

# Pedestrian Safety Event



Saint Paul Police Department

## OPERATIONS PLAN

Event: **Cross Walk Enforcement Operation**  
Location: **TBD**  
Date/Time: **TBD**

I. OPERATION PURPOSE:

The purpose of this operation is to reduce the number of pedestrians struck by vehicles in crosswalks as well as to reduce the severity of crashes involving pedestrians. To accomplish this, we will be educating the public, enforcing statutes, and partnering with the local media and citizen volunteers.

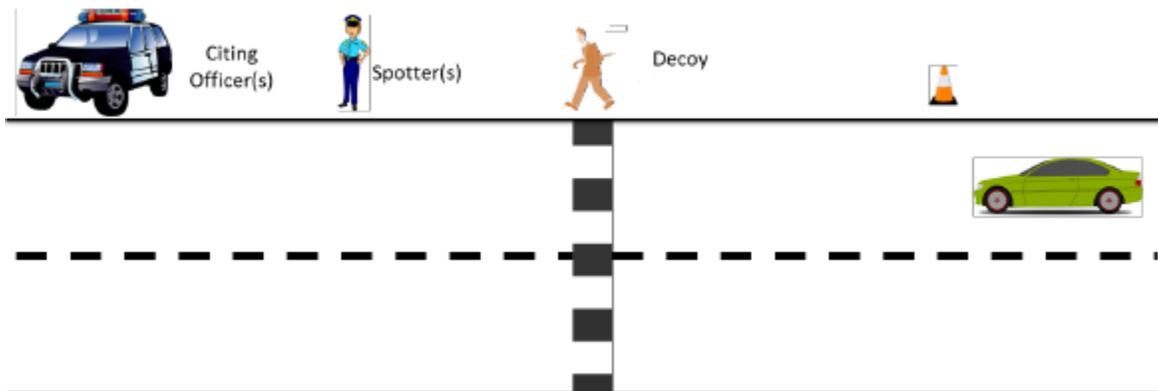
MINNESOTA STATE STATUTE: 169.21 Subd.2 (a) states: Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

II. LOGISTICAL INFORMATION AND OPERATIONAL DETAILS

A cone is placed along the edge of the roadway at a pre-determined distance from the crosswalk (the approach). The distance from the cone to the crosswalk allows for a safe stopping distance, calculated by assuming a vehicle is travelling 10 mph above the posted speed limit, and assuming a 2 second driver reaction time (similar to the calculation used for a yellow light signal on a semaphore). The chart below contains the calculated safe stopping distance for cars based on a posted speed limit.

Posted Speed Limit	Safe Stopping Distance
Posted 20 mph speed limit	131 Feet
Posted 25 mph speed limit	162 Feet
Posted 30 mph speed limit	193 Feet
Posted 35 mph speed limit	229 Feet

Below is an example of the proposed enforcement scenario:



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The pedestrian will enter the crosswalk prior to an approaching motor vehicle's front bumper reaching the cone. The distance from the cone to the crosswalk is a distance that will allow the motorist ample time to easily see the pedestrian and to stop safely in order to yield the right-of-way to the pedestrian in the crosswalk.

Patrol units must be in a position to see the crosswalk and monitor the target vehicles' speed and approach. Spotters may also be used (if available) to observe and call-in violations, in which case, patrol units may be positioned further down the roadway.

Violators should be stopped by the citing officers and given a citation or verbal warning and printed educational materials. Citing officers should take into account the violator's speed, the proximity of the pedestrian to the violator's vehicle, and the violator's driving history. (Note: a second violation of 169.21 Subd. 2 within 1 year of a previous conviction under this subdivision is guilty of a gross misdemeanor.) Officer also need to make sure they are monitoring the pedestrian decoy and taking into account the totality of the circumstances, we don't want to issue citations unless they are justified and defensible.

### III. DETAILED ENFORCEMENT INFORMATION

- A. Detail Supervisor: \_\_\_\_\_
- B. Officers Assigned : \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- C. Radio Channel: R-POOL 6
- D. Dress: **Officers will be in full uniform of the day. Decoys will be dressed in brightly-colored plain clothes that do not restrict movement. Students will be going to school, dressed in their normal clothing.**
- E. Equipment Needed:
  - a. A measuring wheel, long tape measure or laser to measure distance from the crosswalk to cone.
  - b. Traffic cones or other markers to indicate the safe stopping distance.
  - c. Portable radios
  - d. Clipboards and data collection sheets (logs)
  - e. Marked or Unmarked squad cars with In Car Camera
  - f. Pedestrian Safety printed educational materials

### IV. ADDITIONAL SAFETY CONSIDERATIONS

The event will be cancelled if there is inclement weather.

The conduct of the operation may draw the attention of the media and/or the public. The Officers must ensure that the presence of media or the public does not compromise the safety of the operation. The media may be directed to observe the operation from a designated location. The Officers may elect to terminate the operation.

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Officers should not test the stopping distance of certain large trucks or buses. The distances are for passenger vehicles, not commercial motor vehicles.

### V. EVALUATION, MEASUREMENT, AND CRITIQUE

Officers will be required to keep a log (1 per location/event). The log must be completed before EOT. The log will document conditions, issues, successes, and statistics.

### VI. TARGET LOCATION SELECTION

The targeted locations will provide an unobstructed view of the crosswalk from both directions of travel.

Specific locations will be selected based on community input and history of violations and or pedestrian related crashes.