



# The Role of Policy and Guidance

Sam Zimbabwe, Acting Chief Project Delivery Officer  
District Department of Transportation  
December 1, 2016

NO  
Loss  
of Life is  
Acceptable  
VISION  
ZERO  
STREETS FOR WASHINGTON  
DCVisionZero.com  
@DCVisionZero  
YZDC

d. DC  
WE ARE WASHINGTON  
DC

# What We Thought We Were Getting



# What We Thought We Were Getting





# What We've Gotten



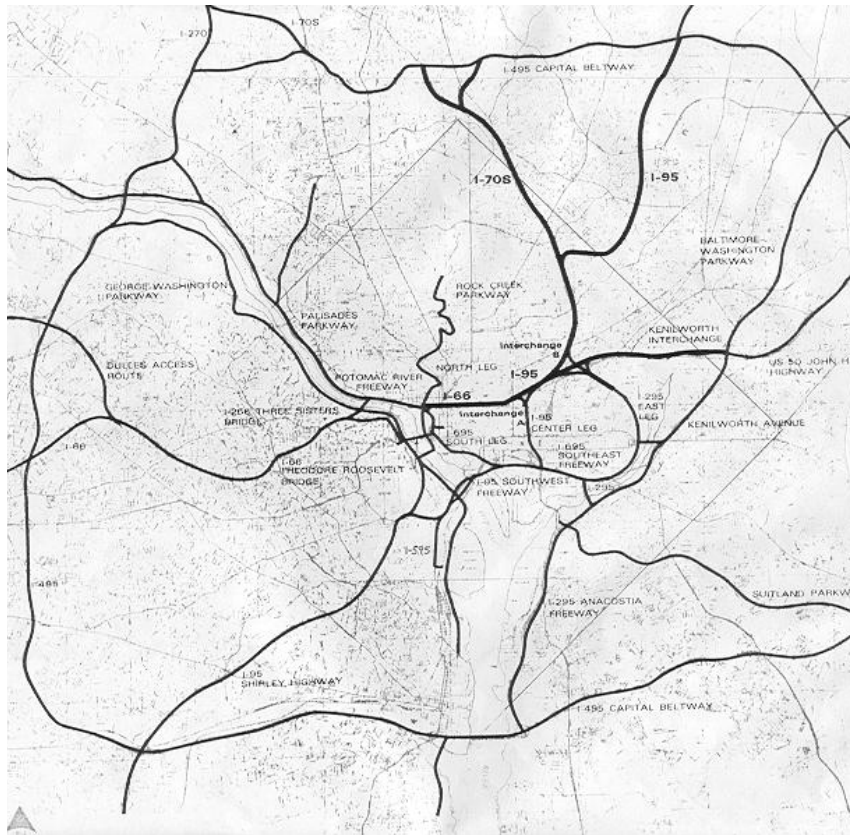
# What We've Gotten





# Activism is important

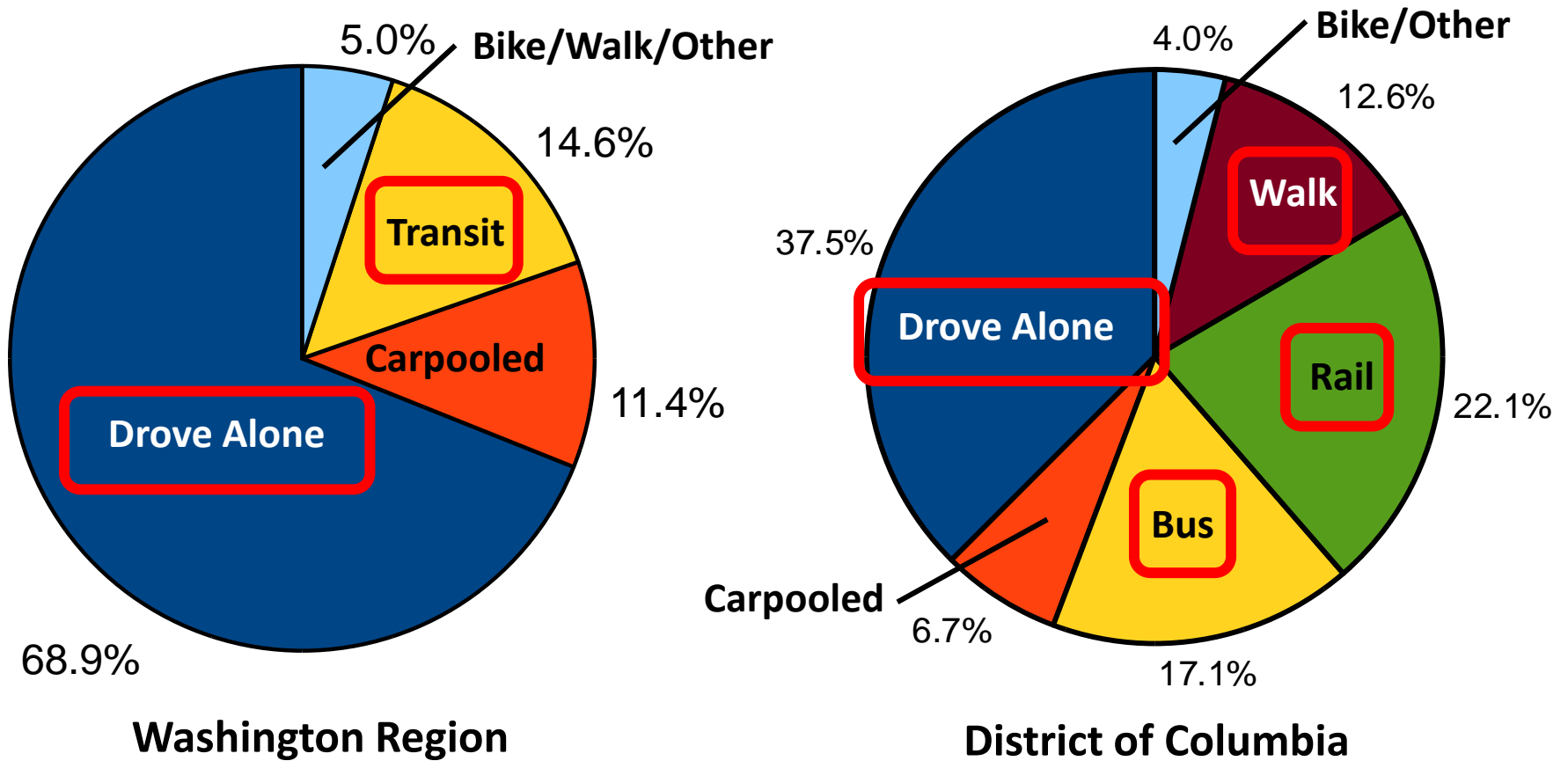
## 60s Freeway Plans for DC



## Freeway protests shifted plans



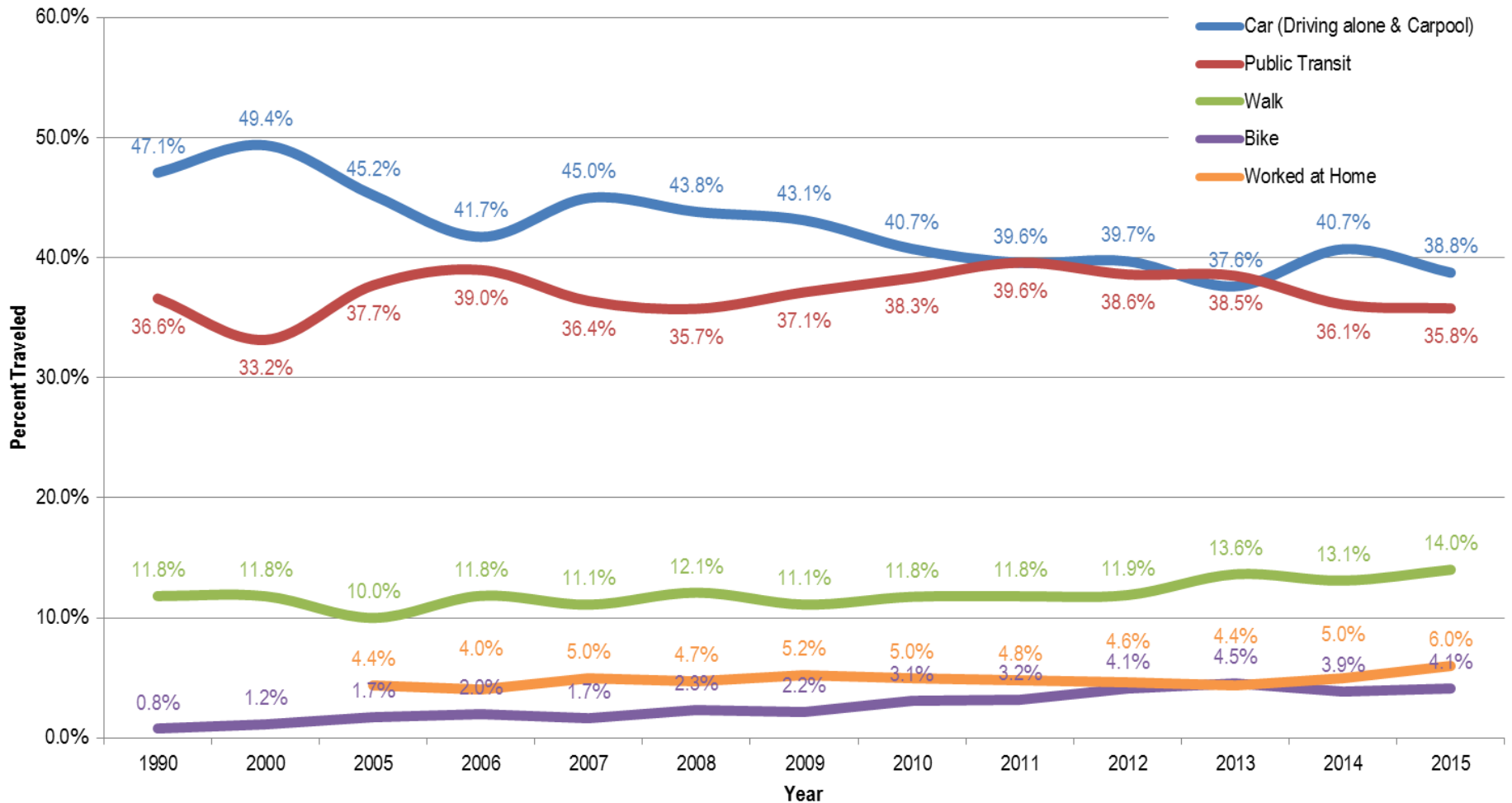
# The Role of Land Use in Transportation



