## Beware jaywalkers!

## Lincoln police officers crack down on traffic violations

By Linda Renken Staff Reporter

Pedestrian violations cause half of all car-pedestrian accidents, a Lincoln Police Department captain said.

Capt. Jim Baird said a trend of violations are occuring that, if continued, could result in serious accidents. He noticed increases in jaywalking, congested downtown traffic and drivers failing to yield to walkers.

Baird said Lincoln Police decided to "step up" enforcement last May.

More time was allocated for enforcement of these violations, he said. The six foot-patrol officers were given town Lincoln to enforce, he said.

The officers issued written warnings for jaywalking and occasionally issued

lights were issued either written warn- message. The symbols, which are ings or tickets, he said.

approximately 600 written warnings ing palm for the "don't walk."

were issued to jaywalkers, while 700 to drivers.

Baird said three issues were considered when deciding how to decrease these violations.

The main objective was to increase public compliance through education. Once aware, enforcement was needed to insure that residents expected to get a citation if they violated a pedestrian or traffic law, he said.

Another objective was to check any engineering changes that were needed to increase public awareness and obedience, he said.

Richard Haden, city traffic engineer, certain high-violation areas of down- said that his department experimented with the use of symbols instead of the traditional "walk" and "don't walk" signals. The experimental lights, inwritten tickets to disobedient walkers, stalled at the 13th and O street intersection have shown that pedestrians Drivers who failed to yield or ran red find a symbol more desirable than a international signs, display a walking

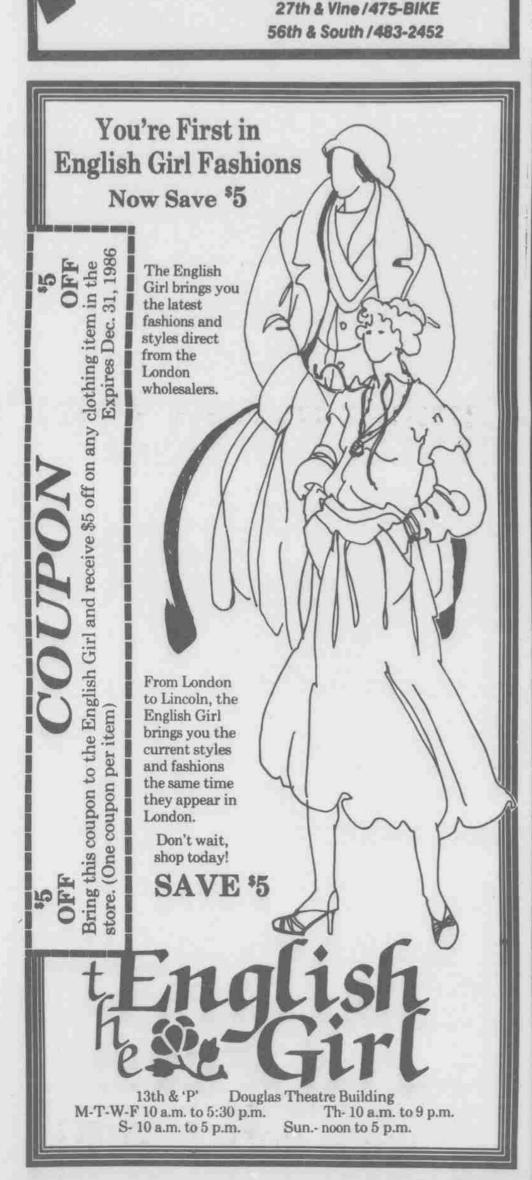
Jim Viger, a city engineering techniwritten warnings and tickets were given cian, said that increased public awareness of the signals is an indirect benefit; cost is the real benefit.

Viger said the current walk signals cost \$165,000 a year in electric bills. which is taken out of the department's budget. Each unit uses \$410 of electric-

ity annually. The new signals will use \$90 of electricity, resulting in a \$320 savings a year per intersection, he said.

The initial cost of replacing the "walk" signals would be \$1,500 for each intersection. Viger plans to have 292 single units replaced at 36 intersections including signals along () street, 9th and 10th streets and at school crossings. The installments will pay for themselves in five years, Viger

The units have an average life of 15 to 20 years, he said. Current units were installed in 1962 and 1963. Replacement parts are no longer available, he said. Viger said he expects installation Between May and August, Baird said, figure for the "walk" light and a flash- of the new signals to begin in the





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