

STOP FOR ME

A Pedestrian Safety Campaign

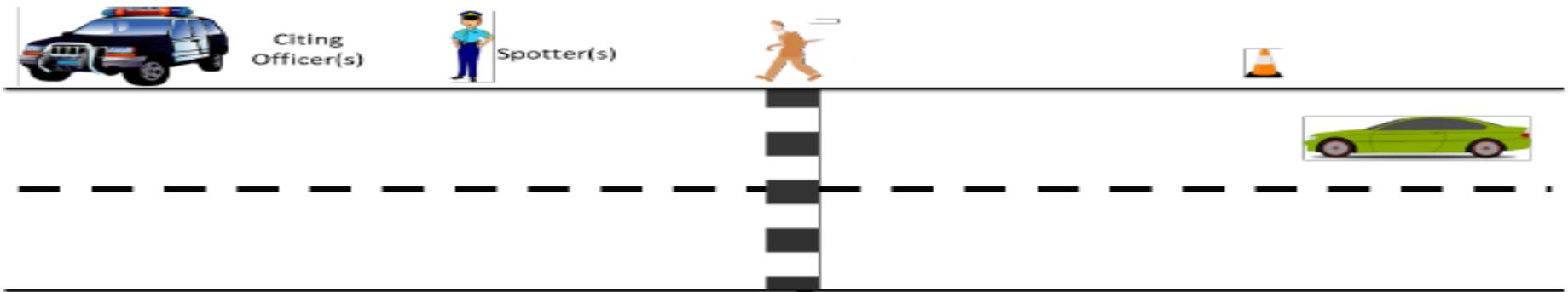
St. Paul, MN - 2015-2019



What is a Pedestrian Safety Event?

▫ Community Led Initiative

- Plain clothes officer leads community members across the street
- Uniformed officers stop violators who fail to stop for the pedestrians that are legally crossing the street
 - Safe stopping distance (141 Feet, signal timing)
 - Education of pedestrians (realistic expectations)
- Reports / statistics - engineering discussions, results

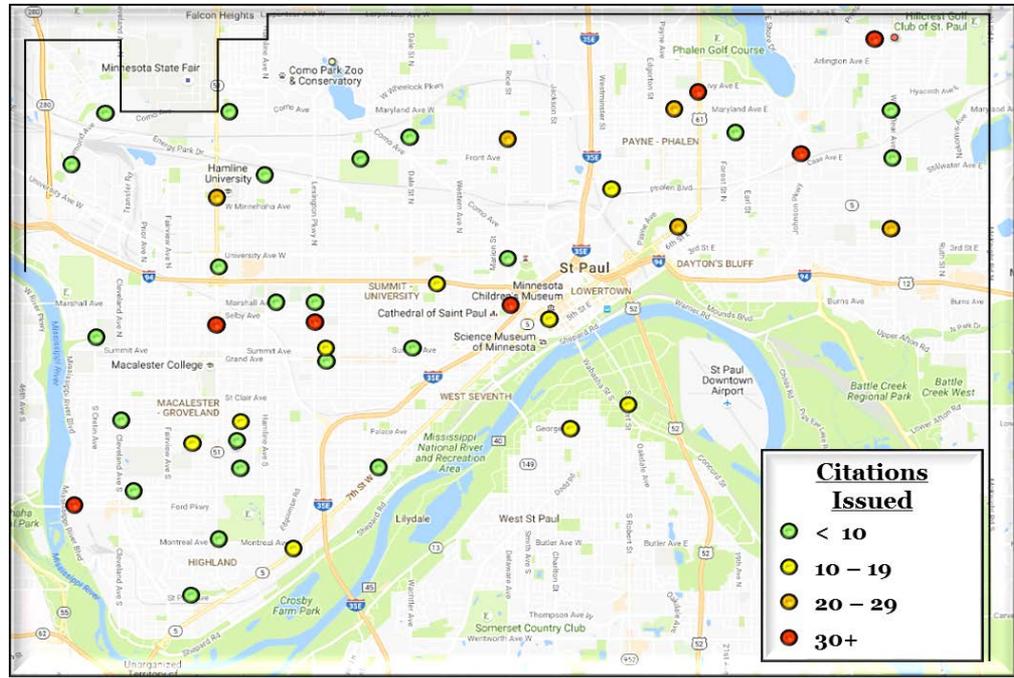


History of the Campaign

- Fall 2014, MN Office of Traffic Safety Opportunity
 - Enforcement by Police at various locations
 - Low impact / effectiveness
 - Met with St. Paul District Councils and a group of passionate pedestrian safety advocates
 - August 2 - 8, 2015 = Pedestrian Safety Week (16 events)
 - High impact / effectiveness
- 2016 Grant Cycle
 - Community Meeting at SPPD West District for planning
 - 60 community crosswalk safety events conducted
 - Safe Routes to School (City Council Funded 2 years)
- 2017 Grant Cycle
 - Stop for Me Steering Committee & District Councils
 - 100 + community crosswalk safety events