2008-2010 American  
Community Survey

# “Mode Share” doesn’t always tell story

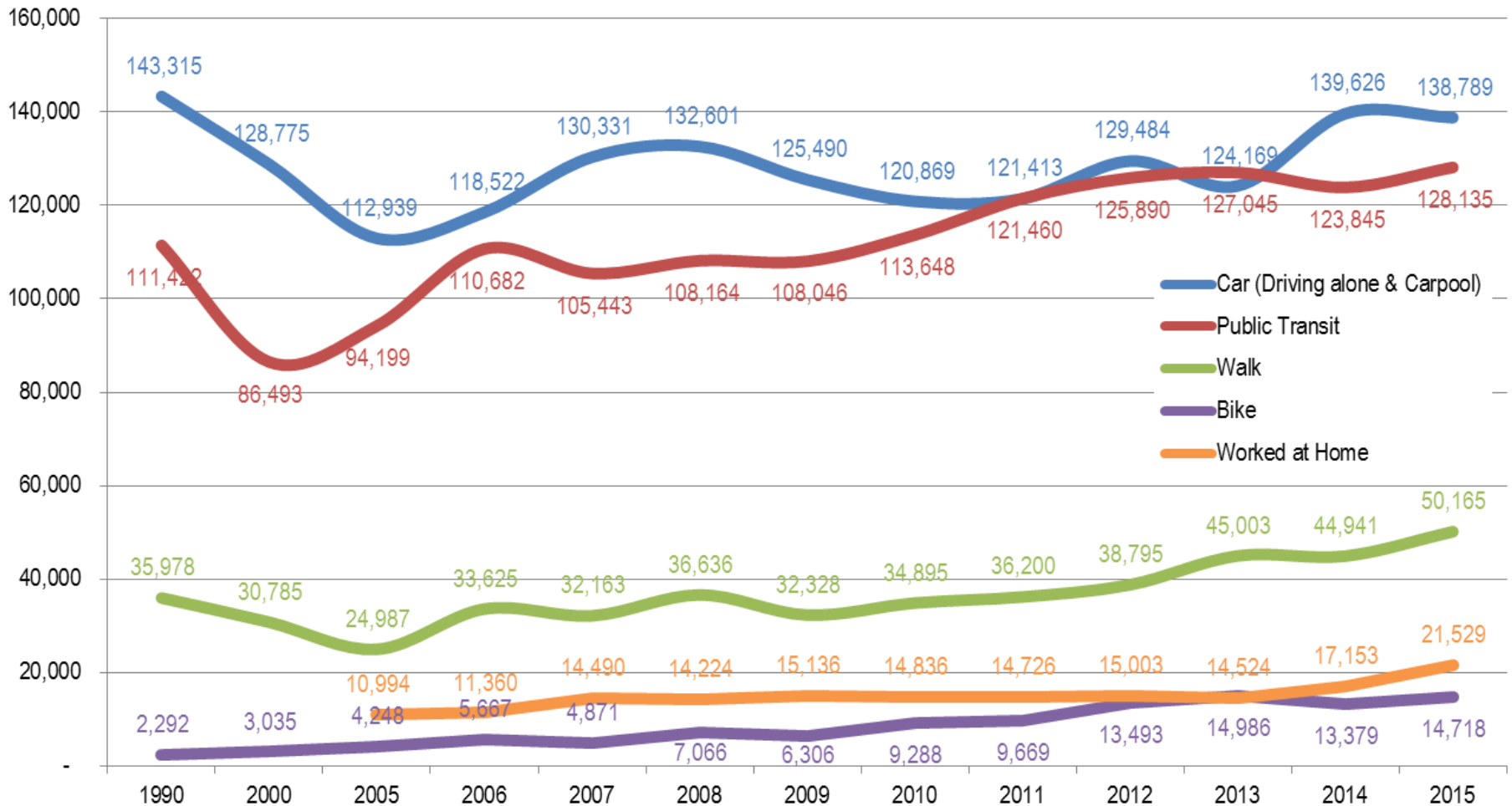
## Percentage of District Residents Commuting to Work by Mode/Year



