Dangerous by Design:

Identifying and Solving the Epidemic of Preventable Pedestrian Deaths

Since the publication of the first *Mean Streets* report by the Surface Transportation Policy Partnership in 1996, pedestrian safety has gained national attention. Yet over the past 12 years, more than 76,000 pedestrians have died in America and even today, walking is ten times more dangerous than driving in a car. That's unnecessary, and wrong. We know to make streets safe for everyone. Now, we need a fundamental change to build more streets safe for people.

Dangerous by Design uses the latest in accident statistics to calculate the most dangerous cities to walk in the US. The report ranks the 52 largest metropolitan areas as the most dangerous for walking and also provides a Pedestrian Danger Index for all metropolitan areas in the US.

Dangerous by Design then draws lessons from those danger statistics:

- **State DOTs continue to underinvestment in safe streets.** Most state departments of transportation have not made walking a budget priority, and have failed to take advantage of increased federal funding available to address pedestrian safety.

- **States and cities continue to build for speed, not for safety.** Many departments of transportation continue to build dangerous roads with wide travel lanes and expansive intersections that are unsafe for pedestrians, cyclists, and drivers.

- **Streets are least safe for those who need them most**. Those most at risk of being killed while walking and biking are also those with few other options for getting around. Children, seniors, people of color and lower income families who either cannot or choose not to drive, require streets that are safer for walking.

- **Unsafe streets contribute to a public health epidemic.** According to the Centers for Disease Control over two thirds of Americans are obese or overweight. Active transportation, incidental exercise and leisure activities are all discouraged by unsafe street design.

- **Planning and building safer streets works.** When states and cities retrofit existing streets and create new streets for safety, crashes and deaths go down. Cities that have put in place safety policies and good engineering practices such as traffic calming, Complete Streets policies, Safe Routes to School programs, and Livable cities grant programs, are already seeing the results.

Congress is currently considering goals and objectives for a federal transportation bill that will guide the funding priorities for states and cities. Now more than ever, there is a clear need for strong leadership and greater resources for pedestrian safety and more accountability from states to ensure those funds are spent on projects that improve areas for walking.

The Most Dangerous Metro Areas for Pedestrians (over 1 million residents)

	Metropolitan Area	Average Annual Pedestrian Deaths per 100,000 Capita (2007-2008)	Percent of Workers Walking to Work (2000)	Pedestrian Danger Index
1	Orlando-Kissimmee, FL	2.8	1.3%	214.7
2	Tampa-St. Petersburg-Clearwater, FL	3.4	1.7%	201.2
3	Miami-Fort Lauderdale-Pompano Beach, FL	3.1	1.7%	183.1
4	Jacksonville, FL	2.5	1.7%	148.9
5	Memphis, TN-MS-AR	1.8	1.3%	137.9
6	Raleigh-Cary, NC	2.0	1.6%	125.5
7	Louisville/Jefferson County, KY-IN	2.0	1.7%	118.7
8	Atlanta-Sandy Springs-Marietta, GA	1.4	1.3%	114.1
8	Birmingham-Hoover, AL	1.4	1.2%	114.1
10	Houston-Sugar Land-Baytown, TX	1.8	1.6%	113.5
11	Phoenix-Mesa-Scottsdale, AZ	2.2	2.1%	104.3
12	Las Vegas-Paradise, NV	2.4	2.3%	104.0
13	Charlotte-Gastonia-Concord, NC-SC	1.3	1.2%	102.7
14	Detroit-Warren-Livonia, MI	1.4	1.4%	99.6
15	New Orleans-Metairie-Kenner, LA	2.6	2.7%	96.7
16	Riverside-San Bernardino-Ontario, CA	2.1	2.2%	95.8
17	Dallas-Fort Worth-Arlington, TX	1.4	1.5%	94.7
18	Oklahoma City, OK	1.4	1.7%	86.7
19	Nashville-Davidson--Murfreesboro--Franklin, TN	1.3	1.5%	86.4
20	San Jose-Sunnyvale-Santa Clara, CA	1.5	1.8%	80.7
21	Richmond, VA	1.4	1.8%	78.3
22	Kansas City, MO-KS	1.1	1.4%	77.6
23	St. Louis, MO-IL	1.3	1.7%	76.4
24	Austin-Round Rock, TX	1.5	2.1%	74.2
25	Denver-Aurora, CO	1.6	2.1%	74.0
26	Sacramento--Arden-Arcade--Roseville, CA	1.6	2.2%	73.4
27	Los Angeles-Long Beach-Santa Ana, CA	1.9	2.7%	71.6
28	Tucson, AZ	1.8	2.6%	69.2
29	San Antonio, TX	1.6	2.4%	66.3
30	Indianapolis-Carmel, IN	1.1	1.7%	62.4
31	Baltimore-Towson, MD	1.8	2.9%	59.7
32	San Diego-Carlsbad-San Marcos, CA	2.0	3.4%	59.0
33	Buffalo-Niagara Falls, NY	1.5	2.7%	54.9
34	Washington-Arlington-Alexandria, DC-VA-MD-WV	1.7	3.0%	54.9
34	Salt Lake City, UT	1.1	2.1%	54.9
36	Columbus, OH	1.1	2.3%	48.9
37	Milwaukee-Waukesha-West Allis, WI	1.3	2.9%	46.3
38	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	1.7	3.9%	44.3
39	San Francisco-Oakland-Fremont, CA	1.7	3.9%	42.5
40	Virginia Beach-Norfolk-Newport News, VA-NC	1.0	2.7%	39.0
41	Providence-New Bedford-Fall River, RI-MA	1.3	3.3%	38.9
42	Chicago-Naperville-Joliet, IL-IN-WI	1.2	3.1%	38.4
43	Hartford-West Hartford-East Hartford, CT	0.9	2.5%	37.0
44	Cleveland-Elyria-Mentor, OH	0.8	2.2%	36.6
45	Seattle-Tacoma-Bellevue, WA	1.1	3.1%	35.3
46	Portland-Vancouver-Beaverton, OR-WA	1.0	2.9%	34.7
47	Cincinnati-Middletown, OH-KY-IN	0.8	2.3%	34.1
48	Rochester, NY	1.1	3.5%	30.2
49	New York-Northern New Jersey-Long Island, NY-NJ-PA	1.7	6.0%	29.0
50	Pittsburgh, PA	1.0	3.6%	27.9
51	Boston-Cambridge-Quincy, MA-NH	1.1	4.6%	23.6
52	Minneapolis-St. Paul-Bloomington, MN-WI	0.5	2.4%	22.4