

## Operation Duck

### Operational Plan and Guidelines

**Problem:** Pedestrians say they are afraid to start crossing the street because either the cars won't stop or if one car stops-they get stuck in the middle of the road because other motor vehicle operators won't stop. Pedestrians state cross mid-block because there are gaps in traffic and they can get across easier than at the crosswalk. Motorists are confused and say they do not stop because they fear they might get rear ended, the car behind them might go around them and hit the pedestrian, or the pedestrian won't cross when they do stop for them. Many of the areas from which we receive these complaints do not have the pedestrian traffic volume to make enforcement productive. Operation Duck is meant to increase that productivity in a manner that is fair to motorists by focusing only on overly aggressive driving behaviors.

**Goals:** Education, clarification and enforcement of pedestrian safety and pedestrian and motor vehicle laws pertaining to "yielding the right of way".

**Guidelines:** The lead officer will set up the intersections by placing a cone in the road or on the side to create a buffer zone, using the Traffic and Enforcement Safety Team Pedestrian Safety Enforcement Buffer Zone Measurements.

The officer who is the "duck" should make every attempt to wear a light colored shirt while acting as the pedestrian. Past practice has included wearing off-duty attire or a light colored shirt, navy duty pants and footwear. You want to be visible.

Observations can be done with either the lead officer observing the "duck" and the violations as they occur and then advising the stop vehicles of the violator's descriptors and when the vehicle is stopped advising the officer of the facts and the offense. When this method is used it will be up to the lead officer to decide if a citation should be issued or a verbal or written warning. It is up to the lead officer to complete the violation details on the pedestrian checklist, the stop officer needs to complete the contact details.

The other option is to have the stop officer in a position where they can observe the cone and the selected crosswalk (If you cannot see the cone, look for a landmark to use.) the stop officer must be able to observe the "duck" or the civilian cross the street at the intersection then make stops based on their observations. The pedestrian checklist should be complete and attached to the back of the citation.

The "duck" then uses the crosswalk and while observing an approaching vehicle that has not yet reached the cone, the pedestrian begins to cross the street. Observations such as the pedestrian had to stop his/her movement forward, the motor vehicle making a turning movement or lane deviation to avoid the pedestrian, other vehicles that use another lane to pass the pedestrian because another vehicle to yield the right of way and sudden pedestrian movement are among some of the violations that can be used.

We will be using the squad cameras as part of the pedestrian safety program if the area being targeted is conducive to having the lead officer make their observations from a squad car.

The Traffic Enforcement Safety Team (TEST) is making a commitment to expand and improve the pedestrian efforts the Police Department coordinates in the community. These efforts include incorporating pedestrian enforcement and educational activities in the regular duties of the TEST, coordinated and community pedestrian safety activities.

Prior to implementing this program, TEST will work with the PIO in an attempt to publicize it to give the public notice of our efforts. Prior experience with the SHADOW program has shown that public knowledge that operations like this are being conducted can have a deterrent effect on driver behaviors. As a standard part of Operation Duck program the lead officer should contact the PIO after each activity with the time, location, and results of the activity. The PIO can then disseminate that information to the media in the appropriate manner.