

Big picture planning issues that affect pedestrian safety

- Land use, street connectivity and reliance on street hierarchy affects:
 - Street width
 - Traffic volumes
 - Traffic speeds
 - Pedestrian safety



Why do we end up with streets like this?

Street connectivity

3 left turns!

Connectivity creates a pedestrian-friendly street system by:

- Reducing walking distances;
- Offering more route choices, more quiet local streets;
- Dispersing traffic (less reliance on arterials)

High Connectivity	Travel Lanes Required
Moderate Connectivity	
Low Connectivity	



Interconnected local streets are inherently safe for pedestrians



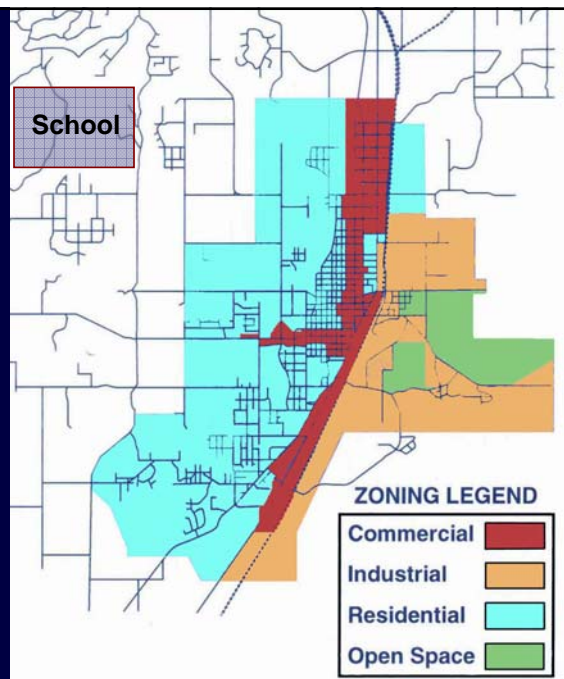
Lack of connectivity = long distances and few pedestrians



Lack of connectivity = few but large intersections

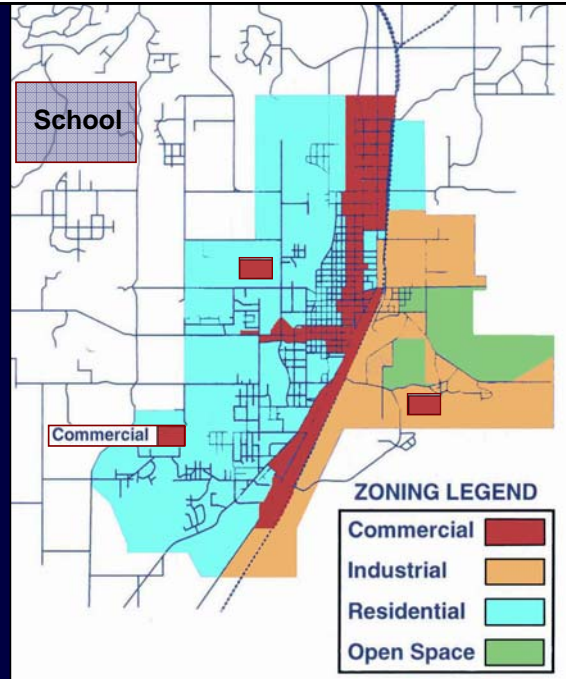
Land use

1. Concentrate all commercial activities in auto-dominated corridors.
2. Segregate land uses
3. Result: long travel distances, not conducive to walking

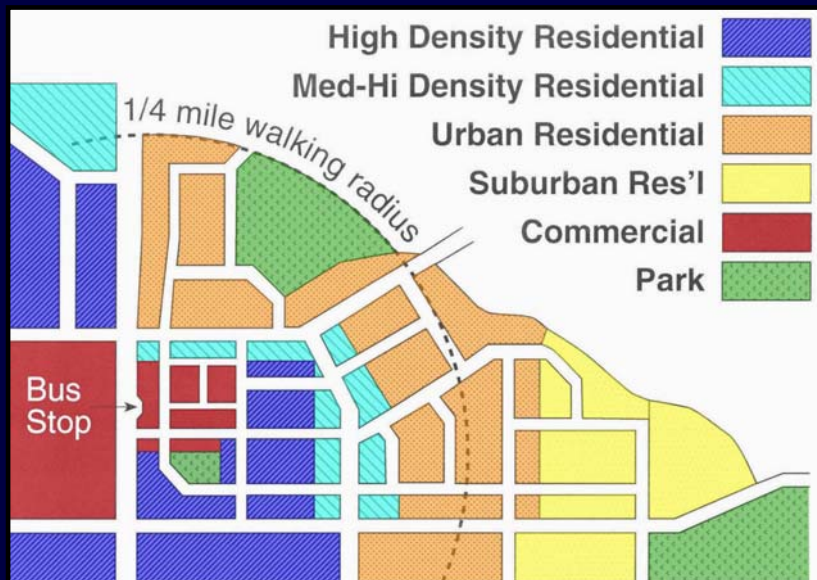


Land use

Potential solution? Start by allowing small-scale retail in neighborhoods



Neo-traditional development...



...creates walkability by bringing destinations closer together



How does this all relate to pedestrian safety?

- **Segregated land use, lack of street connectivity and most traffic using arterials create streets that are:**
 - **Wide**
 - **Auto-oriented**
 - **High-speed**
 - **Unsafe for pedestrians**

Big picture solutions that increase pedestrian safety

- **Integrated land use**
- **Street connectivity (encourage traffic to use local streets for local trips)**
- **This will create streets that are**
 - **Narrower**
 - **Multi-modal**
 - **Low-speed**
 - **Safer for pedestrians**

The Big Picture: can you affect these major transportation/land use policies?

- **Encourage integrated land use**
- **Encourage street connectivity so local traffic uses local streets for local trips**
- **Encourage street designs that take pedestrian safety into account**