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A Different Take On 'Street Smart'

Drivers, pedestrians and cyclists all share the blame for pedestrian deaths and injuries.

By CHUCK HAGEE
GAZETTE

Approximately 80 pedestrians die and 2,700 are injured each year throughout the Washington Metropolitan Region in confrontations between vehicles and people. That fact was the genesis of a campaign by area leaders to stem those statistics.

Known as "Street Smart," it brought together political leaders and police representatives from Northern Virginia, Maryland and the District of Columbia Tuesday morning in Alexandria for a press conference at which an area wide "Pay Attention" campaign was launched. Missing from the gathering and noted by speakers were any state leaders or their representatives.

Standing at the entrance to the pedestrian tunnel under Duke Street which leads to

the King Street Metro Station, Alexandria Mayor William Euille, Fairfax County Board of Supervisors Chairman Gerald Connolly, Arlington County Board Chairman Chris Zimmerman, and DC Chief of Police Charles Ramsey all emphasized the need for more consideration between pedestrians and drivers.

"The Metropolitan Police Department is very concerned and more than a little frustrated by pedestrian fatalities in the District. We've had six so far this year," Ramsey told the crowd.

A public awareness program launched in October 2002, "Street Smart" is an effort to "change driver and pedestrian behavior." It is based on the recognition that "responsibility for pedestrian incidents appears shared, almost equally, between drivers and pedestrians," according to research by the Metropolitan Washington Council of Gov-

ernments.
"We want to ensure that pedestrians and bicyclists are safe on our city streets. One quarter of all those killed in traffic accidents throughout the region are pedestrians and cyclists," said Alexandria City Councilman Ludwig Gaines who serves as Alexandria's representative to SEE STREET SMART. PAGE 4

Alexandria City Councilman Ludwig R. Gaines, center, master of ceremonies for the regional "Street Smart" pedestrian safety campaign kick off press conference is joined by Gerald Connolly, chair, Fairfax County Board of Supervisors, left, and Chris Zimmerman, chair of the Arlington County Board.



A Different Take On 'Street Smart'

FROM PAGE 1

COG's Transportation Planning Board and was responsible for bringing this year's Street Smart initiative to the City.

"The Street Smart pedestrian safety effort focuses on the four "E's," education, enforcement, engineering, and evaluation.

The education component targets pedestrians, cyclists, and drivers, and includes information about devices designed to enhance pedestrian safety," Gaines, who also served as master of ceremonies for the event, told the audience.

"We have installed over 60 countdown crosswalk signals throughout the city to aid both pedestrians and drivers. But we are not alone. This is a region wide effort," Gaines said.

One of the primary causes of pedestrian deaths and injuries is jaywalking, according to accident analysis reports. Alexandria Mayor William Euille referred to that fact in his remarks. "There needs to have greater enforcement of jaywalking," he said referring his own youth when he was cited for doing just that on a busy Alexandria street.

BRINGING ATTENTION TO THE MISSING COMPONENT in the campaign, Connolly said, "The State of Virginia is not participating in this. The General Assembly has been no friend to this effort. We need the state to become a partner with the local jurisdictions."

He noted that much of Fairfax County was developed without sidewalks because it was

more rural prior to its recent growth surge. "Building sidewalks for people to be safe is a big challenge in an area that is seven times the size of the District," he said.

"We recently put together a pedestrian safety plan that will be financed by a \$60 million bond issue. We are doing a lot but we need help from Richmond," Connolly said.

"It is clear that creating pedestrian safe communities is an imperative. But, to do so requires a host of efforts. Arlington has spent millions on pedestrian safety over the past few years," Zimmerman said.

"These communities of Northern Virginia generate so much wealth for the Commonwealth. We need help from the state's lawmakers," he said echoing Connolly's plea.

According to Northern Virginia statistics

the most common traffic violation by drivers is inattention which accounts for 13 percent of crashes. For pedestrian it was crossing at mid-block or "jaywalking." This accounts for pedestrian violations ranging from 18 percent in Northern Virginia to 39 percent in Maryland.

"We must not forget that pedestrian safety is everybody's responsibility," Gaines said. "This campaign is an opportunity for jurisdictional leaders to band together to show their commitment to the welfare of their communities."

Following the press conference a demonstration of traffic enforcement, geared toward both drivers and pedestrians, was on display at the intersection of Duke Street and Diagonal Road by Alexandria police.

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WASHINGTONIAN

April 2006 washingtonian.com

Great Places to Live

60 TOP NEIGHBORHOODS

FROM CITY FUN TO
SMALL-TOWN CHARM,
WATERFRONT LIVING TO
WALKING EVERYWHERE.

