

## Vision Zero Tacoma Task Force Meeting 1 – Annotated Notes City of Tacoma

Zoom Virtual Meeting  
Thursday, February 24, 2022  
9:30 AM – 11 AM

### Attendee List

Task Force Member	Organization
Rob Huff	Metropolitan Development Council
Robert Barandon	Puyallup Tribe of Indians
Tracy Oster	Downtown on the Go
Alvaro Juarez	2nd Cycle Community Bike Shop
Ulysses Martin	Permaculture Lifestyle Institute
Dr. Angela Kitali	University of Washington Tacoma
Nicole Enslow	Legally BLACK
Krystal Monteros	Tacoma Area Commission on Disabilities
Jenn Halverson-Kuehn	Tacoma-Pierce County Health Department and Bicycle Pedestrian Technical Advisory Group
Alisa O'Hanlon Regala	Metro Parks Tacoma
Matt Stevens	Transportation Commission
Erin Anderson	Transportation Commission
City of Tacoma staff	
Council Member Kristina Walker	Tacoma City Council
Carrie Wilhelme	Long Range Transportation Planner
Liz Kaster	Active Transportation Coordinator
Kris Norberg	Professional Engineer
Rachel Barra	Management Analyst, Parking Services

# Tacoma Vision Zero Task Force Meeting 1



Jennifer Kammerzell	Transportation Planning and Permitting Group Assistant Division Manager
Josh Diekmann	Transportation Division Manager / City Traffic Engineer
<b>Toole Design Group staff</b>	
Michael Hintze	Director of Planning
Brian Almdale	Transportation Planner
Sofia Gulaid	Transportation Planner
<b>S&amp;A Communications staff</b>	
Nicole Phaysith	Consultant meeting support
Derek Pierce	Consultant meeting support

### *Invited but Unable to Attend*

<b>Task Force Member</b>	<b>Organization</b>
Troy Christensen	Rainbow Center
Anna Zivarts	Disability Mobility Initiative
Faaluaina Pritchard	Asia Pacific Cultural Center

### ***Introduction (Carrie Wilhelme, City of Tacoma and Council Member Kristina Walker)***

Carrie welcomed attendees as they joined and opened the meeting with a land acknowledgement. She then introduced Council Member Kristina Walker to say a few words in support of the project.

Council Member Walker thanked task force members for attending the meeting and shared that the Vision Zero (VZ) framework and resolution gives us the space to push the values forward on both a funding and policy level. Additionally, VZ:

- ties into bigger picture work happening in the region, at the state level and nationally;
- puts humans first in our transportation system;
- sets us up for success at every road and every intersection, and
- will guide our work even after 2035 goal.

### ***Meeting Goals, Agenda, and Introductions (Carrie Wilhelme, City of Tacoma)***

- Tacoma VZ kicked off in 2020 and included a taskforce meeting. At the time, members wanted to see the road safety data, including collisions and high injury intersections and networks. However, data wasn't available at the time.

## **Tacoma Vision Zero Task Force Meeting 1**

- The focus of the meeting was to present information about the crash safety analysis. Other discussion points included the community engagement process and what we've heard so far, a short preview of the structure of the Action Plan, and Automated Speed Enforcement (ASE).
- The goals of the VZ Task Force were presented and included the following:
  - Help us understand and incorporate community priorities for the Action Plan.
  - Help develop the Action Plan by providing feedback and input.
  - Review and collaborate on the Action Plan draft.
  - Act as a liaison throughout the process; participate and engage your communities.
  - Prioritize equity and center experiences and expertise of the most impacted.
    - Carrie emphasized that she wants people to push back on assumptions.

### **Overview of Vision Zero (VZ) (Michael Hintze, Toole Design Group)**

- Vision Zero (VZ) is a global initiative (originated in Sweden, now worldwide) to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.
  - VZ recognizes the idea that humans make mistakes and human bodies are fragile.
  - VZ focuses on safe systems to design and manage road infrastructure that reduces crashes, and specifically the severity of crashes.
- National Roadway Safety Strategy is an initiative across the country advancing these goals.
  - First time USDOT has set goal of zero fatal and serious injuries
  - Allocated \$1 billion to address road safety
- Traffic fatalities and serious injuries in Tacoma:
  - Almost 80 people are killed or seriously injured in traffic crashes each year.
  - One in ten people involved in a crash are killed or seriously injured.
  - You are twice as likely to be killed or seriously injured if you are involved in a crash while walking.
    - It is important to keep in mind that there is a person behind each one of these statistics.
  - The ultimate goal of VZ in Tacoma is zero deaths and serious injuries by 2035 by making roadways better for all users, reducing speed and calming traffic and promoting a culture of safety.
  - VZ is also in line with other City goals regarding equity and safety.
  - The Action Plan process is currently in the data analysis and discovery phase. The next phase is identifying and prioritizing strategies and actions. Following that is evaluating and recalibrating, which would be an ongoing process.

