

# APPENDIX B COMMUNITY ENGAGEMENT REPORT



## Action Plan

SEPTEMBER 2022

# Community Survey

As part of early outreach for the Action Plan development, the project team hosted an online survey from January 24 to March 4, 2022 to gather feedback on key issues in traffic safety from the community and stakeholders. The goal of the survey was to help ensure that the Action Plan aligns with the values, needs and experiences of the community.

When visiting the survey page, participants could:

- Learn more about the project need, benefits, timeline, and survey purpose
- Give feedback about traffic safety
- Share experiences about life-altering crashes and traffic safety
- Share interests and questions about Vision Zero
- Sign up for project email list

## *Promotional Effort*

The City used multiple methods to reach audiences and promote the survey. The survey was promoted on the project webpage and on various social media channels. The project team also worked in coordination with community-based organizations, advocacy groups, community centers, local businesses, colleges, schools, and partner agencies to promote the survey. To assist with partner promotions, the project team shared a virtual toolkit containing a project factsheet, survey flyer, social media graphics, and sample social media post text.

Additionally, the project team asked for help from Vision Zero Task Force members during the Task Force Meeting #1 held on February 24, 2022 to promote the survey to their communities before the survey close date.

For a detailed breakdown of promotional activities, please see the Outreach Summary at the end of this document.

## *Methodology*

The online survey was hosted on the SurveyMonkey platform.

The following report captures qualitative and quantitative data from survey respondents. The survey included ten questions related to traffic safety, four questions related to sharing a personal story, and seven questions related to respondent demographics. All questions were optional. Not all respondents answered every question. Many questions allowed respondents to select more than one answer. Questions with more than one answer do not use percentage to calculate any total value or representation. Results of this survey are not considered scientific or statistically significant.

There were several open-ended survey questions. Additionally, for some questions, there was also an option to write in a response if the respondent selected “Other” as their answer for the question. For this qualitative data analysis, theme coded tables are listed under the applicable question in the *Survey Responses* section of this report.

## Accessibility

The survey was fully accessible online in the top five languages spoken in Tacoma: English, Spanish, Khmer, Russian, and Vietnamese. All but two surveys (Spanish) were taken in English.

## Use and Activity

The survey received 609 completed responses. The survey recorded a 97% completion rate and took an average of six and a half minutes to complete.

# Community Survey Key Findings

## Demographics

More than a third of survey respondents who provided demographic information listed zip codes in North End Tacoma (35%). Zip codes in South End Tacoma and South Tacoma combined for 19% of survey respondents. Other commonly reported areas by respondents included zip codes in Central Tacoma (16%) and Northeast Tacoma (14%).

A majority of respondents who provided demographic information identified as White/Caucasian (68%) and English-speaking. Twenty-four percent (24%) of respondents selected one or more of the following race/ethnicities: Asian, Black/African, Latino/Latinx/Hispanic, Middle Eastern/North African, Native American/Alaska Native, and Pacific Islander/Native Hawaiian.

Almost a third of respondents (30%) stated they, or those living in their household, do have a disability (physical or mental or cognitive).

## Ways To Get Around Tacoma

The top three methods of transportation selected by survey respondents included personal vehicle (94%), walking (60%), and biking or e-biking (29%).

## Traffic Safety in Tacoma

The overall safest mode of transportation selected by respondents was personal vehicle, while the least safe was micromobility (i.e. shared scooters).

Almost half of respondents (47%) said they, or someone they are close to, have been involved in a serious crash in Tacoma. Of those respondents:

- *26% of respondents said those involved experienced no or mild injuries.*
- *17% of respondents said those involved were treated for serious injuries.*
- *3% of respondents said those involved died as a result of the crash.*

The top three issues affecting safety on roadways included people driving too fast, people not yielding or stopping at intersections, and distracted driving\*:

- *People driving too fast (69%)*
- *People not yielding or stopping at intersections (65%)*
- *Distracted driving (63%)*

Respondents were given the opportunity to provide additional comment on safety traffic concerns or how to improve safety in Tacoma.\*\* The top four themes pulled from open-ended responses included the following\*:

- *Suggestions to increase law enforcement and/or police presence (18%)*
- *Suggestions to prioritize road improvements (18%)*
- *Suggestions to add bike safety measures to prioritize cyclist safety (10%)*
- *Concerns about speeding, dangerous driving, and street racing (10%)*

\* Respondents were allowed to select more than one answer; therefore, percentages will not add up to 100%.

\*\*Analysis of open-ended responses and themes can be found in the Survey Responses section of this report.

## Automated Speed Enforcement

44% of survey respondents either strongly agree or agree with adding speed enforcement cameras in Tacoma, while 35% of respondents either oppose or strongly oppose.

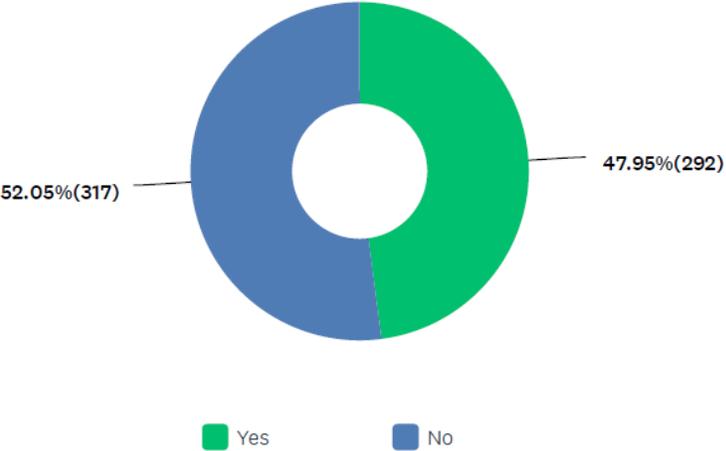
Respondents who opposed had the option to provide more information about their concerns regarding the use of automated enforcement speed cameras. Of those responses, the top three themes included:

- *Concerns with prioritizing revenue generation over safety, and program costs.*
- *Concerns with program policies and enforcement of tickets.*
- *Concerns with effectiveness to change driver behavior or prevent traffic-related deaths or injuries.*

# Detailed Community Survey Results

**Reporting notes:** Some questions allowed respondents to select more than one answer; this is reflected in the “Tally” for answers to these questions. Some questions are open-ended; themes are reflected with a “Tally” and full responses are listed in Attachment A. Additionally, some questions have an “Other” selection with the option to write-in a response; these are listed in Attachment B.

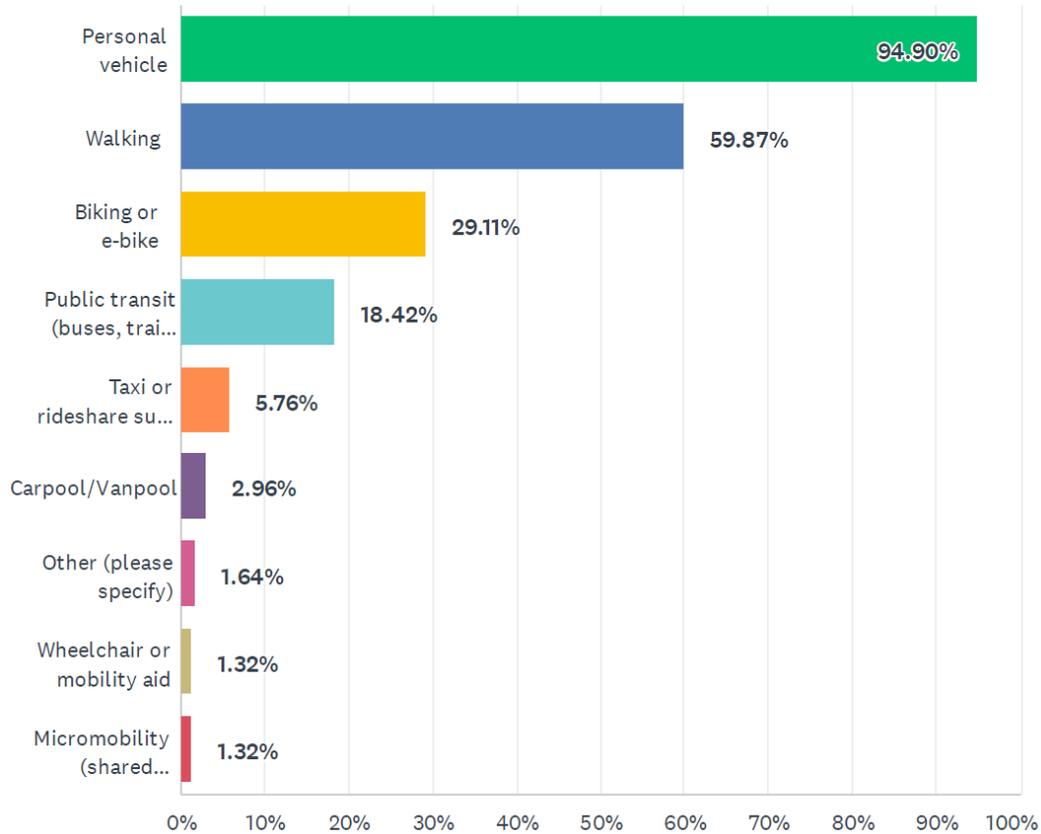
**Question 1** | Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Are you familiar with Vision Zero?



Answers	Percentage	Tally
Yes	48%	292
No	52%	319

Total respondents | 609

**Question 2** | How do you usually get around Tacoma? Check all that apply.



Answers	Percentage	Tally
Personal vehicle	94.90%	577
Walking	59.87%	364
Biking or e-bike	29.11%	177
Public transit (buses, trains, etc.)	18.42%	112
Taxi or rideshare such as Uber or Lyft	5.76%	35
Carpool/Vanpool	2.96%	18
Other (please specify)*	1.64%	10
Wheelchair or mobility aid	1.32%	8
Micromobility	1.32%	8

\*See Attachment B for list of themes for "Other" responses

Total respondents | 609

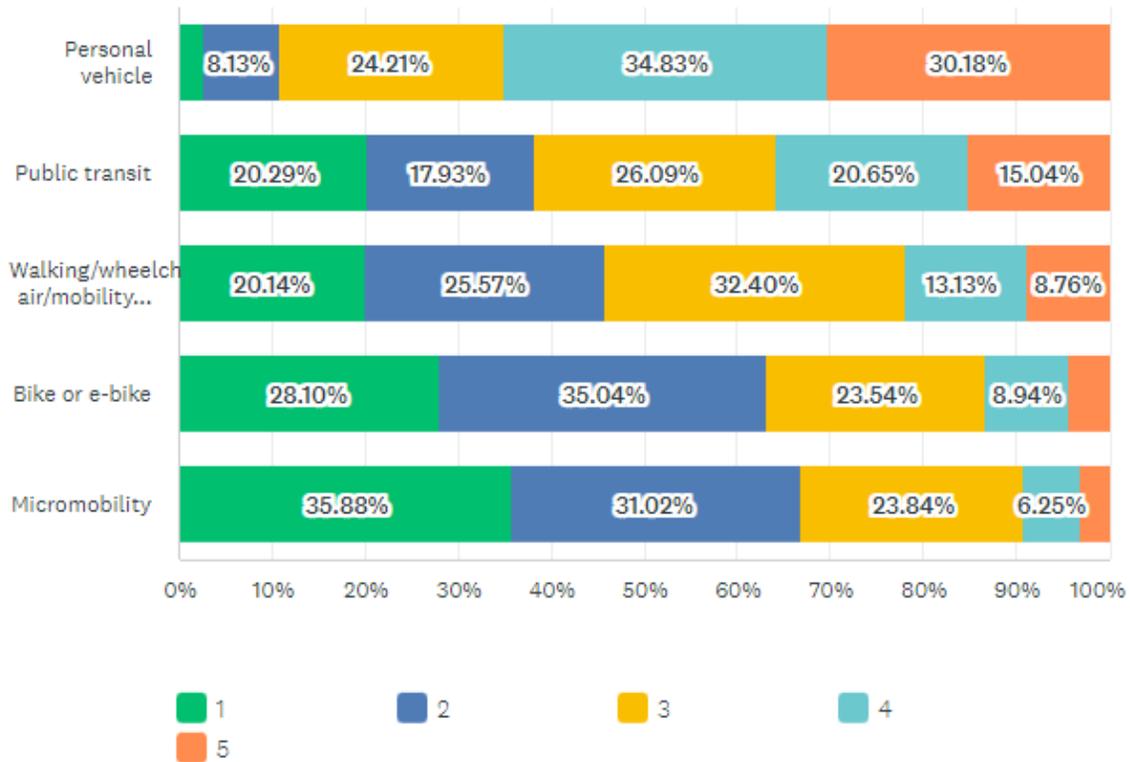
**Question 3** | Optional: Please tell us more about why you use these ways to get around. (For example: I do not own a car. I bike to work for exercise. I live far away from my work.)

**Reporting note:** The themes in the table below reflect what we heard through open-ended comments. See Attachment A for a list of all responses submitted for this survey question.

