

# PEDESTRIAN SAFETY AND LAWS IN PENNSYLVANIA

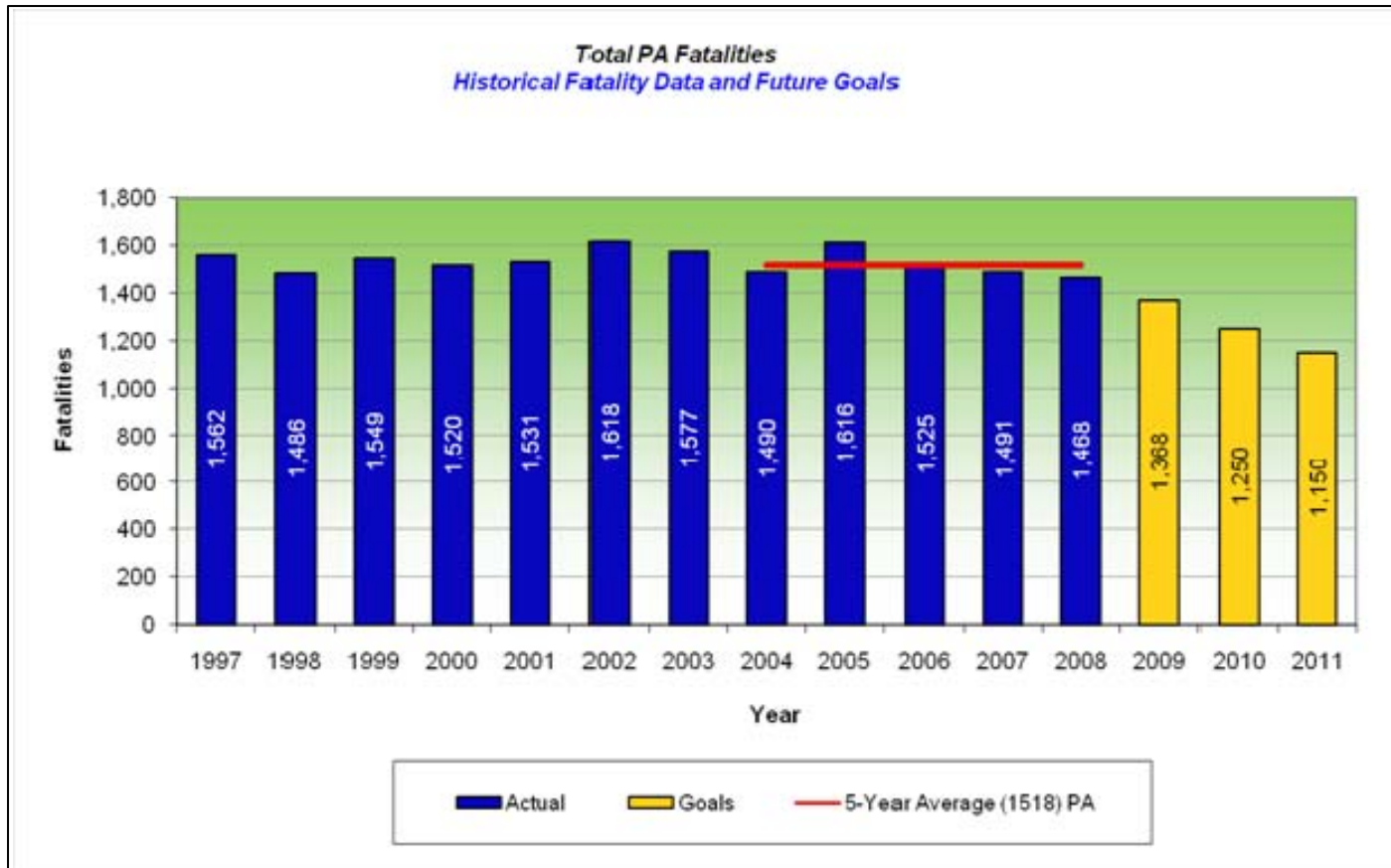
July 29, 2009

Gary N. Modi, P.E., Chief  
Safety Management Division  
Bureau of Highway Safety & Traffic Engineering

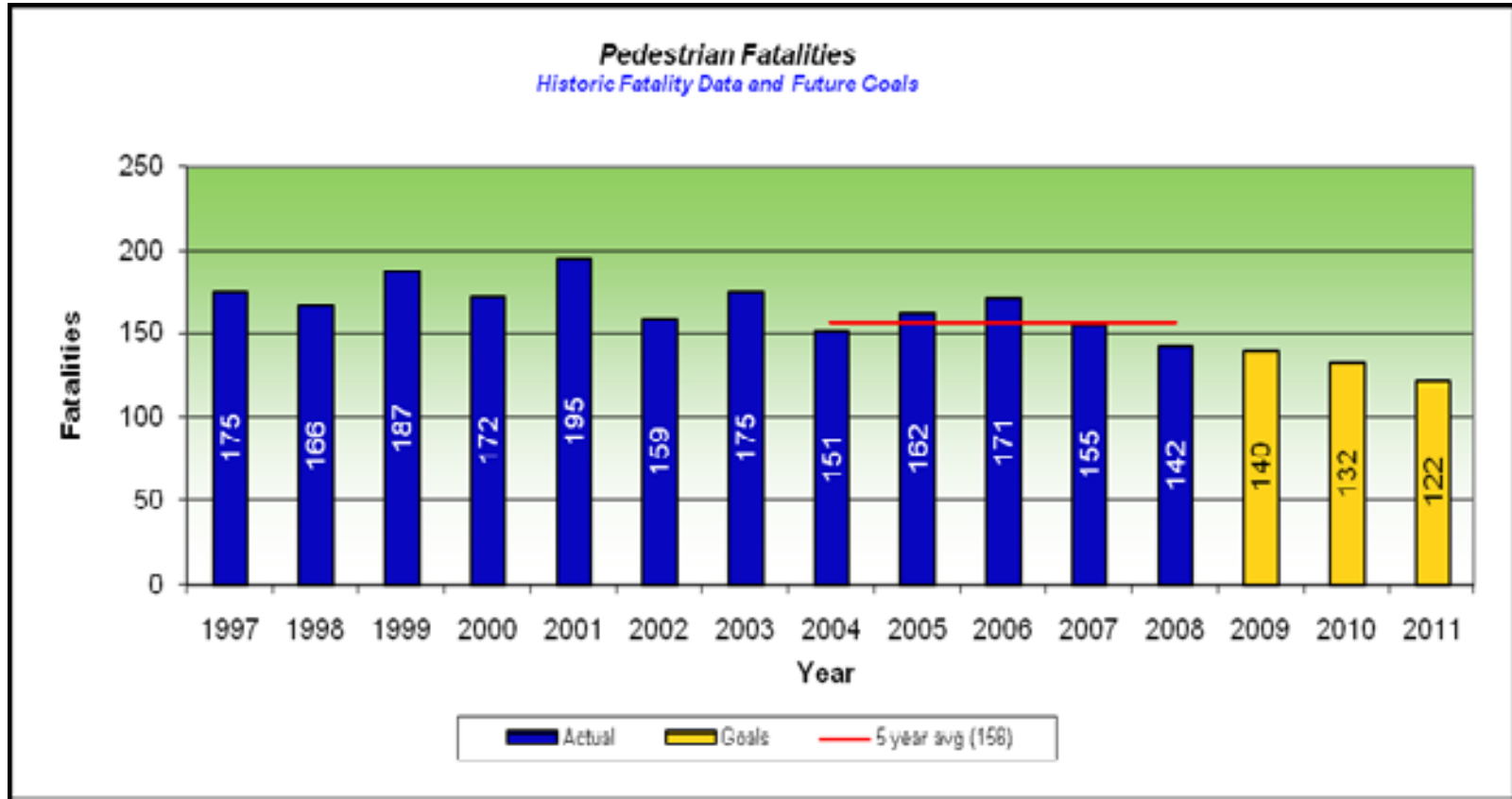
&

Christopher A. Drda, P.E., Chief  
Consultant Agreement Section  
Bureau of Design

# Total PA Fatalities



# Pedestrian Fatalities in PA



# State Pedestrian Laws from Title 75

- Pedestrians shall obey traffic control signals *Sec 3541(b)*
- Penalty for violation of Sec 3541(b):
  - Fine of \$5.00 plus costs
- At non-controlled intersections, vehicles shall yield the right-of-way to pedestrians in a marked or unmarked crosswalk *Sec 3542(a)*
- Penalty for violation of Sec 3542(a):
  - Fine of \$50.00 plus costs
  - 2 points on license