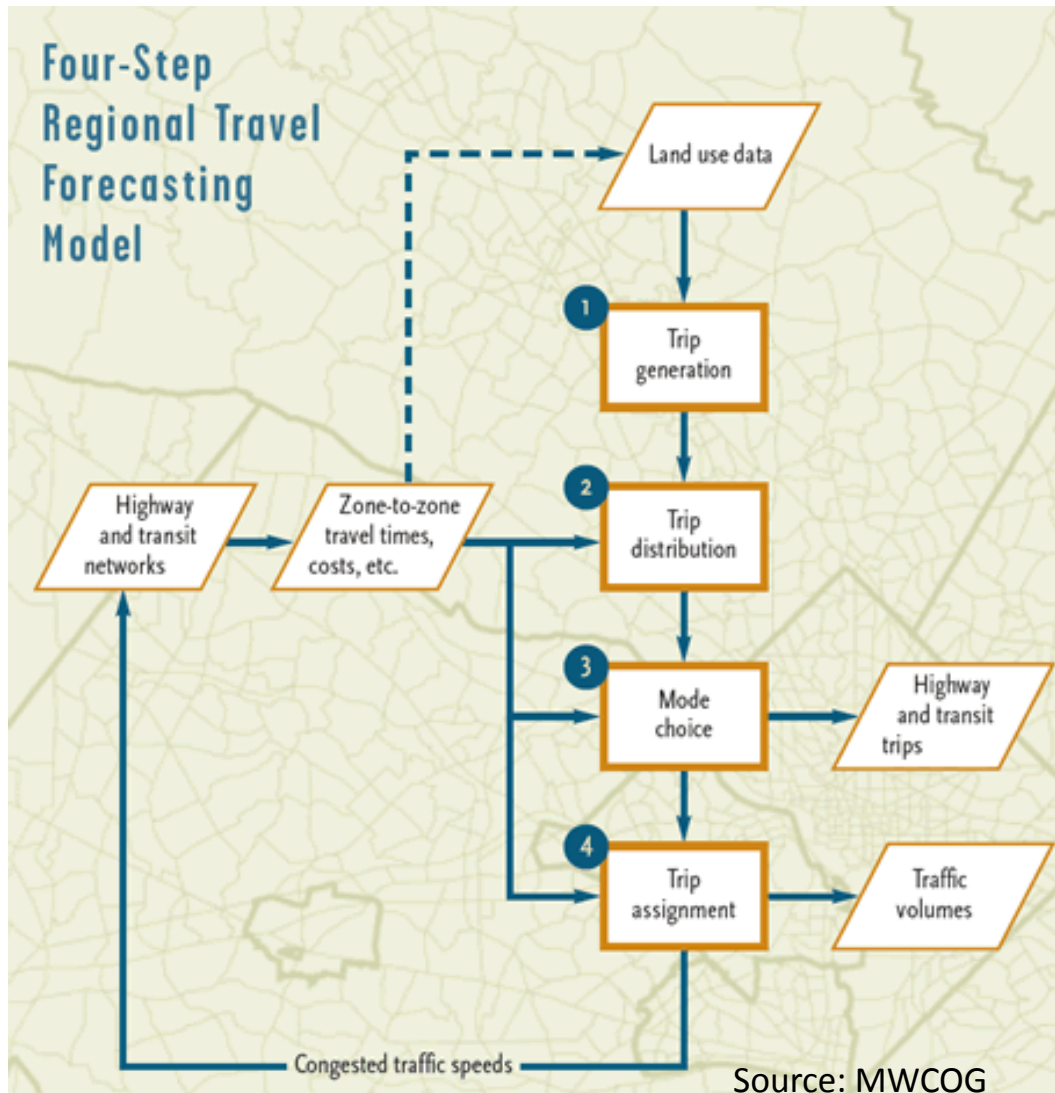


# Demand for biking and walking has grown substantially

## District Residents Commuting to Work by Mode/Year

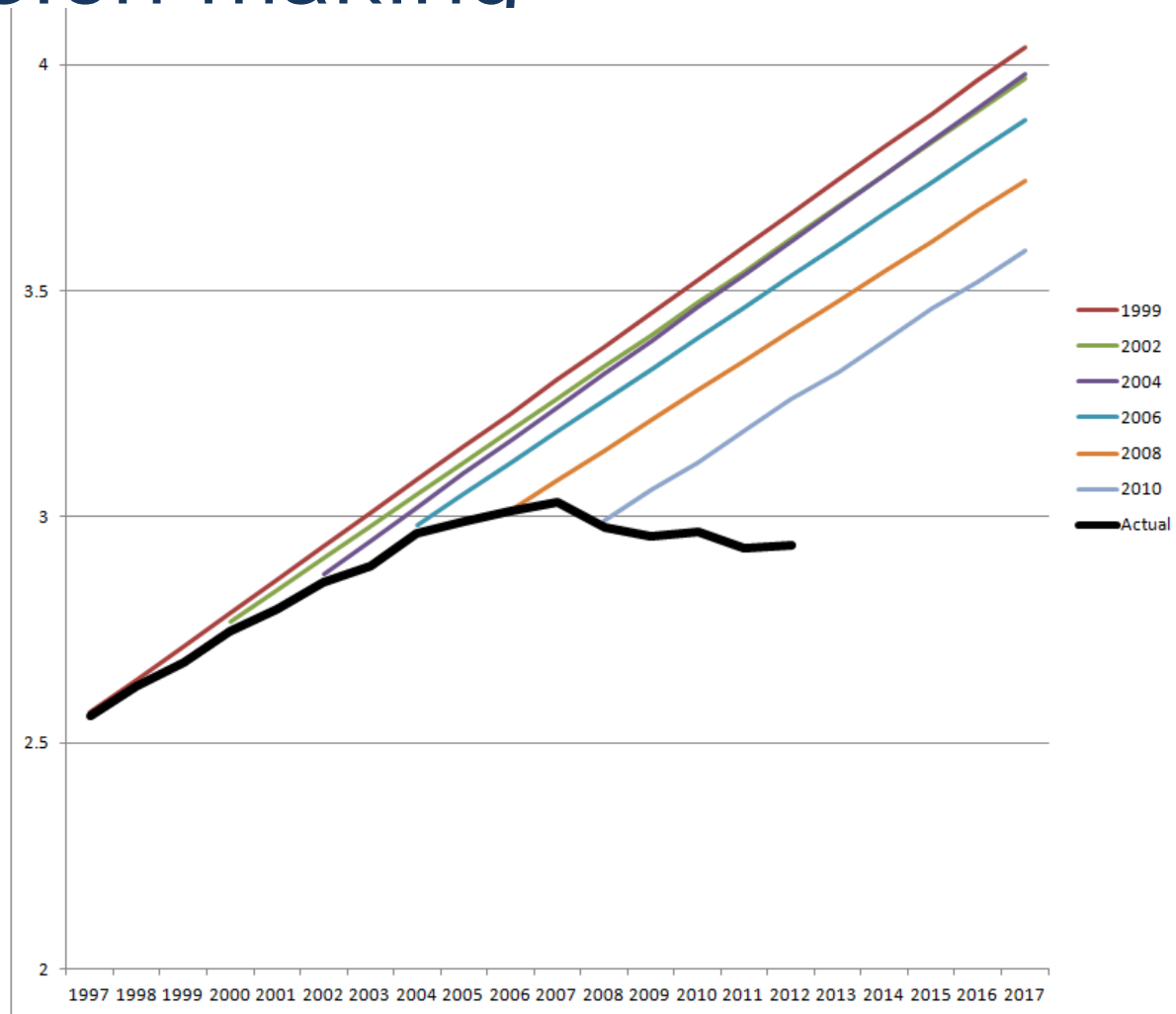


# Challenges: Traditional Transportation Planning



- Land use plans depend on local projections
- Trip generation depends on historic models that undercount non-auto trips
- Trip distribution depends on logic models.
- Mode choice almost entirely discounts non-auto modes
- Infrastructure decisions are based on outcomes.

# Flawed models have driven decision-making



US VMT Projections from FHWA's annual "Conditions and Performance Report to Congress". Source: State Smart Transportation Initiative