### **Safety Analysis in Tacoma (Brian Almdale, Toole Design Group)**

- Toole Design Group conducted a citywide crash analysis to better understand crash patterns in Tacoma. The study analyzed five years of available crash data, excluded access-controlled segments, prepped data, analyzed roadway, land use, behaviors and crash dynamics to develop a higher risk network.
- Key Findings included the following:

## Tacoma Vision Zero Task Force Meeting 1



- Bicyclists and pedestrians lower the number of crashes but have the highest proportion of fatalities, which highlights their overall vulnerability.
- Most fatal crashes occurred at the following:
  - Intersections
  - Streets with higher functional classification
  - Streets with a posted speed limit of 30 mph or 35 mph
  - Transit stops and intersections near commercial land uses
- Crashes were more severe during dark lighting conditions (late evening and early morning).
- The highest crash volumes were for motorists proceeding straight, then motorist striking fixed objects, angled motorist crashes, then alcohol impaired drivers.
- Crashes were concentrated near downtown.
- Higher crash corridors were located in lower opportunity areas.
- The Higher Risk Network was developed using a sliding window analysis and a safer street model. It revealed that Higher Risk Network correlated with areas with less opportunity from Tacoma's Equity Index. Results suggested that areas with lower opportunities to succeed (from Tacoma's Equity Analysis) had higher fatal crashes and crashes resulting in serious injury. These areas included Pacific Ave, Portland Ave E and Yakima Ave—among others.

### COMMENTS AND QUESTIONS ON CRASH ANALYSIS

- **COMMENT:** No surprises, but it is good to have the data to verify.
- **COMMENT:** This is noted at the end of the report, but we need to note the volume of traffic on each street. South 72<sup>nd</sup>, Portland Ave and Pacific Ave were the epicenter and I wanted to see the volume there. I would like to keep tracking volume going forward.
- **COMMENT:** The speed on the corridors with the biggest impact makes it logical that this is where there are the most conflicts. I have run almost all of the streets and it reflects what I have seen.
- **COMMENT:** I appreciated the overlay with equity. I would like to see pedestrian crashes overlaid with sidewalk network to see correlation with areas with missing sidewalk.
- **COMMENT:** Tyler St and 72<sup>nd</sup> Ave have issues. The areas are not watched and have no sidewalk. They are especially challenging for people with disabilities.
- **COMMENT:** I would echo the points raised and would like to see the data correlating crashes with roadway characteristics – sidewalks, bike lanes and mid-block crossings.
  - One of the efforts from the City is to get better data; e.g., sidewalks, crossings.
  - It's important to understand traffic volumes and speeds; City is conducting a speed study.
- **QUESTION:** Are we also capturing pedestrian and bicycle volumes in addition to traffic volumes?  
**RESPONSE:** Project team will discuss if this would be a good use of allocated funds.

