

Washington's Mean Streets

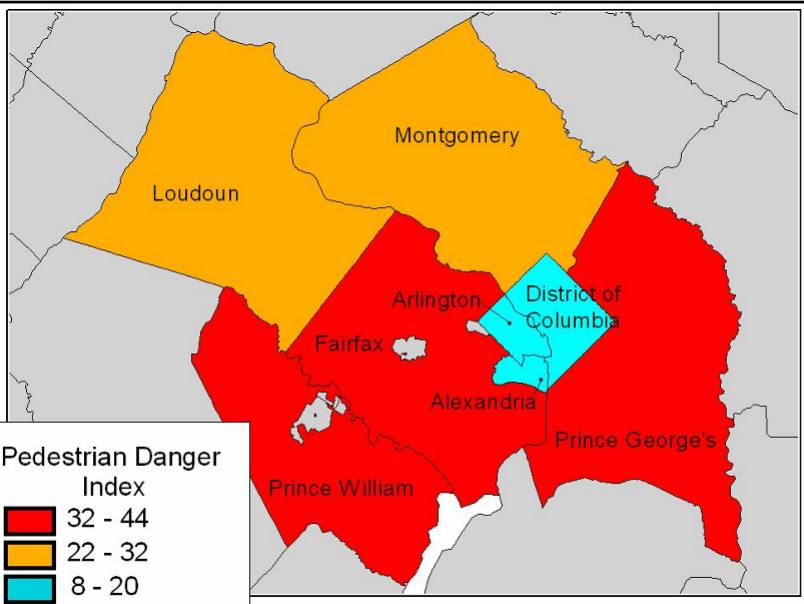
Where pedestrians face the most danger and what is being done about it.

Cheryl Cort
Coalition for Smarter Growth
May 20, 2008



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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


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


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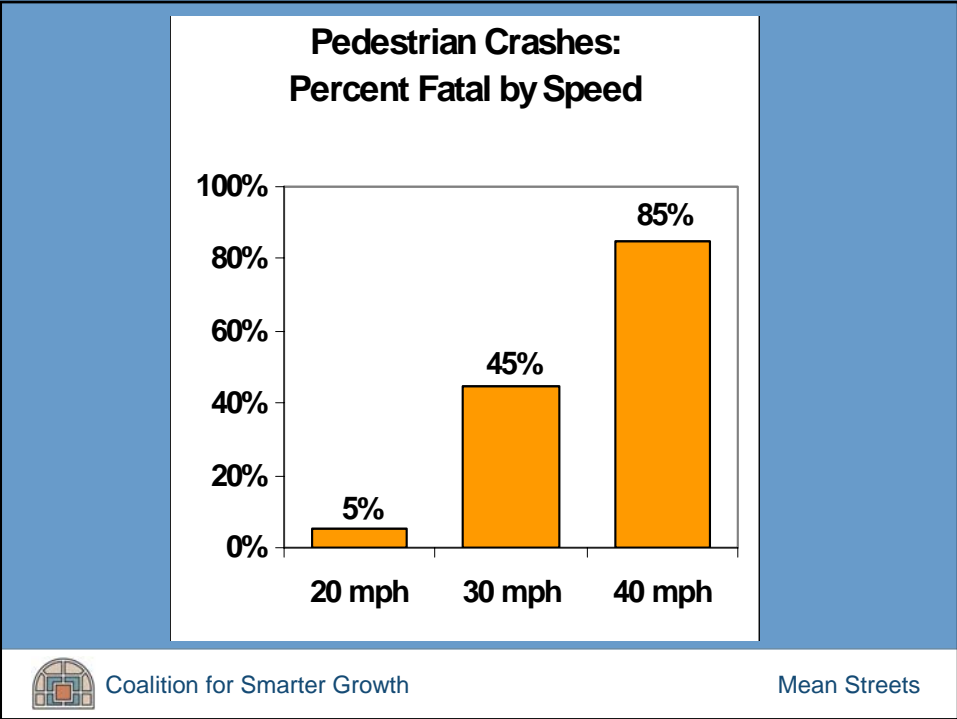



Table 4. Percentage of Pedestrian Fatalities on Roadways with Speed Limits of 40 mph or Greater by Jurisdiction, 2003 - 2005

Jurisdiction	Percentage of Pedestrian Fatalities on Roadways with Speed Limits of 40 mph or more
Prince William County	86
Fairfax County	70
Montgomery County	54
Prince George's County	48
Loudoun County	40
Arlington County	38
District of Columbia	2
Alexandria City	0

Source: FARS Database


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Factors affecting walking safety & comfort

- Speed
- Crossings
- Sidewalks
- Land Use

A street-level photograph showing a road intersection. A traffic light is visible, and a blue street sign above it reads 'FRYE RD'. The scene includes a utility pole with power lines, a 'YIELD TO PEDESTRIANS' sign, and a person walking on the sidewalk. The overall environment appears to be a typical suburban or urban street.