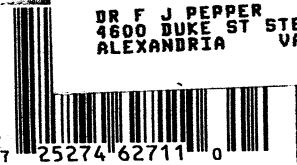
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Mike Wilson and his wife, Sheryl, found their perfect home in Bethesda's Wildwood Estates

» Even as home prices have soared, putting some neighborhoods out of reach for many buyers, Washington still has an extraordinary variety of homes, prices, communities, and lifestyles.

You can live in a new loft in DC, an old Colonial on an azalea-rich street in Silver Spring, a custom home in Loudoun. You can live by the water or by the ninth hole, with a view of the mountains or the Capitol dome.

Some trends are changing the local landscape. Town centers that bring the convenience of city living to the suburbs have been popping up all over—from Lorton to Rockville.

And as prices have climbed and telecommuting has come of age, many Washingtonians are heading farther out, sacrificing “location, location, location” for more space, less congestion—and often a boat slip or stable.

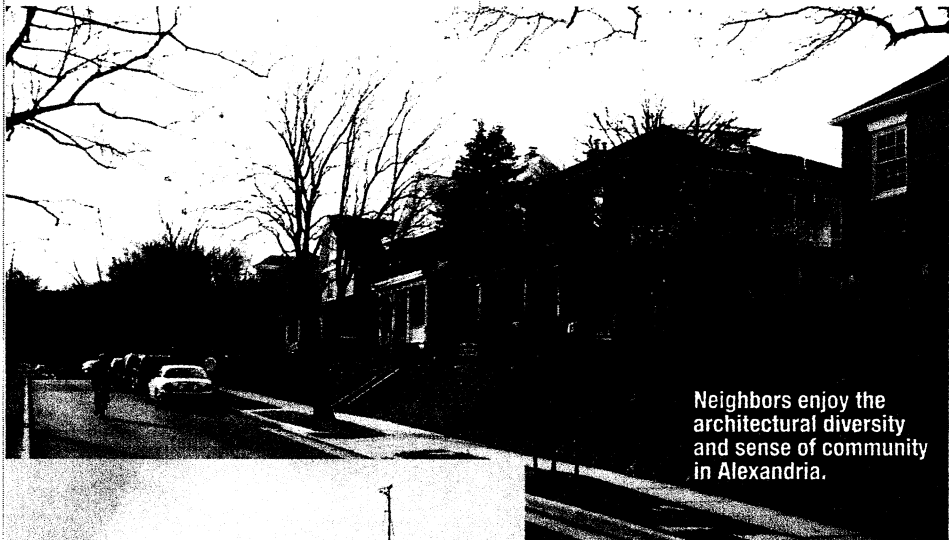
We’ve put together a sweeping look at the area, searching ten counties for great neighborhoods for families, singles, couples, empty-nesters. Some are familiar addresses, but others are lesser-known gems.

We’ve also taken a look at the building boom in parts of DC that once languished but are now fashionable . . . or well on their way.

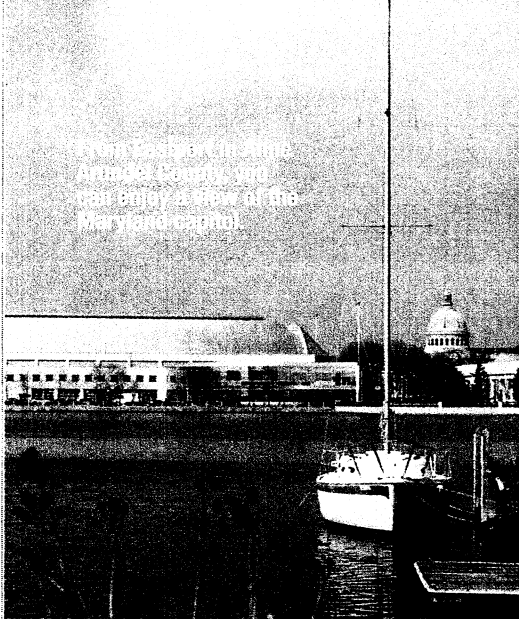
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SO GREAT

TOP NEIGHBORHOODS: WALKING TO EVERYTHING.



