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ENG 1B

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Take a Jaywalk in My Shoes

Last year's reports showed that more than 6,000 pedestrians lost their lives in the United States for poor pedestrian behavior while crossing the roads (Pedestrian Traffic Fatalities by State: 2018 Preliminary Data) . It is true that jaywalking causes distortion and harm between the pedestrians and the drivers which can result in detrimental damages. In all means, jaywalkers should be aware of their safety and the well-being of others. It is completely absurd to make such decisions on a daily basis for the sake of their convenience especially in my neighborhood. It is poor behavior to not follow traffic laws and put one's life in danger. In my Upland community, I have noticed the increase of jaywalkers over the 15-week observation ignoring the law set in place. In all seriousness, jaywalking has become a severe problem within the my community that makes citizens risk their lives and lives of others around them, which in terms can be improved by providing educational classes understanding the law and more police patrolling within the Upland community.

The major problem concerning jaywalkers to cross the street illegally is for the sake of fulfilling their needs easily without realizing its danger. Many causes of jaywalking is considered safe as it is less time consuming and more efficient in pedestrian satisfaction but in reality it is “... often cited as a poor pedestrian behavior that leads to pedestrian injuries and fatalities” and results to nearly 5,073 collisions with cars (Eck and Heinonen). Many citizens vow that jaywalking is simpler because they believe their judgement of the street traffic far more superior than the law but it is ruled to be the opposite. In my HIP/Slice “Fix-It” observation I noticed the following; A man almost got ran over by a car as he trying to reach the convenience store. The pedestrians mostly cross the street to reach the food mart right across the street. The man was super angry at the driver which was odd as it was his own fault. He should’ve been more careful. There was heavy traffic formed after the near incident. It was not necessary for the individual to cross the street in such a manner. According to my observation, the individual nearly lost his life along with putting the life of the driver in danger as well. The pedestrians often overlook the road conditions when trying to fulfill their needs such as disregarding the speed of the driver approaching the intersection. In a recent 2018 study held by GHSA, the many factors that contributed to pedestrian deaths was “unsafe driving behaviors” (Pedestrian Traffic Fatalities by State: 2018 Preliminary Data). The jaywalkers ignore the concerns that the reckless drivers often do not always follow the rules of the road and that they might be dealing with

severe road rage, be drunk, or simply speeding and not see the potential pedestrian in their way.

The risky jaywalkers sought to believe that crossing without a crosswalk is easier but miss the idea of putting their lives in danger. It is unethical behavior to put lives in harms way due to bad decision-making. Many do not realize that their few wrong steps across the street can result in traffic collisions and possible deaths. It is not that difficult to walk a few feet to the crosswalk, wait for the signal, and cross the street. I believe it is out true form laziness, a individual's human behavior to cut corners in any way to take the easy way out and it is not okay.

Jaywalking is mostly affected among all groups: men, women, and most commonly children. Children are most likely to take part in the obscene behavior due to watching adults around them. Children absorb the surroundings and take in the behavior of adults. In my HIP-SLICE "Fix-It" journal #15, I interviewed, Linda, resident of the Northwoods Apartments who lives across the food mart, claims that she is baffled when parents portray behavior against the law, such as jaywalking because according to her children mimic the behavior that adults lay before them and enough exposure leads to it becoming a habit that it hard to break. In my community especially, I see mothers picking-up and dropping off their young children that go to Cabrillo Elementary school. Along with their learning, theses mothers without realizing are teaching their children to disobey the law. As previously discussed there is uncertainty with the

conditions of the road, there could be drunk drivers carelessly working the road. Eventually sooner or later, the children absorbing from their parent's upbringing will attempt to cross the road illegally without realizing how the traffic works. In Barry Liebowitz article " GA. Mother convicted on son's jaywalking death wants charges dismissed", the author claims that the defense argues that "This was crossing the street with other people to get home,"... "It was unfortunate. And it was tragic. But that doesn't make it a crime". I disagree with the following statement as it is a crime within the U.S to illegally cross the road. According to California Vehicle Code Section 21955, "Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk" (California Attorney Resources-California Laws). It is clearly mentioned that pedestrians should not cross unless they are on the crosswalk. If it is not a crime than what label should this act be given? It is a crime that made an innocent life of "her 4-year-old son" to be wasted. This proves that jaywalking does not make it easier to find the convenient route but makes it life threatening. In order to diminish the unusual jaywalking norms created by all groups: men, women, and children, there should be more awareness on the negative impacts of illegally walking by offering educational classes.

