING RD	NW	8	New	
9	25TH ST AND GOOD HOPE RD	SE	8	New	
10	NORTH CAPITOL ST AND K ST	NW	8	19	
11	NORTH CAPITOL ST AND MASSACHUSETTS AVE	NW	8	20	
12	12TH ST AND CONSTITUTION AVE	NW	7	New	
13	13TH ST AND U ST	NW	7	21	
14	14TH ST AND H ST	NE	7	New	
15	CHESAPEAKE ST AND SOUTHERN AVE	SE	7	18	
16	S CAPITOL ST AND SOUTHERN AVE	SE	7	New	
17	SEVENTH ST AND H ST	NW	6	New	
18	FOURTEENTH ST AND IRVING ST	NW	6	New	
19	14TH ST AND K ST	NW	6	New	
20	SIXTEENTH ST AND L ST	NW	6	New	

High Ped Crash Corridors

- 7th Street NW/Georgia Ave NW from Florida Ave. NW to Van Buren St. NW.
- 14th Street NW from R St. NW to Missouri Ave. NW.
- Pennsylvania Ave. NW from 15th St. NW to 4th St. NW.
- Columbia Rd. NW/16th Street NW from Connecticut Ave. NW to Shepard Street, NW.
- Florida Ave./U Street, NW/Benning Rd. NE from Connecticut Ave. NW to the MD line.
- Massachusetts Ave. NW form 22nd Street NW to 9th Street NE.
- The Downtown CBD. Many of these intersection have 1-3 crashes each from 2002-2004.
- Good Hope/Naylor Rd. SE form MLK Ave. to MD line.
- Minnesota Ave. from Benning Rd. NE to Good Hope Rd. SE.
- M Street NW and Wisconsin Ave. in Georgetown.
- Alabama Ave. and Stanton Rd. SE corridors.
- Connecticut Ave. NW and Wisconsin Ave. NW in the upper Northwest.

Setting it up
Targeted Crosswalk Enforcement Operation
(AKA, “Crosswalk Sting”)

Purpose: To increase the safety of pedestrians crossing the roadway. This will be done through a combination of news media and enforcement operations using officer decoy pedestrians. The number of pedestrian safety violations will be reduced by combination of the news releases and word of mouth from the violators and other motorists.

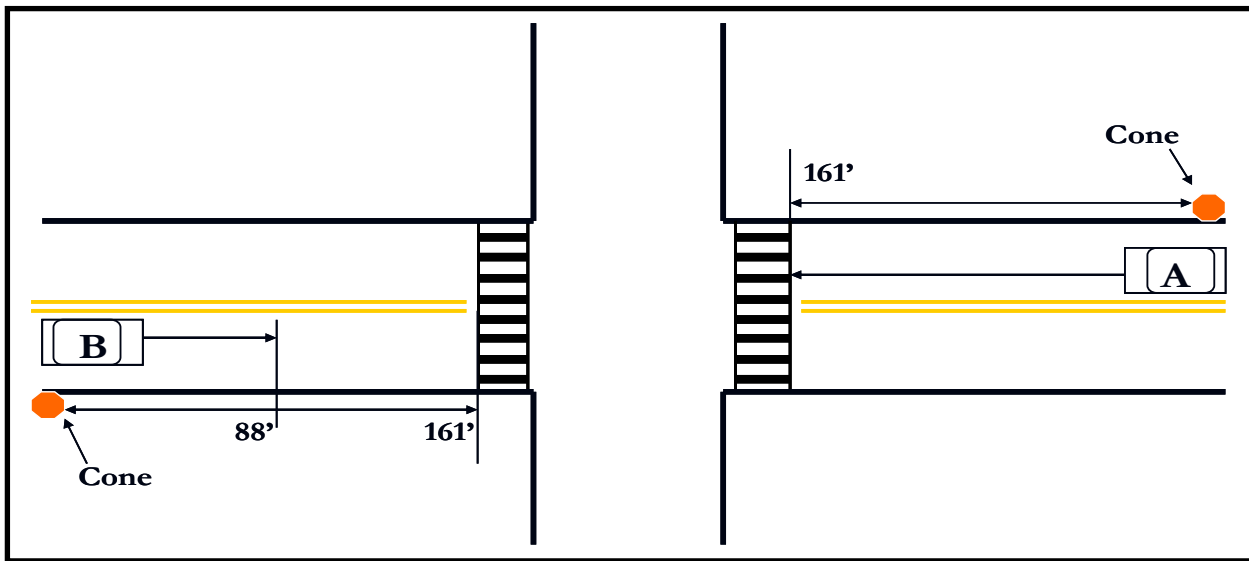
Personnel: This operation is best done with a 4-6 personnel, one or two of which will be in plain but bright clothes. An officer or officers will pull over or chase violators down stream of the crosswalk. The number of personnel may vary depending on the location of the operation. News media may be invited to observe.