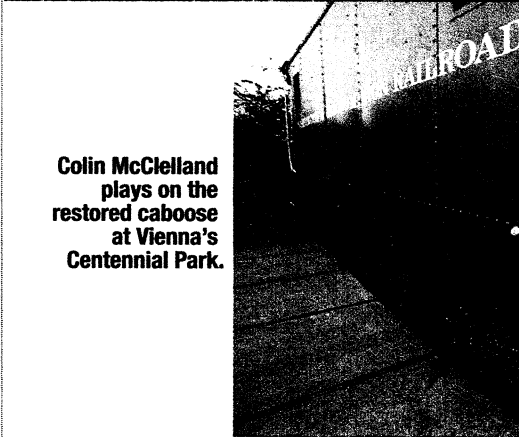
Neighbors enjoy the architectural diversity and sense of community in Alexandria.



From the waterfront in Arlington County, you can enjoy a view of the Maryland capital.



“You get to know a lot of neighbors from dog walking,” says an Alexandria resident.



Colin McClelland plays on the restored caboose at Vienna's Centennial Park.

Photographs by Matthew Worden

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PLACES TO LIVE

FROM SMALL-TOWN CHARM TO CITY FUN, WATERFRONT LIVING TO PLUS THE GOLDEN ZIP CODES WHERE PRICES ARE GOING UP FAST.



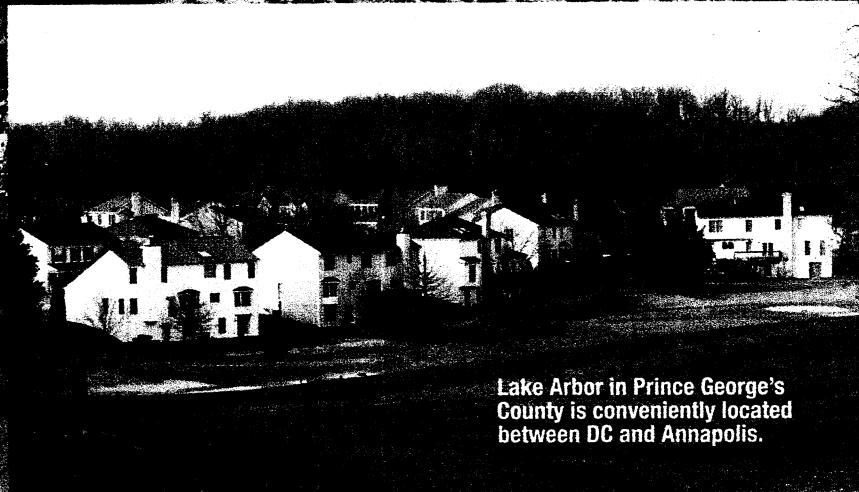
The outdoor space in downtown Silver Spring is a popular gathering place.



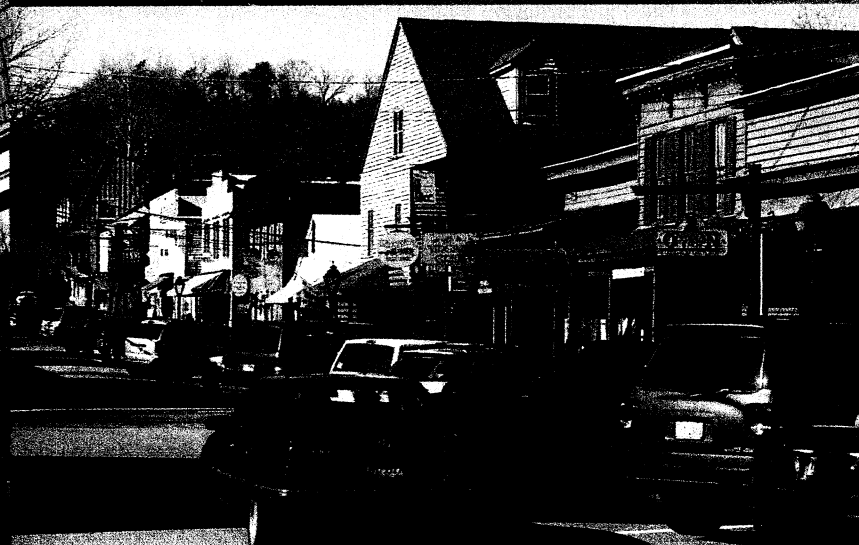
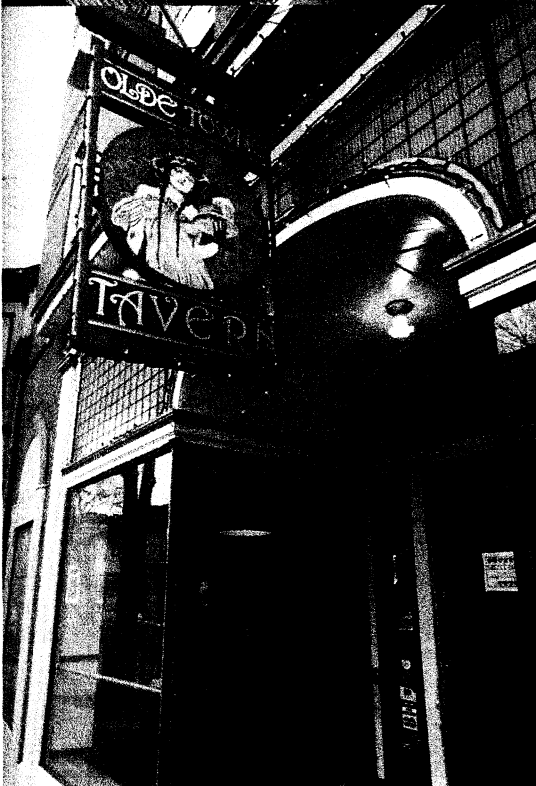
Silver Spring Parkside offers a view of the city.



