



Pedestrian Safety Event Summary (2) - October 13, 2016

The Stop For Me campaign continued to conduct pedestrian safety events. On Thursday, October 13, 2016, police officers and volunteers from the community council participated in 2 events. The weather was warm with clear skies.

Lexington Pkwy & Goodrich (School Crossing):

The event was held at a marked crosswalk, school crossing. The roadway changes from 4 lanes near Lexington & Grand to 2 lanes near Lincoln (1 block north of event location). There were several school children with parents who crossed as well as many non-involved local residents. The City has received many complaints from citizens regarding vehicles not stopping for pedestrians crossing at this marked crosswalk. Police have been out to this location in the past to do enforcement, but not with the support of the community volunteers.

The principal along with the safety and security supervisor from St. Paul Academy and Summit School attended part of the event. There were discussions on the topic of Safe Routes to School and implementing some plans to keep kids safe on their way to and from school.

Officers used the flagging method to stop violators, instead of chasing the violators in squad cars. There were 2 officers staged at Lexington & Lincoln and 3 Officers staged at Lexington & Fairmount who were able to flag over violators that failed to stop for pedestrians who were crossing.

During the event, **6 police officers conducted 39 traffic stops, issued 37 citations and 2 warnings to vehicles who failed to yield to pedestrians in the crosswalk.**

Debriefing Notes:

- During the event, police felt the compliance rate at this location was worse than any other intersections they have worked this year. At one point, officers had a total of 9 violators stopped in a row.
- Community volunteers felt that because there was such a disregard for pedestrians, engineering changes were necessary. Community members suggested adding the following:
 - RRFB (flashing lights) at this intersection to increase compliance
 - Median / Pedestrian Refuge
 - School Speed Zone
 - Dynamic Speed Limit Sign / Radar
 - Better crosswalk signs/markings
- Community volunteers felt crossing using the light at Lexington & Grand was unsafe due to traffic turning. They said there have been a lot of near-misses with kids. They discussed adding an LPI / Leading Pedestrian Interval to this intersection, even if just during school crossing times, would be helpful
- Volunteers felt that cars were speeding up rapidly, heading south as they left the intersection of Grand and

Lexington.

- Volunteers expressed a feeling of empowerment as they saw cars getting stopped for violations that were being committed here every day.

Rice St & Ivy:

The event was held at an unmarked crosswalk in the city’s north end neighborhood. Community volunteers and police participated in the event. The roadway is 4 lanes, with parking allowed during certain times of the day (non-rush hour). There is a mix of houses, businesses and nearby apartments in this area. There were many people who were not a part of the event that crossed at this intersection to get from the houses/apartment to the businesses.

During the event, 3 police officers conducted 7 traffic stops and issued 7 citations to drivers who failed to stop for pedestrians in the unmarked crosswalk. Officers issued 1 citation to a driver for another violation.

Debriefing Notes:

- There was a street sign that had been damaged by a semi. This was called into Public Works and should be fixed soon.
- There were no markings or signs at this crosswalk, nor any of the other nearby intersections. Because of the proximity of this intersection to both businesses and residential, it may make sense to put markings at this crossing or one of the others within walking distance to help increase compliance.
- Cars were moving very fast, especially near rush hour.
- It got dark around 6:45 pm, the street lights appeared adequate.
- There were a lot of cars that saw the pedestrians in the right lane, but instead of stopping, they moved over to the left lane to avoid hitting the pedestrians.

EVENT SUMMARY STATISTICS:

Total Officers (All Funding Sources)	5
Total Traffic Stops	46
Fail to Yield to Pedestrian Citations	44
Other Citations	1

Driver Comments:

StopID	Comments from driver
3271	DRIVER ADMITTED SHE SAW THE PEDS IN THE CROSSWALK AND SHOULD HAVE STOPPED. WAS ON THE CELL PHONE.
3272	Driver stated that he did not see the pedestrian at all.
3273	DRIVER ADMITTED TO SEEING THE PEDS IN THE CROSSWALK. DENIED BEING DISTRACTED, ADMITTED HE HAD NO EXCUSE.
3274	DRIVER ADMITTED TO SEEING THE PEDS, JUST DIDNT STOP. DENIED BEING DISTRACTED.
3275	DRIVER ADMITTED TO SEEING THE PEDS, BUT DID NOT STOP. DENIED BEING DISTRACTED.
3276	DRIVER DENIED SEEING THE PEDS IN THE CROSSWALK AND DENIED BEING DISTRACTED, JUST DIDNT SEE THEM.
3277	Driver stated that when she saw the pedestrians it was too late to stop.
3278	DIDNT SEE PEDESTRIAN
3279	DIDNT SEE PEDESTRIAN
3280	Driver stated that he was merely following the leader which was the vehicles in front of him. He never noticed the pedestrians.
3281	DIDNT SEE PEDESTRIAN
3282	SAW PEDESTRIAN. THOUGHT THEY WERE ON SIDEWALK. DIDNT THINK I HAD TO STOP
3283	Foreign visitor, did not know the law
3284	DIDNT SEE PEDESTRIAN
3285	stated they were distracted by squad cars and did not see peds
3286	stated did not see peds in crossing
3287	No comment
3288	NOT SURE WHY SHE DIDNT STOP
3289	DIDNT SPEAK ENGLISH
3290	DRIVER DENIED SEEING THE PEDS IN THE CROSSWALK. CLAIMED HE WAS LOST AND TRYING TO FIND WHERE HE NEEDED TO GO. DENIED BEING ON A GPS DEVICE.
3291	saw peds, did not think they were in x-walk
3292	DRIVER ADMITTED TO SEEING THE PEDS IN THE CROSSWALK AND CLAIMED SHE SHOULD HAVE STOPPED, NO EXCUSE.
3294	saw peds but did not think they were in x walk
3295	SAW PEDESTRIAN. PEDESTRIANS WERE UNMARKED CROSSWALK. DIDNT THINK I HAD TO STOP FOR THEM. PEDESTRIANS WERE IN FACT IN MARKED CROSSWALK
3296	DIDNT SEE PEDESTRIANS. DRIVER WAS REACHING FOR AND ANSWERING PHONE WHEN DRIVING THROUGH THE INTERSECTION
3297	saw peds but stated they were not in the road
3298	NO TIME TO STOP
3299	did not answer questions
3300	Driver stated that they did not see the peds, was focused on vehicle traffic
3301	DRIVER ADMITTED TO SEEING THE PEDS IN THE CROSSWALK, BUT DIDNT UNDERSTAND THAT HE NEEDED TO STOP FOR THEM. LANGUAGE BARRIER. ALSO CITED FOR PERMIT VIOLATION.
3302	DRIVER ADMITTED TO SEEING THE PEDS IN THE CROSSWALK, BUT DIDNT THINK SHE NEEDED TO STOP FOR THEM. DENIED BEING DISTRACTED.
3303	Driver thought the Peds were j-walking and she didnt have to stop.

3304	Driver stated that he had no reason for not stopping, he stated that the peds were in the middle of the road on his left side.
3305	DRIVER ADMITTED TO SEEING THE PEDS IN THE ROADWAY, BUT DID NOT THINK HE NEEDED TO STOP FOR THEM BECAUSE THERE WAS NOT A PAINTED CROSSWALK.
3306	Didnt know the law recently moved from Ill.
3307	DRIVER ADMITTED TO SEEING THE PEDS IN THE ROADWAY, BUT DIDNT REALIZE HE NEEDED TO STOP FOR THEM SINCE THERE WAS NO PAINTED CROSSWALK.
3308	DRIVER ADMITTED TO SEEING THE PEDS IN THE ROADWAY, BUT DIDNT THINK HE NEEDED TO STOP BECAUSE THE CROSSWALK WAS NOT PAINTED.
3309	Driver stated that she didnt think she had to stop since the peds were on the opposite side of the road.
3310	Driver stated that she didnt think the laws applied since it was not a marked crosswalk.
3311	Driver admitted seeing Ped
3312	Did not see ped due to veh in front of them
3313	was not paying attention
3314	Did not see ped due to veh in front of them
3315	adamant there was no Ped in crosswalk
3316	Did not see ped due to veh in front of them
3317	was not paying attention, did not see PED