Themes	Tally
Personal vehicle to commute to work or because of lack of transit options	99
Walk to exercise or travel short distance	90
Bike to exercise/recreation, save money, or travel short distance	68
Lack of transit options	51
Exercise	50
Unsafe	32
Take public transit	27
Live/work far away	25
Convenience	23
Local	23
Save gas/money/planet	14
Personal reasons	13
Carpool	11
Don't own a car	10
Multiple destinations	9
Retired	8
Rideshare	4
Disabled	3

*Total respondents* | 296

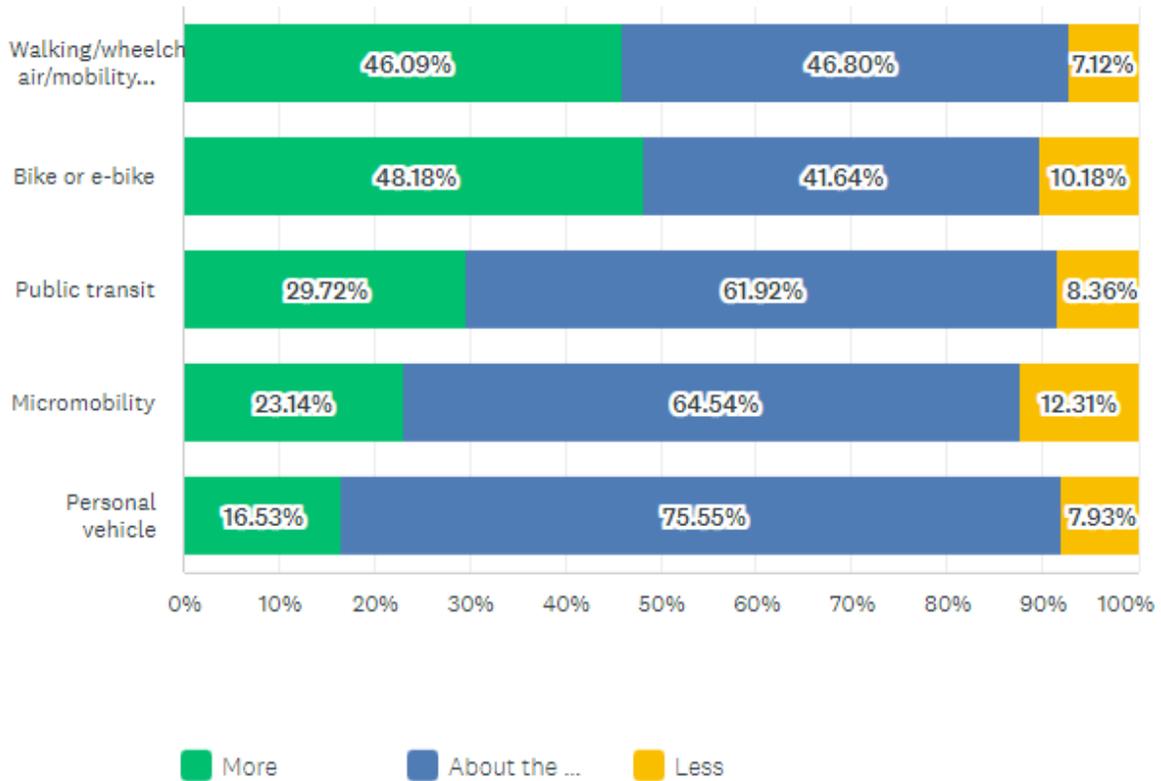
**Question 4** | How safe do you feel, or would you feel, traveling in Tacoma using the following ways to get around? (Scale of 1 to 5 where 1 is “not at all safe” and 5 is “very safe.”)



Scale	1	2	3	4	5	Tally	Average
Personal vehicle	2.65% 16	8.13% 49	24.21% 146	34.83% 210	30.18% 182	603	3.82
Public transit	20.29% 112	17.93% 99	26.09% 144	20.65% 114	15.04% 83	552	2.92
Walking/wheelchair/mobility aid	20.14% 115	25.57% 146	32.40% 185	13.13% 75	8.76% 50	571	2.65
Bike or e-bike	28.10% 154	35.04% 192	23.54% 129	8.94% 49	4.38% 24	548	2.26
Micromobility	35.88% 155	31.02% 134	23.84% 103	6.25% 27	3.01% 13	432	2.09

Total respondents | 609

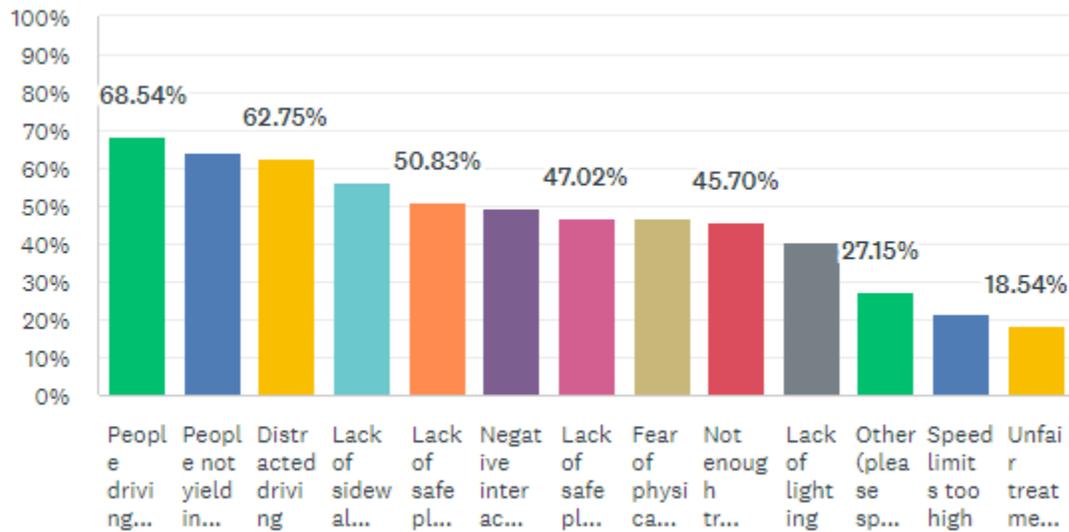
**Question 5** | Would you be more likely to travel differently if you felt safer using the following methods of transportation in Tacoma?



	More	About the same	Less	Total	Average
Walking/wheelchair/mobility aid	46.09% 259	46.80% 263	7.12% 40	562	1.61
Bike or e-bike	48.18% 265	41.64% 229	10.18% 56	550	1.62
Public transit	29.72% 167	61.92% 348	8.36% 47	562	1.79
Micromobility	23.14% 109	64.54% 304	12.31% 58	471	1.89
Personal vehicle	16.53% 98	75.55% 448	7.93% 47	593	1.91

*Total respondents* | 600

**Question 6** | What are the major issues that are affecting your safety on the roadways in Tacoma?  
(Check all that apply):



Answers	Percentage	Tally
People driving too fast	68.54%	414
People not yielding or stopping at intersections	64.40%	389
Distracted driving	62.75%	379
Lack of sidewalks and/or continuous sidewalks	56.46%	341
Lack of safe places to bike and/or roll	50.83%	307
Negative interactions with drivers (aggressive driving, road rage)	49.34%	298
Lack of safe places to cross the street	47.02%	284
Fear of physical assault and/or verbal harassment	46.85%	283
Not enough traffic enforcement	45.70%	276
Lack of lighting	40.40%	244
Other (please specify) *	27.15%	164
Speed limits too high	21.69%	131
Unfair treatment in how traffic laws are enforced (based on race, neighborhood, condition/type of vehicle, etc.)	18.54%	112

\* See Attachment B for a complete list of all "Other" responses submitted for this survey question.

Total respondents | 604

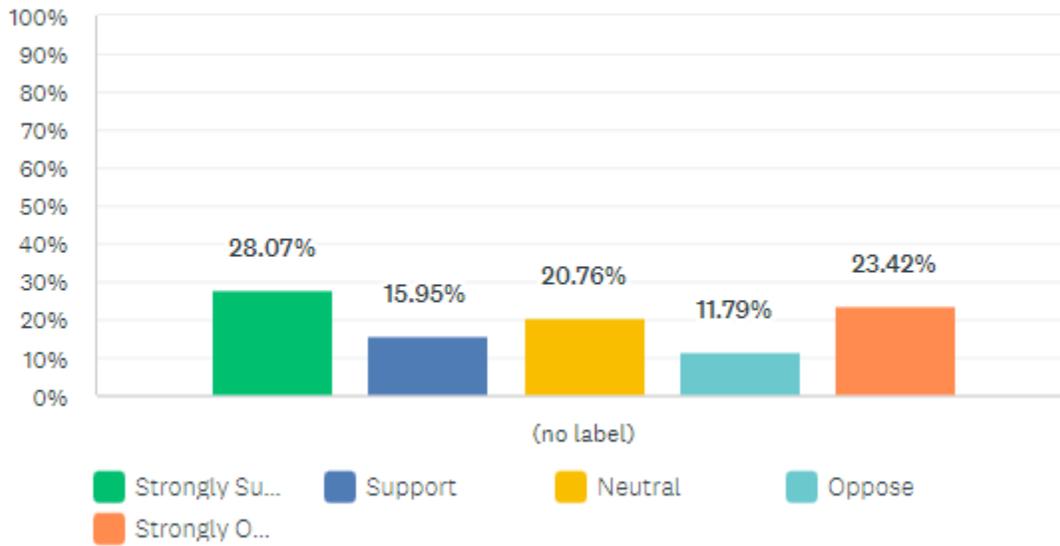
*Question 6, continued* | What are the major issues that are affecting your safety on the roadways in Tacoma? (Check all that apply):

**Reporting note:** The themes in the table below reflect what we heard through the “Other” responses submitted for this survey question. These themes should be considered as supplemental to the answers given for Question 6. See Attachment B for a complete list of all “Other” responses submitted for this survey question.

Themes	Tally
Road safety issues such as poor or lack of street infrastructure	54
Rules of road not being followed	38
Lack of police enforcement	16
Potholes	16
Speeding	14
Crime or violence	11
Not enough traffic lights or stop signs	8
Homelessness	7
Poor traffic light timing	6
Drug addiction	5
Distracted driving	4
Lack of safe places to park, creating unsafe conditions	4
Not enough driver education	4
Drivers under the influence	3
Large vehicles	3
Not enough protected bike lanes	8
Street racing	4
Not enough bus routes	2

*Total respondents* | 164

**Question 7** | Automated speed enforcement cameras, such as the ones used in school zones around the city, have been shown to be one of the most effective ways of reducing the kind of dangerous speeding that leads to traffic deaths. (Note: When using automated speed enforcement, the City of Tacoma protects your privacy, and a ticket does not go on a driver’s record.) What are your thoughts on adding more automated speed enforcement cameras in Tacoma?



Answers	Percentage	Tally
Strongly support	28.07%	167
Support	15.95%	96
Neutral	20.76%	125
Oppose	11.79%	71
Strongly oppose	23.42%	141

Total respondents | 602

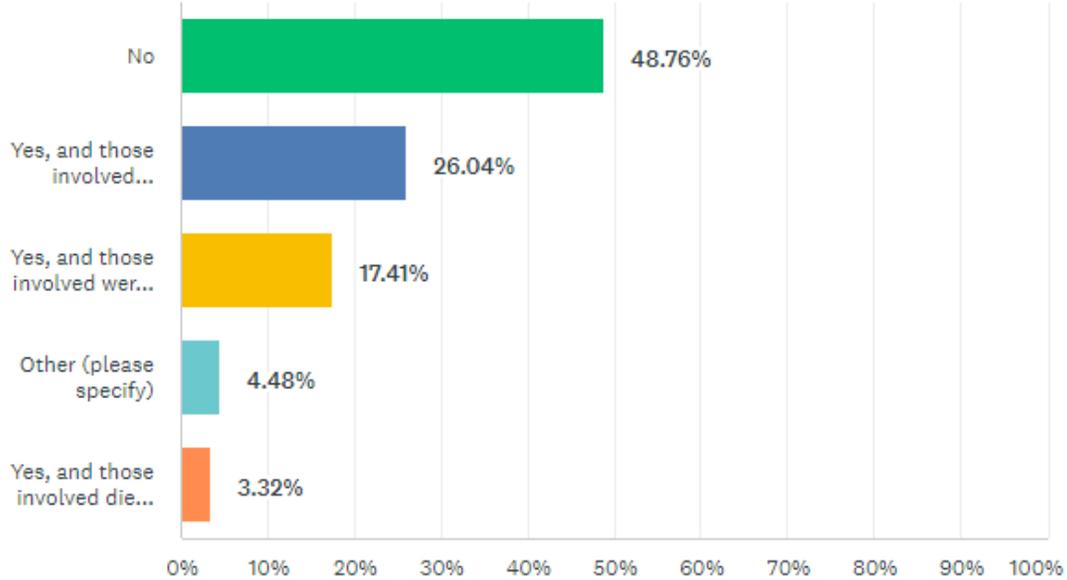
*Question 8* | If you oppose, please tell us more about the concerns you have regarding the use of automated enforcement speed cameras (ASE):

*Reporting note:* The themes in the table below reflect what we heard through open-ended comments. See Attachment A for a list of all responses submitted for this survey question.

<b>Theme</b>	<b>Tally</b>
Prioritizes revenue generation; funding concerns	58
Concerns about policy and enforcement	37
Not effective in changing driver behavior	35
Risk of inaccurate speed measurement	28
Equity concerns or disproportionate impacts low-income and BIPOC drivers	24
Not a sufficient alternative to police or law enforcement	21
Privacy or surveillance concerns	13
Speeding is not the problem	10
Concerns about chosen locations	8
Other strategies are more effective	8
Poor signage in ASE locations	7
ASE causes distractions for drivers	5
Support ASE in school zones only	5
Opportunity for discrimination or bias	3

*Total respondents* | 197

**Question 9** | Have you or someone you are close to ever been involved in a serious crash in Tacoma?



Answers	Percentage	Tally
No	48.76%	294
Yes, and those involved experienced no or mild injuries	26.04%	157
Yes, and those involved were treated for serious injuries	17.41%	105
Other (please specify)*	4.48%	27
Yes, and those involved died as a result of the crash	3.32%	20

\*See Attachment B for complete list of "Other" responses.