### Outreach and Engagement (Carrie Wilhelme, City of Tacoma)

- There is a citywide survey, which we acknowledge somewhat struggles to center on the experiences of people most impacted by traffic issues. The survey closes March 4, 2022; taskforce members were encouraged to share the survey link with their communities.
- Preliminary survey results included the following:
  - Most responses were in Central Tacoma.
  - 22% have or are living with someone that has a disability.
  - 73% own their home and 19% rent.
  - Majority of respondents drive cars, and people who are driving feel safest.
  - The top three issues were people driving too fast, not yielding/stopping, and distracted driving.
  - **COMMENT:** I'm curious where people biking feel safe.
- Stakeholder interviews
  - Stakeholders were chosen with the intent of having intersectionality (e.g., age, whether they are transit-dependent, etc.).
  - Highlights from the stakeholder interviews as of February 24, 2022, included the following:
    - Portland Ave is a barrier.
    - A big concern is pedestrian infrastructure.
    - No one thinks the goal is achievable by 2035, but they still wanted the goal for accountability and a way forward.
- Carrie encouraged suggestions for stakeholder interviews and survey promotion ideas.
  - **QUESTION:** Should the survey be taken by Tacoma residents?  
**RESPONSE:** Anyone that is very familiar with Tacoma is encouraged to take the survey.
  - **COMMENT:** Consider having people with different disabilities (not just wheelchair users but also people who are blind or deaf). It would be good to include the Commission on Disabilities.
  - **COMMENT:** We should include unhoused people because they are often impacted by road safety.
- There will continue to be events and presentations on the VZ Tacoma project.

### Safe Systems Framework (Michael Hintze, Toole Design Group)

- Framework includes leadership, partnership, data and culture.
- Use a Safe Systems framework for strategies: safe road users, safe vehicles, safe speeds, safe roads and post-crash care.
- Actions organized under each of these strategies
- Different city Action Plans have varying numbers of actions addressing what the data shows, what the community says, and best practices. Important to prioritize actions based on City and partnership resources and leveraging opportunities.

## Tacoma Vision Zero Task Force Meeting 1



- The next VZ taskforce meeting (in Late April or early May) will look at draft actions informed by data analysis and community input.
  - **QUESTION:** Looking at safe vehicles and vehicles that have poor sight lines have additional travels: have any cities you worked with limited large vehicles to certain parts of the city?
  - **COMMENT:** Even SUVs and trucks are contributing to the trend because there is less ability for crash impact to be absorbed. The Washington Traffic Safety Commission has discussed this at the statewide level but is unsure if anyone has identified solutions.
  - **COMMENT:** My guess is that the F150-esque vehicles are actually a much bigger cause of killed or seriously injured (KSI) crashes than the garbage/utility vehicles and that is actually more my focus. I know that is a very hot topic.  
**RESPONSE:** The WA State Department of Licensing considers vehicle weight in its fee structure for renewing tabs; but the categories for weight are large and there is not much difference in cost (ranging from \$25-\$72). That could be a potential avenue for future changes looking at safety impacts from vehicle design. See link [here](#) for vehicle fees.

### Automated Speed Enforcement (ASE) (Carrie Wilhelme, City of Tacoma)

- One of the draft Action Plan strategies is automated speed enforcement. The team is looking into equity regarding this strategy.
- Communities that might benefit from ASE the most may be low-opportunity areas, so there is a need to be careful about placing a burden on those communities.
- The project team is looking for guidance from the VZ taskforce for review and decision-making about how to expand its use.
- Currently, ASE needs to be in a school zone. Infractions cost \$124, like a parking ticket, and those ticketed can opt for monthly payments. Citations are reviewed by a police officer.
- Revenue can only be used toward “traffic safety”, but this is an umbrella term.
- Public opinion is split on ASE through the community survey so far, and in other national data.

### COMMENTS AND QUESTIONS ON ASE

- **COMMENT:** I would be interested to see the current school zones and how they overlap with the data generated.
- **COMMENT:** Tribal members can receive these tickets but would be referred to a tribal court. There is a different process for this.
- **QUESTION:** How permanent is a camera? Could it go in for a trial period and be moved if it is deemed not fit for the community?
  - One strategy is to ensure that wherever additional cameras are being considered, the host communities could benefit from intense engagement so the project team could understand whether they are in support of ASE in their community.

## Tacoma Vision Zero Task Force Meeting 1

- **QUESTION:** Does Tacoma receive 100% of the money, or is the \$124 fee shared with the contractor?  
**RESPONSE:** The contractor receives a fixed monthly amount, their payment is not variable based on the number of citations (except for Bay Street, which has a higher administrative charge due to higher activity).

### OTHER COMMENTS AND QUESTIONS

- **QUESTION:** Have you mapped redlined areas in Tacoma overlaid with the data? It would be good to think about how redlining affects people with disabilities.  
**RESPONSE:** See link [here](#) for Tacoma redlining map from 1929.

Meeting end, closing remarks and word of thanks.