# Definition of a Crosswalk

- Title 75, Section 102, defines “Crosswalk” as:
  - (1) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and in the absence of a sidewalk on one side of the roadway, that part of the roadway included within the extension of the lateral lines of the existing sidewalk.
  - (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

# State Pedestrian Laws from Title 75 - Unmarked Crosswalk



Unmarked crosswalks - there are 6 such crosswalks in this photo





# Motorists to Yield to Pedestrians on Sidewalk

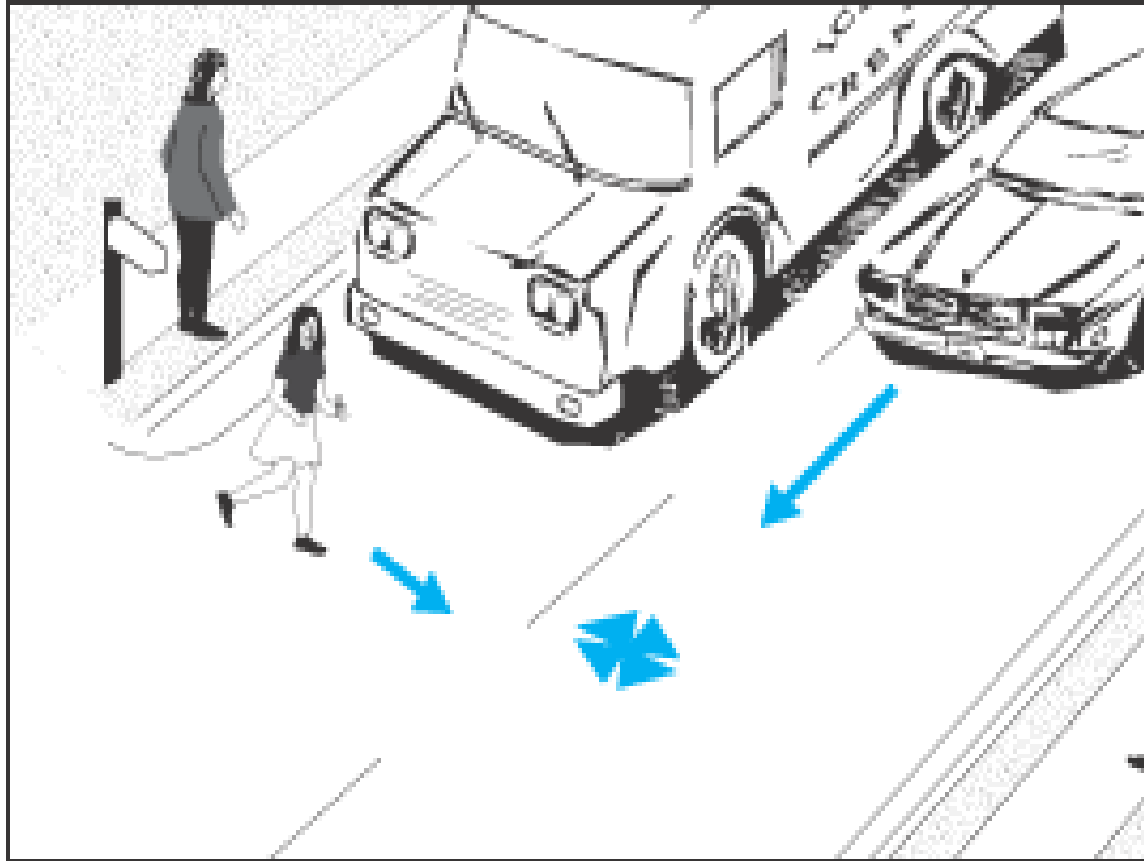
- “The driver of a vehicle emerging from or entering an alley, building, private road or driveway shall yield the right-of-way to any pedestrian approaching on any sidewalk extending across the alley, building entrance, road or driveway.” *Sec 3547*
- Penalty for violation of Sec 3547:
  - 3 points on license



# State Pedestrian Laws from Title 75

- “Multiple Threat Crash”
- Whenever any vehicle is stopped at any crosswalk at an intersection or at any marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle. *Sec 3542(c)*

# Illegal Motorist Action Causing Multiple Threat Crash



# Jaywalking

- Question: What is the definition of “jaywalking” in Title 75?
- Answer: None
- Must use the descriptions of pedestrian violations (walking against signals or outside crosswalks) to determine “jaywalking” in Pennsylvania.

# Pedestrians Crossing Outside of Crosswalks Must Yield When...

- Generally, must yield ROW to vehicles. *Sec 3543(a)*
- If crossing a roadway where a pedestrian tunnel or an overhead pedestrian crossing is provided, must yield to vehicles. *Sec 3543(b)*
- Between **adjacent** controlled intersections in an urban district. *Sec 3543(c)*

# Crossing Intersection Diagonally

- Generally prohibited unless permitted by traffic control devices or a uniformed police officer directing traffic.  
*Sec 3543(d)*
- Penalty for violation of Sec 3543(d):
  - Fine of \$5.00 plus costs

# Persons Walking Along a Roadway

- If sidewalk present, pedestrian must use it and may walk in either direction. *Sec 3544(a)*
- If no sidewalk, but shoulder is present, must walk on shoulder and may walk in either direction. *Sec 3544(b)*
- In the absence of sidewalk and shoulder, pedestrian may walk in road, as close to edge as practicable and must walk on left side of road facing traffic. *Sec 3544(c)*

# Pedestrians with Visual Disabilities

- When any pedestrian is using a white cane or service animal, vehicles must yield and stop if necessary. [No reference to a Crosswalk or Intersection ] *Sec 3549(a)*
- Penalty for violation of Sec 3549(a):
  - Fine of \$50.00 - \$150.00
  - 3 points on license
- The absence of a white cane or service animal by a person with a visual disability in no way deprives that person of the rights conferred by law. *Sec 3549(b)* [Reference to persons with “low” or “partial” vision, who can get about without a white cane or service animal]



# Pedestrians Under the Influence

- A pedestrian who is under the influence of alcohol or any controlled substance to a degree which renders the pedestrian a hazard shall not walk or be upon a highway except on a sidewalk. *Sec 3550*

# PennDOT Pedestrian Safety Programs

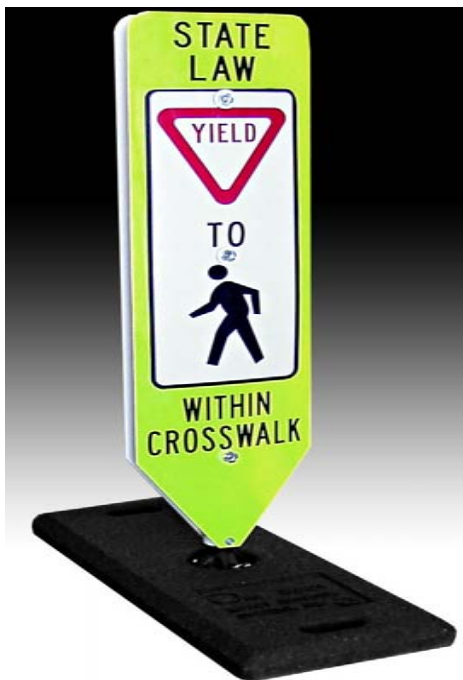
## Yield to Pedestrian Channelizing Devices

