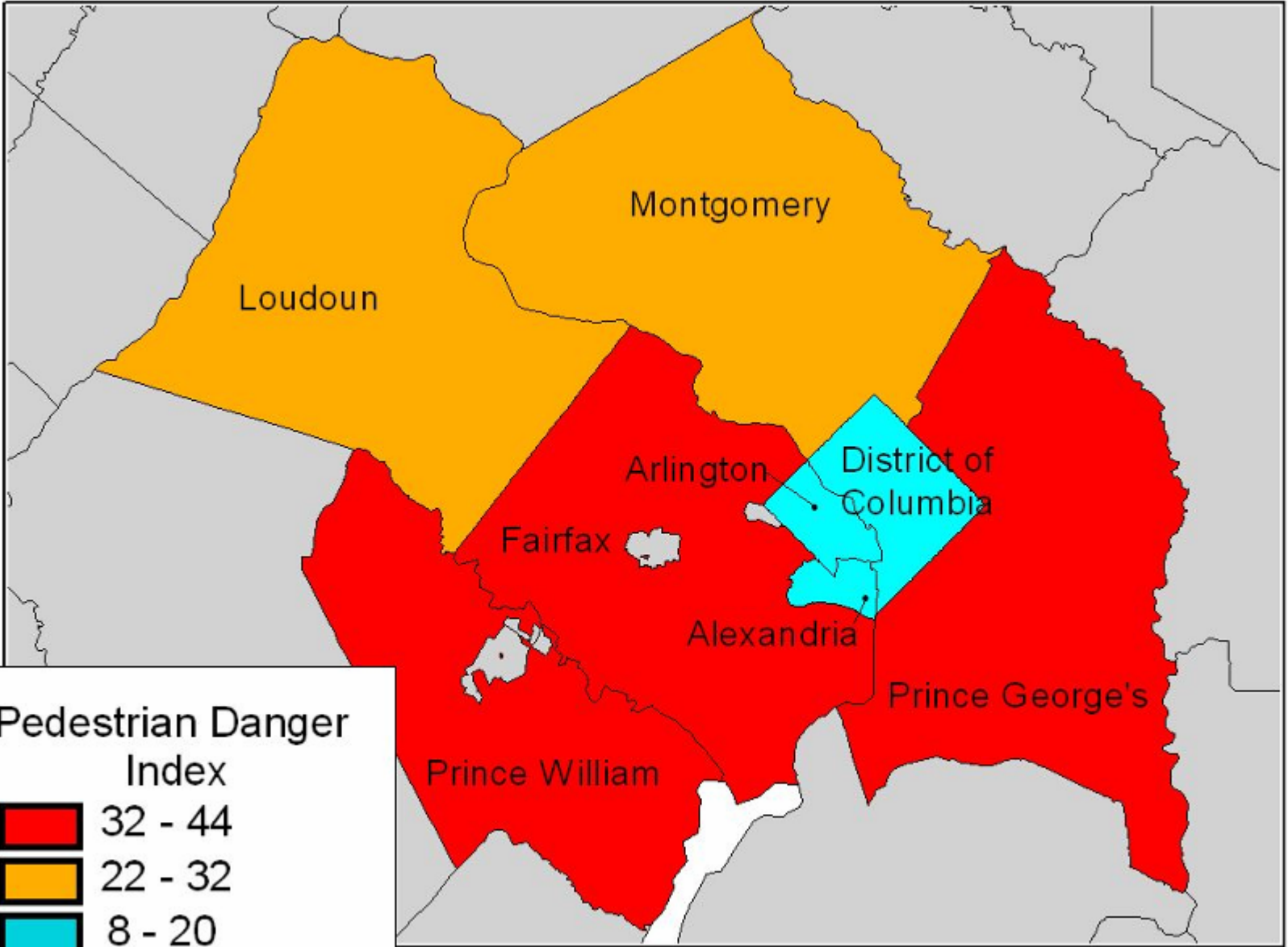


Washington's Mean Streets

Where pedestrians face the most danger and what is being done about it.