## Vision Zero Tacoma Task Force Meeting 2 – Annotated Notes

### City of Tacoma

Zoom Virtual Meeting  
 Wednesday 4<sup>th</sup> May, 2022  
 9:30 AM – 11 AM

#### Attendee List

Task Force Member	Organization
Rob Huff	Metropolitan Development Council
Robert Barandon	Puyallup Tribe of Indians
Tracy Oster	Downtown on the Go
Alvaro Juarez	2nd Cycle Community Bike Shop
Dr. Angela Kitali	University of Washington Tacoma
Krystal Monteros	Tacoma Area Commission on Disabilities
Alisa O'Hanlon Regala	Metro Parks Tacoma
Matt Stevens	Transportation Commission
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Carrie Wilhelme	Senior Transportation Planner
Liz Kaster	Active Transportation Coordinator
Kris Norberg	Professional Engineer
Jennifer Kammerzell	Transportation Planning and Permitting Group Assistant Division Manager
Josh Diekmann	Transportation Division Manager / City Traffic Engineer
Toole Design Group staff	
Michael Hintze	Director of Planning
Sofia Gulaid	Transportation Planner



S&A Communications staff	
Nicole Phaysith	Consultant meeting support
Derek Pierce	Consultant meeting support

*Invited but Unable to Attend*

Task Force Member	Organization
Nicole Enslow	Legally BLACK
Jenn Halverson-Kuehn	Tacoma-Pierce County Health Department and Bicycle Pedestrian Technical Advisory Group

**1. Introduction, Meeting Goals, Agenda, and Introductions (Carrie Wilhelme, City of Tacoma)**

- Meeting aim today is to get the taskforce’s feedback on the actions of the plan and what to prioritize

**2. Overview of Actions (Michael Hintze, Toole Design)**

- Actions will change over time
- Actions are a starting point
- Actions will be tracked using metrics
- Anatomy of each action
  - Key implementers
  - Progress metrics
  - Implementation notes
- There are transformative and supporting actions

**3. Working Session on Transformative Actions (Taskforce Feedback)**

- *Action 1.1 – Lower speed limits*
  - **COMMENT:** Why take a neighborhood-by-neighborhood approach rather than implement a blanket citywide speed reduction strategy by use type?
  - **COMMENT:** Look at design standards during initial construction
  - **COMMENT:** Need to define residential district (all of Tacoma/local roads)
- *Action 1.2 – ATE*
  - Staff addition: Any revenue from traffic cameras should be used to improve safety along corridors with the goal of making them "self-enforcing" through roadway design.
  - Staff comment: Monthly payment plan is available. Courts have stated this option is rarely used.
  - Question for Task Force: If monthly plan option is available (\$10), should tiered fines be removed?

## Tacoma Vision Zero Task Force Meeting 2



- **COMMENT:** Prior to deployment, we need community outreach and a/pilot test period. In City of Edgewood, they had the cameras up for 1-2 months before it goes live so that people became familiar with them
- **COMMENT:** There can be a lot of distrust, messaging will need to be clear. Questions need to be answered for the community e.g. if there is income generated, where does it go? why are these cameras here?
- **COMMENT:** Who defines what high-risk corridors are? What are they? (addressed)
- Online payment system for fines
- *Action 1.3 – Update LRSP*
  - **COMMENT:** Suggest public health and equity be additive overall not just in the LSRP
- *Action 1.4 – Traffic calming*
  - Staff comment: Need to add note about maintenance since that is the concern/barrier presented most often.
  - Staff addition: Enable local action to improve neighborhood traffic safety (play streets, red curb painting)
  - **COMMENT:** Remove example of paint as a traffic calming measure. At best it is a suggestion.
  - Consider other uses of paint that are more permanent (not necessarily for channelization)
- *Action 1.5 – Quick-build*
  - Staff: Not 100% bought in on the pilot - permanent programs, b/c pilots often take as much time or more than permanent installs. I'm all for low-cost solutions to get as much impact as possible, but I'd rather just do as many as we can than necessarily come back to each one and make them concrete.
  - **COMMENT:** What is the timeline for quick-build?
    - There are differing expectations for “quick” and how we define that.
  - **COMMENT:** Can we add something about “regular reporting”?
  - Established schedule; quarterly?
  - **COMMENT:** Is the counter measure toolkit available yet? (addressed: it is in draft form)
  - **COMMENT:** Ensure that we are implementing quick-build facilities in the right areas/the areas that need them
  - Terms like "quick/temporary" can set unrealistic expectations for public. Different definitions from community. Consider terms in regards to trust
- *Action 1.6 – Update right-of-way design manual*
  - Staff: Ensure that it prioritizes the safety of road users and emphasizes that certain users are at more risk than other users
    - Consider the most vulnerable populations, including wheelchair users
    - Is ADA compliance strong enough in this document? Should be prioritized for the update of this design manual
- *Action 1.7 – Institute VZ or Complete Streets checklist*
  - Staff addition: Integrate Vision Zero into the City’s development review checklist for private development
  - **COMMENT:** Agree with staff comment that this should be applied to private development. They don’t want it to increase the cost of developing housing.