2016-2018 Pedestrian Safety Events

	2016	2017	2018 *
Goal Number of Events	34	60	100
Actual Number of Events	60	107	147
Citations Issued for Failure to Stop for Pedestrian	637	939	1237
Citations issued for Other Violations	400	667	399
Warnings Issued for Failure to Stop for Pedestrians	64	99	1195
Warnings Issued for Other Violations	19	117	74



2018 / 2019 Pedestrian Safety Planning



- 2018 Goals

- Increase education events
 - Reflective Material Giveaways
- Community Engagement
 - Increase diversity of participants
- U of M & MN DOT Study
 - Research based approaches

U of M & MnDOT Study - Preliminary

- Studied 16 intersections and found average yield rate of 31%
- Over 11% of crossings involved a multiple threat crash hazard
 - Researchers were surprised by how frequently this occurred
- Enforcement alone will not solve this problem
 - Engineering Solutions
 - Maryland Ave Study:
https://www.youtube.com/watch?v=4heApPJ_8YA
 - Sustained Education & Enforcement



Crash Data Collection - Dissemination

- MN Crash Data / MN CMAT
- 911 / non-emergency calls - daily query (no reports made)
- Social Media / Other Sources of Information
- Analysis - St. Paul Open Data Portal

Pedestrian and Bike Crash Data - City of St. Paul

2017 Crash Stats: January 1, 2017 through December 31, 2017



Crashes: 192
Injuries: 165
Fatalities: 3



Crashes: 99
Injuries: 72
Fatalities: 1

[Full Crash Summary Data](#)

[Crash Map - Open Data Portal](#)

[Full Data - Open Data Portal](#)

Crash Data Comparison 2016 & 2017

Jan 1 - Dec 31, 2016	Jan 1 - Dec 31, 2017
Ped: 188	Ped: 192
Bike: 126	Bike: 99
Fatal: 4 Ped	Fatal: 3 Ped / 1 Bike
2016 (total) Crash Summary Data	2017 (YTD) Crash Summary Data

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In This Section

- Step Forward
- 21st Century Policing Report
- Police Community Feedback Survey
- File a Police Report
- Traffic Stop Data
- Civilian Review Board
- Crime Statistics
- Connect with the Department
- Professional Development Institute
- Emergency Notification System
- Projects
- Department History
- Excessive Consumption of Services
- Fingerprint Information

DATA FOR ST. PAUL PEDESTRIAN & BIKE CRASHES - January 1, 2016 to Present

256 Days This Year / 0.83 Crashes Per Day

Number of Crashes	
Pedestrian	196 55.28%
Bike	110 44.72%
Other	0 0.00%
Total Crashes	348 100.00%

Number of Fatalities	
Pedestrians Killed	3 100.00%
Bikers Killed	0 0.00%
Others Killed	0 0.00%
Total Fatalities	3 100.00%

Citations Issued / Arrest (at initial police response)	
Yes	74 29.95%
No	172 69.64%
Not Determined	1 0.40%
Total Crashes	247 100.00%

Pedestrian Demographic Information	
Male	61 43.26%
Female	66 46.81%
Unknown	14 9.93%
0-10	12 8.51%
11-20	21 14.89%
21-30	21 14.89%
31-40	16 11.35%
41-50	15 10.64%
51-60	18 12.77%
61-70	16 11.35%
71-80	4 2.84%
81+	3 2.13%
Unknown Age	15 10.64%
St. Paul Resident	92 65.25%
NON-St. Paul Resident	49 34.75%
Citations to Pedestrians	5 6.76%
Total Pedestrians	141 100.00%

Injury to Pedestrian	
Yes	112 79.43%
No	24 17.02%
Not Determined	5 3.55%
Total Pedestrians	141 100.00%

Pedestrian to Hospital	
Yes	74 52.48%
No	64 45.39%
Not Determined	3 2.13%
Total Pedestrians	141 100.00%

Crash Reports Made by Police	
Yes	207 83.81%
No	40 16.19%
Not Determined	0 0.00%
Total Crashes	247 100.00%

