

High Visibility Pedestrian Enforcement



MADISON POLICE DEPARTMENT
TRAFFIC ENFORCEMENT SAFETY TEAM
(T.E.S.T.)





Madison Police Department Traffic Enforcement Safety Team



- T.E.S.T. formed in June 1999
- Mission: Increase public safety on streets/highways in Madison, WI by analyzing and addressing dangerous behaviors that compromise traffic safety
 - Organized enforcement efforts: speed, alcohol, pedestrian, bicycle, light/signal/stop sign, safety belt violations, etc.
- TEST Makeup:
 - 1 Sergeant, 8 Officers
 - ✦ 5 Officers a.m. (6am-2pm)
Including 3 Motor Officers
 - ✦ 3 Officers p.m. (12pm-8pm)
 - ✦ Each District also has a TEST liaison that works with their districts officers to form traffic safety initiatives.



Pedestrian Enforcement Data Part 1



- Refers to motorists failing to yield to pedestrians in crosswalk – statute 346.24(1)
 - Many citizen complaints about pedestrians having trouble crossing crosswalks because of impatient/dangerous motorists
 - The faster vehicles travel, the more likely crashes are to occur and the more severe injuries will be. Children are especially vulnerable due to their smaller stature.
 - If a child pedestrian is hit by a car traveling at 20 mph, 5% are killed, most injuries are slight, and 30% suffer no injuries at all. At 30 mph, 45% are **KILLED** and many are injured. At 40 mph 85% are **KILLED**.



Pedestrian Enforcement Data Part 2



- According to the National SAFE KIDS Campaign, pedestrian injuries are the second leading cause of unintentional injury-related death among children ages 5 to 14. Each year in the United States, nearly 900 children ages 14 and under die from pedestrian injuries and another 24,000 are injured in traffic-related crashes.
- **2012 Madison Data:**
 - 2 Pedestrian Fatalities
 - 10 Pedestrian Enforcement Projects
 - 263 Total Citations
 - Failing to Yield to Pedestrian
 - Statute 346.24(1)
- **2013 Madison Data:**
 - 3 Pedestrian Fatalities

Pedestrian Enforcement Operations



- **1 TEST Officer as a log-keeper**
 - Very important log sheet that is specific enough to be held up in court if necessary, including information such as:
 - ✦ Vehicle description from log keeper and stop car (to ensure chase car pulls over the correct vehicle)
 - ✦ Other vehicle info including:
 - Speed and acceleration of vehicle (sped up/slowed down/maintained speed)
 - Distance to pedestrian when passing
 - ✦ Pedestrian info including:
 - Direction of travel
 - Description of clothing (bright for enforcement! For safety and legitimacy – ultimately so it is harder for motorists to reasonably say they did not see the pedestrian)
 - Position
 - Slowing/stopped, etc
- **2+ Chase vehicles for each direction of travel to stop violating motorists**
- **1 Plain Clothes Officer/Participant to act as the “Decoy” (Duck) using crosswalk**

Traffic Citation Narrative Information



- **CASE#: 13-?**
- **CONTROL #: ?**
- **PROJECT: PO ?**
- **SQUAD #: ? (VIDEO)**
- **OFFENDING VEHICLE:**
 - **MAKE/MODEL: ?**
 - **DOORS: ?**
 - **COLOR: ?**
 - **STOPPED AT: ?**
 - **# OF PASSENGERS: 0**
- **DRIVER ID'D: WI DL (VALID/NO WANTS)**
- **DO YOU KNOW WHY YOU WERE STOPPED: “?”**
- **DO YOU KNOW HOW FAST YOU WERE GOING: “?”**
- **DID YOU SEE THE PED IN THE CROSSWALK: “?”**
- **CITED & RELEASED.**

Buffer Zone Measurements



- **30 mph:**

Vehicle traveling:	44.1 fps
Two second Perception/Reaction distance:	88.2 ft
Braking distance**:	50 ft.
Total Buffer Zone distance:	138.2 ft.

- **35 mph:**

Vehicle traveling:	51.45 fps
Two second Perception/Reaction distance:	102.9 ft.
Braking distance**:	68.13 ft
Total Buffer Zone distance:	171.03 ft.

- **40 mph:**

Vehicle traveling:	58.8 fps
Two second Perception/Reaction distance:	117.6 ft.
Braking distance**:	89.2 ft.
Total Buffer Zone distance:	206.8 ft.

- **45 mph:**

Vehicle traveling:	66.15 fps
Two second Perception/Reaction distance:	132.3 ft.
Braking distance**:	112.63 ft
Total Buffer Zone distance:	244.93 ft.