5300 signs deployed in PA since 2001

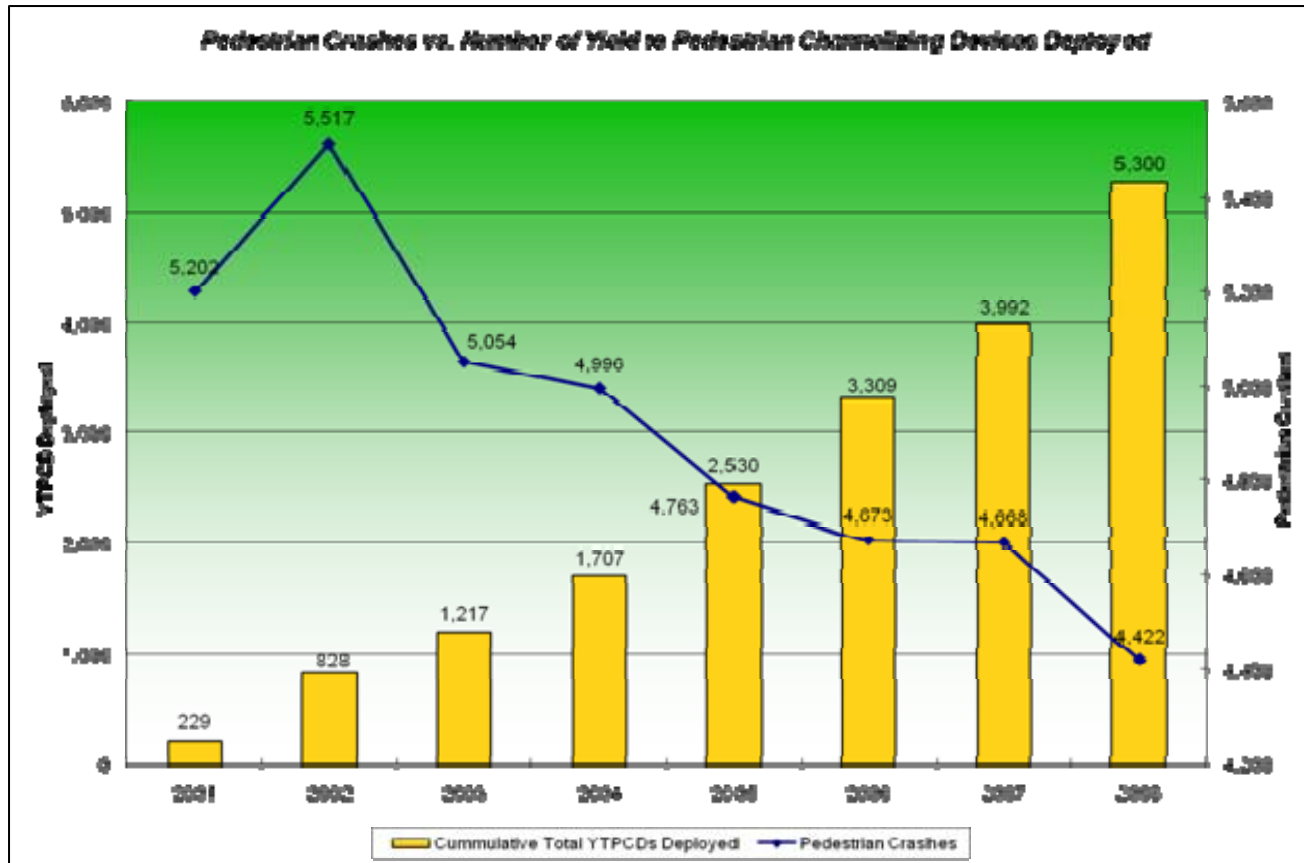
Approximately 1000 signs/yr distributed by PennDOT to municipalities across PA

Pedestrian Fatalities have decreased by approximately 10% when comparing 2008 Actual Fatalities vs. the 5 Year Baseline Average (2004-2008) fatalities.

**Research results indicate that driver compliance increased 30-40% with the deployment of these devices.**



# PennDOT Pedestrian Safety Programs



# PennDOT Pedestrian Safety Programs

- Community Traffic Safety Programs (CTSP) with community organizations, schools, local law enforcement
  - Grantees use Federal Section 402 safety funds
  - Work with local officials and schools to conduct safety programs for school children

# PennDOT Pedestrian Safety Programs

- Safe Routes to School Program
  - Federally funded program
  - Sidewalks, curb cuts, other physical improvements to better enable walking to school
  - Improvements are in close proximity to school or provide critical connections to school
  - Between 10 and 30 percent of program must be non-infrastructure improvements (educational)

# PennDOT Pedestrian Safety Programs

- Local Technical Assistance Program (LTAP) “Walkable Communities” Program
  - LTAP is a PennDOT contracted program that includes many forms of transportation and safety assistance to individual communities.
  - An example is the Walkable Communities program, which consists of a review of infrastructure and recommendations to make a community walkable.
  - Following project completion, LTAP staff conduct follow-up visits in the subsequent 12 months to gauge success.

# PennDOT Pedestrian Safety Programs

- Recent PennDOT Changes
  - Altered Pedestrian Policies to include greater emphasis on Pedestrian Need
  - Made modifications to Design Manual 2, Roadway Standards on pedestrian design, and ADA accommodations
  - Issued Guidance Manual for Inspectors on curb ramps and other ADA facilities



# Types of Disabilities

- Vision Impaired
- Hearing Impaired
- Physically Impaired
- Mental Impairment



# ADA Background

- Americans With Disabilities Act (ADA) of 1990
  - Requires state and local governments to address ADA
  - No qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.
- Between 1992 - 1995
  - \$90 Million spent on curb ramp construction

# ADA Recent Events

- Many curb ramps do not meet current ADA requirements.
- Standards have changed
  - Detectable Warning Surface (DWS) is now required
  - Level Landing
- Voices for Independence (VFI) Lawsuits
  - June 2002, City of Erie
  - November 2004, City of Meadville
  - September 2006, PennDOT
  - Federal Judge Ruling
    - Curb ramps across state routes - PennDOT will fully fund
    - Curb ramps across local roads - municipality will fully fund
    - Diagonal curb ramps will be shared 50/50 cost

# ADA Challenges

## Challenges Nationwide

- Many state and local governments are faced with the challenge of bringing their facilities into compliance with ADA standards. Litigation by ADA advocacy groups has resulted in settlement agreements mandating government action.
- Since July of 2000, the Department of Justice reports **161 settlement agreements**, for a variety of ADA issues, with 148 localities in all 50 states, the District of Columbia, and Puerto Rico.
  - **The City of Sacramento must allocate 20% of roadway funds to ADA compliance every year.**
  - Nashville, TN conducted extensive reviews of their policies to ensure sidewalks are compliant.

# Examples

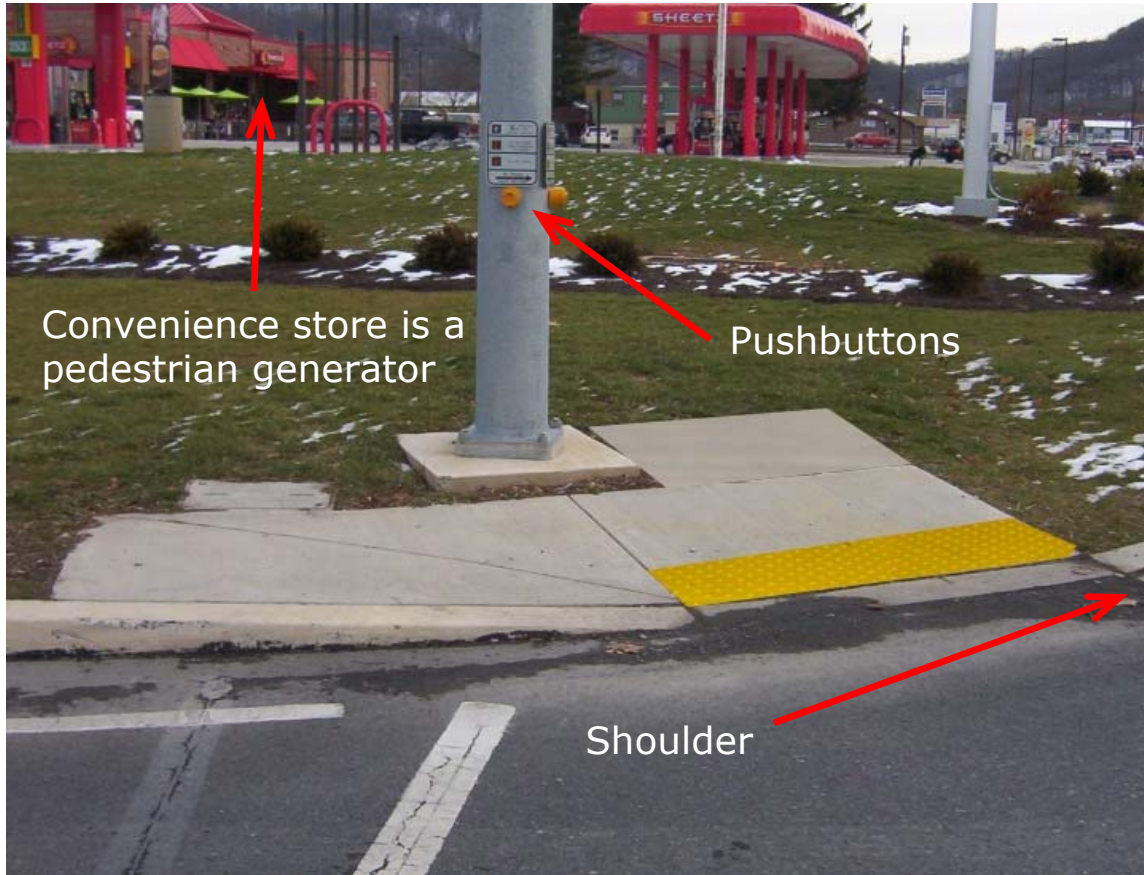


# Examples





# Examples





Questions?