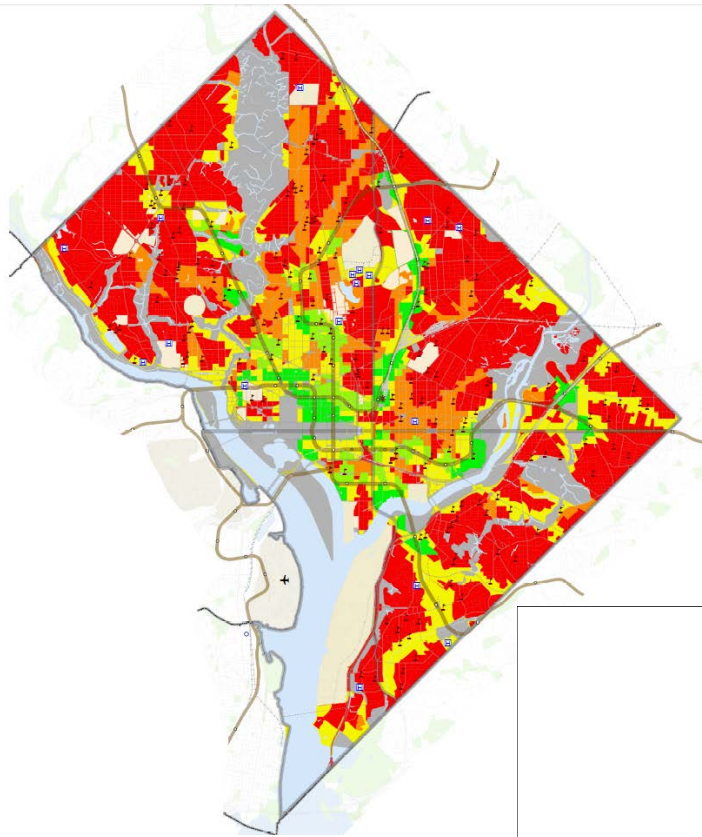


# TOD doesn't fit traditional analysis

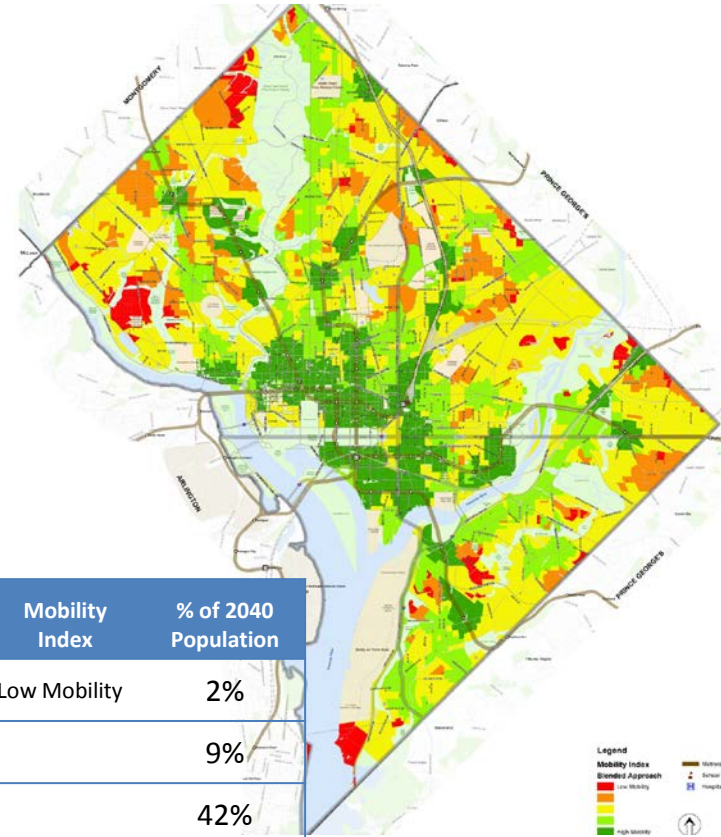
- Underestimates total trips but overestimates vehicular trips
- Overestimates vehicle ownership
- Results in mitigating intersections rather than connecting networks
- Undervalues the role of design

# Challenges: Equal access doesn't always mean equal use

## Existing Conditions



## moveDC 2040 Vision



Mobility Index	% of 2040 Population
Low Mobility	2%
Medium Mobility	9%
High Mobility	42%
Very High Mobility	26%
High Mobility	21%

# Why Vision Zero Matters

## 10 Leading Causes of Injury Deaths by Age Group Highlighting Unintentional Injury Deaths, United States - 2013

Rank	Age Groups										Total
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Unintentional Suffocation 979	Unintentional Drowning 393	Unintentional MV Traffic 342	Unintentional MV Traffic 414	Unintentional MV Traffic 6,510	Unintentional Poisoning 8,251	Unintentional Poisoning 8,374	Unintentional Poisoning 10,651	Unintentional Poisoning 6,388	Unintentional Fall 25,464	Unintentional Poisoning 38,851
2	Homicide Unspecified 139	Unintentional MV Traffic 327	Unintentional Drowning 116	Suicide Suffocation 231	Homicide Firearm 3,704	Unintentional MV Traffic 5,776	Unintentional MV Traffic 4,448	Unintentional MV Traffic 5,082	Unintentional MV Traffic 4,502	Unintentional MV Traffic 6,333	Unintentional MV Traffic 33,804
3	Homicide Other Spec., classifiable 74	Unintentional Suffocation 161	Unintentional Fire/Burn 87	Suicide Firearm 137	Unintentional Poisoning 3,293	Homicide Firearm 3,372	Suicide Firearm 2,948	Suicide Firearm 4,057	Suicide Firearm 3,809	Suicide Firearm 5,113	Unintentional Fall 30,208
4	Unintentional MV Traffic 66	Homicide Unspecified 153	Homicide Firearm 48	Homicide Firearm 94	Suicide Firearm 2,210	Suicide Firearm 2,897	Suicide Suffocation 1,868	Suicide Suffocation 2,007	Unintentional Fall 2,283	Unintentional Unspecified 4,316	Suicide Firearm 21,175