Presentation to COG Transportation Safety
Subcommittee by Cheryl Cort,
Coalition for Smarter Growth, June 23, 2008





www.smartergrowth.net



Pedestrian Danger Index

COUNTY/CITY	Pedestrian Fatalities*			Pedestrian Fatalities per 100,000 Population			Commute**	Pedestrian Danger Index	
	2004	2005	2006	2004	2005	2006	Percent Walk or Bus to Work	PDI	PDI Ranking
Fairfax County, VA	16	10	18	1.59	0.99	1.78	3.3%	44.1	1
Prince George's County, MD	18	35	20	2.15	4.15	2.38	6.8%	42.6	2
Prince William County, VA	1	2	7	0.30	0.57	1.96	2.9%	33.1	3
Montgomery County, MD	14	10	16	1.52	1.08	1.72	5.9%	24.4	4
Loudoun County, VA	2	0	1	0.83	0.00	0.37	1.9%	20.6	5
District of Columbia	9	16	21	1.55	2.75	3.61	26.4%	10.0	6
Arlington County, VA	2	3	1	1.01	1.50	0.50	10.5%	9.6	7
Alexandria City, VA	0	2	1	0.00	1.45	0.73	9.4%	7.8	8
Regional (8-jurisdiction area)	62	78	85	1.46	1.81	1.96	8.0%	21.8	

*FARS

**2000 Census Walk & bus to work



Percentage of Fatal Injuries among Pedestrian Injury Crashes

Jurisdiction	Time Frame	Pedestrian Fatalities	Pedestrian Injuries	Fatalities of all Pedestrian Injury Crashes	1 Fatality per XX Injury Crashes
Prince George's [1]	2003 - 2005	83	1,277	6.1%	1 in 16
Loudoun [2]	2001 - 2003	6	103	5.5%	1 in 18
Prince William [2]	2001 - 2003	8	156	4.9%	1 in 21
Fairfax [2]	2001 - 2003	36	901	3.8%	1 in 26
Alexandria [2]	2001 - 2003	6	212	2.8%	1 in 36
Montgomery [1]	2003 - 2005	36	1,321	2.7%	1 in 38
Arlington [2]	2001 - 2003	9	391	2.3%	1 in 44
District of Columbia [3]	2003 - 2005	43	2,012	2.1%	1 in 48

[1] Maryland State Highway Data

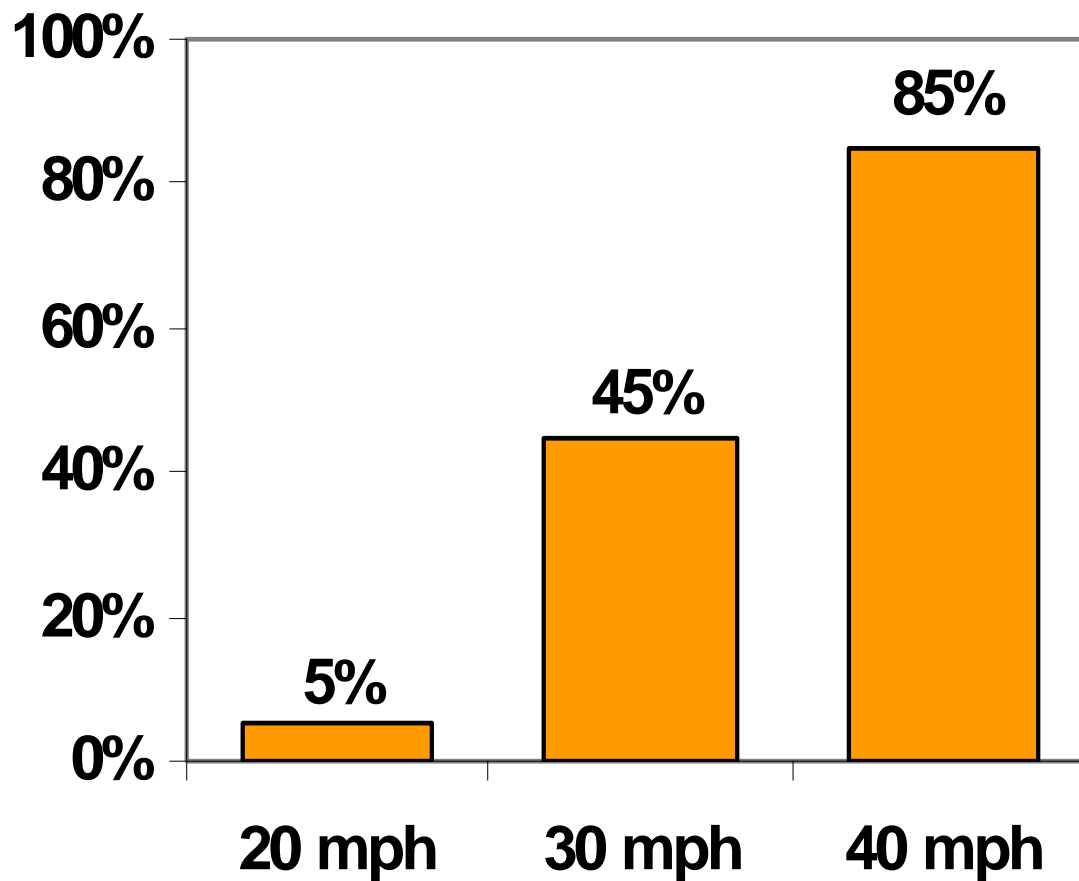
[2] Virginia data from Virginia Department of Transportation Traffic Engineering Division