**DVRPC**  
**Regional Safety Task Force**  
**July 29, 2009**

**Pennsylvania Bicycle Safety  
Legislation**

Joe Stafford,  
Executive Director  
Bicycle Access Council  
[www.BicycleAccess-PA.org](http://www.BicycleAccess-PA.org)  
(717) 417-1299

# Bicycle Access Council

- Created in 2001
- State-wide bicycle advocacy
- Not-for-profit 501(c)3
- Non-government organization
- Funded solely by memberships and donations
- Mission Statement

## **Bicycle Access Council (con't)**

- The **Bicycle Access Council** is a non-profit advocacy organization that serves as a forum for Pennsylvania bicyclists and as an ombudsman for bicycling issues.
- It is the objective of the **Bicycle Access Council** to make bicycling on roads throughout the Commonwealth safe, respectable and a transportation choice by educating bicyclists and the motoring public.

# Organization Profile

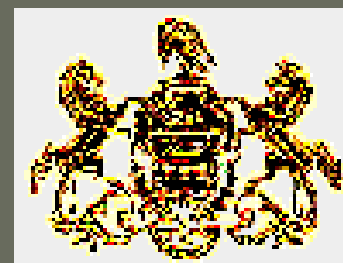
- **Executive Director**
  - Joe Stafford, Dallastown, PA
- **Secretary**
  - Catherine Ruhling, Ambler, PA
- **Treasurer**
  - Rodney Moseman, Lititz, PA

# Pending Legislation

Pending legislation introduces  
AMMENDMENTS to

Pennsylvania Consolidated Statutes  
Title 18 & Title 75

# Pennsylvania Consolidated Statutes



- A program of codification and compilation of the laws of the Commonwealth of Pennsylvania began in 1970 with the enactment of Act 230, approved November 25, 1970, P.L. 707.
- The actual work of preparing and editing the statutes is done by the Legislative Reference Bureau.
- The form and contents of the publication of these statutes is approved by the President pro tempore of the Senate and the Speaker of the House of Representatives as required by 1 Pa.C.S. § 502.



# How to cite a statute

- 75 Pa.C.S. §102
- Statutes are arranged using the following system:
  - TITLES
    - Name and (common name)
    - **VEHICLES (Vehicle Code)**
  - PARTS: Division of the Title by headings
    - Part I Preliminary Provisions
    - Part II Title, Registration and Licensing
    - **Part III Operation of Vehicles**
    - Part IV Vehicle Characteristics
    - Part V Administration and Enforcement
    - Part VI Miscellaneous Provisions
  - Articles: [*not used very often*] e.g., Title 18
  - Chapters: Division of the Parts by headings
  - Subchapters: Contains “sections” denoted by §

# Where to find PA Vehicle Code

[www.dmv.state.pa.us](http://www.dmv.state.pa.us)→

laws & regulations→

Title 75→

Part III

# Where to find Info on the General Assembly & Legislation

[www.state.pa.us](http://www.state.pa.us) →

Government (top)→

General Assembly (link) →

Select: Find Legislation By

▣ Bill #    ▣ Keyword

**THE GENERAL ASSEMBLY OF  
PENNSYLVANIA  
HOUSE BILL No. 1109**

**AN ACT**

**Amending Title 18 (Crimes and Offenses) of the Pennsylvania Consolidated Statutes, further providing for the offense of recklessly endangering another person.**

**THE GENERAL ASSEMBLY OF  
PENNSYLVANIA  
HOUSE BILL No. 1110**

**AN ACT**

**Amending Title 75 (Vehicles) of  
the Pennsylvania Consolidated  
Statutes**

*Questions?*

# NJ Statutory Provisions for Pedestrians and PSE as a Program for Enforcement



Ranjit Walia, AICP  
Senior Research Specialist  
Alan M. Voorhees Transportation Center  
Rutgers University

# Presentation Outline

- Current NJ Statutory Framework
  - NJ Pedestrian Safety Act
- Pedestrian Safety Enforcement Overview



# Current NJ Statutory Framework

Unit Name

# Statutory Scheme

- There are several statutes that comprise a statutory scheme that is intended by the Legislature to define the obligations of motorists and pedestrians and their responsibilities to each other.

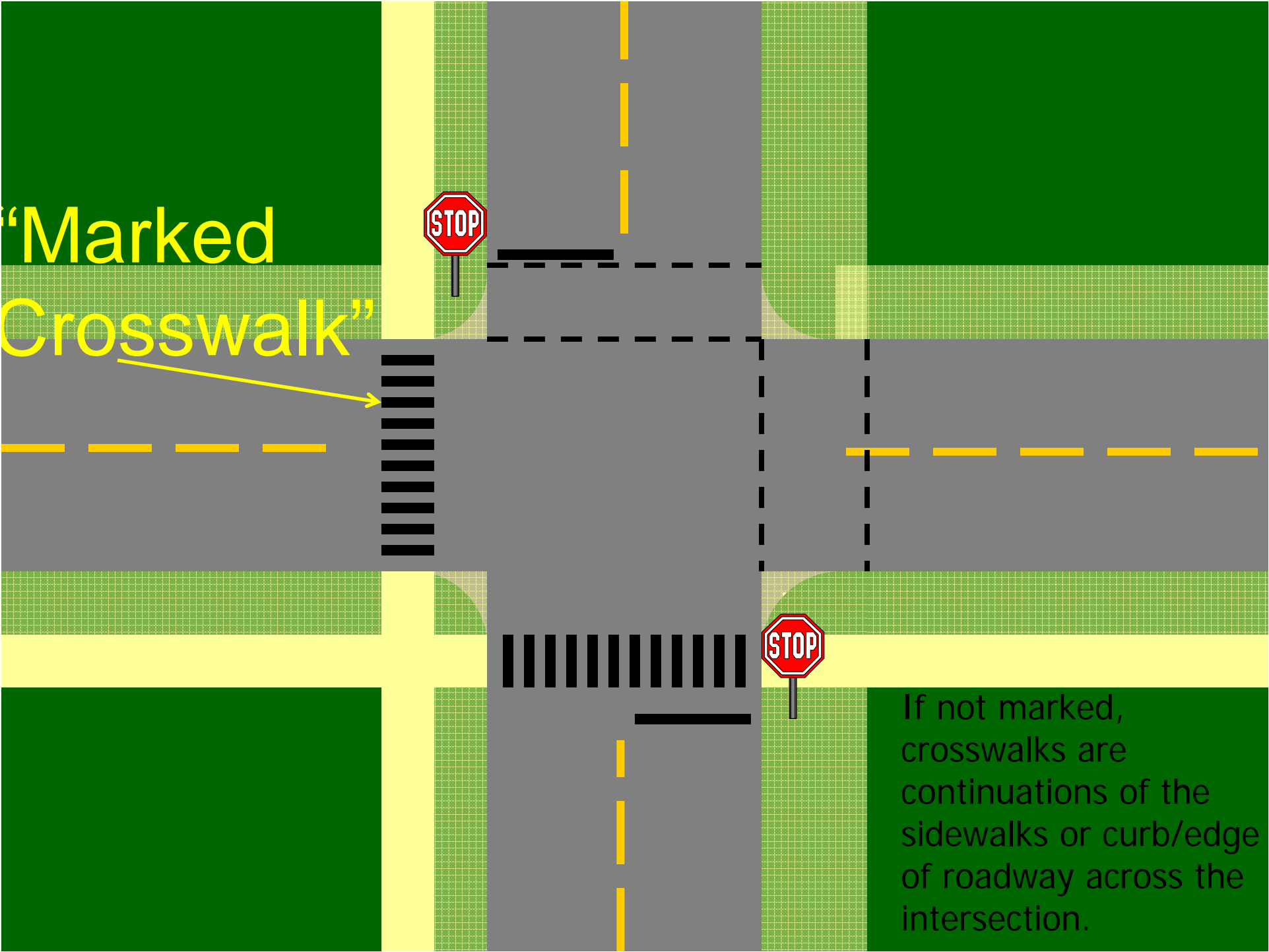
## Crosswalk Defined:

- 39:1-1: "Crosswalk" means that part of a highway at an intersection, either marked or unmarked existing at each approach of every roadway intersection, included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the shoulder, or, if none, from the edges of the roadway; also, any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other marking on the surface.
- **Every intersection has a crosswalk whether marked or unmarked**

# “Marked Crosswalk”



If not marked, crosswalks are continuations of the sidewalks or curb/edge of roadway across the intersection.