**Total respondents** | 603

**Question 14** | Is there anything else you would like to share with our team about traffic safety concerns or how to improve traffic safety in Tacoma?

**Reporting note:** The themes in the table below reflect what we heard through open-ended comments. See Attachment A for a list of all responses submitted for this survey question.

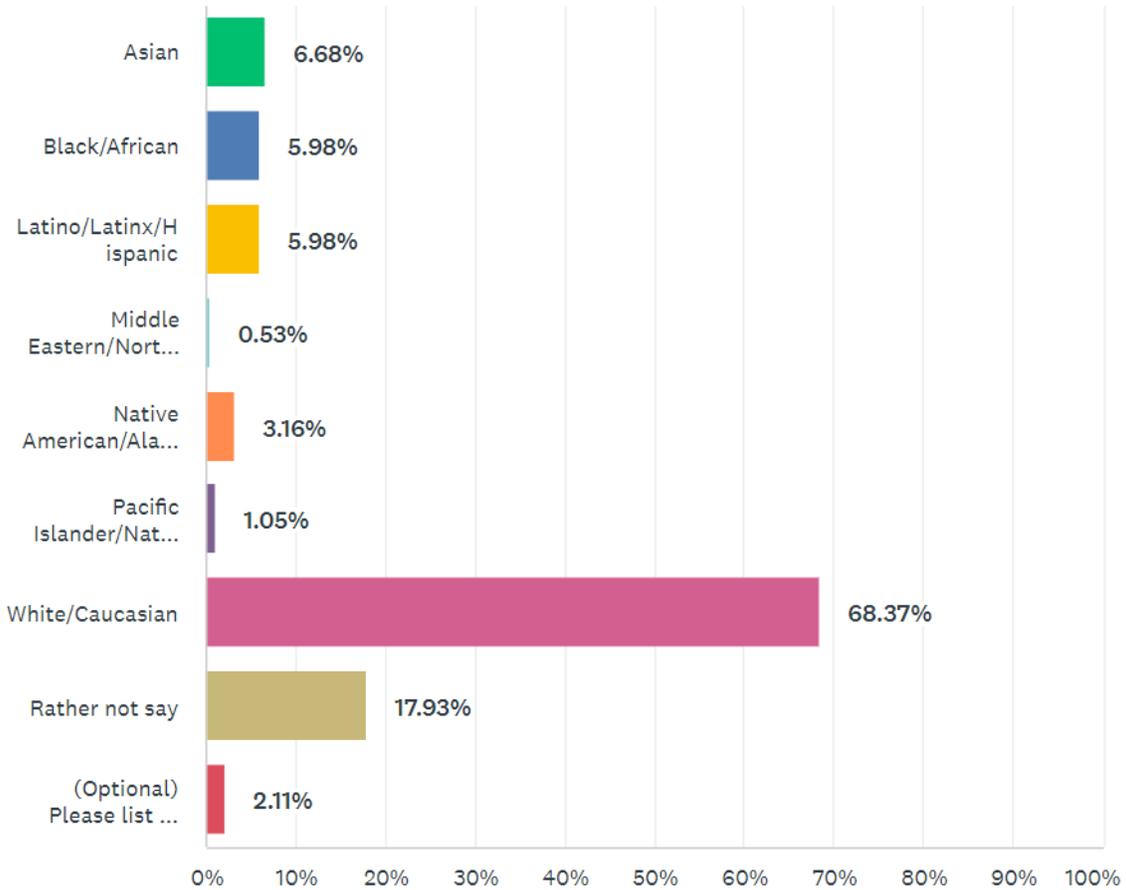
General themes	Tally
More police presence or law enforcement	80
Bicycle safety improvements	42
Address speeding, dangerous driving, or street racing	42
Pedestrian safety improvements	26
Public transit improvements	15
Driver education improvements	8

Road design	Tally
Road improvements	77
Sidewalk improvements	30
More traffic or speed cameras	20
More roundabouts	16
Crosswalk improvements	15
More speed bumps	14
Traffic light sequencing improvements	14
More street lighting	10

Speed limits	Tally
Don't lower the speed limit	22
Lower the speed limit	7

**Total respondents** | 371

Question 15 | What race/ethnicity do you identify as? (Check all that apply).

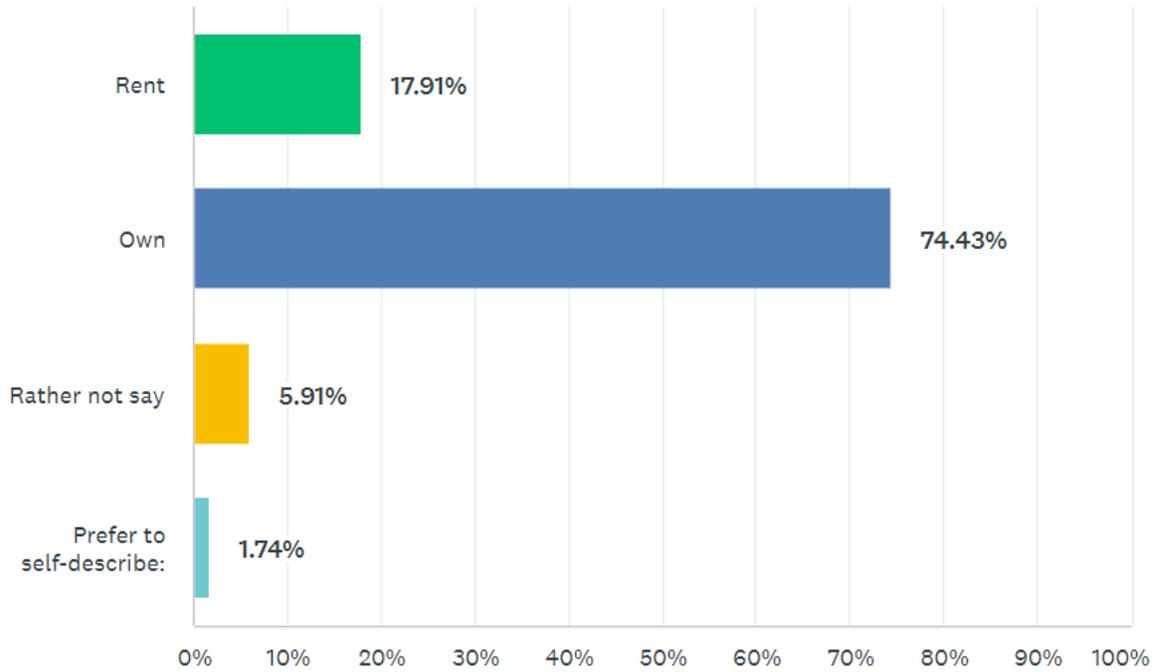


Answers	Percentage	Tally
White/Caucasian	68.37%	389
Rather not say	17.93%	102
Asian	6.68%	38
Black/African	5.98%	34
Latino/Latinx/Hispanic	5.98%	34
Native American/Alaska Native	3.16%	18
(Optional) Please list any specific race, ethnic, and national groups, and tribal/band affiliations with which you identify.*	2.11%	12
Pacific Islander/Native Hawaiian	1.05%	6
Middle Eastern/North African	0.53%	3

\*See Attachment B for complete list of “Other” responses.

Total respondents |569

Question 16 | Do you rent or own the place where you live?

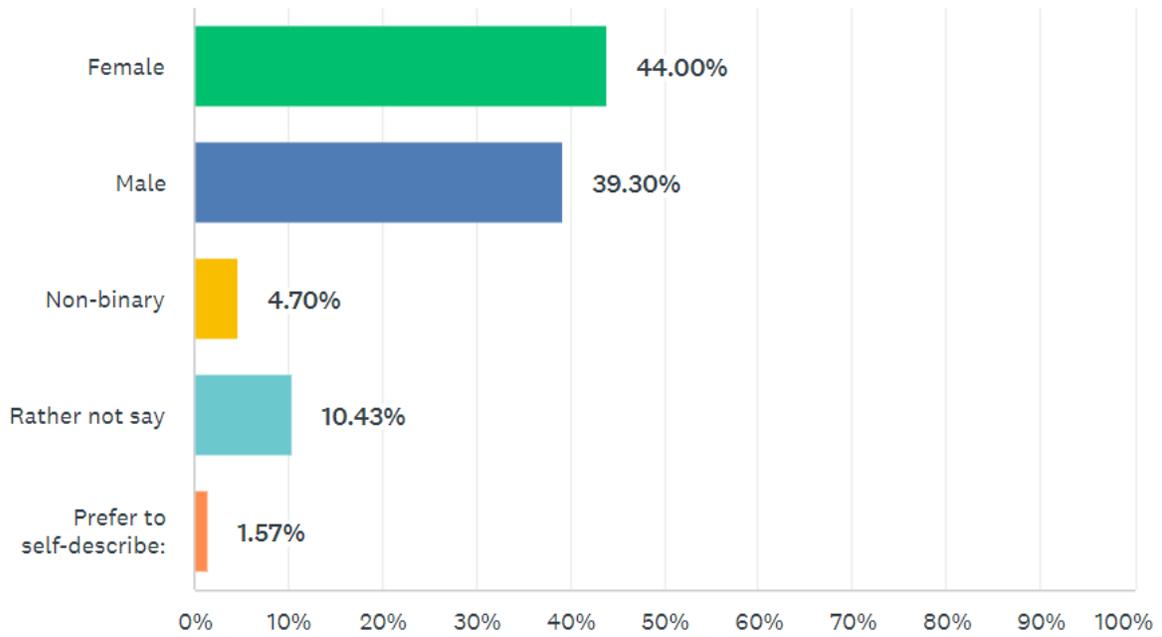


Answers	Percentage	Tally
Own	74.43%	428
Rent	17.91%	103
Rather not say	5.91%	34
Prefer to self-describe *	1.74%	10

*\*See Attachment B for complete list of "Other" responses.*

*Total respondents | 575*

Question 17 | What gender do you identify with?

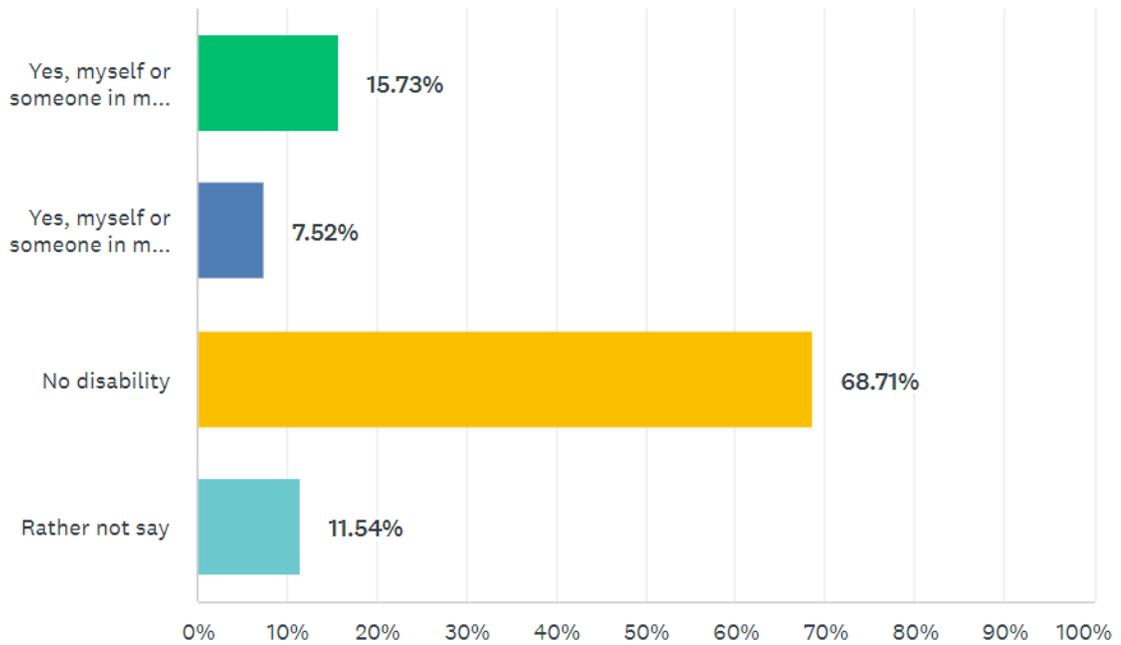


Answers	Percentage	Tally
Female	44.00%	253
Male	39.30%	226
Rather not say	10.43%	60
Non-binary	4.70%	27
Prefer to self-describe*	1.57%	9

\*See Attachment B for complete list of "Other" responses.

Total respondents | 575

Question 18 | Are you, or someone in your household, living with a disability? (Check all that apply).



Answers	Percentage	Tally
No disability	68.71%	393
Yes, myself or someone in my household has a physical disability	15.73%	90
Rather not say	11.54%	66
Yes, myself or someone in my household has a mental or cognitive disability	7.52%	43

Total respondents | 572

Question 19 | What is your home zip code?

Note: The word cloud graphic below shows zip codes selected by four or more respondents.