5	Undetermined Suffocation 43	Unintentional Fire/Burn 129	Unintentional Suffocation 44	Unintentional Drowning 93	Suicide Suffocation 1,839	Suicide Suffocation 2,154	Homicide Firearm 1,843	Suicide Poisoning 1,867	Suicide Poisoning 1,528	Unintentional Suffocation 3,616	Homicide Firearm 11,208
6	Undetermined Unspecified 28	Unintentional Pedestrian, Other 90	Unintentional Other Land Transport 29	Unintentional Other Land Transport 49	Unintentional Drowning 501	Suicide Poisoning 716	Suicide Poisoning 1,193	Unintentional Fall 1,366	Suicide Suffocation 1,182	Unintentional Poisoning 1,824	Suicide Suffocation 10,062
7	Unintentional Drowning 23	Homicide Other Spec., classifiable 71	Unintentional Natural/ Environment 22	Unintentional Fire/ Burn 48	Suicide Poisoning 418	Undetermined Poisoning 565	Undetermined Poisoning 633	Homicide Firearm 1,158	Unintentional Suffocation 723	Adverse Effects 1,755	Suicide Poisoning 6,637
8	Homicide Suffocation 22	Unintentional Natural/ Environment 43	Unintentional Pedestrian, Other 18	Unintentional Suffocation 37	Homicide Cut/Pierce 331	Unintentional Drowning 424	Unintentional Fall 522	Undetermined Poisoning 801	Homicide Firearm 573	Unintentional Fire/Burn 1,103	Unintentional Suffocation 6,601
9	Unintentional Natural/ Environment 19	Homicide Firearm 39	Homicide, Other Specified., NEC <sup>n</sup> 15	Unintentional Firearm 24	Undetermined Poisoning 219	Homicide Cut/Pierce 409	Unintentional Drowning 367	Unintentional Suffocation 478	Unintentional Fire/Burn 564	Suicide Poisoning 905	Unintentional Unspecified 5,407
10	Unintentional Fire/Burn 17	Unintentional Struck by or Against 33	Unintentional Firearm 15	Unintentional Poisoning 21	Unintentional Fall 205	Unintentional Fall 305	Homicide Cut/Pierce 267	Unintentional Drowning 464	Undetermined Poisoning 547	Suicide Suffocation 770	Unintentional Drowning 3,391