The same family has owned Nichols Hardware in Loudoun County for 92 years.



Lake Arbor in Prince George's County is conveniently located between DC and Annapolis.



Olde Towne Tavern in downtown Frederick offers karaoke and live music.

Occoquan, a historic town in Prince William County, is full of shops and outdoor cafes.

Happy Streets

In Alexandria, tall trees, short commutes, and pleasant living mean lots of families come . . . and stay

By Cindy Rich

Alexandria is the kind of place where people come and stay. Families are attracted to older neighborhoods with architectural diversity and a sense of community. Residents enjoy being close to the waterfront and appreciate the city's rich history. With very little new construction, residents make the houses they have work for them. "Lots of people are popping up the tops because they want to be close in," says real-estate agent Barbara Murray.

It's hard to find two houses that look alike in **Rosemont**, a mix of bungalows, Tudor Cape Cods, Colonials, farmhouses, and Arts and Crafts homes about a mile northwest of Old Town.

Many of the houses in this former trolley neighborhood were built in the early 1900s. Some have front porches or pillars. Prices typically range from \$800,000 to \$1.5 million; townhouses on the east end start at \$500,000; most apartments run from \$300,000 to \$400,000.

Location is one of the biggest attractions. "We can just get up and walk down the street, and within a few blocks we have antiques and plenty of restaurants," says Stan Norris, who ten years ago moved back to the Rosemont house he grew up in. The King Street Metro is a few blocks away.

Neighbors gather for an old-fashioned Fourth of July celebration on the grounds of Maury Elementary School. The civic association sponsors a home show where residents meet landscape designers, electricians, painters, and others recommended by their neighbors.

The George Washington Masonic National Memorial sits at the edge of the neighborhood. "My daughter ended up getting married there in the fall," says 34-year resident Elizabeth Little, director of special events at the National Museum of American History.

Next to Shirlington and just east of I-395, **Beverley Hills** is another desirable neighborhood for families.

Kids get together at a park they call "the

pit," also the site of a holiday tree-lighting ceremony and caroling. Residents have their own Halloween traditions. And on Memorial Day, also known in this neighborhood as "wheel day," children and parents decorate strollers, wagons, and bikes for a parade.

Most homes—lots of 1930s and 1940s Colonials and Cape Cods—are priced from the high \$500,000s to \$1.2 million. With so many rolling hills, some yards slope to the street.

Resident Cassie Pickard brings her two-year-old daughter, Sophie, to a moms group with more than 20 kids. "She's been seeing them every week since she was born," says Pickard. The group hosts bigger gatherings—doughnuts at the park and barbecues—on weekends.

There are three preschools within walking distance. Some kids attend Charles Barrett Elementary; others go to George Mason Elementary. The lower-school campus of St. Stephen's and St. Agnes, a well-respected Episcopal school, is a few miles away.

Many residents drive to work. "I leave at 8:30, and it takes me 20 minutes," says Karen Christian, an attorney who works on Capitol Hill. Buses run to the Braddock Road or Pentagon Metro stops.

The neighborhood is filled with old oak trees and dogwoods. Christian and her husband, David Torborg, have about ten trees on their small corner lot. "The lore is that the person who designed it felt the houses should be built within the footprint of the trees," says Christian, who moved into a Colonial four years ago. Yards are filled with azalea bushes. In the spring, she says, "it looks like a Monet painting."