Answers	Percentage	Tally
98407	14.86%	78
98405	14.86%	78
98406	13.33%	70
98422	12.76%	67
98409	4.95%	26
98418	4.76%	25
98404	4.76%	25
98403	4.57%	24
98408	3.24%	17
98444	3.05%	16
98466	2.86%	15
98465	1.90%	10
98402	1.71%	9
98445	1.14%	6
98498	0.95%	5
98467	0.95%	5
98387	0.76%	4
98446	0.76%	4
98335	0.38%	2
98372	0.38%	2
98371	0.38%	2

The following is a list of zip codes reported by **one** survey respondent: 98030, 98038, 98092, 98101, 98103, 98229, 98309, 98332, 98366, 98374, 98375, 98388, 98411, 98419, 98421, 98424, 98442, 98495, 98504, 98505, 98522, 99404.

Answers mapped to neighborhood districts in Tacoma	Percentage	Tally
North End	34.96%	172
Central Tacoma	15.85%	78
Northeast	13.61%	67
South End	11.78%	58
South Tacoma	5.69%	28
Eastside	5.09%	25

University Place	4.06%	20
Spanaway Area	2.84%	14
West End	2.03%	10
New Tacoma	1.82%	9
Lakewood (outside of South Tacoma boundary zone)	1.01%	5
Puyallup	0.81%	4
Gig Harbor	0.40%	2

*Total respondents* | 525

Question 20 | What is the primary language spoken at home?

Note: The word cloud graphic below shows languages selected by four or more respondents.

American spanish English

Answers	Percentage	Tally
English	94.81%	493
American or American English	1.73%	9
Spanish	0.95%	5
Bulgarian	0.19%	1
Creole	0.19%	1
German	0.19%	1
Korean	0.19%	1
Swahili	0.19%	1
Tagalog	0.19%	1
Vietnamese	0.19%	1

Total respondents | 525

Question 21 | Please list any additional language(s) spoken at home:

Note: The word cloud graphic below shows languages selected by four or more respondents.



Answers	Percentage	Tally
Spanish	23.42%	26
None	15.32%	17
English	9.01%	10
French	7.21%	8
German	4.50%	5
American Sign Language	2.70%	3
Korean	2.70%	3
Tagalog	2.70%	3
Croatian	1.80%	2
Dutch	1.80%	2
Japanese	1.80%	2
British	0.90%	1
Cherokee	0.90%	1
Danish	0.90%	1
Finnish	0.90%	1
Greek	0.90%	1
Igbo	0.90%	1
Polish	0.90%	1
Thai	0.90%	1

Total respondents | 111

## Outreach Summary

The City of Tacoma worked with partners to reach out to their communities and constituents for promotion of the project and the survey. Those activities, as well the project team's promotional efforts, are listed below.

### *Social media toolkit*

A toolkit link was available to interested partners. The toolkit included social media graphics adapted for Instagram, Facebook, and Twitter, sample social media text, survey promotional flyer, and project factsheet.

### *Social media*

Six social media posts were shared via City of Tacoma and Tacoma Mobility Twitter and Facebook pages during the survey open period. The image on the right is an example of a social media post shared by the City.

### *Survey flyer*

A promotional survey flyer with information in six languages (Khmer, Korean, Russian, Spanish, and Vietnamese) was distributed to partners, advocacy organizations, and CBOs.

### *Web and email communications*

- Project webpage update with survey information and link.
- Outreach email with attached factsheets sent to partners, advocacy organizations, and CBOs.

### *Press release*

An [official press release](#) was published on January 24, 2022.

### *Media*

- Article: [Tuesday's Headlines, Streetsblog USA, February 8, 2022](#)
- Video: [The Tacoma Report by the City of Tacoma YouTube and Network Channel on February 11, 2022](#)
- Article: [Tacoma Looks at Lowering Speed Limits as Part of Plan to Eliminate Traffic Fatalities, Tacoma News Tribune, February 15, 2022](#)
- Article: [Tacoma Seeks Input for Vision Zero Safe Streets Action Plan, The Urbanist, February 15, 2022](#)



*TWITTER SOCIAL MEDIA POST*

# Stakeholder Interviews

In January and February 2022, the project team worked with external stakeholders (primarily local community-based organizations) to gather input by conducting interviews to understand where the key issues are in the community and incorporate them into the Vision Zero (VZ) Action Plan.

## Goals

Stakeholder interview goals included:

- Build relationships with CBOs
- Understand how traffic violence is impacting stakeholders and/or their constituencies, and why Vision Zero strategies may be important to them
- Seek feedback on potential risks or concerns during the VZ planning process:
  - Understand key concerns of traffic safety around the city and local neighborhoods.
  - Around the potential for disparate impacts to historically underrepresented groups
- Get input on key messaging and materials
- Ask for their help informing the public about VZ and the survey in effort to collect more data and ensure the project positively impacts all communities

## Findings

The interviews followed a loose template of 9 questions. Questions and key findings are summarized below.

### **Q1. Tacoma has set the goal of achieving zero traffic deaths or serious injuries by 2035. Do you think this is achievable?**

Most stakeholders said they believe achieving the goal is unlikely because it may be unrealistic and would require a major culture shift. More specific reasons for the goal not being achievable included that roads are currently designed and prioritized for motor vehicles (rather than pedestrians or bikers) and a perception of government opposition to reduce speed limits and provide serious investments in pedestrian infrastructure.

Some stakeholders said they believe that the goal is still good to work towards and helps them feel more hopeful, but that government should be transparent about what is realistic. Reasons for the goal being achievable included the potential growth of public transit and self-autonomous vehicles on the road.

### **Q2. The City of Tacoma is developing a Vision Zero Action Plan to identify how we can eliminate traffic deaths by 2035. Does/how does traffic violence impact people in your community/organization?**

All stakeholders interviewed said that traffic violence impacts their communities and believes education and traffic safety improvements will benefit all, but particularly pedestrians and bicyclists. Many stakeholders expressed high concern for their safety as a pedestrian, bicyclist, or those who use a mobility device due to dangerous roads and poor or lack of infrastructure.

Additionally, one stakeholder raised that there are unique impacts to people living with a cognitive or physical difficulty as well as those who are elderly. This includes gaps or discrepancies in data and reporting (including autopsy reports) that don't address affected people's mental health or that are biased towards a certain mobility group.

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*"Last year one of the staff members was hit by a car – basically ran off the road. It affects the community because it makes people not want to ride their bike. It feels like a death wish. Definitely decreases ridership in the bicycling world."*

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**Q3. Imagine that in 2035, Tacoma experienced zero traffic deaths or serious injuries. What changed to get the City to its goal?**

Overall, stakeholders felt that the City would have to invest in improving infrastructure on roads and sidewalks to prioritize pedestrian safety, as well as decreasing the speed limit. One stakeholder emphasized the importance of shifting culture toward the Vision Zero framework: that traffic deaths be seen as preventable.

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*"No more straightaways through neighborhoods from green light to green light. Portland does a good job with stop signs."*

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**Q4. Given what you know about Vision Zero, do you think this kind of effort is important to you/your community? Does it align with other concerns or important issues?**

All stakeholders felt that Vision Zero efforts are important and will provide safety for all, regardless of whether they are traveling for necessity (work, grocery store, etc.), as well as for fun or leisure. One stakeholder offered a reflection around who the City typically prioritizes in urban planning and the importance of including all groups in planning and budget.

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*"Just take a walk – it's clear the city has ignored this important stakeholder [individuals with disabilities]. It's important to an equity perspective and economic perspective."*

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**Q5. Are there other issues of high concern (related to transportation, other neighborhood projects, or just in general) that the planning team should be aware of in the community? Is there anything we should know about how people may perceive the City of Tacoma or other government agencies based on past projects?**

In general, most stakeholders felt pedestrian safety is a massive issue that needs to be fixed. Recommended solutions included improving sidewalks and crosswalks. Other areas of high concern are safety or fear of harassment and a lack of bus transportation options.

Perceptions about government and the project included a range of beliefs, including a lack of trust for government and that change will not happen quickly or at all. One stakeholder said the City is doing a good job and that they appreciate the community engagement conducted in the planning process. Another stakeholder said that they liked Pierce Transit’s method of gathering input on social media, suggesting a similar approach to gather feedback.

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*“There is not a lot of trust that change will happen or happen quickly. Plus it’s near impossible to get actual protected bike lanes.”*

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**Q6. One of the potential strategies that we’re considering includes expanding automated speed enforcement (traffic cameras) to additional locations. Is there anything else we should be thinking about as we consider this approach, or opinions your community might have about this?**

Overall, stakeholders believe if the City is going to install automated speed enforcement cameras, these devices should be in areas where there are a lot of crashes, and that there should be effective signage to alert drivers. But it’s also imperative to be careful implementing this approach as this will disproportionately affect lower income communities with the potential locations of these cameras as well as financially. If these cameras are going to be installed, fines should be equitable based on level of income.

**Q7. We are also looking at reducing speed limits in residential neighborhoods and neighborhood business districts. Is there anything we should know about how this might impact your community, or opinions your community might have about this?**

In general, most stakeholders said they support lowering the speed limit, especially on local or residential roads. However, some stakeholders had concerns about whether reducing speed limits would truly affect driver behavior and requested to see research that this is the case. There were also concerns about increased tickets or negative interactions with police enforcement, particularly for protected and/or underrepresented groups.

**Q8. Is there anything that Tacoma has done well that has improved the feeling of safety when traveling? If not, what is an action or policy that you feel the City should prioritize in order to improve traffic safety?**

Most stakeholders said that the Tacoma First 311 system has been helpful to responding to and resolving road issues that improve safety. One stakeholder mentioned that the City’s focus should be on reducing traffic, especially near schools. Others mentioned they appreciated the installation of protected bike lanes and roads closed off to cars for other mobility.

**Q9. Are there other ways that you suggest we talk about Vision Zero to ensure that it resonates with your community?**

Overall, most stakeholders felt there is distrust towards the government and focusing on developing a two-way relationship with the community will go a long way. There were suggestions to encourage City leadership to use other ways of getting around Tacoma besides driving, to understand conditions of

other methods of transportation better. One stakeholder believes Tacoma could be a draw for tourism and investment in safe walking and biking would be beneficial, but to be mindful of not gentrifying neighborhoods when supporting tourism. They also suggested improving bike infrastructure as public transit is not always dependable and is limited.

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*“Trust will be built if action is seen, and stuff actually happens quickly.”*

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## Virtual Listening Sessions

On May 12, 2022, the project team hosted two virtual listening sessions for participants with access or functional needs, or representatives who live with someone with access or functional needs, to share their experiences for getting around Tacoma with City staff and decision-makers. The experiences shared in the sessions will help inform the City's Vision Zero Action Plan. The sessions also provided Tacoma staff involved in transportation decision-making an opportunity to listen, learn, and answer questions. Participants were compensated with a \$50 VISA gift card for their time.

### Goals

The listening session goals were to:

- Hear from people with access and functional needs (including people with cognitive and/or physical disabilities) regarding their experiences and needs getting around Tacoma. This includes experiences walking, rolling, driving, and accessing transit.
- Understand how traffic violence is impacting these communities and why Vision Zero strategies may be important to them.
- Foster a space where community members could safely and freely express their frustrations around traffic infrastructure and culture in Tacoma.
- Open a line of communication to City transportation staff and leadership.

### Promotional Effort

The project team used targeted methods to reach intended audiences (people with access or functional needs, including people with disabilities, or those who represent them) to promote the event flyer and registration for the listening sessions. The online registration for the sessions was primarily promoted through email outreach generated by City staff and team members from partner advocate agencies such as the Human Rights Commission.

The registration process included follow up by project staff to confirm schedule and virtual event meeting details.

### Accessibility

The registration questionnaire included a prompt about accommodations or access needs in preparation for the sessions. There were no special requests submitted for participants who attended. Closed captioning was provided for both listening sessions.

### Session Framework

The facilitator for each session went over and asked for agreement on norms and ground rules at the beginning of the session. *Housekeeping items included:*

- Meeting would be recorded, but not shared publicly.
- Camera would be turned on for staff; but could be turned on or off for participants.

- Auto-captioning was enabled; participants instructed to click the “Live transcript” button to change subtitle settings, including text size and color.
- Participants were encouraged to inform the facilitator of any questions, comments, or access needs throughout the session.

*Norms agreed upon by each group of session participants included:*

- Participants were encouraged to share their thoughts out loud but could use chat when responding or reacting to speakers. The facilitator read comments aloud from the chat, if applicable. However, there was minimal conversation in the chat for both sessions.
- Listening sessions as a safe and courageous space for participants to share their honest thoughts and opinions.
- Participants were encouraged to speak their truths freely and from experience.
- Project staff and the facilitator acknowledged that decisions in the past have harmed community members with access or functional needs.

Carrie Wilhelme, Senior Transportation Planner for the project, introduced the project and the goals for the session. Carrie also introduced the participants to various City staff in attendance. The facilitator presented an icebreaker question. Both sessions ended one hour after the start time.

## **Attendees**

A total of nine participants attended the sessions: five participants for the daytime session and four participants for the evening session. Three to four City transportation staff also attended and were available for questions during each session. A facilitator and notetaker was present for each session.

## **Key Findings**

The interviews followed a loose template of 5 questions. The facilitator noted that discussions during the session were not required to follow this set of questions.

### **How do you, or individuals you are speaking on behalf of, generally get around Tacoma?**

Participants shared a variety of methods for getting around Tacoma, including local shuttle services, public transit, driving, walking, a tricycle, and regular use of a wheelchair or powerchair.

One participant mentioned occasional use of rideshare apps like Lyft or Uber but said that it was too expensive to ride compared to the other options.

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*“I have developmental disabilities. I can’t drive. I can only walk and take the bus.”*

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### **What barriers do you/they encounter traveling around Tacoma?**

## Barriers with infrastructure

Several participants explained that sidewalks in many areas are in poor condition or non-existent, creating dangerous walking or rolling conditions that worsen in bad weather.