One possible solution to the jaywalking crisis is implementing educational classes of law for men, women, and children. I believe that most jaywalking occurs frequently is that people are

unaware of the law. The implementation of educational classes to learn about the law of specifically jaywalking and its consequences will hopefully instill a motivation or self-growth. According to Blair Besten, whose in position as an executive director of the Historic Core Business Improvement District, wants to push the LAPD in setting “community meeting where LAPD traffic representatives will answer questions...[and also wishes to] ‘Hopefully we can see more of an educational, outreach program,’ ... ‘We have a lot of people visiting Downtown and we don’t want their experience to include a \$250 jaywalking ticket’ (Evans; Police Crackdown on Jaywalking Means Tickets of Upto \$250). Similarly I believe, educational law classes should be held four times per month on Saturdays at the city’s council hall as part of community service hours. They will be held every Saturday of the month ensuring that most people including children have weekends off and will be given by a law official authority. There should be two timings in place, one in the morning from 11:30 a.m to 12:45 p.m and one at later afternoon from 3:45 p.m. to 5:00 p.m. These timings can ensure that timings fit their schedules and each community member is required to attend at least two class per month, Attending these classes at least twice a month will enlighten the community about strict laws concerning jaywalking and its consequences. These supplemental learning classes will be paid for the local citizens taxes and the city council. A limitation that might arise from the solution is the lack of people willing to learn from their mistakes. Although pushing for educational law classes is a step in the right

direction, there will still be people disobeying the law. I have noticed a pattern from my observations in my HIP/SLICE that older generation will continue to break the law to find convenience in their task. I have interviewed a few regular jaywalkers, that wish to remain anonymous from ages 30-40 years, on their purpose towards to jaywalk instead of using the crosswalk 10 steps within their vicinity and their response is always “it’s easier.” This limitation identifies that the mid-adult generation tends to be more stubborn and if they continue jaywalking “...The citations [will] seem to be happening on a weekly basis...” according to Anthony Bejarano, a lawyer of the Financial District resident (Evans; Police Crackdown on Jaywalking Means Tickets of Upto \$250). It is true that these disadvantages will come with the solution but change has to begin somewhere and educating the citizens should be the first.

Another solution to solving the jaywalking problem is having more authoritative police enforcement patrolling the area. More police patrolling the area as well as more police officers situated in areas where the most foot traffic occurs will cause less locals to walk the road in an illegal manner and reduce collisions as well as traffic halts. In two of my HIP/SLICE observations, I noticed that whenever there was a police officer or security guard present within the convenience store area, no one chose to jaywalk instead they all followed the law of using the sidewalk correctly as compared to when the police is not present. I believe many people choose to obey the laws in presence of police authorities is out of fear of the consequences. People are

afraid of getting involved with the law and potentially putting themselves in jails. I also noticed in my HIP/SLICE observation was that the vibe was very tense and unusual. In order to eradicate the jaywalking crisis, the government should invest in more placement of police officers near the troubled areas where the problem occurs. The police patrol will enforce more jaywalkers to cross the road correctly and most importantly secure their well-being and the wellbeing of others. At the first sight of violating the law, the individual will be issued a written warning from the officer. A second violation of law will result in a fine of \$500. Lastly, the third violation of law will result in the involvement of the city court for consequences. In a recent study held in New York, the increase in police patrolling to utilize their "... use of data to inform police in deploying their resources, allowing them to develop solutions to specific problems...[will be] reflected [on] an understanding of the critical link between crime and disorder" (Kelling; Community Policing, Rightly Understood). The increase in police enforcement activity will allow the police to investigate and quickly put a halt to the problem once faced with it. Involvement of the law will decrease the foot traffic of jaywalkers on the road and promote the law. A limitation that may be a disadvantage to the city is misusing of power by the police. It has been seen in the media that police officers take control of the situation in the wrong way such as racially profiling individuals and using abusive language. This can be seen in Ferguson, Missouri when "police officer Darren Wilson was the result of racism, police

brutality” (Mock: After Ferguson, we must ask: who owns the streets?) when he shot Michael Brown for jaywalking based on his race. This type of behavior is unacceptable in society. The police’s behavior is sometimes ruthless when assessing situations must be stopped at the spot. To counteract the limitation, the government should install high-security cameras within the vicinity of the police officers and monitor their behavior as they are monitoring the road. If a police officer is caught racially profiling, harassing, or using abusive language, they will be fired and serious action through court of jail time and violation of people’s rights will be taken. To again let jaywalking diminish, the first act of confrontation is warning and must be dealt in a mature respective manner.