<sup>n</sup> Not elsewhere classifiable

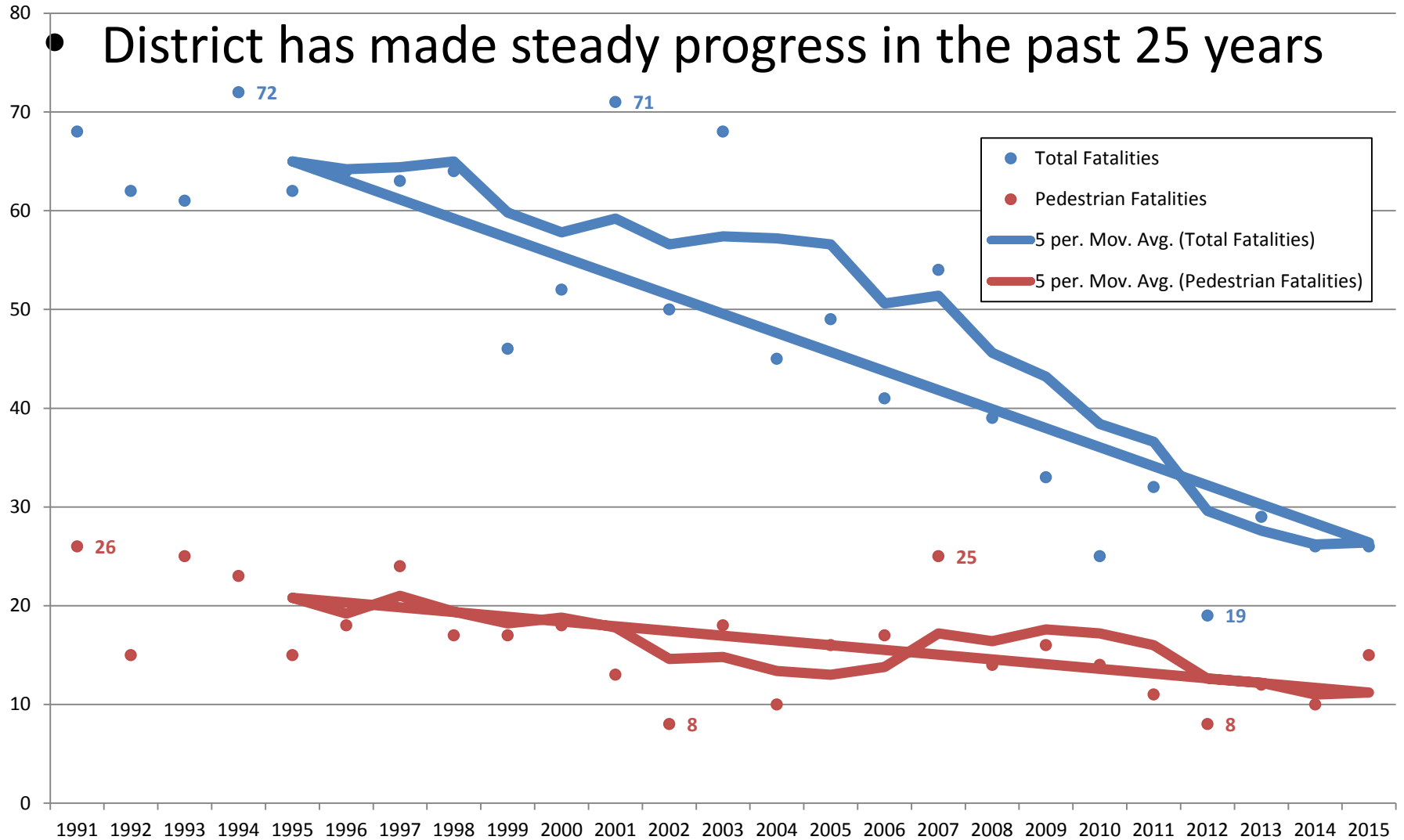
Data Source: National Center for Health Statistics (NCHS), National Vital Statistics System.  
Produced by: National Center for Injury Prevention and Control, CDC using WISQARS™.