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Changing U.S. Demographics: Walkable places in demand



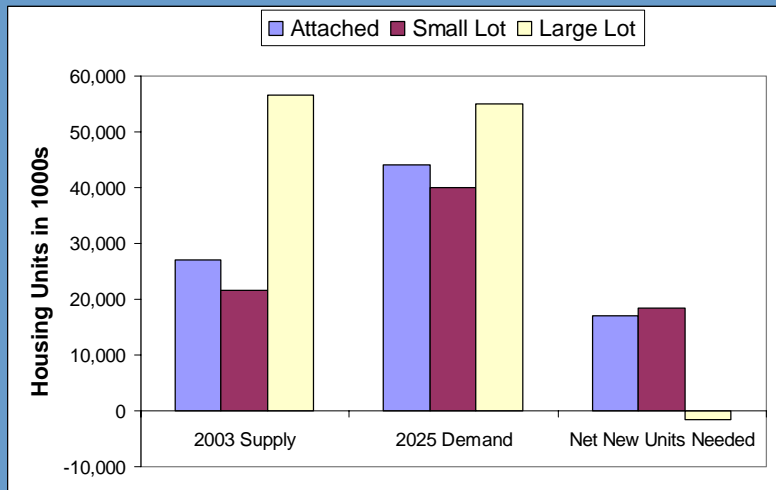
- Married Couples with kids are no longer dominant
- “Empty-Nesters” are on the rise
- Single-Person Households will grow the most
- “The Rise of the Creative Class”
- By 2025: 72% of households will not have children



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The Market Is Changing Dramatically



Nelson, 2006



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Market Commons, Clarendon Metro station, Arlington, VA



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Solutions

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



US 1, Mount Rainier, MD



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Table 5: Summary of Practices and Policies to Address Pedestrian Safety by Jurisdiction, Washington, D.C., Region

	Alexandria	Arlington	Fairfax	Loudoun	Prince William	Montgomery	Prince George's	DC
Identified high-crash/high-risk areas	yes	yes	yes	yes	no	yes	no	yes
Fixed or in the process of fixing priority areas	ongoing	yes	ongoing		no	ongoing	no	yes
Complete streets policy	yes	yes	partial	yes	no	yes	no	partial
Multi-modal performance measures	no	partial	no	no	no	no	no	no
Pedestrian master plan	yes	yes	no	yes	no	no	no	In process
Pedestrian/bicycle staff positions	1	3.25	5	0.1		3	2.5	4
PDI rank	8 (least dangerous)	7	1 (most dangerous)	5	3	4	2	6



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Fix the worst places

- Sidewalks
- Crossings
- Raised medians
- Reduced speed
 - Temporary posts
 - Narrow travel lanes
 - Tight turning radii
 - On-street parking



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Complete Streets

Institutionalize change:

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



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Performance Measures

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



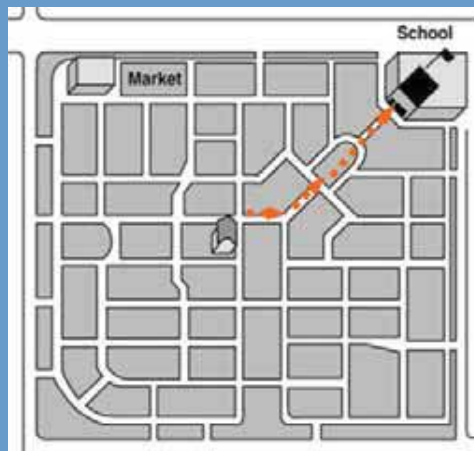
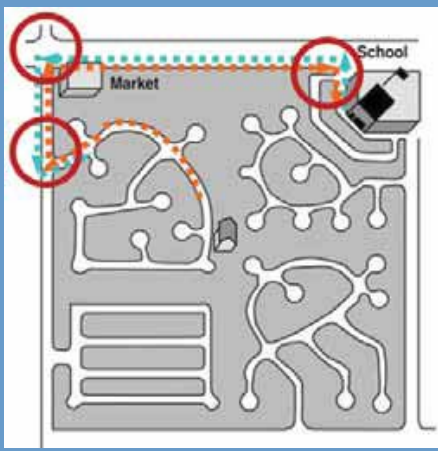
Highway capacity manual rates the top photos "A" LOS for pedestrians and the bottom photo "F"



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Build mixed use walkable places



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Land Use Policies

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

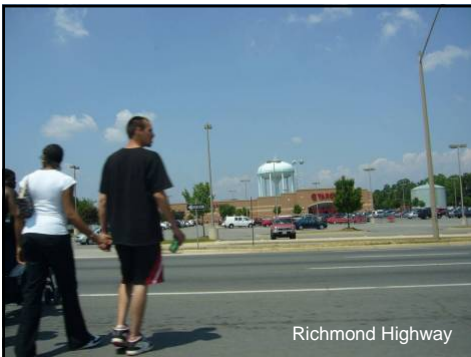


Columbia Pike, Arlington VA



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