In all togetherness, the problem of jaywalking in Upland is that individuals tend to ignore the crosswalk within a close distance and choose to cut the road by stopping traffic and putting their lives in danger. I believe the city council offering educational classes on law will benefit the community greatly because most individuals are unaware. A slight increase in police patrolling and situated police officers can help stop jaywalkers from disobeying the law. The limitation concerning to police patrolling is misuse of power but it can be counteracted with government installing hidden security cameras to monitor the police enforcement which in terms I hopefully believe eradicate if not reduce jaywalking and its detrimental outcomes.

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ENG 1B

31 January 2019

Jaywalking Must Be Stopped

Preface: #12

In this observation, I want to highlight the idea of crossing the street correctly and how often people disobey the laws of crossing the street. This issue needed attention as acts like these can put lives in danger. Throughout the course of several weeks, I will take notes on the behaviors and acts of people on this issue.

Background:

Crossing the street has become a severe issue in my town of Upland. Almost every day I notice people outside my apartment complex crossing the street wrongly known as jaywalking. Due to the people not following the rules, they are often targets of car crashes along with severe deaths and injuries. In the article, “Pedestrian Injuries and Fatalities” by Justin A. Heinonen and John E. Eck, the authors claim that “... jaywalking is often cited as a poor pedestrian behavior that leads to pedestrian injuries and fatalities” and that jaywalking contributes to nearly 5,073 collisions with cars (Heinonen and Eck). I agree with the authors that it is poor behavior to not follow traffic laws and put your life

in danger. Pedestrians in my neighborhood usually jaywalk to get to the convenience store right across the street often stopping traffic. It is necessary to improve these bad habits.

Observation Analysis:

Day 1 January 29, 2019 (3:00 pm – 3:15pm)

As I was walking to a convenience store nearby, I saw a woman and a man jaywalking to the same store. It took them a few tries to cross the road because the traffic was heavy but they eventually made it. The nearest crosswalk was just 2 min. away.

Day 2 January 31, 2019 (1:15 pm- 1:30pm)

Today I saw a man almost get run over by a car as he trying to reach the convenience store. I was in utter shock. The pedestrian was super angry at the driver which I thought was odd as it was the pedestrian's fault. He should've been more careful. There was heavy traffic after the near incident. It was not necessary for the man to cross the street like that. Thankfully he is safe.

Conclusion:

My observations this week led me to the conclusion that people will do anything at their reach to make their lives easier even if it means getting injured. It is necessary that this issue gets highlighted. There should be a law against jaywalking to protect the citizens and enforce stricter rules.

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Observation Analysis:

Day 33- Wednesday: May 1, 2019 (12:06 pm- 12:27pm)

On this day, I decided to interview a resident of the Northwoods Apartments, a 50-year-old Linda Sire and her views on jaywalking.

Me: How long have you been living at the Northwoods Apartments?

Linda: It has been about 10 years so far.

Me: Was jaywalking as bad as it is today than a few years ago.

Linda: It has significantly have worsened in the past two years than it did when I first moved here. People followed the law strictly in past years and today's general public just doesn't want to.

Me: Why do you think many people jaywalk specifically this area?

Linda: I believe its due to the closeness of a liquor store as well as a small Mexican restaurant. I usually come out here for fresh air and ever so often I see many, crossing, almost putting their lives in danger. I just don't like it. Its doesn't do anything for themselves especially when the city has implanted a cross-walk within a 2- minute walking distance. I especially do not approve of adults crossing with children. The children will most likely follow their footsteps and put themselves in harm's way.

Me: I agree with you and thank you so much answering my questions.

Linda: My pleasure!

Conclusion:

My observations this week led me to the conclusion that even the locals feel that do observe the surroundings that jaywalking is dangerous. Just like Linda, many acquire the

behavior ruthless. I agree in this day and age, many people are impatient and are always looking for ways to cut corners risking their life and the life of others. Strict law must be enforced in order to stop the madness taking place.

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31 January 2019

Jaywalking Must Be Stopped

Preface: #13

In this observation, I want to highlight the idea of crossing the street correctly and how often people disobey the laws of crossing the street. This issue needed attention as acts like these can put lives in danger. Throughout the course of several weeks, I will take notes on the behaviors and acts of people on this issue.