## 39:4-32

- On highways where traffic at intersections is controlled by a traffic control signal or by traffic or police officers, **pedestrians** shall not cross a roadway against the "stop" signal unless otherwise specifically directed to go by a traffic or police officer, or official traffic control device. A pedestrian crossing or starting across the intersection on a "Go" signal shall have the right of way over all vehicles, including those making turns, until he has reached the opposite curb or place of safety, and no **operator** of a vehicle shall fail to yield the right of way to him.

## 39:4-33

- At intersections where traffic is directed by a police officer or traffic signal, no pedestrian shall enter upon or cross the highway at a point other than a crosswalk. Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

## 39:4-36

- a. The **driver** of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or within any unmarked crosswalk at an intersection, except at crosswalks when the movement of traffic is being regulated by police officers or traffic control signals, or where otherwise prohibited by municipal, county, or State regulation, and except where a pedestrian tunnel or overhead pedestrian crossing has been provided, but 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. Nothing contained herein shall relieve a **pedestrian** from using due care for his safety.

## 39:4-36

- Whenever any vehicle is stopped to permit a pedestrian to cross the roadway, the **driver** of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

Every **pedestrian** upon a 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.

Nothing contained herein shall relieve a **driver** from the duty to exercise due care for the safety of any pedestrian upon a roadway.



## 39:4-34

- Where traffic is not controlled and directed either by a police officer or a traffic control signal, **pedestrians** shall cross the roadway within a crosswalk or, in the absence of a crosswalk, and where not otherwise prohibited, at right angles to the roadway. It shall be unlawful for a **pedestrian** to cross any highway having roadways separated by a medial barrier, except where provision is made for pedestrian crossing. On all highways where there are no sidewalks or paths provided for pedestrian use, **pedestrians** shall, when practicable, walk only on the extreme left side of the roadway or its shoulder facing approaching traffic.

## 39:4-34

- Where sidewalks are provided it shall be unlawful for any **pedestrian** to walk along and upon an adjacent roadway.

## 39:4-36.1

- Any **pedestrian** crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

## 39:4-35

- No **operator** of a vehicle shall fail to give the right-of-way to a pedestrian at a crosswalk, whether marked or unmarked, where the pedestrian having started to cross with the proper signal finds himself still within the intersection when the signal changes.

## 39:4-37.1

- Any blind person using as a guide a walking cane, predominantly white or metallic in color or any blind person using as a guide a seeing-eye dog or other dog trained as a guide for the blind, equipped with a rigid "U" -shaped harness such as customarily used on dog guides or any guide dog instructor engaged in instructing a guide dog shall have the right-of-way in crossing any highway or any intersection thereof, and all **drivers** of vehicles shall yield the right-of-way to such blind person or guide dog instructor engaged in instructing a guide dog although traffic on said highway or intersection thereof is controlled by traffic signals, anything in the motor vehicle and traffic laws of this State to the contrary notwithstanding.

## 39:4-115

- The **driver** of a vehicle or the motorman of a streetcar  
a. intending to turn to the right or left at an intersection where traffic is controlled by traffic control signals or by a traffic or police officer, shall proceed to make either turn with proper care to avoid accidents and, except as provided in b. below, only upon the "Go" signal unless otherwise directed by a traffic or police officer, an official sign or special signal; or b. intending to turn right at an intersection where traffic is controlled by a traffic control signal shall, unless an official sign of the State, municipality, or county authority having jurisdiction over the intersection prohibits the same, proceed to make the turn upon a "Stop" or "Caution" signal with proper care to avoid accidents after coming to a full stop, observing traffic in all directions and yielding to all pedestrians and other traffic traveling in a direction in which the turn will be made.

## Entrapment

- 2C:2-12
- Induces or encourages
- As direct result
- Causes defendant to engage in conduct
  - Makes false representation to induce to believe not illegal
  - Employ's methods of persuasion or inducement which create a substantial risk that offense will be committed by one who is not ready to commit it.
- Strict Liability

# NJ "Pedestrian Safety Act"

Unit Name



- Bill A1329: Revises laws concerning pedestrian safety and traffic control; requires drivers to stop and remain stopped for pedestrians under certain conditions.
- Sponsored by Linda Stender
- Passed by the Assembly and referred to the Senate Transportation Committee in May
- Resulted from the transportation panel's 2006 hearings on New Jersey pedestrian safety

# Pedestrian Safety Enforcement Overview

Unit Name

# Lecture Points:

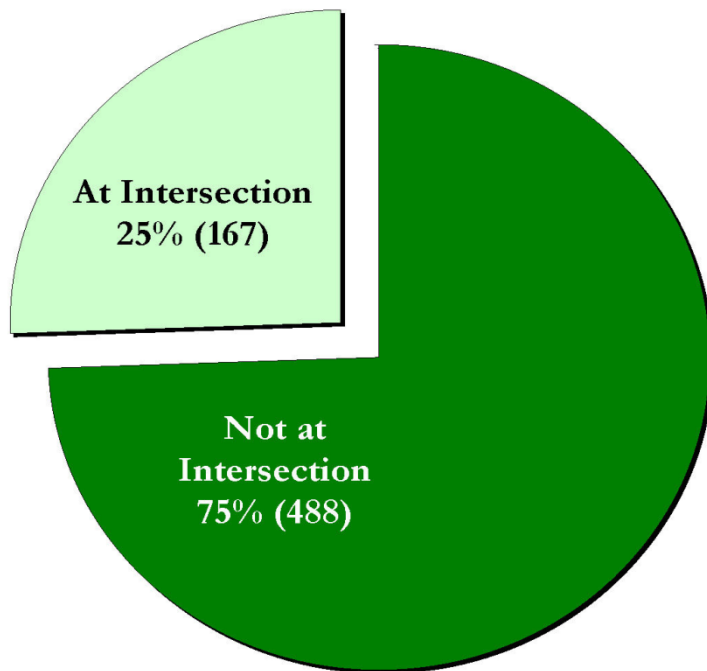
- **Is there a need for PSE training?**
- **How has it been implemented in NJ?**
- **Results**
  - Training
  - Operations
  - Montclair and South Orange Case Studies
- **Lessons Learned and Observations**

# Is there a need for PSE Training?

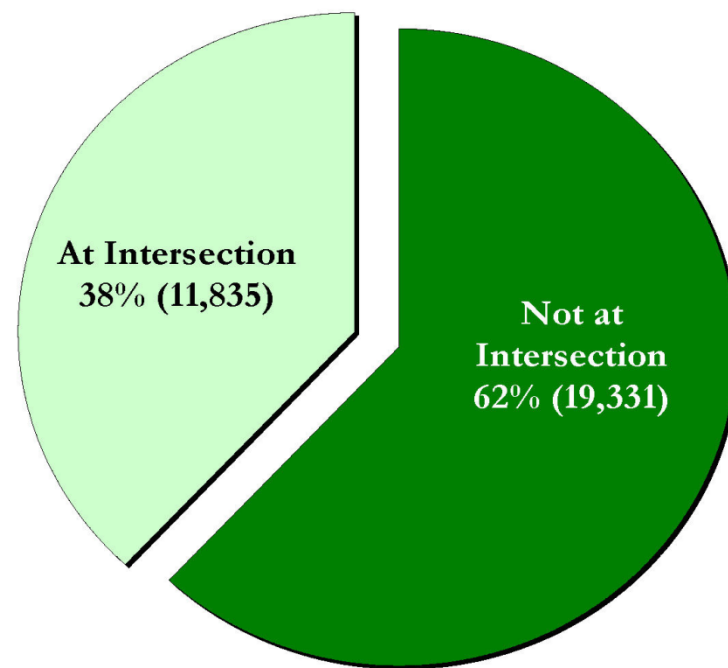
- Pedestrian safety is a key issue in NJ
  - Statistics tell some of the story:
    - 2004-2008 - 758 pedestrian fatalities ~ 150 each year
    - 1<sup>st</sup> Half of 2009 – 81 pedestrian fatalities
  - NJ has a very high pedestrian-involved crash rate, 16<sup>th</sup> worst in the nation and almost double the national average (in an average year 1/5 of our traffic fatalities are pedestrian). NJ has been a FHWA Pedestrian Safety Focus state since 2003.
  - For every pedestrian killed, two are seriously injured and another 50 are hit.