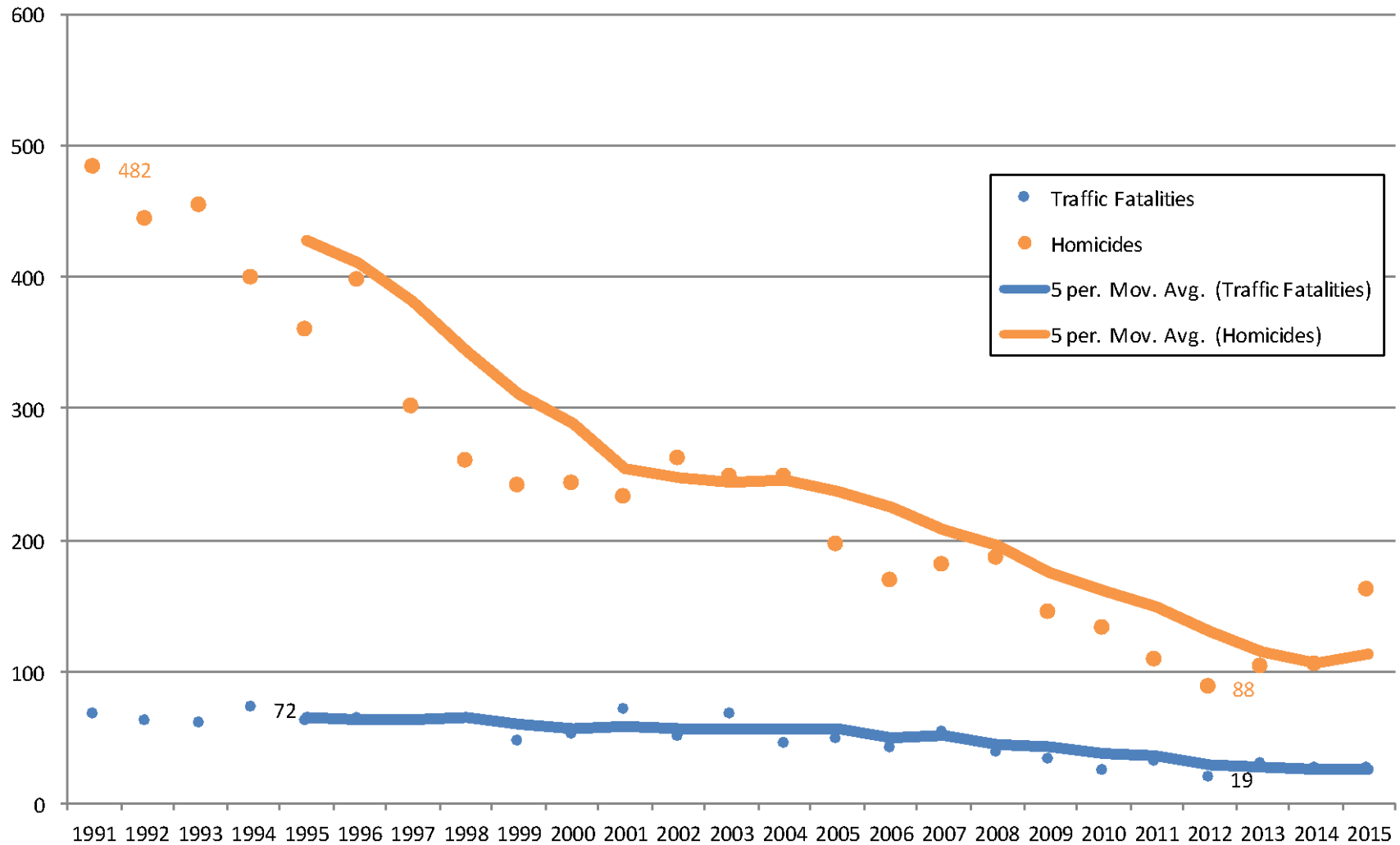
Centers for Disease  
Control and Prevention  
National Center for Injury  
Prevention and Control



# Why Vision Zero Matters



# Challenges: Personal safety and transportation choices



# Conclusions

- Big role for land use policy in shaping transportation
- Measure what matters and measure it well
- Operating funding is critical, but is always the most difficult
- Affordability and equity are too often not part of the land use and transportation dialogue



**THANKS!**

**SAM ZIMBABWE**

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