* Speed distances are calculated using 1.47 fps per mph.

** Braking distances are slide to stop formulas using a .6 co-efficient of friction.

(Braking distances source: Reno Police Department Traffic Division.)

Sample: Pedestrian Enforcement Project

1800 Blk. Northport Dr., Madison, WI

- 35 mph zone, Northport Dr., Madison, WI
- 60 sec crosswalk lights that flash yellow to warn drivers
- Pedestrians not legally required to use crossing lights, but we did use them for visibility
- State Law: Yield to Pedestrians in Crosswalk. Posted sign



Pedestrian Enforcement Project

1800 Blk. Northport Dr., Madison, WI



- 35 mph zone, but we use 40mph buffer zone measurements for leniency

- **40 mph:**

Vehicle traveling: 58.8 fps

Two second perception and reaction distance: 117.6 ft.

Braking distance**: 89.2 ft.

Total Buffer Zone distance: **206.8 ft.**

- Used laser to measure ~207 ft and placed cones

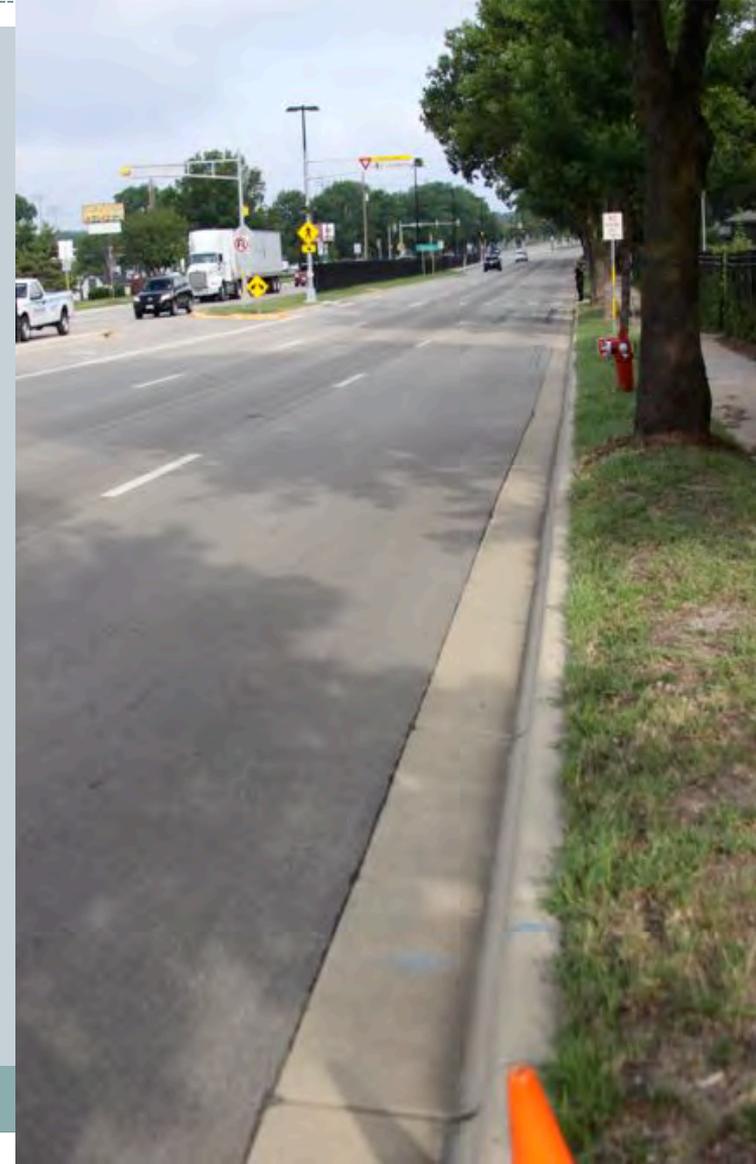


Pedestrian Enforcement Project

1800 Blk. Northport Dr., Madison, WI



- ~207 ft placement of cones in both directions
- 2+ Chase cars situated properly to stop violators in each direction
- If pedestrian enters crosswalk before motorist crosses the cone, they should have more than enough time to slow/stop



Pedestrian Enforcement Project

Northport Dr., Madison, WI



- Pedestrian pushes light button and enters sidewalk (safely) (but, does not have to use the flashing lights legally)
- If motorist makes no attempt to stop, with or without flashing lights, they are stopped for not yielding to pedestrian(s) S.S. 346.24(1)
- Passing a vehicle that is yielding for pedestrians is also grounds for violation – S.S. 346.24(3)