# Pedestrian Fatality & Crash Locations (2001-05)

*All Pedestrian Fatalities*



*All Pedestrian Crashes*



Source: Pedestrian Safety Management In New Jersey: A Strategic Assessment

# Pedestrian Maneuver

| <u>Ped Maneuver/Crash Type</u>                          | <u>Fatalities</u> | <u>Incapacitated Injuries</u> | <u>All Ped Crashes</u> |
|---|-------------------|-------------------------------|------------------------|
| <b>Crossing/Entering Road<br/>(not at Intersection)</b> | <b>275</b>        | <b>684</b>                    | <b>7,865</b>           |
| <b>Crossing/Entering Road<br/>(at Intersection)</b>     | <b>129</b>        | <b>587</b>                    | <b>10,396</b>          |
| Walking on Road (with Traffic)                          | 34                | 73                            | 960                    |
| Walking on Road (Against Traffic)                       | 15                | 30                            | 424                    |
| Standing in Road  | 22                | 70                            | 1,370                  |
| Pushing or Walking Vehicle                              | 11                | 20                            | 233                    |
| Coming from behind Parked Vehicle                       | 10                | 69                            | 1,395                  |
| Going on/off Vehicle                                    | 7                 | 33                            | 711                    |
| Other Walking in Roadway                                | 5                 | 25                            | 411                    |
| Approaching or Leaving School Bus                       | 2                 | 3                             | 65                     |
| Playing in Road   | 1                 | 21                            | 517                    |
| Other   | 91                | 253                           | 4,669                  |
| No Record   | 128               | 144                           | 5,628                  |
| <b>GRAND TOTAL</b>                                      | <b>730</b>        | <b>2,012</b>                  | <b>34,644</b>          |

Source: Pedestrian Safety Management In New Jersey: A Strategic Assessment

# Crossing the Road is Dangerous!!

| <u>Ped Maneuver/Crash Type</u>                  | <u>Fatalities</u> | <u>Incapacitated Injuries</u> | <u>All Ped</u> |
|---|-------------------|-------------------------------|----------------|
| <u>Crashes</u>                                  |                   |                               |                |
| Crossing/Entering Road<br>(not at Intersection) | 275               | 684                           | 7,865          |
| Crossing/Entering Road<br>(at Intersection)     | 129               | 587                           | 10,396         |
| <b>CROSSING TOTAL</b>                           | <b>404</b>        | <b>1,271</b>                  | <b>18,261</b>  |
| <b>GRAND TOTAL</b>                              | <b>730</b>        | <b>2,012</b>                  | <b>34,644</b>  |

**CROSSING ROAD**      **55%**      **63%**      **52%**  
 As Percentage of All Crashes

Source: Pedestrian Safety Management In New Jersey: A Strategic Assessment

# Is there a need for PSE Training?

- **Communities are familiar with the 3E's approach to pedestrian safety but concentrate on engineering**
  - **Engineering**
  - **Education**
  - **Enforcement**
- **Previous research**
  - **Attitudes**
  - **Availability of training**
  - **Law is fragmented and ambiguous**
- **NJBPRC**
  - **Often hear about need for enforcement**



# Pedestrian Safety Enforcement (PSE)

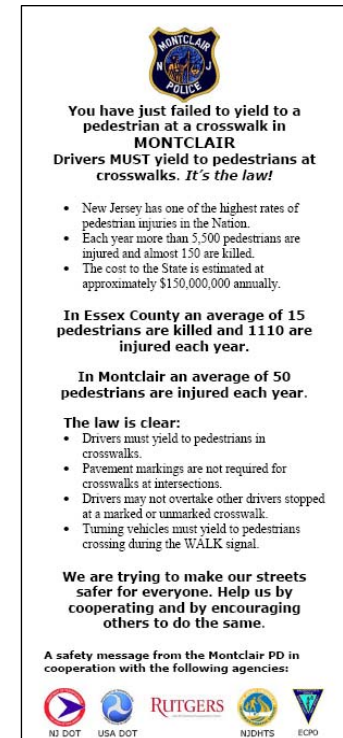
- **Before structured PSE training....the problem**
  - Subjectivity of failure to yield
  - The issue of shared responsibility
  - Down time while team waits for pedestrians to cross
  - Drivers and pedestrians generally unaware of the law or have a pattern of violating them
- **What is PSE training?**
  - Education for enforcement personnel
  - Training on PSE operations
- **Why PSE Training?**
  - Enforcement is critical but training opportunities are unavailable
    - Pedestrian laws and the duties of motorists to pedestrians have not been a focus area in training
  - An opportunity for training on structured defensible operations

# PSE Workshop Overview

- **Divided into two parts**
  - **Education**
    - **Pedestrian safety overview**
      - Statistics from national, state, and local perspective
    - **Review of key contributing factors**
      - **Driver Related:**
        - » **Failure to yield**
        - » **Excessive speeds**
        - » **Driver inattention**



- Pedestrian factors:
  - » Darting out
  - » Crossing against traffic signal
  - » Inattention
  - » Alcohol use
- Countermeasures
  - 3E's
- Review and Discussion of Title 39
  - Motor Vehicles and Traffic Regulations (The Law)
    - » Increase participant understanding and familiarity of enforceable motorist and pedestrian rights and duties
- Review PSE Operations Protocol
- Participants were given
  - Training Presentation CD
  - Training Film
  - Sample Paperwork (log sheets, educational flyers)



# Operations Overview

## Target Location & Setup



## Assuming no grade

|                   |    |    |     |     |     |     |
|-------------------|----|----|-----|-----|-----|-----|
| Speed Limit (mph) | 15 | 20 | 25  | 30  | 35  | 40  |
| Distance (ft)     | 46 | 73 | 102 | 140 | 183 | 234 |

Assuming no significant grade, table shows cone placement distance based on vehicle speeds

Distances measured from nearest crosswalk line to where cone is to be placed

These distances hold for dry pavement and daylight



The Formula:

Time = signal clearance interval in seconds

$$\text{Time} = t + v/(2a + 2Gg)$$

t = driver reaction time

v = vehicle velocity

a = safe deceleration rate

G = gravitational constant

g = grade of road

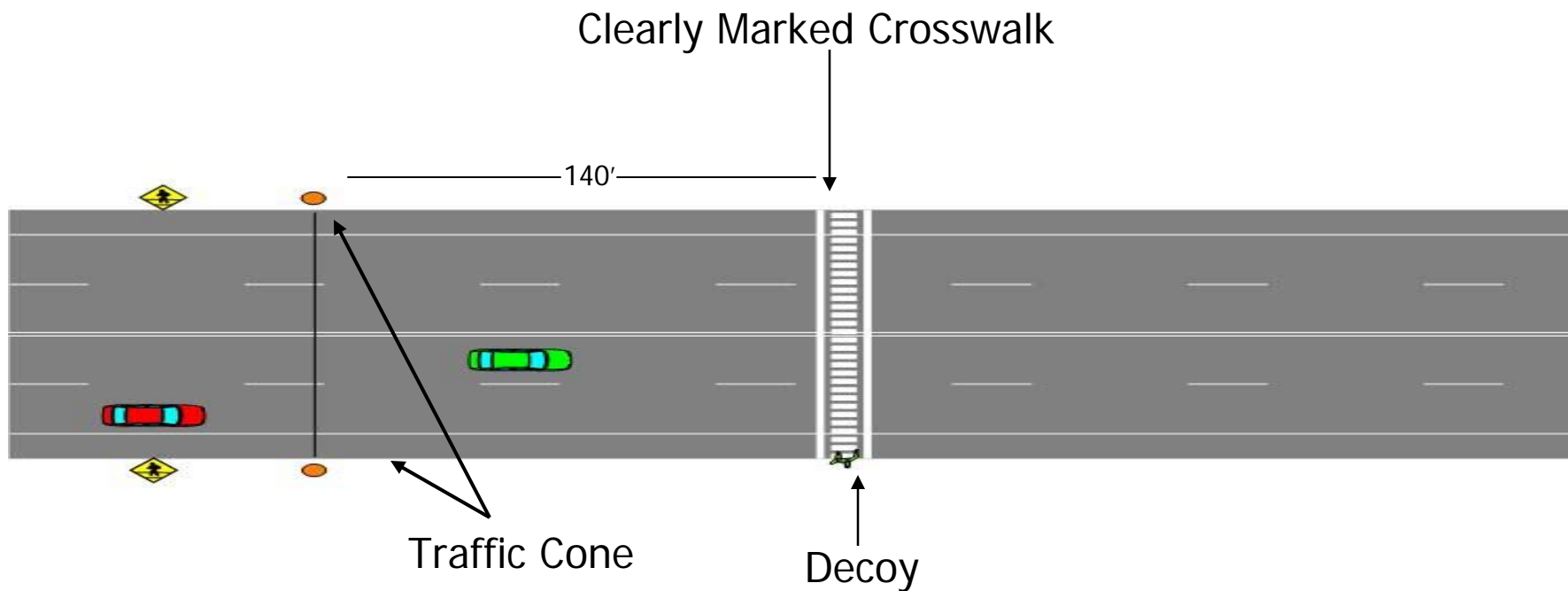
- The time is multiplied by the posted speed to calculate the distance.
- The driver must be beyond the cone when the pedestrian enters the crosswalk for a valid stop.