Driver Demographic Information	
Male	97 59.27%
Female	87 53.22%
Unknown	63 25.51%
0-10	0 0.00%
11-20	12 8.51%
21-30	46 32.62%
31-40	30 21.58%
41-50	36 25.53%
51-60	35 24.82%
61-70	16 11.35%
71-80	5 3.55%
81+	3 2.13%
Unknown Age	64 45.39%
St. Paul Resident	94 38.06%
NON-St. Paul Resident	153 61.94%
Citations to Drivers	64 86.49%
Total Drivers	247 100.00%

Injury to Biker	
Yes	76 68.47%
No	34 30.63%
Not Determined	1 0.90%
Total Bikers	111 100.00%

Biker to Hospital	
Yes	47 42.54%
No	64 57.66%
Not Determined	0 0.00%
Total Bikers	111 100.00%

Biker Demographic Information	
Male	83 74.77%
Female	20 18.02%
Unknown	8 7.21%
0-10	1 0.90%
11-20	31 27.93%
21-30	25 22.52%
31-40	16 14.41%
41-50	13 11.72%
51-60	17 15.32%
61-70	2 1.80%
71-80	3 2.70%
81+	0 0.00%
Unknown Age	9 8.11%
St. Paul Resident	79 71.17%
NON-St. Paul Resident	32 28.83%
Citations to Bikers	4 5.41%
Total Bikers	111 100.00%

Increased Crashes

- Awareness of the Problem
 - Better Reporting
- Speeding & Distracted Driving
 - Daily Enforcement
- Stop For Me
 - Citywide Enforcement & Education Events



Marion & Ravoux - Problem

- High % of people with disabilities crossing with out a marked crosswalk or improvements
- 4 Lane roadway, high speeds
- Low compliance, high risk



2017/06/23 15:35

Marion & Ravoux - Solution

- Temporary improvements installed in October 2017, permanent will be completed in future
 - Curb extensions, bump outs
 - High visibility marked crosswalk
 - Multiple crosswalk signs for visibility



Example of Success

- Community Engagement & Partnerships
 - Marion & Ravoux - Needed improvements
 - Partnerships
 - AARP Grant opportunity
 - St. Paul & Ramsey County Public Works
 - Stop For Me
 - Meaningful Change!



FOR IMMEDIATE RELEASE
September 27, 2017

Contact: Seth Boffeli
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St. Paul Projects Awarded AARP Community Challenge Grants

St. Paul—AARP Minnesota announced today that two St. Paul projects were among the winners of the [AARP Community Challenge](#). The nationwide AARP initiative was aimed at creating change and improving quality of life at the community-level. The winning projects are the City of St. Paul Public Works Department and the St. Paul District 6 Planning Council. Each project was fully funded through the AARP Community Challenge grant and is set to be completed by November 1, 2017.

“Investing in community projects that make our neighborhoods more walkable and welcoming was an opportunity to great to pass up,” said Will Phillips, AARP Minnesota Director. “Not surprisingly Minnesota was one of the top states in terms of the number and strength of applications. That allowed our state two opportunities to make significant community improvements.”

The City of St. Paul Public Works received \$20,000 to create a more livable, walkable and enjoyable community by improving the safety of two unmarked pedestrian crossings along Marion St. between St. Anthony Ave. and University. Long-term temporary crosswalk safety enhancements will also be implemented at the Marion St. and Ravoux St. and Marion St. and Fuller St. intersections in order to improve access to bus stops along Marion.

The District 6 Planning Council project will receive \$6,000 to install five permanent “message centers” along the Rice St. corridor in the North that will be used to display multilingual community and event information. The North End is one of the most diverse neighborhoods in the state, with 42% of residents speaking a language other than English.

“Great communities require careful planning and time,” said AARP Executive Vice President and Chief Advocacy & Engagement Officer Nancy LeMond. “These quick action projects will give community leaders the motivation and momentum to create greater change.”

All of the winning projects in this challenge will deliver on one or all of the following:

- Improve social connections through the built environment benefiting people of all ages and abilities in the community.
- Expand opportunities for all residents, such as job, volunteer, and educational/training opportunities.
- Drive inclusive community engagement and interaction across a diverse population.