- **COMMENT:** Are these new projects going to serve people who use wheelchairs or those with functional or access needs? There is a disconnect between design and practice. For one example, dimensions followed ADA requirements but commission for disabilities found that they started the dimensions from a plot of grass rather than the sidewalk.
- *Action 1.8 – City data and data dashboard*
  - **COMMENT:** Ensure that the data dashboard is really easy to access and understand. Accessible, similar to Zillow like how you can check what houses are available in the neighborhood.
  - **COMMENT:** Yes, this action looks great.
  - **COMMENT:** Where will it be hosted? City of Tacoma website has existing dashboards as well.
  - **COMMENT:** Ped/cyclist crashes often go unreported. Lack of reporting so more resources go to areas where people are reporting crashes
    - Can you move crash reporting out of the responsibility of police so that it becomes one less barrier for POC, low-income, and other marginalized people reporting and/or being counted?
  - **COMMENT:** One option for this could be expanding 311 or similar?
  - Data can be biased
  - **COMMENT:** Can community contribute observations or self-report data on the dashboard?
- *Action 1.9 – Maintain VZ taskforce*
  - Staff comment: Wondering about role of current City Boards and Commissions. Could reps from those create the Task Force?
  - Should it be transportation commission? BPTAG?
  - **COMMENT:** Continued task force is important
  - **COMMENT:** Can task force members help gather community input via surveys etc.?
  - **COMMENT:** Routine assessment is good – what does it look like here?
- *Action 1.10 – Actions that reduce driving*
  - Staff comment: Difficult to track at this time. This is also a goal of the TMP and Climate Action Plan, so it is an important progress metric.
  - **COMMENT:** Track by targeting a specific street/road for a 2-3 hour period every first Monday
  - **COMMENT:** Also can track this using “big data” like Street Light or Inrix actions

#### 4. Supporting Actions (Taskforce Feedback)

- Breakout Group 1

- *Action 2.1*
  - Makes sense as supporting
- *Action 2.2 – Post-crash evaluation and response team*
  - **COMMENT:** Suggestion that a member of the Post Crash Evaluation Team be outside of the police and public works. A community member, task force member, transportation commission member, planning commission member. I also want the words "root cause analysis" as part of the discussion. I want someone else to be a facilitator or meeting organizer that pushes the for a true

root cause. Anytime my yard has a safety incident, I lead a discussion on what went wrong, was the actual root cause, and then how we can ensure it never happens again - and not at just that spot, or in that yard, but across the entire company.

- e.g. when someone is speeding, ask:
  - Why was he driving too fast?
  - The road was poorly designed? He knows there is no enforcement on this street?
  - Why is the road poorly designed?
  - Its 10th on our list of 50 improvements
  - Do we have additional roads like this? Can we put speed bumps and shrink the road down.
  - He was on his way to work, but his employer wasn't targeted with a campaign to switch to biking and get 20% off coupons at place XX.
- Action 2.3
  - Keep as supportive and important to make all roads in Tacoma safe for everyone
- Action 2.4
  - Staff comment: Legislation just changed that greatly expands the use of automated enforcement. Do not believe this Action is needed.
  - Although there are new authorities that have passed, there is potential to see additional authorities, ex. Pilot program 'do not block the walk'
  - See previous comments about Automated Enforcement – engagement, education, outreach
- Action 2.5
  - Good way to keep youth engaged and to include in the messaging
  - Provide talking points to schools for principals/teachers to convey to parents.
- Action 2.6
  - Keep as supportive
- Breakout Group 2
  - Action 2.7 *Ensure that crash reporting and investigation captures attributes unique to crashes involving road users*
    - Staff comment: Some communities are moving crash investigations out of the police department altogether - this could be something for Tacoma to consider.
    - **COMMENT:** Supports staff idea of moving reporting out of police dept. Then what? Where do the investigations go? Often, to the transportation department.
  - Action 2.8 *Work with media outlets to more accurately report traffic crashes to avoid victim-blaming*
    - Staff addition (comment): Work with Police PIO on statements to the media, (which often do not align with Vision Zero and tend to blame victim.)
    - **COMMENT:** This one is fairly easy to implement. An article the other day said “jaywalker struck by xxx”. Changing the way we message things could be a very easy win.