Participants also expressed concerns regarding street crossings, and that current infrastructure often impacts their safety and limits their mobility on the streets of Tacoma. One participant shared that in the Parkland neighborhood, they experienced audible crossing signal issues at multiple intersections. Another specific area of feedback related to crosswalks included ensuring verbal guiding cues at crosswalks are more accurate and loud enough to hear—particularly in busier urban crossings.

One participant described witnessing a person on a wheelchair attempt to move upwards on a residential street hill. They said there were no sidewalks in place, and it seemed very unsafe. While they applauded this person's ability to be independent, they said streets are not currently accessible for those who use wheelchairs or powerchairs. Another participant said that it can be difficult and physically taxing to get around the neighborhood while walking because of how many hills there are in Tacoma, but that walking is beneficial for mental health. Others agreed that sidewalk and pedestrian improvements are needed to ensure this benefit.

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*“Sidewalks are a big deal for people with disabilities. You're inclined to avoid the sidewalk if you can't get over the humps. You take chances that you shouldn't.”*

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## Barriers using shuttle services and public transit

Several participants who identified as having a vision impairment, or who described family members who have visual impairments, said they rely heavily on the shuttle bus, such as Paratransit. The participant said that the shuttle services were sometimes inconsistent and difficult to navigate, especially when getting to and from appointments or classes.

Participants expressed several frustrations with public transit. One participant said they would often get lost because they were dropped off at the wrong bus stop due to stop announcements being inconsistent. This led to a robust group discussion around needed education and training for bus drivers and transit agency staff. One person also commented that they experienced disabled community members being treated poorly by bus drivers and operators. Overwhelmingly, participants agreed that accessibility and customer service training should be prioritized so agency staff can equitably serve community members who have both visible and/or invisible disabilities.

Lastly, several participants commented on bus stops being too far apart, which often leads to strenuous walking requirements for those who are physically impaired or disabled. They mentioned that many bus stops also do not have shelters, which can cause more physical stress due to standing for long periods of time.

## COVID-19 impacts on services

One participant said that bus routes and schedules were cut because of COVID-19 impacts, and this makes it difficult for getting to work, medical appointments, school, etc. They described how challenging it is to miss a scheduled bus trip due to unreliable sequencing and/or too few buses, and the significant inconvenience and barriers they present to community members. They said that at times, they must leave two hours or more before an appointment or class. The group talked about the importance of getting to in-person essential services and shops, such as mental health services or support groups, particularly during and post-COVID-19 pandemic.

One participant additionally shared their experiences with being unable to ride buses due to lack of procedure and clear exemptions for people with disabilities due to COVID-19 policies. They shared that they fear harassment from both bus drivers and passengers because of their exemptions. They said policies shouldn't be exclusionary, particularly for people with disabilities.

### **How has the City's transportation infrastructure harmed you or people you know?**

The groups discussed investment and funding inequities across different neighborhoods for transportation and safety improvements. Participants described poor street conditions and/or lack of infrastructure, particularly in historically underinvested areas such as South Tacoma and Southeast Tacoma, as compared to better-resourced neighborhoods such as Northwest Tacoma. Participants also discussed the lack of services and improvements in more rural areas. They shared how critical transportation is to connect community members to essential and support services in the city.

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*"If you don't feel safe stepping on a bus, you're not getting on a bus. And if you don't have the ability to walk safely somewhere because cars are encroaching on pedestrian space, you're not going to walk anywhere either. Anything that brings unsafe thoughts, feelings or anxieties to people suffering with mental illness: it's devastating because you're cut off from support."*

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### **What transportation actions should be prioritized to start fixing the harm from past decisions and to create a city safe for all?**

Participants shared a range of experiences around safety improvements for how they get around Tacoma. One participant suggested that solutions aim to changing driving behavior, as they believe drivers do not follow the rules of the road. They described the experiences of a daily walking group of seniors they represent and support in the Salishan neighborhood. They said these seniors often feel unsafe because of people parking illegally, truck or delivery drivers not yielding in a safe manner, and speeding drivers. They also said they reported feeling unsafe on buses and neighborhoods because of crime or homelessness.

Transportation actions that participants said they would like to see prioritized included infrastructure improvements and road repairs (including improving sidewalks and fixing potholes), especially in high-traffic and essential service areas like shopping centers. Participants also suggested adding and widening

bike lanes for mobility scooters and wheel or powerchairs and repainting stripes for improved visibility at night.

Overall, participants recommended specific solutions and accommodations for their communities to address longstanding concerns for getting around Tacoma. For example, solutions should prioritize designing streets to be more accessible for other forms of mobility like powerchairs, improving the bus system and station features (one example included adding electronic outlets at stations in the event a powerchair battery dies), and other improvements such as more blinking lights for pedestrian crossings to increase safety.

One participant advocated for more buddy system supports and programs to help their community feel safer navigating around Tacoma.

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*"You can't believe what it feels like in a powerchair. A powerchair could flip over. And if someone is out on their own, they can be laying on the floor unable to get up."*

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### **Is there anything else you'd like to share, or do you have any questions for the group or for City staff?**

Participants shared some of their positive experiences with transportation in Tacoma. One person who lives in an urban area in South Tacoma said they like that they have options for bus routes. Another participant said they were excited to be part of a pilot program that enabled them to use an app on their cell phone to assist with walk signal crossings. Many participants expressed gratitude for the opportunity to share their concerns and experiences during the listening sessions.

A significant point of discussion shed light on advocacy and how people can make impact for improved safety and accessibility on Tacoma streets and roads. Several participants expressed overall frustration about how to make changes that would improve their safety, needs and experiences. Carrie and the project team offered support to elevate and carry feedback forward. Carrie and the project team also shared resources for reporting incidents and submitting repair requests. Fellow participants also suggested reaching out to elected officials to share input to inform policy change, and additionally offered their support to help make these types of connections.

One participant recommended the creation of a rider advisory council to hear feedback from people with disabilities, and to collect routine input from ADA communities as the Vision Zero plan is implemented.

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*"There should be nothing about us, without us [regarding planning of the Vision Zero Action Plan]."*

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# Attachment A: Open-Ended Survey Responses

Below is a complete list of open-ended responses for survey questions 3, 8, and 14.

Note: Some responses with offensive language have been edited. These are noted with brackets.

Question 3 | Optional: Please tell us more about why you use these ways to get around. (For example: I do not own a car. I bike to work for exercise. I live far away from my work.)

- I walk to save gas, to get exercise, and to feel self-sufficient.
- I live 25 miles away from the Tide Flats. It would not be possible to use other transportation .
- I drive for most of my transportation; walk or bike for exercise.
- I need to have a car for work.
- I go to different places for work each day rather than one place
- Because I don't trust anyone else with my life. I was taught defensive driving skills that MANY are lacking.
- I do not own a car, my daughter takes me to stores etc. but I use the other methods when she is unavailable.
- Retired use car for my errands. Convenient transit is not available in NE Tacoma. Also disabled so cannot walk very far is I did use the bus plus transfers.
- I take transit when it works for me; but too often, it simply isn't a good option. It's getting better, but it has a ways to go. I wish instead of extending the ""train"" to benefit hospital employees, you would have done more about buses. Such a lot of money for a project that benefits the few.
- Personal vehicles represent freedom and convenience. I drive in Tacoma often, park, and walk to places I wish to visit.
- Car for work. I work in around the region so no public transit for me. I also drive in getting my son to his high school in S Tacoma from our house in the W End. Also, drive to visit daughter at UW. Could do transit but 45 mins in a car is better than 2.5+ hours (one way) in a bus/light rail. Walk/run for exercise 5+k/day
- I like to limit how much I drive short distances.
- I bike for exercise. There are almost no bike lanes here so it is very difficult to find any kind of efficient way to use my bike for errands etc. I work in Lakewood and would love to be able to bike to work and am terrified to ride on South Tacoma Way.
- It's unsafe and slower to walk opposed to driving.
- I drive to work due to my varying work schedule & job needs. Train schedule is opposite direction of my job. I always use the link downtown & walk for exercise.
- Pre-covid I biked or bused depending on weather to downtown Tacoma. I also have a car and sometimes drive but we am a 1 car family.
- I carpool or walk as much as possible. I used to take the bus often before I purchased a car (and sometimes the link).
- I'd love to drive less, but public transportation near me doesn't run often nor does it run when I'd use it (early for commutes to work and evening for going out to bars/restaurants). I also don't feel safe walking to bus stops nearby (lack of sidewalks, racing, etc). There also aren't many street trees in the South End, and lanes are really wide. These two things encourage faster driving.
- I walk to work as it is only 6 blocks away and a good way for me to get some movement.
- I bike for exercise. I took the bus or biked 3-5 days a week to work before the Pandemic and remote work.
- I live in a walkable neighborhood near my daughter's school, cafes, and restaurants. I drive to work.
- Walk and bike for exercise and to cut down on gas usage
- Walking is not safe because of all the homeless that the mayor and city council invited to live in Tacoma. Drivers are no longer safe because the mayor championed "police reform" which is actually more about letting criminals commit crimes. Such as drunk driving, hit and run, any traffic related crime, possession of stolen vehicle.
- I work outside of the city
- I walk to work
- My partner and I have one car and I get an ORCA pass from work. I'm currently purchasing an ebike to supplement my bus travel to work.
- I don't reside in Tacoma. I visit Tacoma for specific reasons (i.e., medical appts, farmers market, retail). I park my car at a central location in a parking garage or near my destination and walk to stores (e.g. Proctor for farmer's market or downtown).
- I use bike for shorter errands, as well as pleasure riding, bus to get to Dome station, car for longer journeys. 574 to airport is a gem!
- Bus stops are occupied by homeless and drug users. How can you ride the bus when it's unsafe to wait for it. This isn't theory. It's what I see. Just two days ago someone smoking meth in the bus shelter on my block.
- I enjoy walking and biking in my neighborhood and around Tacoma. I use the car to get to work and run errands
- I prefer to bicycle for the convenience, exercise and mental health benefits

- *I live far away from work.*
- *I live far away from work. There is no public transit routes in some sections of my travel corridor. The overall travel time of the public transit is relatively longer*
- *I walk unless I get a ride. I became uncomfortable with buses even before covid. Some busses were full of students and I had to stand. Some busses very poor design and jolt you. Loudspeaker quacks ""Please show ID"" even if you have shown it when you pay cash senior fare. If you pay with card it is another means of tracking you on the way to being a thing in internet of things in smart city. I would ride bus if really needed. Walk up to 4 miles one way.*
- *I do not have my own vehicle so mostly use transit/walking. Also walk for exercise. My housemate has a vehicle so we use that when we do things together.*
- *I do own a car and I live 25 miles from where I work. I also walk a lot for exercise and health improvement. I see drivers in cars blowing through stop signs in residential streets, not stopping properly or even at all in unmarked 4 way intersections (especially residential streets) when there are 2 or more cars at the intersection, and certainly not attentive to pedestrians, especially where there are no sidewalks. I have seen a 60% increase in excessive speed in 25mph residential streets. Along N. Pearl Street, Northbound of North 30th St, drivers are in excess of 10-20 mph over the speed limit, especially during prime commute times. This has become a problem since the development of Point Ruston. I have seen drivers ignoring the school zone mph limit when the zone lights are flashing and even when children are present.*
- *I need the flexibility of a car.*
- *I am now retired. I enjoy walking in my neighborhood. I only use my car perhaps one to two times per week, usually within City of Tacoma limits*
- *Car is convenient for me. Bus service is terrible. I walk my neighborhood regularly and to Old Town, Proctor and the Stadium districts.*
- *I also have a son who rides his bike, sometimes to work, and often for recreation.*
- *Retired.*
- *I'm retired and prefer to walk. We have one SUV and drive about 7,000 miles a year. When running errands (e.g., Costco, McLendons, etc.), we need the SUV to carry items back home. In addition, I'm a recreational fisherman, and I use the SUV to transport gear and floating craft to lakes and rivers.*
- *There aren't any bus lines that are within 1/2 mile and the schedules don't match my scheduled appointments. It takes too long to get somewhere if I were to take a bus*
- *Due to my work hours and the location my personal vehicle is my only option. However due to safety reasons even if a public transportation was available I would not use it*
- *Easier to drive, but I walk or use scooters if I'm planning on staying in an area for the afternoon or evening*
- *I live in NE Tacoma and it's not practical to take a bus because our area has just about nonexistent service. Additionally, I am retired and therefore do not commute anywhere.*
- *I live in NE Tacoma and public transportation takes too long to get where I'm going.*
- *I bike to work for exercise and cost savings.*
- *Convenience and distance*
- *I live in NE Tacoma and work around Wright Park. I use my personal vehicle*
- *I own a car but take sound transit to work in Seattle. I like to take the bus now and again to see what's going on. I walk for my health.*
- *it is more convenient to drive my car to doctor appointments, work, grocery store and general shopping*
- *I work from home, and we live quite a distance from the nearest bus stop. I either walk for exercise or use my car.*
- *Bike to work for exercise, I like the train downtown, enjoy walking when it is safe, use car for errands, poor weather, inter-neighborhood travel. I use car only now since safety is no longer present in Tacoma.*
- *I own a car and generally use that for mail transportation source.*
- *No sidewalks in many parts of NE Tacoma. Bus transportation doesn't mesh with work hours.*
- *Traveling to and from work*
- *I commute an hour to work*
- *I walk my kids to school and we bike in the neighborhood*
- *No public transportation near where I live.*
- *I walk and bike weekly for recreation*
- *There are no buses within 2 miles of my home.*
- *Bike and walk for fun and exercise.*
- *I do have a car and I live in NE Tacoma and thus must go farther away from my home to go to a store, library, church, bank, school than the folks in the rest of Tacoma.*