[2] Virginia data from Virginia Department of Transportation Traffic Engineering Division.

[3] DC Data from District of Columbia Department of Transportation and fatalities from FARS



Pedestrian Crashes: Percent Fatal by Speed



Source: TRB, Managing Speed, 1998



Separation of community activities: Where's the center in Centreville?



office

shopping

homes

church

homes

homes

Factors affecting walking safety & comfort

- Speed
- Crossings
- Sidewalks
- Land Use





Tyson's Galleria Mall

Walkable places in demand

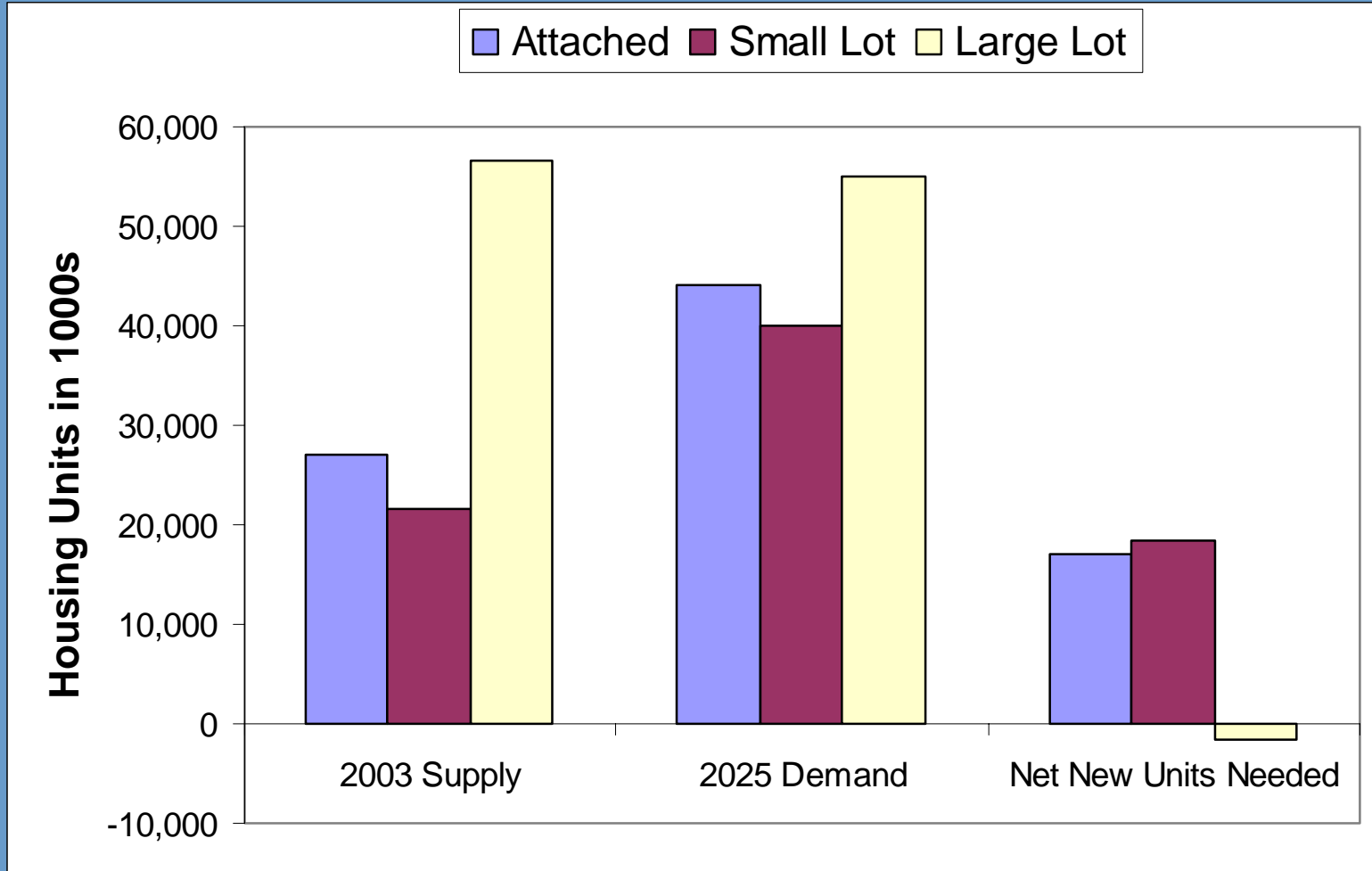
Changing U.S. Demographics:



- Married Couples with kids are no longer dominant
- “Empty-Nesters” are on the rise
- Single-Person Households will grow the most
- “The Rise of the Creative Class”
- By 2025: 72% of households will not have children



The Market Is Changing Dramatically



Nelson, 2006





14th Street, NW by Columbia Heights Metro Station, Washington, DC



Solutions

- Fix the worst places
- Complete streets policy
- Institutionalize change
- Mixed use & urban design



Addison Road Metro



US 1, Mount Rainier, MD



Fix the worst places

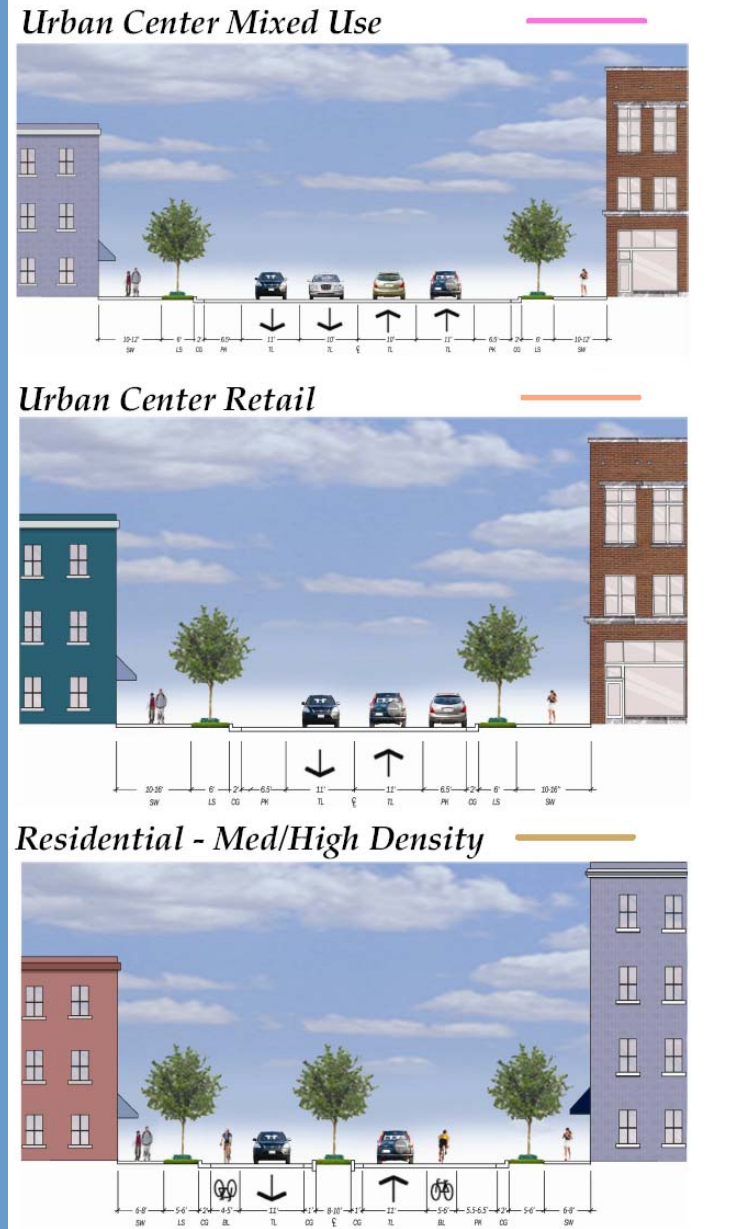
- Sidewalks
- Crossings
- Raised medians
- Reduced speed
 - Flexible bollards
 - Narrower travel lanes
 - Tight turning radii
 - On-street parking