## Operational Definition of Not Yielding

- We use the signal timing formula used to time yellow duration to calculate the dilemma zone.
- If a driver can avoid running a light they can yield.
- We place a cone at the dilemma zone limit.







Example: 30 mph

# The Decoy / Undercover Officer

- **Safety 1<sup>st</sup>: Wear Bright Colors**
- **This is not an attempt to trick motorists**
- **Have good site line to target violators**
- **Have a reliable 2-way radio for notification to the enforcement team**



# Standard Crossing Protocol

- Start to cross only when vehicle is close to but has not yet reached the cone.
- Begin by placing one foot off curb between crosswalk lines
- Do not begin to cross in front of vehicle unless driver is clearly slowing to yield for you.
- If a gap appears finish crossing

# Multilane roads

- If a vehicle yields close to crosswalk do STOP AND LOOK AT LANE LINE before proceeding
- Passing a stopped vehicle at a crosswalk is an infraction. Cite people who do this.

# Flagman / Recorder

- **Safety 1<sup>st</sup> – Wear a Reflective Safety Vest**
- **Have a safe place to stop violators**
- **Have good site distance between the decoy and yourself**
- **Have a reliable 2-way radio so you can hear the violator's vehicle description given by the decoy**
- **Flag all violators into the safe area**
- **Record all vehicles that were stopped**



# Contact Officers

- **Always be Courteous & Professional**
- **Your driver truly may not know why they are being stopped**
- **Educate always and Enforce when necessary**





# Results - workshops

- Operations are simple but effective
- Participating officers were shocked at motorist behavior to crossing pedestrians (even officers in uniform)
- Participants universally agreed that operations were effective and expressed desire to carry them out in their communities
- Stops offer the opportunity to educate motorists
  - Added benefit is opportunity to check for other offences
- Greatest barrier to operations is funding



## ***Initial NJ PSE Training Outcomes***

- Training was evaluated and approved by:
  - **Enforcement Personnel**
  - **DHTS staff**
  - **NJDOT staff**
  - **NJBPRC**
- As a result....
  - **Has begun to morph into a “program”**
  - **The word has spread through the enforcement community**

Since then....

- PDs have carried out operations
- Multiple training requests and “fact finding” requests
- Peer-to-peer network began to develop
- Sustained state agency interest



## **NJ Star-Ledger: Undercover cops take steps to cut pedestrian deaths.**

**By William Kleinknecht, Dated June 14, 2008**

Posted by lilmami on 06/13/08 at 9:31PM

As a Patrol Officer in the Essex County, I too agree that the law isn't being enforced against motorist nor pedestrians. No matter how many warnings you give, most offenders will continue to disobey the law. If they have a D.L they should already be aware of the motorist laws. Pedestrians should be aware of crossing appropriately. That's why there are signs as well as cross walks. Therefore Officers should just carry on and issue the appropriate summon(s). When you inconvenience someone and they are forced to explain their actions and/or pay a fine it is then and only then that they truly learn that the reason we are enforcing the law is for the protection of us ALL.

Posted by Kavork on 06/13/08 at 10:43PM

Cross at the green and not in between. The moronic pedestrians get what they deserve if they get run over.

Posted by 7gables on 06/13/08 at 9:00PM

This is a good idea but it is time to retrain and ticket pedestrians too. I cannot believe the number of adult pedestrians in NJ who will just walk into the street without stopping or looking. They completely ignore the fact that the cars have a green light and just walk into traffic. There is just a lot of ignorance and rudeness on both sides.

Posted by miasmom06 on 06/14/08 at 8:01AM

As a resident of South Orange and a mother I have experienced frustration and fear at the way drivers refuse to yield to me and my daughter in the crosswalk. It is amazing to see how close a driver will get their car to us to force us along and the driver thinks its okay.

I live on one of the busiest streets where I have seen numerous pedestrians hit while in the crosswalk. South Orange is a wonderful community to walk around and enjoy except for when you want to cross the street. Its time drivers in this area get a wake up call!

## **Baristanet: Warning: The Pedestrian You Don't Yield To Could Be A Cop. Dated June 13, 2008**

The law states: A motorist must Yield to pedestrians in crosswalks. (Per N.J.S.A 39:4-36, failure to yield carries a \$100 fine, up to 15 days in jail and a 2-point license penalty.

Yet the law is silent on the pedestrian's responsibility to NOT try to cross an intersection (other than to look "all ways before crossing") until clear of traffic.

Imagine driving along about 30' from a crosswalk. If a pedestrian steps out- do you SLAM on the breaks to yield? Better yet, let's say the pedestrian just RUNS out without warning.

Here's an idea: If he town really wants to make some money, just have the cops stand on a curb of a crosswalk and as cars approach, they can just touch the crosswalk with their toes---- GOTCHA!!!

Posted by profwilliams | June 13, 2008 9:38 AM

I dare any of you to try to cross Grove Street at Oxford on foot. If it wasn't for the rail crossing, one could easily have to wait 10 minutes to get across. I don't dare attempt to drive left onto Grove or straight through on Oxford as there are ALWAYS cars parked illegally (right up to the corner) blocking the drivers view. What I need is a periscope.

I am in full support of enforcement of the current traffic laws.

Posted by 13%annualtaxhike | June 13, 2008 9:56 AM

## **Baristanet: Warning: Pedestrian Crosswalk Safety Checks to Continue. Dated July 30, 2008**

"Their job" consists of a large number of items and I'm guessing that until lately, the great car culture of northern NJ has ranked pedestrian safety as a minor item.

I don't know if it's that the cops realized the great source of revenue this is or if the new mayor is applying some pressure because of his own bike/pedestrian ties.

In any event, I think it's a welcome change, hope that they also focus on things like the cell phone users and jay-walkers, and that this may help to change people's behaviors over the long-run.

Posted by Generically named Mike | July 30, 2008 11:22 AM

baristanet please re-do the headline it should read as follows:

"Pedestrian Crosswalk Safety Checks To Continue, along with bank robberies and muggings"

With the summer crime spree in full gear again, is it any wonder why Montclair does not make it to the top places to live in that crummy NJ magazine (forget the name)?

Posted by jn024 | July 30, 2008 3:10 PM

Or maybe let pedestrians cross. WHOA!

Had to wait 2 minutes to get across Claremont this morning. My favorite was the guy smoking AND talking on the cell phone as he failed to yield to me.

Posted by Bricriu | July 30, 2008 11:40 AM

## Some Conclusions....

- **Training is simple and effective**
  - You WILL get a positive response with enforcement
  - The trick is to keep the momentum
- **Turning training into operations is the next challenge**
  - Funding is the biggest hurdle
  - Develop peer-to-peer network
  - Operations have to be sold to the community
- **A “Courtesy Promotes Safety” program**
  - Many orders of effort more than training or operations
  - A LOT of coordination
  - Significant resources
  - The benefit is an anticipated sustained change in behavior

## Next Steps in NJ

- **Two workshops conducted in 09'**
- **Peer-to-peer network being developed**
  - Toms River, Camden, others
- **DHTS activities**
- **Funding?**
  - DHTS safety grants
  - SRTS funds
  - Pedestrian Safety Fund
  - Regular community operations





















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# 2009 Safety Action Plan: Implementation Table

