



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

The Stop For Me campaign continues to conduct pedestrian safety events. On Tuesday, December 13, 2016, police officers and community members conducted pedestrian safety events in the Central Police District of St. Paul. The weather was cold, clear skies, with a light wind.

Maryland Ave W & Dale St N:

On May 5, 2016, at approximately 7:12 AM, Isaac Schneider was struck by a left-turning vehicle (WB Maryland to SB Dale) as he was crossing in the crosswalk. His mother reached out to the Smart Trips and the City to request a Stop For Me event at the location of the crash. The District 10 community council was part of coordinating the event along with Isaac, his mother and Como Park High School staff. Isaac is on the robotics team at Como. As part of this event, the plan was to have the robot cross the street along with community volunteers. A press release was written up by District 10's executive director, Michael Kuchta, and then released to the media by the police PIO.

The Pioneer Press did a story on the event prior to it happening (<http://www.twincities.com/2016/12/12/st-paul-pedestrian-safety-event>). Fox 9 news attended the event and did story about the event (<http://www.fox9.com/news/223541930-story>). WCCO Channel 4 news was also present and filmed the event (unable to locate story). John Barker from the Army Corp of Engineers was present taking photographs for an article in their newsletter.

The event was held from 2p – 4p as students were walking home from School. Dale and Maryland are both County Roads. Dale is 4 lanes, 2 NB and 2 SB. Maryland has 1 through lane for WB traffic and a right turn lane, it also has 1 through lane for EB traffic and a dedicated left turn lane. This is a signalized intersection with a marked crosswalk. The speed limit on both roads is 30 mph.

Police and community members met and did a safety briefing and then began the demonstration. Council Member Amy Brendmoen and her legislative aide Kim O'Brien participated in the event. Several community members held signs saying various traffic safety messages, some thanking drivers for slowing down. Officers watched for violations of pedestrian crosswalk laws, speeding, distracted driving, red light running, seat belt violations and other traffic safety related violations.

During the event, **13 Police officers conducted 48 traffic stops, issued 0 citations and 4 warnings to vehicles who failed to yield to pedestrians in the crosswalk. Officers issued 55 citations and 8 warnings to drivers for other violations.**

Debrief Notes:

- Officers and community members noted that there was a high volume of traffic, even at 2:30 pm. There were lots of heavy commercial vehicles travelling through the area.
- Some of the speeds on both Maryland and Dale appeared excessive (some were cited)
- One driver went through the intersection (after accelerating) on a red light at nearly 55 mph. The driver told officers that he thought he made it through before it turned red and denied speeding.

- Officers thought that adding LPI may increase pedestrian safety. It was noted that a few of the turning vehicles were in a hurry to turn and as the light turned green there was a conflict of who would get into the intersection first. LPI would relieve that issue.
- Community members suggested looking at the entire signal timing and possibly adding a dedicated turn arrow, making the turning movement safer for pedestrians
- Speeds on Dale were higher than 30, increased enforcement in the area may be helpful as well as reducing the number of lanes from 4 to 3.

Rice Street Corridor (Maryland to 12th Street, targeted enforcement at Rice & Charles):

Rice Street is a focus corridor for 2017 pedestrian safety enforcement operations. Due to the time of day and level of light, it was not safe to conduct a pedestrian crossing event with citizens, however there were many people out walking around that evening, despite the weather. Officers setup in the area and observed normal pedestrian traffic and also had a spotting officer act as a decoy for part of the time to conduct education and enforcement of drivers in the area. Officers were also directed to focus on the entire corridor, watching for any violations where vehicles failed to yield to pedestrians, or other related violations such as speeding, distracted driving, etc. that we know contribute to pedestrian and bike crashes.

During the event, 9 Police officers conducted 33 traffic stops, issued 5 citations and 5 warnings to vehicles who failed to yield to pedestrians in the crosswalk. Officers issued 20 citations and 8 warnings to drivers for other violations. There were also 5 educational contacts with pedestrians who exhibited unsafe crossing behavior.

Debrief Notes:

- The crosswalk at Rice & Charles was very well marked. The spotter/decoy commented that it felt like one of the safest intersection to cross as a pedestrian that we have worked, especially with the center median pedestrian refuge.
- Overall traffic on Rice Street seemed to be moving fast.
- For some reason there were a high number of people driving without headlights on

EVENT SUMMARY STATISTICS:

Total Officers (All Funding Sources)	13
Total Traffic Stops	81
Fail to Yield to Pedestrian Citations	5
Other Citations	75

Driver Comments:

StopID	Comments from drivers who failed to stop for pedestrians
3668	ok sorry I saw them but was not sure what they were doing.
3694	no comment
3697	driver saw ped but swerved due to slippery road instead of trying to stop
3699	did not see Ped until too late, too close to stop
3703	DRIVER STATED SHE DIDNT SEE THE PED UNTIL SHE WAS RIGHT UP ON HIM. KNEW THE PED LAW
3707	no valid dl stated he did not hit the big man so its ok
3708	saw him, but he was just standing there in middle median and didn't think he was trying to cross, agreed no other reason to be there and should have stopped.
3717	thought ped was stopped and waiting for him. Admitted he should have waited.
3718	Slowed for ped, did not stop for him to fully cross the street
3720	I saw him but it was too dark and it was hard to see him; DAR
3719	did not see Ped, was not paying attention
3721	DRIVER STATED HE DIDNT SEE THE PED AND WAS UNAWARE OF THE PED LAW
3730	I thought was waiting for me
3733	DRIVER DID SEE PEDESTRIAN. DRIVER SAID HE DIDNT SEE PED IN CROSSWALK UNTIL IT WAS TOO LATE TO STOP