Residents like the convenience and community feel of **Clover** and **College Park**, quiet neighborhoods in the heart of Alexandria.

The small adjoining neighborhoods—often referred to as **Clover-College Park**—mix brick Colonials, ramblers, split-levels, and Cape Cods ranging from \$500,000 to \$1 million. Gerald Ford lived in Clover when he was vice president.

"Nobody builds the mansion on the hill with columns," says real-estate agent Dave Hawkins. "These aren't 'look at me' homes."

Residents plant trees in the neighborhood and keep yards nicely landscaped. They walk dogs along a trail that leads to the Chinguapin Park Recreation Center or take their children to a nearby duck pond. Kids can walk to the well-liked Douglas MacArthur Elementary School. One block holds an annual street fair.

"It feels almost like a 1950s neighborhood," says 18-year resident Susan Butler, "except the women all work."

Commuters can catch a bus to the King Street Metro, and there's easy access to the Beltway, GW Parkway, and 395.

When Chris Tucker moved to College Park from nearby Del Ray in 2004, he realized the houses weren't as close together as they were in his old neighborhood. Residents needed better ways to get to know one another.

He and his wife, Ann, invited neighbors over for a party. "We had 50 people," says Tucker, who runs a software-development company in Old Town. Soon Tucker was asked to join the civic association and became the social-activities chair.

The group's event calendar includes block parties, pumpkin carvings, and backyard movie nights. There are four listserves—one is for setting up playdates; another for finding neighbors with similar interests such as knitting, woodworking, or brewing beer.

"There's not a snobby feel," says Susan Butler. "It's just fun."

WHERE PRICES HAVE CLIMBED THE MOST IN ALEXANDRIA

Neighborhood	Zip Code	Avg Price 2005	Avg Price 2004	% Change	2005 Sales	2004 Sales
Braddock Heights	22302	\$425,688	\$340,519	25%	591	755
Landmark	22304	\$421,504	\$353,463	19%	1,051	1,344
Beverley Hills	22305	\$463,930	\$398,112	17%	242	298
Del Ray/Rosemont	22301	\$606,394	\$526,671	15%	303	354
Old Town/Clover	22314	\$638,123	\$565,180	13%	906	1,100



Jerry Casagrande and son Baker practice baseball in front of their home in Beverley Hills.



HOUSE PRICES

**COLLEGE PARK
3 BEDROOMS
\$909,000**

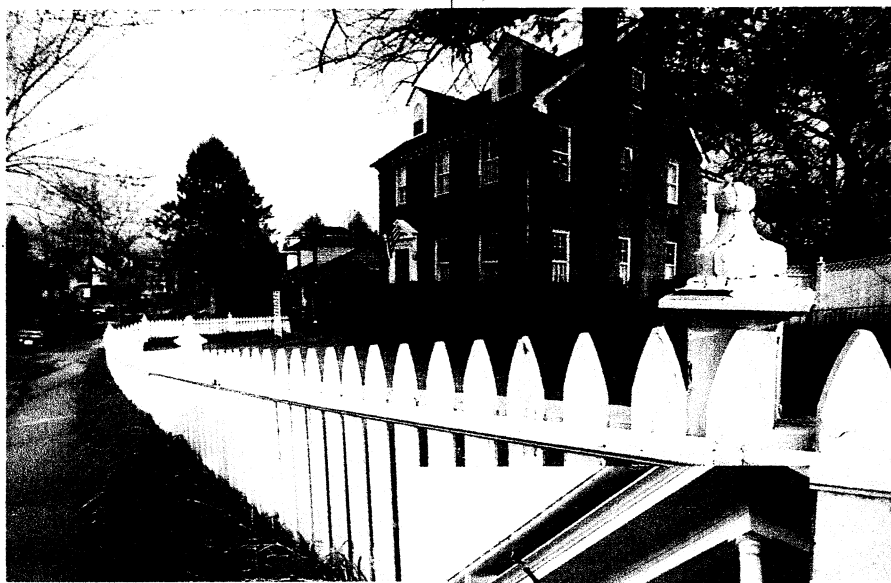


**BEVERLEY HILLS
4 BEDROOMS
\$799,000**



**ROSEMONT
4 BEDROOMS
\$1,135,000**

Sales information throughout provided by Diana Hart of Randall Hagner Real Estate.



About a mile from Old Town, Rosemont has a variety of house styles including Colonials, farmhouses, and bungalows.

Rosemont residents get together for Fourth of July celebrations complete with burgers, watermelon, and races.



The sidewalks in Rosemont are filled with kids.