- *It's the easiest.*
- *I use a car because I'm forced to by the lack of infrastructure for bikes and the pedestrian hostility.*
- *We have almost no reliable public transportation in our area of 98422.*
- *Nothing within walking distance. Very limited public transportation which wouldn't be effective since I shop in Federal Way. A personal vehicle is a MUST have in NE Tacoma.*
- *I want to travel on my terms and responsibilities*
- *Live 35 min from work*
- *Public transportation is inconvenient and transit centers are unsafe due to elevated crime. I walk and bike only for exercise near my residence.*
- *I used to take the bus pre pandemic and really enjoyed it*
- *I prefer to walk and bike and would do it more often if there was better infrastructure and the streets felt safer.*
- *Public transportation is not good in my area. Safety issues also a concern*
- *Public transit is lacking in our area*
- *We don't have adequate sidewalks or community amenities, so I must drive to shop, work, etc.*
- *we walk downtown, to the Grand, to the grocery, etc. as well as for exercise.*
- *I do not live in walking distance to work, so need to drive.*
- *I walk with my child to school. I live near a business district and walk to stores and restaurants. I run for exercise. I do all of these for convenience. Pre pandemic, I biked to work, both to reduce my carbon footprint and for the convenient free parking. Most of my driving trips are with family members for distances of 3+ miles.*
- *Wife and I commute every day both to and from work. I walk while at work both for pleasure and work activities.*
- *I own a car because I need reliable transportation. I need to be able to go where I want, when I want so I can succeed without relying on others to provide me with solutions.*
- *School is a few blocks away, and to avoid traffic we walk to and from school.*
- *I try to avoid driving for short trips to reduce my own transportation costs and my overall impacts on the environment.*
- *I bike and walk for exercise and drive my EV to work downtown - I am not sure what you mean by "why do I use these"?*
- *I hate driving and avoid it whenever reasonably possible.*
- *I bike to work. I walk for errands, dog and fun.*
- *I like to bike commute for exercise (24 miles round-trip) and because I appreciate the transition it provides between work and home. My partner, however, doesn't feel very safe biking in Tacoma so we use the car when we are together or taking our dog with us.*
- *I do not like driving cars. I live and work in places where I can get around via public infrastructure the easiest.*
- *I am paraplegic. We have wheelchair accessible van.*
- *Most convenient*
- *I am disabled*
- *we are older and use our vehicle to shop, go to church and visit friends.*
- *drive to school/work/activities. walk to parks/library/local shops*
- *I like to use my resources for transportation*
- *I have a car, but I try to not use it when the distance is less than two miles. I prefer to walk or take transit if I can.*
- *I work from home, but drive to the gym, grocery store, and restaurants.*
- *I live in a walkable neighborhood with many amenities nearby. In Tacoma with kids you need a car to get most places. Local transit service levels are too low to work for us.*
- *Public transport is not frequent and does not have good coverage.*
- *I normally walk, I've had to deal with rude ebike users who think as a pedestrian I need to be in the street not on the sidewalk, rude bikers who think the sidewalks are theirs. Dealing with speeders on 21st street by Pearl. Not adequately marked lines or light changing on 11th and Pearl.*
- *I live fairly close to work and so I choose to walk sometimes, mostly when the weather is predictably dry. Otherwise I primarily drive my personal vehicle for the convenience. I spend a lot of time in the evenings and weekends walking and biking around town with my children. Occasionally when traveling downtown or connecting to other transportation hubs I will drive the bus or light rail to avoid parking.*

- *Walking is dangerous with our current homeless crisis, the buses are not fast enough or convenient and you run into the same issue.*
  - *Tacoma is very car-dependent.*
  - *I use my car to drive to the store and visit Pt. Defiance. My husband and I work from home so we do not use transportation much. When my husband goes into the office, he takes the bus. I would take the bus to Pt. Defiance, but there is not a bus near me that goes straight there. Moving the 11 routes northward impacted me negatively.*
  - *Too far to walk and poor public transportation options for timely travel*
  - *The 5-minute commute is awesome but risk life Spanaway Loop Road drivers way to fast. They pass you in center lane. Speed limit is 40 SLOW IT DOWN!!!!*
  - *Walk around my neighborhood. I used to commute by bike several days per week but have reduced biking in recent years. Mostly commute by car to save time and because there isn't a great bike committing route between Tacoma and UP. Some places are safe, with lots of busy intersections and dangerous and inconvenient areas. Bike trail is poorly lit and set apart from populated areas, so I don't use it often for commuting. I occasionally commute by bus.*
  - *I live far from work. Once I park my car, however, I like to walk, use public transit, or carpool with friends.*
  - *I have used all that I have marked above throughout my whole life here in Washington state. Listed above were the options I had available at that specific time to get to or from where I was needing to get to. My choices were never personal.*
  - *The Link is part of my commute*
  - *I bike when the route is safe, walk when it's less than a mile, otherwise I drive. Safe biking route looks like designated lanes or shared use on quiet streets.*
  - *Bike to work for exercise; drive for convenience, especially at night and when grocery shopping; walk for small errands for exercise and because it is pleasant; bus to work to save on parking.*
  - *I would walk more if Tacoma was more pedestrian friendly! For example, walking down 19th St to marina, restaurants, beach - there are no sidewalks! You take your life in your hands - plus no crosswalks or stop signs so cars fly up and down 19th.*
  - *My partner drives me places and I bike to work and walk around my neighborhood.*
  - *I don't feel safe biking in Tacoma, without protected bike lanes separated from cars. Most often, a car is easier to transport the multiple bags or packages from multiple trips as I couldn't possibly carry everything, and a car is faster than public transport for errands in sequence. I don't have the time in my schedule to wait for public transport or to follow the public transport schedule to do the things I need to be done. I often don't feel safe as a woman walking or taking public transport. I often feel to exposed or a possible victim.*
  - *I live outside of Tacoma. Sometimes I drive to downtown and use light rail. Other times I ride my bike to where I need to go.*
  - *I use personal vehicle as needed, bicycle and walk for health and because I like to.*
  - *I drive my own vehicle and am vehemently against things which make this more inconvenient. We should be working on making the roads better rather than lowering the speed limits!*
  - *I drive because bus connections from my neighborhood to work make it 2 hours, vs. a 21-minute drive. I walk to grocery and for exercise, with dog, or I run, total pedestrian time a day is 1 to 2 hours a day.*
  - *I bike to exercise and have fun*
  - *I drive a bus for my job*
  - *I drive transit*
  - *I walk for exercise.*
  - *I bike for leisure or visiting places and for exercise*
  - *Car is necessary for work commute and childcare. Walk for exercise*
  - *I commute via car. Exercise via bicycle*
  - *Drive to work daily*
  - *I have my kids with me usually so it's just easier to drive.*
- I also am usually hauling stuff to and from work, plus I leave in the evenings from downtown and I don't feel safe riding a bike at night, even though that would be a nice option.*
- *I'm close enough to work to walk or bike, but sometimes I still drive. I'm also a runner.*
  - *Our household only has one car and I prefer to bike.*
  - *Because it's convenient and efficient to drive my own car.*
  - *I use non-motorized transportation when possible to help save the planet and to get exercise.*
  - *Car is essential because of weak legs.*
  - *We do 80% of our grocery shopping and errands by bike. We also bike for exercise.*

- *Public transit is underfunded and, as a result, not viable for my commute. The complete lack of protected bike lanes, let alone dedicated bike trails, makes that impossible too. Invest in public transit and reshaping our roads around transit, bikes, and people.*
- *I live far away from work, so it requires me to drive my vehicle. When not working, I try to avoid driving whenever possible.*
- *I drive in and out of and through Tacoma for work and pleasure. I often walk and take public transit during events and special occasions.*
- *Biking for exercise*
- *I take the bus and bike both for exercise and to reduce my environmental impact. However, most of my miles traveled are still by car.*
- *I bike for trips shorter than 3-5 miles each way unless I need to carry big loads*
- *I wish I felt safer cycling on more streets. I'm excited for my kids to ride to school in a couple years, but much of city is not safe enough.*
- *I walk for exercise/enjoyment. I would love to use my bicycle, but it is not safe, plus there's a good chance my bike would get stolen. I work in Seatac, abnormal hours so I have to use a car.*
- *I enjoy walking and biking. But I don't do it as much as I'd like due to the priority given to cars in Tacoma streets.*
- *I enjoy walking and biking and if not going far, it is a good way to get somewhere. It depends on where I'm walking.*
- *I bike to work for exercise and to lower my carbon footprint*
- *I own a car because I have to, especially during the pandemic. There are no decent grocery stores in my neighborhood, and nothing at all in walking distance. I walk for exercise and to whatever I can. I am selling my scooter because it's not safe around here.*
- *I commute by bus to Seattle. I would use it way more in Tacoma if it ran on time and during evening hours.*
- *I bike when I don't need to carry much and when I have extra time since I live in South Tacoma for both exercise and environmentalism. I drive when I need to haul something and I take busses when possible, but the transit in this city is horrendous and desperately needs to be expanded.*
- *I will walk or use transit if possible*
- *I walk to 6th Ave since I live a few blocks away. I also go on daily walks with my dog and son around my neighborhood in Central Tacoma.*
- *I work in King Co (Local 46) so driving is usually required. Also for basics of groceries, vet visits, and home improvement items.*

*Walking for exercise with dog and exploring the neighborhood (or if having a beer!)*

*I bike for fun to see the sites of the city.*

*Sound transit for the rare times it gets close to a job site for work. I would use it more in town if routes were better or more frequent.*

*Lyft for going out (but again would prefer the bus if routing worked better).*

- *I live far away from work enough that I need to drive.*
- *I don't always have access to a car, and the bus is often more convenient (plus I can read while on the bus). I also like biking for exercise and as an activity to do with friends, or for commuting when it's nice out.*
- *Lack of good public transit at lots of times means I need to drive.*
- *I drive my car more than I want to because I feel unsafe walking and biking but I still try to walk and bike as much as I can.*
- *I have a lot of arthritis and cannot walk or bike anymore.*
- *I don't own a car*
- *We walk a lot for exercise and to take our granddaughter out for activity. We also walk to the store and post office when we can.*
- *Car is more convenient and safer, especially for women and older folks!*
- *I would like to bike more, but do not feel safe on our roads so we drive. Walking can also be harrowing with our crappy sidewalks.*
- *Public transit is much too slow.  
Biking is just not safe. No way.*
- *I live in an area which is not well serviced by public transportation. I enjoy walking but am dependent on a car for most things*
- *I am very sick and can't take public transportation. I live in a pretty walkable neighborhood, but I am often too sick to walk.*
- *I live close enough to most things that I can just walk. I use a car for farther away destinations (usually grocery stores or parks). I use rideshare when there is drinking involved.*
- *I own a car  
Bike for exercise and small commuting*

- *I haven't yet purchased an e-bike, and share one vehicle with my family of 4.*
- *I use my car for work. I am a dog owner, so I walk widely. I use Lyft when I plan evenings out when I know I'll be drinking.*
- *Environmental impact and lack of public transit options.*
- *I do not own a car. I like to stay physically active and fit. I like to save money to pay for school.*
- *I live in NE Tacoma with very limited public transportation. I bike in and around Tacoma for exercise.*
- *I live six miles out of town with no bus service.*
- *I use Lyft to get to and from different appointments. I walk to avoid using gas.*
- *Babysit grandchildren that need transporting*
- *I need a vehicle for work, so I often drive. My kids and I like to bike for recreation.*
- *I live far away*
- *I do not own a car. Cars must be abolished.*
- *Public transport is NOT convenient for workers*
- *Convenience*
- *Don't need to drive or travel much*
- *I do not own a car and use the bus for long trips, bike for medium, and walk the rest.*
- *I walk for my exercise and travel outside of Tacoma for my job. Bus is not an option.*
- *I work in Tumwater, so I have to drive. Especially because my hours worked vary from day to day.*
- *I live in Kitsap and regularly visit multiple family households, dine and shop in Tacoma*
- *Sometimes I need to carry heavy or bulky items or transport passengers and I can't do that on my bike, so I drive. Also I am sometimes pressed for time, so I drive. Otherwise I bike. I find that taking the bus takes much longer than biking because of infrequent service, so I take the bus rarely. Sometimes for longer distances I do a combination of bus and bike or personal vehicle and public transportation.*
- *I carpool with my spouse because it's better for the environment. We use public transportation when we drink alcohol out.*
- *I live just outside the city and public transit is woefully inadequate. By bus my 20 min work commute would become well over an hour each way.*
- *I do not drive and have never learned to drive a vehicle.*
- *Don't feel safe on public transit and it does not run when I need it. There are no grocery stores in my area.*
- *i commute for work, and enjoy doing things around town, when I have time off*
- *I walk for exercise. I drive to run errands.*
- *...*
- *I telework, so I don't commute to work very often. Also the roads on my side of town (South/East Tacoma) are awful and I don't want to damage my vehicle.*
- *Our household owns one car, we choose where to live in based on areas that are walkable to services we regularly use like grocery stores, dry cleaners, restaurants, and parks*
- *I'm retired & feel safer driving myself*
- *I use my car to get around, I walk to nearby stores or exercise.*
- *I do not own a car.*
- *Bus #11 goes by our house and I work near the Mall. Pre-pandemic I could drive it in 15-20 minutes and the bus would take over an hour.*
- *I'm retired. When I travel to see family, go to the grocery or doctor's office, for example, I drive. Every day we walk in the neighborhood and at Point Defiance.*
- *The reasons I mostly drive (despite not wanting to):  
Public transit options are terrible. Too infrequent, too many transfers most of the time, and service stops too early in the evening. Not enough consistent bike lanes on the routes I need them. Too many potholes, I ruined a bike wheel (cost \$330 to replace) from hitting a pothole and was nearly injured.  
I have been nearly hit as a pedestrian several times (at the same intersection, even) while crossing, from drivers not stopping at stop signs, or stopping briefly without paying any attention (not distracted, just not aware).*
- *I have spine and hip chronic pain.*
- *I walk for exercise more than anything else.*