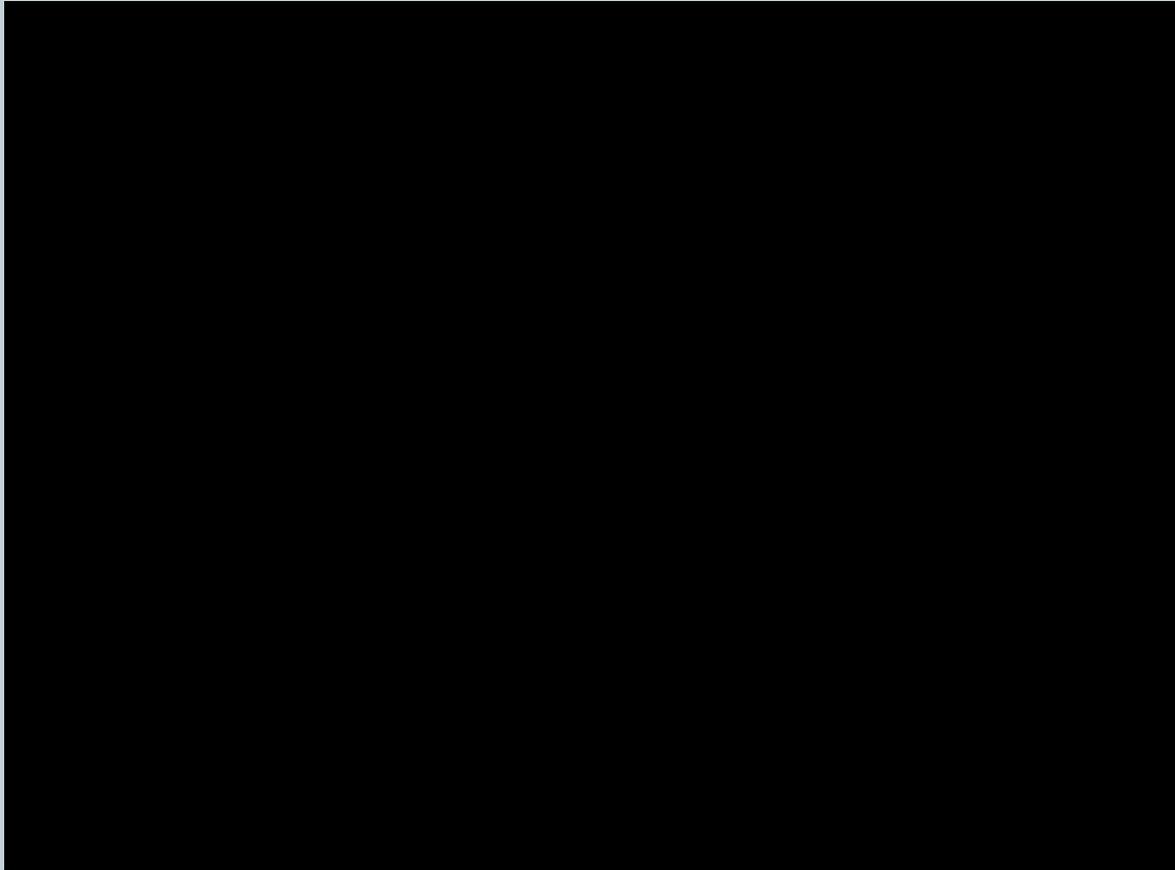


Media Support



- Video from May 6, 2013
- TEST Team was live on NBC 15 Morning Show
- Location involved: 2600 Block Monroe Street
- Serious 10-50 MV x Ped Spring of 2012
- Very organized and vocal Neighborhood Association
- Multi-discipline response including:
 - Media Collaboration
 - Press Conference on Site
 - Community Partners (Safe Communities) for Education for all
 - The “Hammer”

Morning Show Live



Courts and Prosecution Part 1



- High importance on both understanding and support from Judges and Prosecutors on the organized pedestrian enforcement projects
 - Lack of understanding or support = thrown out citations
- Developing understanding and support:
 - Demonstration for Judges/Prosecutors (media coverage also helps!) on how the enforcement project is ran.
 - Ensure they legally support the way it is operated and the information provided from log sheets/officer testimony is sufficient

Courts and Prosecution Part 2



- **Advise Judges/Prosecutors BEFORE tickets come to court!**
 - Judges/Prosecutors do not like being surprised or have questions about the operation of a project or its results once court starts
 - Much more likely to win a case if you have the understanding and support PRIOR to coming to court
- **Precise and accurate documentation is a requirement**
 - Pedestrian log sheets and officer citations must match
 - **Make video of the entire project available to the court to ensure honesty and transparency for the project**



Questions?



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