Equipment: All personnel will need a radio. There will need to be sufficient chase vehicles (ideally, motors) to allow for the apprehension of violators. Two large orange cones will also be need. At least one radar or laser unit and possibly a video camera may be used.

Preparation: To ensure safety for both the officer decoys and for the motorist, this operation will follow the listed criteria and preparation without variations. At least one week prior to the planned operation, a news release should be sent out with the purpose and goals of the operation. Also, the **DATE, TIME AND LOCATION** will be given so this is not a surprise and to be fair.

- a) This operation will be done only in daylight conditions and fair weather (no rain).
- b) The operations will only be conducted at clearly **MARKED** crosswalks.
- c) The decoy will use **due care** and not endanger him/herself or motorists.
- d) The required stopping distance for the vehicles will be measured out based on 10 mph over the posted speed limit and a 2 second reaction time. One cone will be placed on each approach to the crosswalk at the beginning of the measured stopping distance:

1. Posted 20 mph	131'
2. Posted 25 mph	161'
3. Posted 30 mph	194'
4. Posted 35 mph	228'
5. Posted 40 mph	266'
6. Posted 45 mph	306'
- e) The decoy will wear high visibility clothing (but not a reflective vest).
- f) If available, a video camera will be set up near the crosswalk to allow for recording the offense.
- g) If possible, radar or laser should be used to record the speed of the violators.
- h) Pull-over teams and chase vehicles should be posted out of site up to a block from the location of the operation.
- i) A spotter, in plain clothes if needed (alternate decoy), will be in a position to observe the violations and to document and radio to the pull-over/chase teams.



Set up example: A traffic cone is placed along the edge of the roadway. It is measured out to the safe stopping distance of a vehicle traveling at **10 mph over** the posted speed limit. In this case the, posted speed limit is 25 mph, so the safe stopping distance for car “A” traveling at 35 mph and a 2 second reaction time is 161’.

The pedestrian (decoy officer) enters the crosswalk as the vehicle approaches the cone, **but before** the vehicle has entered the shaded area. If the vehicle does not stop and yield to the pedestrian, the driver will be cited.

As you can see in the example, if car “B” is traveling at the posted speed and with a **normal reaction time of 1.6 seconds**, the driver would be able to safely stop in 88’, leaving a safe distance of 73’ to the crosswalk.

In this kind of set up there are 3 possible results:

1. The vehicle stops correctly and yields right of way to the pedestrian.
2. The vehicle is traveling too fast and cannot stop for the pedestrian.
3. The vehicle totally disregards the pedestrian and fails to stop.

All operations are done at marked crosswalks with clear visibility and sight distance. Police action is taken against drivers only when the pedestrian has entered the crosswalk, not before. Always enter the crosswalk in a way that clearly shows the intention to cross.

Operation: The officer decoy will cross back and forth in the crosswalk, when safe to do so. Violator vehicles that are outside the coned area when the officer decoy steps into the crosswalk shall receive a citation.

In the District of Columbia, it will be necessary for the officer writing the ticket (pull-over officer) to see the violation. Thus, a member of the pull-over team must be in a location from which the crosswalk can be clearly viewed. Alternatively, a motor officer can be positioned near the crosswalk. The pull-over/chase team will conduct a traffic stop out of the travel lanes of the roadway and sufficiently down the road as not to affect the operation.

Both the officer conducting the stop as well as the spotter (the decoy also, if needed) will make notes on the citation. All effort will be made to document sufficiently to allow for successful prosecution. If a speed is available, it will be noted as well (see sample log sheet on page 15).

The spotter will keep a log of the vehicle descriptions and violations as they occur. This information will be used to match up citations to the violations seen by the spotter. A case report or summary memo will be written summarizing the operation, personnel present, and the results.

On roadways with medians and multiple travel lanes in each direction, there may be a need to use flexibility in applying the law. It may be advisable to consider a driver to have failed to stop for the pedestrian only when the decoy is within one lane of the vehicle's lane. In other words, if a driver is approaching in the lane nearest the median and the decoy steps into the crosswalk 3 lanes away, near the opposite curb, this would not be considered a violation. However, when the decoy is in the middle lane of the 3 lanes and the driver does not stop, it would be considered a violation.

Citations: Citations given in this operation include:

- 1 **DC Code §50-2201.28(a):** The driver of a vehicle shall stop and give the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection.
- 2 **Un-signalized crosswalk Failure to stop and give right of way to pedestrian at**
- 3 **§2200:** Speed Restrictions.

Duration: Operations will typically last approximately 2 to 2.5 hours of actual enforcement.

Reporting: The results of the operation, including number of warnings, citations, and educational materials given to drivers and pedestrian shall be reported to the District Department of Transportation. This is necessary to comply with National Highway Traffic Safety Administration (NHTSA) reporting requirements for highway safety enforcement grant funds.