- *drive just because nut also take daily walks for health or go for bike ride*
- *Drive to/from daycare. Walk/bike in neighborhood for food, coffee, shopping. Transit when possible, but 6th Ave needs a light rail extension. To connect to other centers*
- *I go to various spots in the city as part of my work*
- *I walk to nearby parks. The number of small city parks makes this very doable. I use a car to travel to work.*
- *I enjoy driving my own cars!*
- *Bike 2 miles to and from work mainly because it's more enjoyable than driving.*
- *I bike as a means to reduce my driving. Depending on the distance and destination, it can take less time than driving. I drive primarily because there's not a convenient alternative. Either the bus routes are too long or too infrequent, or it's not as economical when traveling with a friend or family.*
- *I mainly drive because public transportation is inadequate, and the streets are unsafe for pedestrians.*
- *Exercise mostly.*
- *Retired, use the car to shop, but walk the neighborhood weekly to drop letters in the local box and head out for coffee. As an Old Town Resident, the noise level of speeding traffic that continues throughout the night is huge on 30th and Ruston.*
- *Personal vehicle is the most efficient method for getting around. Bike is for recreation and exercise.*
- *I live a distance from work. I feel Safer driving than taking public transit*
- *Unsafe to ride a bicycle in Tacoma. Sidewalks in terrible shape with trip/fall hazards.*
- *My car is used to go distances more than a mile from my residence, but I prefer walking just to promote good health. I've experimented with public transportation and appreciate it, but Covid has altered its use now.*
- *I work in multiple sites in Pierce Co, so I travel to different areas in different days*
- *En mi casa, solamente tenemos un automóvil. Si fuera posible, no tendríamos ni uno. Es muy caro. Pero se pone más y más difícil moverse por le ciudad en bus. Espero que la expansión del tren ayude. No todo Tacoma se presta para andar en pie. En muchos lugares (aun en el centro), la gran cantidad de autos pone a los peatones en peligro. Qué puede hacer la ciudad para remover a los autos del centro?*
  - *Translated loosely to: "In my house, we only have one car. If it were possible, we wouldn't have one. It is very expensive. But it gets more and more difficult to get around the city by bus. Hope the train expansion helps. Not all Tacoma lends itself to walking. In many places (even downtown), the sheer number of cars puts pedestrians at risk. What can the city do to remove cars from downtown?"*
- *I like to walk for exercise and because its enjoyable. I also walk to local shops and the library to save gas and avoid parking my car where thieves might get into it. I ride transit to reduce congestion and carbon emissions.*
- *Live other side of Narrows Bridge*
- *The nearest bus stop is nearly a mile away, and parking is often not available at transit stations.*
- *Not enough public transportation, not safe.*
- *I walk one hour daily for exercise*
- *Convenience to time demands.*
- *walk for exercise*
- *An e-bike is the fastest, most efficient and most FUN form of transportation that has EVER been invented for urban mobility! Plus, cities are for PEOPLE, not CARS! Tacoma is way, way, WAYYY behind other cities in prioritizing PEOPLE over cars!! I wish that biking would be SAFER; the cycling infrastructure is AWFUL!!*
- *I'm always in a hurry - working 50-60 hrs a week + family commitments. I walk for exercise.*
- *I don't drive because I'm not a [person] who uses gas and fossil fuels*
- *because my parent is not always home so I will bike or walk*
- *I bike to work 2 miles away. Walk or bike to the grocery store or for recreation and take the train or a car to see friends.*
- *I go to several sites in one trip.*
- *I walk around my neighborhood with my dog for exercise (although we don't have sidewalks in most of the neighborhood). I mostly use my own car because public transportation on the South End is not reliable or fast enough for me to bother with it when I need to go to work (in Puyallup) or to another part of the city (like Hilltop, McKinley, Lincoln, Downtown, or Point Ruston).*
- *I like to walk my dog and do local shopping. I ride my bike for local transportation and exercise. I drive my car for shopping and locations further from my home.*
- *I walk with my kids to school and to the local shops and parks.*
- *I enjoy riding a bike and also most of my errands are not close enough to walk but not far enough to warrant driving.*

- *This is how I get to work.*
- *I bike and walk for exercise and to visit friends or run errands. When it's less than a couple of miles, it's nice to get outside.*
- *I drive to work from Tacoma to Federal Way but in the summer I commute by bicycle when the weather is nice. It is 16 miles each way. Currently it feels very unsafe but I do it anyways. Would love improvement.*
- *I do not own a car*
- *I commute by bike as much as possible, and my children walk and bike to school. I also walk/bike to the store if I can. Car trips are only when needed.*
- *My family owns a car so we usually ride in the car and sometimes walk if the destination is close, or ride our bikes if the weather permits.*
- *I drive, but I'd really rather not to. I'm looking into getting an evoke so most of my errands could be done without a car.*
- *I try to walk or bike to most places like grocery stores. I ride public transit to important doctor's appointments.*
- *E-bikes allow me to easily get to grocery stores and farmers markets. I don't have to fight traffic in congested parts of town.*
- *Transit helps the earth and saves time.*
- *Work weird hours*
- *I enjoy biking and getting exercise as part of commute/errands. Also I like how Bikes affect the urban environment (smaller space, less pollution, reasonable speed)*
- *We are a one car household. I rarely drive alone. I prefer to walk or bike most everywhere I need to go locally, and take transit for longer trips when available and convenient.*
- *I walk to school 5 times a week usually, and I have piano lessons and therapy that my mom drives me to weekly.*
- *I live far from my school.*
- *I walk because I live close to a lot of places that I need to be at*
- *I live right next to the school so it's easy to walk there and we usually drive to the store or bike to the park*
- *I like to walk but most of the time my mom takes me to school but I walk home*
- *I do not have a car*
- *my mother drives*
- *Because I am a child and my mum drives me where we need to go*
- *I walk to school, I drive to stores, and I sometimes (not much anymore) carpool with friends or family friends.*
- *I cannot get to school any other way than car*
- *I'm a teen (unable to drive) so I walk often and ride in my parent's car.*
- *It's important to me to reduce my carbon footprint and be physically active, when possible. However, what makes me use my car includes (1) limited sidewalks in some areas, (2) poor bike infrastructure / pavement conditions, (3) fewer controlled intersections and large areas of limited street lighting, and (4) distance to destinations - the need for more mixed-use centers.*
- *Walk for exercise, otherwise I drive for errands. I work from home.*
- *I do not feel safe using public transportation lately*
- *I have to drive between clinics in the south sound for work.*
- *I'm too far to bike to work but frequently travel my neighborhood on foot or by bike (from the east side of hilltop to Ruston point area)*
- *Personal vehicle because the drive to work is only 25 minutes while public transportation (bus) is 1.5 hours. No car pool because everyone at work has different start times and do not live near each other.*
- *I moved to Tacoma to have all of the components of my life located within walking/biking distance because I feel that arrangement lends itself to a strong sense of community. During the cold and wet months, however, I typically drive my personal vehicle out of convenience.*
- *I have to drive to Fife*
- *personal preference to having and choosing to operate my vehicle,*
- *I don't live near public transport for where I need to go to.*
- *I bike for fresh air and convenience.*
- *Convenient and faster.*
- *I own a vehicle.*
- *Because I own a car and it's easier to get around .*

- *I like to walk so try to do some errands (library/post office) by walking. would love to take bus more but the route to work is NOT convenient (first bus leaves at 9:20 - which makes me 1.5 hours late to work).*
- *Buses no longer run frequently enough, I had to buy a car to reliably get to work. Bus service is continually shrinking.*
- *It is easier for me to drive to where I want to go. But there are times that I do use the Link to get into the heart of downtown.*
- *I drive but my teenager uses public transit and walks.*
- *I have no access to sidewalks or safe travel for approximately a mile each way.*
- *Family only owns 1 vehicle, so during non-pandemic times have to rely on public transit and walking to allow for complete family transportation needs; and post-pandemic, will have teenagers who drive/might have jobs, etc.*
- *I walk my dogs for exercise.*
- *It's not safe to walk or bike to my job or the errands I run*
- *I walk several miles in North Tacoma every morning for exercise & enjoyment.*
- *Still too nervous to bike here— WA drivers are scary*
- *I mostly drive but would prefer not to. I live 3 miles from where I work but it's very dangerous to bike due to the road design. I live in one of the more walkable parts of the city, but even then, cars fly through and I've almost been hit several times crossing the street due to drivers not paying attention.*

*Alternative methods should be prioritized in the city. Driving is the worst method for the environment, safety, and overall happiness. Unfortunately it's the only real option most of us have.*

- *It is unsafe to bike around here, and I drive often because of how unsafe the need to push a button and hope it works is for pedestrians.*
- *I bike to work because I can.*
- *I live too far from work to walk or bike. I drive because the bus ride would be too long and I would have to walk too far to my building. I will sometimes take the bus to events if parking will be an issue. My daughter doesn't drive so she takes the bus to and from work when our schedules conflict.*
- *Because last time I needed to use public transit it would've taken 2 hours to go 6 miles.*
- *I have a family and we own a car, so it's the best means of transportation for us.*
- *I work from home now, but still live in downtown Tacoma and prefer to walk or take public transit. I own a car and use it for errands (groceries, appointments) as well as for transport when I volunteer on Saturday evenings 1.5 miles away from my home.*
- *I own a car and use it for various activities.*
- *One car family with both income-earners working from home, live near child's school, enjoy riding bike for enjoyment, exercise, and transportation.*
- *I bike to the train for work in Seattle*
- *I use a car since I live over 30 mins away and I work at night.*
- *No car*
- *Mostly work from home, so don't need to commute as often. Seasons impact how much I walk.*
- *I primarily walk and bike around Tacoma, but also drive by person vehicle for around 30% of my travel*

## Question 8 | If you oppose, please tell us more about the concerns you have regarding the use of automated enforcement speed cameras:

- *What's the actual enforcement if the ticket does not go on a person's record? Concern re privacy rights. How will the data be used, for example, in criminal investigations (to see if a vehicle was in a certain area)? What are the safeguards for Tacoma residents?*
- *Cameras are used incorrectly. Catching vehicle tires touching stop paint, then being ticketed for running red light. I respond better to flashing sign reminding me I am going over speed limit.*
- *These kinds of tickets can easily be thrown out for people who can afford to hire an attorney or take time off work to contest them in person in a court hearing. They are another example of laws created that disproportionately punish poor and low-income citizens.*
- *Will these cameras be put in All neighborhoods, void of whether or not they may issue "unfair treatment in how traffic laws are enforced (based on race, neighborhood, condition/type of vehicle, etc.)"? Will there be discrimination of who gets a ticket based on race, neighborhood or the vehicle they drive? Regardless, if you break a law you get in trouble. Here's some common sense for you, if everyone followed the laws, there would be less death.*