## Tacoma Vision Zero Task Force Meeting 2



- *Action 2.9 – Impaired driving*
  - Do not believe this addresses intoxicated driving caused by drug use
  - **COMMENT:** Do we know what percentage of fatalities are caused by impaired driving? We should bring this figure into the action
- *Action 3.2 - Guidelines for incorporating safety features for City fleet*
  - This should be strengthened. Pedestrian safety and ability to maneuver on traffic-calmed streets should be a key consideration in vehicle selection.
  - This should also be a key consideration in fleet selection
- *Action 3.3 – Response vehicles*
  - Staff addition: Consider standardizing vehicles wheelbases to allow for broader traffic calming tools, such as speed cushions.
  - This may be bigger than local level – e.g. fire already has nationwide standards

### • Breakout Group 3

- *Action 3.4*
  - Staff comment: City implemented this effort a few years ago.
  - Staff addition: Identify non-signalized, marked crosswalks that could benefit from additional lighting.
  - Analyze lighting conditions at high crash locations and improve deficiencies.
  - IDEA HS students voiced the need for more lights but also concerned about LED brightness intruding on people's homes.
- *Action 3.5*
  - While good still doesn't address less serious crashes.
  - Could assist in digging deeper into demographics
- *Action 3.6*
  - Additional potential variables: shoulder width and type, vertical or horizontal curve, pavement condition, markings, signs, lighting condition. (AK)
  - Water handling capability – standing water
  - Note – cameras used for pedestrians
- *STAFF ADDITION: Improve safety at intersections through signal timing and design*
  - Research and analyze correlation between protected-permitted left-turn signals and non motorized users (AK)
  - LPIs is confusing to blind community – not knowing the intersection that reliability have them or not
- *STAFF ADDITION: Secure funding for implementing Vision Zero strategies and for long-term maintenance of improvements*
  - Could funds from automated enforcement be used to fund positions?
- *STAFF ADDITION: Build a traffic safety culture in Tacoma*
  - Think about who is messaging to shift culture

## 5. Comments or Questions - Missing Aspects

- Construction Work Zones: Monitoring and devising strategies to improve the safety of road users and workers in construction work zones. (AK)

## **Tacoma Vision Zero Task Force Meeting 2**

- ADA components need to be strengthened
- Address workzones

### **6. Next Steps**

- Follow-up surveys
- Next Steps

**Meeting end, closing remarks and word of thanks.**

## Vision Zero Tacoma Task Force Meeting 3 – Annotated Notes

**City of Tacoma**  
 Zoom Virtual Meeting  
 Wednesday 22<sup>nd</sup> June, 2022  
 9:30 AM – 11 AM

### *Attendee List*

<b>Task Force Member</b>	<b>Organization</b>
Rob Huff	Metropolitan Development Council
Robert Barandon	Puyallup Tribe of Indians
Tracy Oster	Downtown on the Go
Alisa O'Hanlon Regala	Metro Parks Tacoma
Dr. Angela Kitali	University of Washington Tacoma
Krystal Monteros	Tacoma Area Commission on Disabilities
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<b>Toole Design Group staff</b>	
Michael Hintze	Director of Planning

Sofia Gulaid	Transportation Planner
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### *Invited but Unable to Attend*

Task Force Member	Organization
Alvaro Juarez	2nd Cycle Community Bike Shop

## **Introduction, Meeting Goals, Agenda, and Introductions (Carrie Wilhelme, City of Tacoma)**

Carrie welcomed attendees as they joined and opened the meeting with a land acknowledgment. Carrie also went over the objectives and agenda for Task Force Meeting 3, which included an overview of the draft, prioritizing actions, a discussion of automated enforcement safety camera implementation guidelines.