Background:

Crossing the street has become a severe issue in my town of Upland. Almost every day I notice people outside my apartment complex crossing the street wrongly known as jaywalking. Due to the people not following the rules, they are often targets of car crashes along with severe deaths and injuries. In the article, “Pedestrian Injuries and Fatalities” by Justin A. Heinonen and John E. Eck, the authors claim that “... jaywalking is often cited as a poor pedestrian behavior that leads to pedestrian injuries and fatalities” and that jaywalking contributes to nearly 5,073 collisions with cars (Heinonen and Eck). I agree with the authors that it is poor behavior to not follow traffic laws and put your life in danger. Pedestrians in my neighborhood usually jaywalk to get to the convenience store right across the street often stopping traffic. It is necessary to improve these bad habits.

Observation Analysis:

Day 34 Thursday: May 2, 2019 (3:00 pm- 3:12pm)

Over the weeks, I have noticed that a lot more men cross the street to essentially to cross for the food mart but women usually jaywalk to drop off or pick up their children at school along with also going to the liquor store. Today was the same scenario, many women crossed with children to pick up their kids early while women without children crossed for fulfilling their needs. But in conclusion, I see men cross more than women.

Conclusion:

My observations this week led me to the conclusion that men cross the streets more often than women do. Although, I believe women cross mostly for the ease of picking up and dropping off their kids to and from school. Although I understand the intentions of being attentive at school, it could be executed in a more helpful manner.

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Heinonen, Justin A., and John E. Eck. "Center for Problem-Oriented Policing." Street Robbery | Center for Problem-Oriented Policing, 2007, popcenter.asu.edu/problems/pedestrian_injuries.

Aayla Naqvi

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ENG 1B

31 January 2019

Jaywalking Must Be Stopped

Preface: #14

In this observation, I want to highlight the idea of crossing the street correctly and how often people disobey the laws of crossing the street. This issue needed attention as acts like these can put lives in danger. Throughout the course of several weeks, I will take notes on the behaviors and acts of people on this issue.

Background:

Crossing the street has become a severe issue in my town of Upland. Almost every day I notice people outside my apartment complex crossing the street wrongly known as jaywalking. Due to the people not following the rules, they are often targets of car crashes along with severe deaths and injuries. In the article, “Pedestrian Injuries and Fatalities” by Justin A. Heinonen and John E. Eck, the authors claim that “... jaywalking is often cited as a poor pedestrian behavior that leads to pedestrian injuries and fatalities” and that jaywalking contributes to nearly 5,073 collisions with cars (Heinonen and Eck). I agree with the authors that it is poor behavior to not follow traffic laws and put your life in danger. Pedestrians in my

neighborhood usually jaywalk to get to the convenience store right across the street often stopping traffic. It is necessary to improve these bad habits.

Observation Analysis:

Day 35- Friday: May 3, 2019 (11:14 am-11:27 am)

Today near my house, there was a driver that was pulled over for speeding just at the entrance of the food mart. I observed my surroundings and realized that everyone is cautious of their actions. Again, the cross-walk was in use more than ever. Nobody was trying to stop the flow of traffic in the presence of the officer. Majority of the public was greeting the officer as they approached their designated spots which seemed normal.

Conclusion:

My observations this week led me to the conclusion that strong powerful authorities have a major impact on people's behavior. As seen in a previous observation that the presence of a police officer instilled fear in the people. I believe one of the solutions to the problem could be having a police officer in site just as they do for speeding. It can create positive changes within the community. Clearly police officers have a great impact in society but it shouldn't be misinterpreted or used in a wrong way.

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popcenter.asu.edu/problems/pedestrian_injuries.

Aayla Naqvi

Professor Ramser

ENG 1B

6 February 2019

Jaywalking Must Be Stopped

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it is poor behavior to not follow traffic laws and put your life in danger. Pedestrians in my neighborhood usually jaywalk to get to the convenience store right across the street often stopping traffic. It is necessary to improve these bad habits.

Observation Analysis:

Day 3 February 6, 2019 (9:00 am- 9:30 am)

As I was waiting in the car, I noticed that not as many people jaywalk in the morning than they do in the afternoon. Only one person in the whole 30 minutes crossed illegally. That surprised me a lot. I thought it would be more in the morning since there is less traffic and the streets are clear.

Day 5 February 8th, 2019 (12:00 am -1:15 pm)

Today I asked a fellow neighbor “why do you choose to jaywalk.” To which he responded that, “it is significant quicker and faster than using the sidewalk.” My doubt turned into truth that most people cross for convenience. Even though the crosswalk is a 1-minute walk, people chose to live dangerously as it easier for them.

Conclusion:

My observations this week led me to the conclusion that many people jaywalk in the middle of the afternoon and evening than in the morning. Also, that people will do dangerous tasks to make life easier for them because it is less time-consuming, and they are much quicker on their feet even if that means the crosswalk is within their vicinity.

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