UNCG Police Department

Operational Briefing

***“Operation Watch For Me NC”***

**Date:** September 26, 2014

**Time:** 0930-1130 hours

**Problem Statement:**

In response to the overwhelming statistics regarding pedestrian safety in North Carolina and complaints received about the crosswalk at Spring Garden Street and Stirling Street, the UNCG Police Department and Greensboro Police Department will conduct a pedestrian safety and enforcement operation. The unit will focus on laws pertaining to vehicles yielding at crosswalks and those laws pertaining to pedestrians using crosswalks and understanding their responsibilities as a pedestrian on the roadway.

**Operation Overview:**

The UNCG Police Department and Greensboro Police Department will conduct “**Operation Watch For Me NC**” in an effort to address the above listed problem. The UNCG Police Department and Greensboro Police Department will focus its attention on the crosswalk at the intersection at Spring Garden Street and Stirling Street.

**Methods:**

The standard reaction time for a driver driving at 25 miles per hour is 104 feet. This means that a reasonable driver should be able to see a pedestrian, recognize that they need to slow or stop, react to that thought, and actually slow or stop in that 104 feet. The UNCG Police Department placed a ***Pedestrian Crosswalk Enforcement*** sign that is mainly the Hi-Vis yellow background with bold black, block style lettering 110 feet prior to the crosswalk in question. **Sergeant M.A. Graves will be the Officer in Charge of the operation and will also be the spotter.** Sergeant Graves will monitor pedestrian traffic in the Spring Garden Street and Stirling Street crosswalk. If Sergeant Graves observes any violations of vehicles failing to yield to pedestrian right-of-way he will call out the description of the vehicle and other officers will stop it and investigate the violation. If no pedestrians are present at the time of the operation, a uniformed officer will attempt to cross the crosswalk and see if and when the vehicles yield to his advance. If there are any violations, the officer will call out the description of the vehicle that fails to yield to the officer and other officers will stop the vehicle and investigate the violation.

All officers participating in the operation will talk around on **PSOPS1**, but will automatically revert to **UNCG1** when calling in stops

**North Carolina General Statutes and charging language:**

**§ 20-155.  Right-of-way.**

(a)        When two vehicles approach or enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

(b)        The driver of a vehicle intending to turn to the left within an intersection or into an alley, private road, or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close as to constitute an immediate hazard.

***(c)        The driver of any vehicle upon a highway within a business or residence district shall yield the right-of-way to a pedestrian crossing such highway within any clearly marked crosswalk, or any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block, except at intersections where the movement of traffic is being regulated by traffic officers or traffic direction devices****.*

(d)       The driver of any vehicle approaching but not having entered a traffic circle shall yield the right-of-way to a vehicle already within such traffic circle. (1937, c. 407, s. 117; 1949, c. 1016, s. 2; 1955, c. 913, ss. 6, 7; 1967, c. 1053; 1973, c. 1330, s. 20.)

 **§ 20-174. Crossing at other than crosswalks; walking along highway.**

(a) Every pedestrian crossing 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.

(b) 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.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

***(d) Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway. Where sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the extreme left of the roadway or its shoulder facing traffic which may approach from the opposite direction. Such pedestrian shall yield the right-of-way to approaching traffic.***

(e) Notwithstanding the provisions of this section, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway, and shall give warning by sounding the horn when necessary, and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway. (1937, c. 407, s. 135; 1973, c. 1330, s. 33.)

 **§ 20-172. Pedestrians subject to traffic-control signals.**

(a) The Board of Transportation, with reference to State highways, and local authorities, with reference to highways under their jurisdiction, are hereby authorized to erect or install, at intersections or other appropriate places, special pedestrian control signals exhibiting the words or symbols "WALK" or "DON'T WALK" as a part of a system of traffic-control signals or devices.

(b) Whenever special pedestrian-control signals are in place, such signals shall indicate as follows:

(1) WALK. – Pedestrians facing such signal may proceed across the highway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

***(2) DON'T WALK. – No pedestrian shall start to cross the highway in the direction of such signal, but any pedestrian who has partially completed his crossing on the "WALK" signal shall proceed to a sidewalk or safety island while the "DON'T WALK" signal is showing.***

(c) Where a system of traffic-control signals or devices does not include special pedestrian-control signals, pedestrians shall be subject to the vehicular traffic-control signals or devices as they apply to pedestrian traffic.

(d) At places without traffic-control signals or devices, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in Part 11 of this Article. (1937, c. 407, s. 133; 1973, c. 507, s. 5; c. 1330, s. 31; 1987, c. 125.)

 **§ 20-173. Pedestrians' right-of-way at crosswalks.**

(a) Where traffic-control signals are not in place or in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at or near an intersection, except as otherwise provided in Part 11 of this Article.

***(b) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection 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.***

(c) The driver of a vehicle emerging from or entering an alley, building entrance, private road, or driveway shall yield the right-of-way to any pedestrian, or person riding a bicycle, approaching on any sidewalk or walkway extending across such alley, building entrance, road, or driveway. (1937, c. 407, s. 134; 1973, c. 1330, s. 32.)

**Assignments:**

Officer In Charge: Sgt. M.A. Graves (UNCGPD)

Officers involved: Officer B. McDowell (UNCGPD)

 Officer B. Smith (GPD)

**Evaluation:**

During the operation, officers issued 3 written warnings for failure to yield to pedestrians, 6 verbal warnings for failing to yield to pedestrians, 1 citation for a seatbelt violation, 10 pedestrians were given verbal warnings dealing with them not using the crosswalks, 5 bicyclists were giving verbal warnings for failing to yield to pedestrians, 2 bicyclists were given verbal warnings for riding against traffic, and 26 brochures were handed out.