Complete Streets

Institutionalize change:

- design and operating standards and manuals
- Training and contractors
- development review
- Pedestrian Master Plan
- Street classification & performance measures



Performance Measures

- Vehicle Level of Service (LOS) – A, B, C, D, E, F report card
- Adequate Public Facilities (APF) measure cars only
- Pedestrian Level of Service (LOS)
- New measures of success: safety & mode share

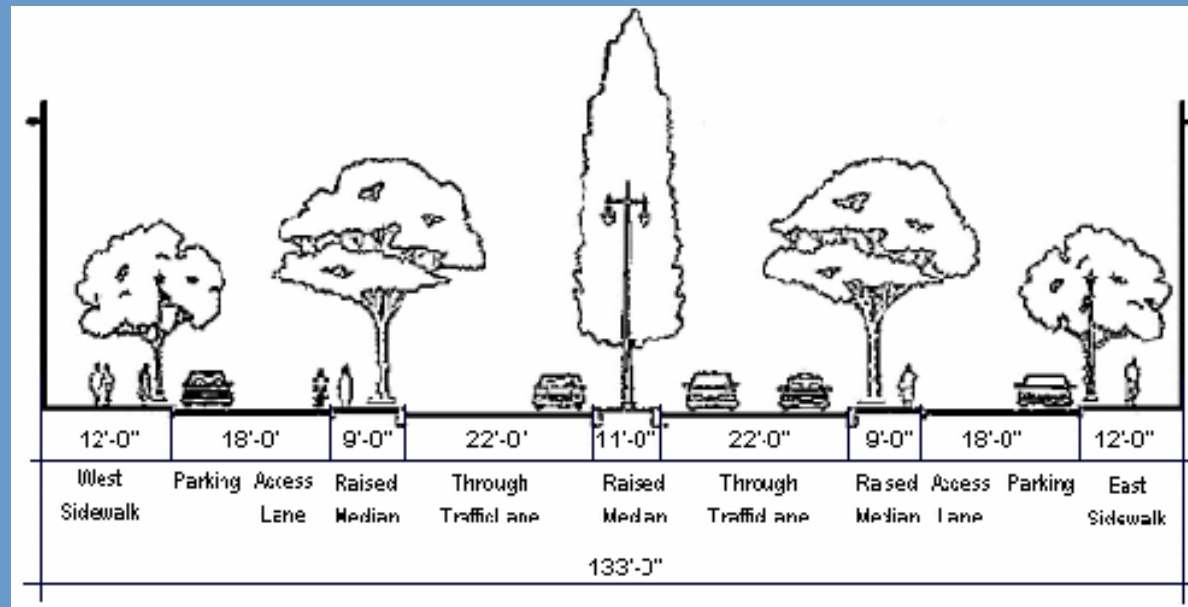


Highway capacity manual rates the top photos “A” LOS for pedestrians and the bottom photo “F”



Adapting street classification: Multi-way boulevard

- Central through-going traffic realm
- Neighborhood-oriented side realms



Octavia Boulevard, San Francisco, CA

Resource: ITE Manual, Context Sensitive Solutions for Major Urban Thoroughfares for Walkable Communities