**BOLD** text indicates comment that may inform a plan revision.

## **Overview of Plan (Michael Hintze, Toole Design)**

- Introductory Section
  - Strong introduction including letter from mayor
  - Overview of framework
  - Deprioritizing enforcement
  - **Comment: We should emphasize “revision” in data – the fact that the plan will be iterated upon. Show an arrow that indicates data may inform adjusting the plan**
  - **Comment (Carrie Wilhelme): We are curious the TF thoughts on the enforcement aspect of the introduction**
- Crash Analysis
  - High level summary and high points from the safety analysis including the high-risk networks for pedestrians, cyclists, and motorists.
  - Idea is to be succinct and highlight crash analysis
  - Through this analysis we are currently highlighting top 2, but would like to expand to top 10 crash types
  - Important aspect is equity and that 75% of the high-risk network is located within low equity areas
  - **Comment: Was there ever an analysis of what % of KSI were on state controlled streets?**
- Engagement Section
  - Summarizes the engagement process
  - Includes quotes that will be highlighted in the layout
  - **Comment: Did you get a good sample or were you overwhelmed at all?**
    - **Carrie: We would like a few more stories and have talked about doing a social media post to see if people are willing to share their stories. We acknowledge how difficult it is to share.**



- *Comment: If you'd like to share a post to ask for personal stories I can share it with the Tribe*
- *Comment: It might encourage more people instead of just asking them to share their story, you can share some stories that have already been shared and ask other people if they'd like to share their story too.*
- *Comment: Just thinking... Jessie Singer has been posting on twitter specifics of crashes then highlighting the ways the system failed all parties involved. Might help someone from hearing about a crash then subconsciously victim blaming...*
- Actions
  - We have 11 transformative and 14 supporting actions
  - Each of the transformative actions is going to be a full page with graphics
  - *Comment: **go full page and get some pics in there as well***
  - *Comment: I agree with the idea of a **full page** for each action.*
- Changes to Transformative Actions and Overview of Transformative Actions
  - Carrie notes that the LSRP is going to be integrated into the VZ Action Plan
  - For Action T.2
    - *Comment: Are there plan to periodically quantify the effectiveness of countermeasures proposed in the transformative actions, e.g., conduct a before-and-after study before and after lowering the speed limit, looking at short-term and long-term impacts?*
  - For Action T.6
    - *Comment: I would like to request significantly more frequent updates to the dashboard. Monthly or at worst, Quarterly*
    - *Comment: how frequent the dashboard can be updated is a function of staff resources.*
    - *Comment: Also, a function of data source, e.g., WSDOT crash data is available on annual basis and often at least a 6-month lag.*
    - *Comment: I love the dashboard and the ability for everyone to obtain and review the data*
    - *Comment: Report number of traffic conflicts (near misses) in addition to crashes*
  - For Action T.11
    - *Comment: WSDOT has adopted Complete Streets Principles which should facilitate more of these safety improvements*

### **Prioritization of Transformative Actions (Taskforce Feedback)**

- Mentimeter was used for the Task Force participants to rank the top three transformative actions the City should prioritize. The results are shown below.

## Tacoma Vision Zero Task Force Meeting 3

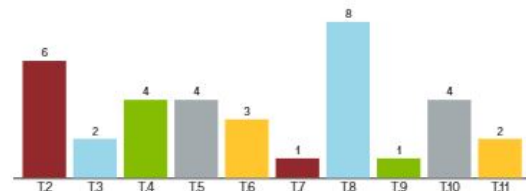
Go to [www.menti.com](http://www.menti.com) and use the code 2362 8630