Education and Outreach

- Reflective material is a must at night; light colors alone are not enough: <https://www.youtube.com/watch?v=XMvM7-9lgeg>
 - Brilliant Reflective (brilliantreflective.com)
- Safe Summer Nights
- Community Events



Best Practices

- Education + Enforcement = Changing Behavior
 - St. Paul Police Department provide enforcement
 - St. Paul District Councils & Community Volunteers provide education
- More than 1 E to solve the problem
 - Work closely with Engineering
- This is a Statewide issue, not just St. Paul
 - Partnerships with other jurisdictions, non-government organizations and community engagement throughout the state



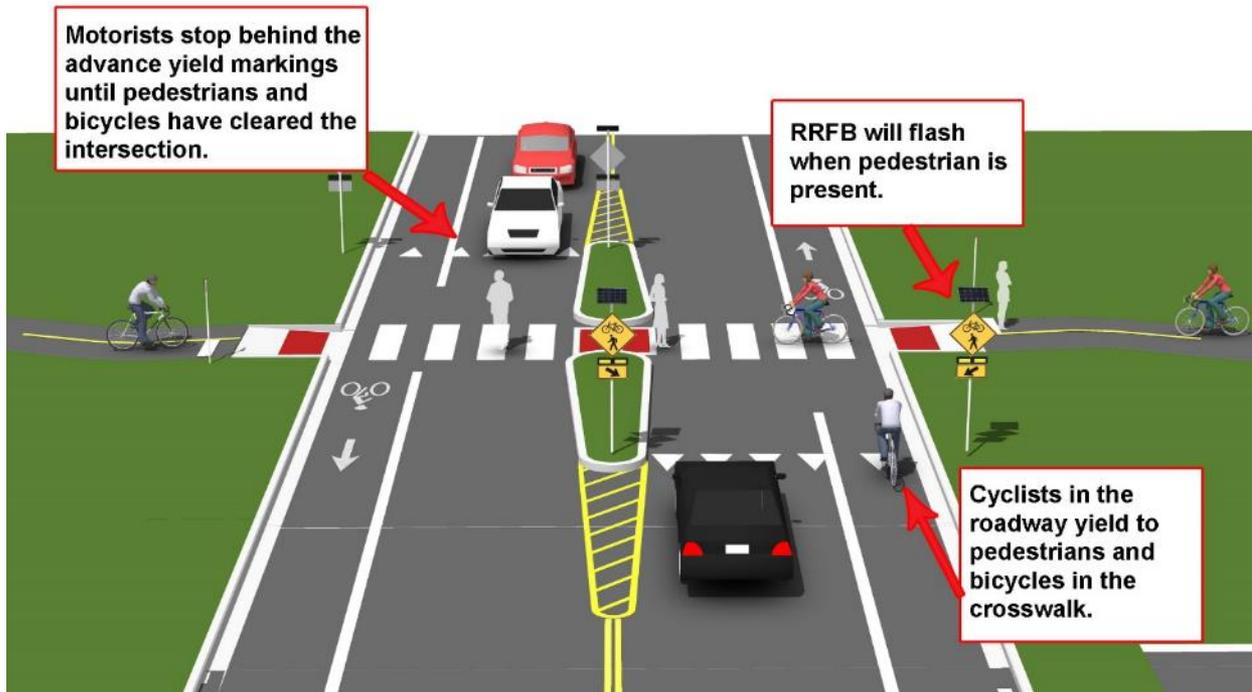
Engineering

- Test installations lead to permanent solutions
 - 4 to 3 Lane Conversion
 - Leading Pedestrian Interval (LPI)
 - Curb extensions & bump outs
 - Gateway treatment



Rectangular Rapid Flash Beacon (RRFB)

- 2017 Installations
 - Johnson Pkwy & Ames Ave
 - Pierce Butler & Hamline
- 2018 Installations
 - Kellogg & Mulberry
- Cost has decreased, use has increased



Future Engineering Goals

- Use research based solutions
 - U of M / MnDOT study
- Complete Citywide Pedestrian Plan
- High Percentage of Crashes continue to occur on State and County roads
 - Increase engagement of partners to make meaningful changes
- Safe Routes to Schools
 - Continue to work with partners and engage schools to complete SRTS plans



Resources & Contact Information

- Kevin Gallatin (Highland District Council Transportation Chair)
 - KevinGallatin00@gmail.com
- Jeremy Ellison (St. Paul Police Dept. - TZD Grant Coordinator)
 - Jeremy.Ellison@stpaul.gov
- Kat Brown (St. Paul Police Dept. - TZD Ped Safety Coordinator)
 - Kathleen.Brown@stpaul.gov
- MN DOT Banner / Ped Safety Cards (Share the Road Materials)
- Crosswalk Event Tool Kit (MN DOT / St. Paul Specific)
- Police Operations Plan (sample)
- Hi Visibility Enforcement Signs
- Compliance Rate Tally Sheets
- Volunteer Sign-In Sheets
- Safety Tips / Briefing Sheet for Volunteers
- Contact us - We Will Share

Websites / Resources:

<http://StopForMe.org>

<http://www.facebook.com/StopForMeStPaul>