*Regional Safety Task Force  
July 29<sup>th</sup>, 2009*



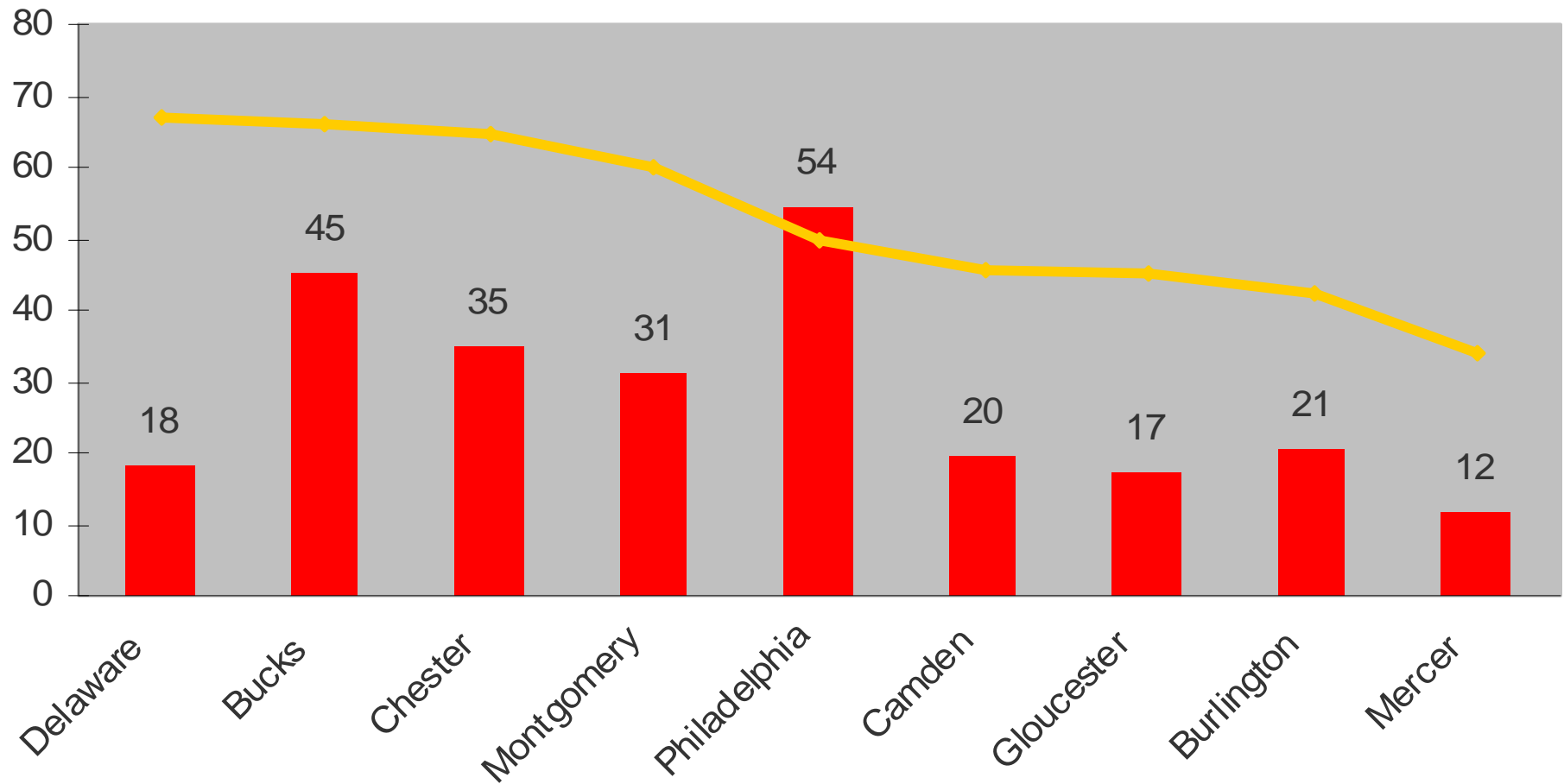
# Refresher

- **The RSTF discussed the crash analysis in January, and the emphasis areas and range of strategies in April**
- **Final draft data memo available**
- **Focus today is on the implementation table—how do we all work together to reduce fatalities?**

# Traffic Crash Analysis Memo

- **Transportation Safety Overview**
  - Numbers, rates, drivers, roadway type, types of crashes
- **Analysis for each emphasis area**
  - Fatalities for which it was a contributing factor
  - Percent of all crash fatalities by county
  - Change over time

# Sample Importance Chart



■ Average Number of Fatalities in Which Aggressive Driving was a Factor, 2005-2007  
—◆ Percent of All Road Fatalities in that County in which Aggressive Driving was a Factor

# Sample Trends Table – Aggressive Driving

| County                 | 2003       | 2004       | 2005       | 2006       | 2007       |
|------------------------|------------|------------|------------|------------|------------|
| Philadelphia           | 58         | 45         | 41         | 55         | 67         |
| Bucks                  | 45         | 29         | 49         | 44         | 43         |
| Chester                | 24         | 35         | 36         | 35         | 33         |
| Montgomery             | 51         | 35         | 28         | 34         | 31         |
| Delaware               | 18         | 29         | 21         | 18         | 16         |
| <b>PA 5 Counties</b>   | <b>196</b> | <b>173</b> | <b>175</b> | <b>186</b> | <b>190</b> |
|                        |            |            |            |            |            |
| Burlington             | 20         | 13         | 13         | 21         | 28         |
| Gloucester             | 16         | 16         | 12         | 16         | 23         |
| Camden                 | 16         | 15         | 17         | 21         | 21         |
| Mercer                 | 14         | 11         | 11         | 15         | 9          |
| <b>NJ 4 Counties</b>   | <b>66</b>  | <b>55</b>  | <b>53</b>  | <b>73</b>  | <b>81</b>  |
|                        |            |            |            |            |            |
| <b>9 County Region</b> | <b>262</b> | <b>228</b> | <b>228</b> | <b>259</b> | <b>271</b> |



# **Safety Action Plan**

- **Integrated comments from last meeting**
- **Today: Focus on implementation table:**
  - **Refine short set of strategies to improve safety in seven emphasis areas**
  - **Start to discuss how we all coordinate on these strategies**

# Strategies, Emphasis Area 1

- **Aggressive Driving** is a contributing factor in over half of all crash fatalities in the Delaware Valley
- **Strategies:**
  1. Promote legislation aimed at curbing Aggressive Driving
  2. Maintain multifaceted education/awareness programs
  3. Fund targeted, publicized enforcement programs

# **Strategies, Emphasis Areas 2 & 3**

## **Reduce Impaired Driving**

- 1. Update legislation regarding impaired driving to include distracted and drowsy driving**
- 2. Increase manpower and funding for checkpoint programs**

## **Keep Vehicles on the Roadway**

- 1. Continue to implement engineering solutions including rumble strips (edge and center), improved “curve ahead” warning signs and other alerts, as well as engineer roadway to promote desired, safe speeds**
- 2. More strongly enforce posted speed limits**

# **Strategies, Emphasis Areas 4 & 5**

## **Sustain Safe Senior Mobility**

- 1. Provide and publicize adequate/efficient mobility alternatives**
- 2. Promote mature driver education classes, and/or enhanced driver education for all ages**

## **Increase Seat Belt Usage**

- 1. Implement Child Passenger Safety Plans**
- 2. Continue highly publicized enforcement campaigns such as “Click it or Ticket”**

# **Strategies, Emphasis Areas 6 & 7**

## **Improve the Design & Operation of Intersections**

- 1. Enhance standardization for problem identification, prioritization, and funding**
- 2. Implement engineering solutions to reduce intersection crashes, such as making signals/intersections as visible as possible; reduce rear end crashes by improving/maintaining signal timing between intersections**

## **Ensure Pedestrian Safety**

- 1. Implement and maintain engineering solutions including traffic calming, crosswalks, cones, curb extensions, pedestrian signals, etc.**
- 2. Provide education, outreach, and training to change specific behaviors that can lead to fewer pedestrian fatalities**

# **Sample from Implementation Table**

## **– Ensure Pedestrian Safety**

- 1. Implement and maintain engineering solutions including traffic calming, crosswalks, cones, curb extensions, pedestrian signals, etc.**
  - a. DVRPC – 4 Road Safety Audits, possibly one as a pedestrian safety audit, Taming Traffic studies (FY '10)**
  - b. PennDOT –**
  - c. NJDOT –**
  - d. Others...**
  
- 2. Provide education, outreach, and training to change specific behaviors that can lead to fewer pedestrian fatalities**
  - a. DVRPC - Municipal implementation tool on improved design for pedestrians (FY '10)**
  - b. ...**

# Next Steps

- **What is your agency's role in implementation? Please provide by August 4<sup>th</sup>**
- **The revised draft Safety Action Plan will be distributed by the end of next week for comments by August 21<sup>st</sup>**
- **The final version will be presented for DVRPC Board adoption in October**