### Transformative Actions

- T.1: Implement and maintain the Vision Zero Plan and Local Road Safety Plan (LRSP).
- T.2: Lower speed limits and implement traffic calming features that achieve desired target speeds on arterials and where fatal and severe injury crashes occur most.
- T.3: Strategically and equitably deploy Automated Traffic Safety Cameras to reduce speeding and unsafe driving behaviors on Tacoma roads.
- T.4: Update Right-of-Way Design Manual and Traffic Control Handbook to reflect best practices in roadway design that prioritizes the safety of the most at-risk road users.
- T.5: Institute a Vision Zero/Complete Streets checklist to institutionalize prioritizing safety first and in all stages of capital project planning and development, and project review.
- T.6: Improve and centralize City data related to traffic safety and Vision Zero progress through a Vision Zero Data Dashboard
- T.7: Maintain a Vision Zero Task Force for routine assessment of progress and reporting of progress being made on actions.
- T.8: Secure funding for implementing Vision Zero strategies and for long-term maintenance of improvements
- T.9: Align messaging and goals from Tacoma's Safe Routes to School (SRTS) efforts with Vision Zero.
- T.10: Establish a post-crash evaluation and response process to determine whether infrastructure design modifications could reduce potential for future crashes and integrate lessons learned into future projects.
- T.11: Coordinate with WSDOT to make safety improvements on non-access controlled State Routes in Tacoma and where state routes interface with the local network.

What are the top three actions the City should prioritize?

**TOOLE  
DESIGN**



Voting is closed

12

- *Comment:* Problematic that police are doing the report
- *Comment:* Support for funding, post-crash reporting
- *Comment:* Support for SRTS is an important one that people can understand. The data goes a long way.

## Automatic Traffic Enforcement

- Preview of guiding principles to get feedback from the group
- Effective July 31<sup>st</sup>, the City will be allowed to use ATE at any roadway in school area, public park area, near hospital zones, in school zones, and on the high risk network
- New limitation can be expanded 1 speed camera per 1000 residents
- If revenue is generated, it is shared with the state
  - *Comment:* Revenues must be shared with the state... Of course...
  - *Comment:* Revenue sharing to the state is so dumb.
  - *Comment:* Seems like it would take a lot of administration time
- Breakout Groups: The groups were directed to come up with 3-5 words/phrases/considerations that they feel must be included in guiding principles related to automated enforcement expansion.
  - **Breakout Group 1**
    - Equity was the main theme. What ticket structures look like – are folks getting in debt? Can they still keep their drivers licenses?
    - *Comment:* As a wheelchair user, fines are good/effective
    - How to prioritize locations using database approach
    - Learning from existing cameras

## Tacoma Vision Zero Task Force Meeting 3



- Timing of when the cameras are on – the fact that the existing cameras are only activated when RRBFs are flashing is ineffective
- **Breakout Group 2**
  - *Comment:* Equity. Looking at where the cameras would end up would be in low opportunity areas.
  - *Comment:* Have discussion of is this the best solution e.g. signalized intersection – it may be difficult for people not to run red lights – maybe solution is not cameras but rather signal timing. Different sites have different requirements.
  - *Comment:* Focus on expanding safety and not revenue. =Could it be first fine is very small or first fine is just a warning. This ties into equity about emphasizing safety. If we only have 10-20 can we reposition them when the corridors are no longer a problem.
  - *Comment:* Effectiveness. With the camera are they actually reducing KSI?
  - *Comment:* Prioritize safety over revenue and be transparent about why it is important and providing data and results about what is working.
- Other Comments on Guiding Principles
  - *Comment:* Love the idea of having an exit strategy before camera even goes in.
  - *Comment:* I agree with the methodical approach to some extent, but automated enforcement is also a strategy to literally stop the bleeding. I don't want us to be too bogged down in process to get these in quickly and start saving lives.
  - *Comment:* Dashboard...
  - *Comment:* I hope that equity is going to be considered. We have seen how the crash analysis shows that high risk areas are mainly located in BIPOC areas, and want to aim for ATE to not disproportionately affect Black, Native neighborhoods.

### Next Steps

- Carrie conveyed a word of thanks to the task force and thanked them for prioritizing the time to be part of this effort and contribute in the past three meetings. Next steps are for the draft plan to be shared with the community, Boards, Commissions, and Council. Staff will take that feedback to develop the final plan. Then the harder work of starting to implement the plan begins. Carrie encouraged the Task Force members to let her know if they have any interest in being a part of a future VZTF.
- Final Questions and Comments:
  - *Comment:* What is the time frame?
    - *Answer:* Hope that it is approved by end of July, finalized in August, and implementation begins September.
  - *Comment:* A lot of times when it comes to projects like this, if it is promoted in the wrong way they will feel like “Government is coming after my community.” If you are promoting it to disable communities, make sure you promote it as something that benefits our communities and aims to protect the safety of these communities.

**Closing remarks, word of thanks and meeting end.**