Land Use Policies

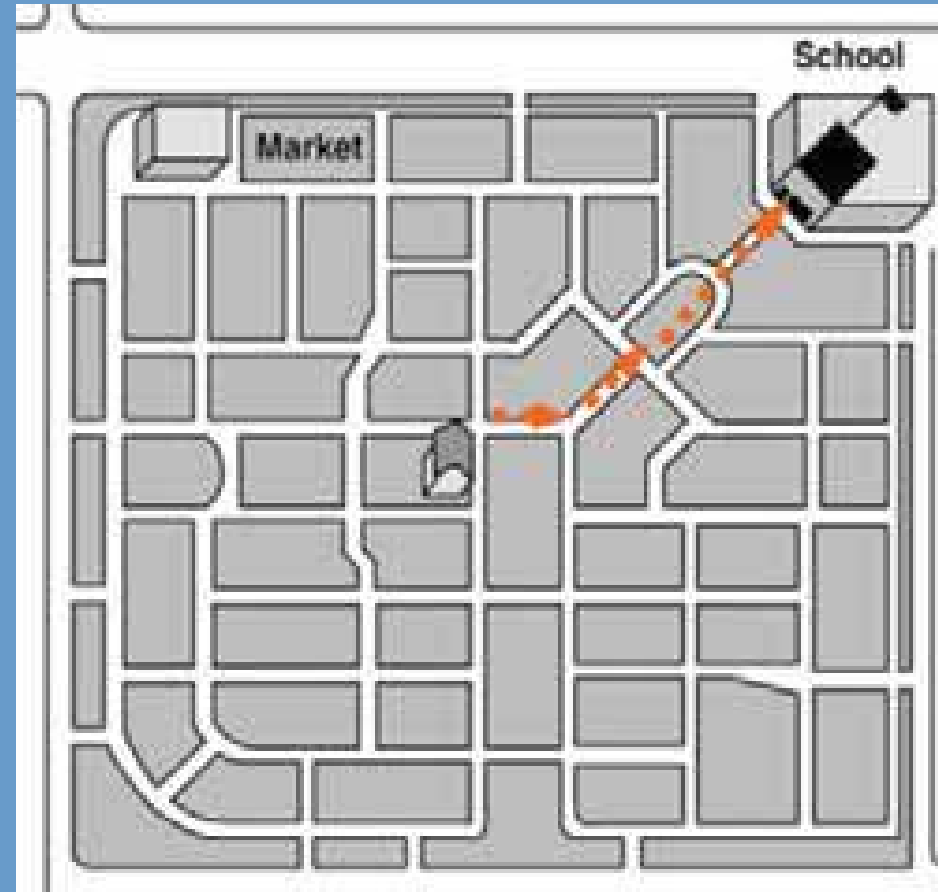
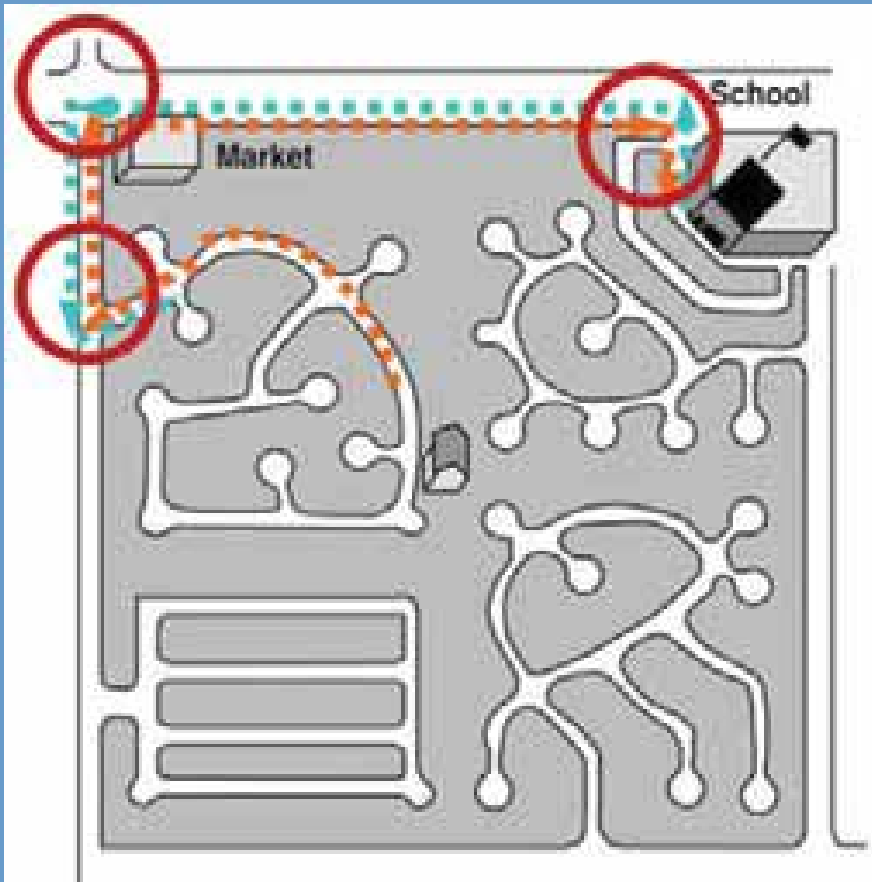
- Mixed use
- Build-to lines
- No parking in front
- Minimize driveways
- Doors & windows open onto street



Columbia Pike, Arlington VA



Street grids create walkable communities & reduce traffic congestion



Summary Recommendations

- Fix the worst places
- Implement a Complete Streets policy
- Institutionalize change
- Connect transportation & land use decisions



Richmond Highway



U Street

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Coalition for Smarter Growth

Mean Streets