- *We need a police presence.*
- *"Today I saw a cop with his speed gun; I wasn't speeding, so no worries. But where are the cops when there are races on that same road at night? Nowhere. NOWHERE. And we know that the races cause accidents. If you aren't going to enforce the speed limit and road rules in those situations, why hit the rest of us during the day?"*
- *Photo enforcement tools often are more about revenue for the municipalities than safety. Its unjust that a for-profit out of state company can mail a citizen a ticket, even if a locale officer glances at the image.*
- *These a just a money-making tactic and I think they are repugnant.*
- *Knowing who is actually driving, and the flashing.*
- *Too impersonal, you can't see what happened before or after, just that split second. No one should be judged and convicted over one snippet of time*
- *This is all about making real citizens pay more fines to support the homeless. It has nothing to do with really fixing what is wrong.*
- *I think drivers have more dangerous habits than speeding*
- *Concerned about inequitable effects- tickets pose a greater burden on low-income drivers. Would rather see the funds go into increased sidewalks, crosswalks, and protected bike lanes*
- *I support speed cameras as an alternative to policing, but there must be intentionality in placement of cameras as to not disproportionately penalize marginalized communities. Must be coupled with structural changes to roadways to encourage safer driving habits.*
- *In support as long as it's enforceable in court.*
- *You're unable to face your accuser in court and make your case for a possible infraction*
- *Managing traffic speeds is less important than creating space for peds. Traffic speeds would be reduced in many areas if the roads were repainted to include bike lanes. For example, adding bike lanes and removing a center lane on 6th, removing outer lanes on south 12th street between Union and Mildrid or removing outer lanes on Tyler between S 19th and center would ultimately reduce traffic speeds on those streets.*
- *Simply a revenue collection tool. Criminals don't register their vehicles, or use stolen vehicles, only law-abiding citizens get ticketed.*
- *I don't like the anxiety that speed and or red-light cameras induce even when I'm abiding by the traffic laws. Will the traffic light turn yellow, and will I need to panic stop? Who knows. Will my speedometer click 1 mph over the posted speed limit and will the camera target me? Who knows. I don't need that anxiety on top of just trying to make enough of a living to afford staying in Tacoma.*
- *I support the use of cameras. My spouse was using my car to run an errand in Lakewood and ran a red light at a camera-monitored intersection. When I received the notice from Lakewood in the mail, it created another opportunity to discuss my spouse's driving behavior that was not triggered by property damage or personal injury.*
- *My support is contingent on signage and enforcement. Visible enforcement.*
- *It's unnecessary government overreach. To get more income for the city, go about it by asking for it, not extracting it. We do not need more nanny state tactics.*
- *Automated cameras are all about making money for your pockets. Tacoma you should be focusing more on the bigger issues. The lawlessness that's overtaken, criminals seem to have more support than us law obeying citizens, no sidewalks nor streetlights in our neighborhoods. The one light we had down our block was removed yet I can't get anybody to explain to me why. We pay a huge amount for taxes yet it couldn't keep the one light up so our road was safer, The massive street racing and the fact you do nothing about them, overall crime is all time high, continue to cater to the people on drugs and criminals while forcing the taxpayers to pay for it to a point where you are taxing them right out of their homes, but yet you want to worry about the occasional single speeders??? Simply because it's a money maker '*
- *We should be using alternative traffic-calming measures through street design, not penalizing people.*
- *Police can't be everywhere. I think more intersections need cameras. It would free up the officers for major crimes.*
- *I'd be concerned with accuracy*
- *I don't prefer "robots" or non-human interaction.*
- *We need more humans/cops issuing tickets and/or enforcing the traffic laws instead of a machine churning out tickets*
- *I'd rather see those funds spent on helping individuals experiencing homelessness.*
- *We need cops not machines doing their jobs. I have seen 5 accidents at camera enforces lights.*
- *Accuracy*
- *"We don't need more cameras; we need a greater police presence and the ability to actually site people for infractions as it encourages people to better follow laws like speed limits and decrease reckless driving. The homeless issue is the main issue I don't feel safe walking or biking. We need to implement housing options for them, setup strict criteria for them to be able to live in them and/or camps, and if they can't live by these rules then they shouldn't be welcome in the city. It's not fair to our residents to be fearful to live in the city they reside in or enjoy what the city has to offer."*
- *I feel that these are more for profit than safety of the community. When cameras are around people often go far under the speed limit and I think this could cause road rage which is a much bigger problem*
- *Not useful to stop criminals or dangerous behaviors*
- *I think the money should be used to enforce current laws and put more cops on the roads. Red light cameras won't solve the problems of aggressive drivers.*
- *More fines and repeat offenders adding debt burden to some.*
- *I work in tech and I know that guarantees of privacy aren't real.*

- *I don't fully oppose, but I feel like there are a lot of intentionally aggressive drivers, and these cameras would have the tendency to punish drivers that are trying to follow the law who might accidentally slip up once in a while rather than the many drivers that are blatantly disregarding the law on purpose with blatant disregard for the laws.*
- *They are not reliable.*
- *I might support cameras on school buses and school zones...but NOT TRAFFIC INTERSECTIONS!!!*
- *These cameras do more to simply generate revenue from good taxpayers while the really bad drivers that don't care about laws or paying fines just break the law and keep on driving. You're supposed to have a driver's license and insurance to drive but that doesn't stop the people who just don't obey any of the laws. Traffic cameras are a shake down on tax paying citizens.*
- *I am concerned that they will end up being used as a revenue generator.*
- *there is a problem with the decision tree on where to put cameras, 2) there is a conflict of interest/financial incentive for contracted speed camera companies to issue as many tickets as possible, which means the calibration, records available to those ticketed, and the process for obtaining VERIFIABLE data for those ticketed is made as onerous and burdensome as possible to lead ticketed people to simply pay fines because they have had no reasonable due process and it is easier to bite the bullet and pay the fine than to spend time and aggravation to dispute a known error.*
- *Ok in dangerous area (around schools), but randomly placed to simply increase revenue and not aimed at public safety is inappropriate.*
- *It seems like a money grab by the city*
- *95% of the traffic cams are in the poorest neighborhoods. Put more up in the North End and West Side, I would feel better about supporting them.*
- *Cameras are not a good solution*
- *I think round-abouts are much more effective and I don't think speeding is our major source of pedestrian deaths*
- *Specifically in Fife, the cameras DO NOT obey the stop on red, yield then turn right on red law. This is a legal traffic move.*
- *Please place one on E McKinley Ave outside of the McKinley School, which is where I work*
- *I only support speed enforcement cameras if a significant portion of the revenues are devoted to engineering changes to the streets that reduce speeds and ultimately reduce the needs for speed cameras. The funds should not be used for general police funding beyond the cost of administration.*
- *Infraction needs to be issued by a uniformed officer to be effective.*
- *Stop mechanizing the job of a human. We need more police to enforce these laws; not cameras to spy on us.*
- *I believe adding cameras everywhere is an infringement on people's rights to privacy. I also have tried to research this organization the city has hired and is currently using, there are no academic research studies, and the company seems to be for profit. More information is needed to determine the efficacy.*
- *Greater burden on people in Poverty*
- *The people who need to be rung-up have no meaningful assets and are therefore incapable of being held accountable. They could care less about your ticket - go ahead and just try to collect.*
- *You say that they're used in school zones around the city, which I'm fine with, but the last 2 cameras I've been aware of being added are right next to freeway ramps which is incredibly stupid except as an unfair money trap.*
- *The problem isn't safe drivers who follow the laws, punishing citizens with lower speeds and traps aren't helping the problem drivers who will speed anyway, text any way drink and drive anyway, or the mentally ill in the streets, people j walking, and unfortunately noy dressed in all black who are next to impossible to see at night. Streets need bright lights, walkways, crosswalks every block, and mental health services for the people on the streets.*
- *If people don't care enough for their fellow man while out in the road, traffic cameras won't change a thing*
- *Road design will have much more impact on driver behavior than ticket cameras.*
- *The resulting fines always go to police budgets, which are already bloated and clearly ineffective (see the need for automated speed enforcement). The fines should be used to improve our roadways for drivers, cyclists, and pedestrians, not put more money into the hands of a failed police department.*
- *A speed limit of 25 is already low enough...I don't think adding cameras is going to change that much. Put the money towards fixing all of the potholes.*
- *Unfair. Inaccurate*
- *These are just cash cows & impede traffic without solving anything. Tacoma's main problem is installing the dumb bicycle lanes in major thru streets such as S.12, N.21st, N 30th & many more. That just has shrunk lamest for true commuters & frustrated them. The bicycle lanes are very seldomly used. I know as I worked for the City of Tacoma for years & drove a line truck. I was mobile frequently & talked to many, many citizens. Most of the input was "Tacoma is trying to be Seattle. Somewhat true, but I like the fact Tacoma tries new things to help "the cause"! Impeding & sewing traffic will just make drivers have more rage & get frustrated I believe ...Thank You, John 😊*
- *my thought it that people will ignore them till they get a warrant for their arrest, or they will pay the fine versus changing their driving habits*
- *It's a pointless money grab and you can bypass it by saying you were not driving. It also wouldn't stop someone that would do it anyway.*

- *Could this city for one please learn from history? Auburn is dismantling this program because data have shown it does not work, especially when the biggest offenders claim to be too poor or underserved to pay. Only actual police enforcement with teeth will make a dent in this issue.*
- *Just means for revenue, not prevention. Drivers learn to just avoid the area.*
- *I do not trust them. I also disagree with automated law enforcement on principal.*
- *I mentioned above, these cameras with radar detection have to be calibrated prior to clocking in, better yet, if it does not need to it still is not able to monitor speed accurately. If there are two cars keeping up with the flow of traffic. Now how can a radar give a speeding ticket only to the lead or last car in the lanes if all cars in the entire lane are speeding. Speed cameras can malfunction and are susceptible of being "hacked" all the time. If it's connected to a server and it is connected to a server. I also don't think speeding is a problem. People are on their cell phones a lot when they drive. And people who are tired of their daily commute because of people driving way under the speed limit, causing traffic signals to only let 5 cars through each side at a time, all the while there are 50 cars ahead of you, is an average weekday and most weekend too, in Washington state.*
- *This is a large investment that is not enforceable. Pay to fix streets and for officers. People will just slow down and speed back up. Also, a way for the city to get revenue, which I don't support as a means.*
- *I do not support police surveillance.*
- *These cameras lead to distracted driving. When I know they are in the area I feel like I have to stare at my speedometer and cannot focus on the road.*
- *I prefer in-person interactions with law enforcement.*
- *They are no replacement for live officers*
- *There should be more accountability to slow people down.*
- *I do not oppose. Just going to point out an obvious flaw in the system: because the govt cannot capture faces in violation photos, it's nearly impossible to enforce traffic camera violations of any type*
- *You don't change behavior by mailing a ticket. You change behavior by increased on the spot traffic stops.*
- *Not equitable*
- *Does not address poor road design that leads drivers to feel comfortable driving at higher speeds in areas where pedestrians should be prioritized.*
- *"The camera on 72nd and Pacific is already an example of poor usage of automated enforcement. For some reason, you can't make a free right turn there anymore, when you could in the past. It seems odd to me that there would be an automated camera and a ban on free right hand turn on the same intersection. Furthermore, replacing intersections with roundabouts would increase safety without causing economic harm to those who drive through these intersections. People who can afford to speed through those lights will anyway. Those who can't but end up getting flagged by the system (either properly or improperly), but who can't afford it, will be receiving unequal harm. Justice is not justice unless it is equally painful."*
- *Speeding doesn't seem like a huge issue on the city streets I travel. It's more about cars respecting pedestrians and bikes.*
- *I don't oppose this; I strongly support it. As far as I know, automatic cameras won't refuse to do their jobs, discriminate, or kill people in the process.*
- *Speed limits are fine as is. Enforcement of them is a monetary deterrent of questionable efficacy. Your focus should be on civil design that's conducive to alternate modes of transport and naturally slowly the flow of personal vehicles (traffic circles, narrower roads, chicanes entering pedestrian areas).*
- *I don't like the idea of a private company, incentivized by profits, being involved in the enforcement of any of our laws. These cameras also put the entire burden of proof on the accused, which unfairly impacts many citizens.*
- *In my opinion speed cameras should be illegal.*
- *I oppose only because the law states that an EYE-witness can only testify against citizen, a camera is not an eyewitness, cameras are money grabs.*
- *These mentions adding automated-enforcement traffic cameras, but I don't see how that will help much for a lot of neighborhood streets if they're only added at major speeding hotspots. If anything, it might drive more speeders deeper into residential areas attempting to avoid the cameras. Addressing the infrastructure and investing in public transportation, traffic circles, wider bike lanes, speed bumps, etc. are much better options to address speeding and pedestrian safety.*
- *I would rather see increased incentives for people to walk, bike, or use public transit, rather than punishing drivers for something that may not be dangerous in a given situation. In addition, automated enforcement and tickets will inevitably impose a much greater burden on low-income residents.*
- *Speed cameras are incredibly frustrating and cause me all kinds of heart burn. That said, I change my driving techniques. They should be a small part of the changes we put in place.*
- *Money grab by both the company that makes the cameras and the city.*
- *It's just a money grab.*
- *These are notoriously unreliable.*
- *Speed cameras are a money grab and disproportionately impact people who cannot afford to pay, while not making an actual difference in safety.*
- *I dislike the way they are implemented, but the drivers around here need to change.*
- *Traffic cameras are too often used as revenue generators by local governments. We used to have a police force that enforced traffic laws.*

- way too touchy
- *"While I strongly support measures to reduce speeding in the city, I strongly oppose more cameras for enforcement outside of school zones for a variety of reasons. The processing of the images is outsourced costing money. Which in turn causes fine structures to be higher to offset that cost. While it may alleviate some pressure on the police department, it sends jobs away as well. With elevated cost structures, this system is mostly harming poor and working class. It could cause someone financially unstable to further tumble. Signage is also an issue as often it is only placed on the ends of the stretch of enforcement and none of the side street entrances. Entering a zone without realizing it. Also, it will make anyone visiting the city who receives a violation (often weeks later in the mail) with a negative view of the city. More public video cameras make for a more police state."*
- *Traffic enforcement from police would be more effective than just the speed cameras. I have seen many reckless driving, including switching multiple lanes on the freeway, racing on freeway, making left turns from a non-turning lane, and many more dangerous driving. These would not be remedied by just a speed camera*
- *I support them in school zones but otherwise I don't feel comfortable with this type of surveillance, and I think it will really hurt people who are already struggling financially. My understanding is that improving the structure of our built environment is more effective than policing.*
- *Convert streets to more biking and/or public transit instead*
- *These are set up in certain areas only and prey on normal drivers. They will do nothing to stop the extreme speeding going on throughout residential neighborhoods and normal streets throughout Tacoma.*
- *They are good at reminding people to slow down which is the most important factor in remedying the problem. The actual ticket does nothing to make it safer and people don't really need to pay them anyway because you are giving the ticket to the vehicle because you do not know who is driving the vehicle.*
- *They aren't objective and are a misuse of my tax dollars.*
- *"I never trust that those things aren't just about revenue. We need to change how spaces for cars and spaces for pedestrians are structured. People are inclined to drive fast on wide, open roads with lots of visibility. Roads with retail and pedestrian traffic need to be narrower, and have more pedestrian-friendly features that naturally slow traffic down. Small traffic circles are great for this. "I am not sure what this is. If it is the monitors which show speed so you are made aware of how fast you're going, I like that. I am not sure about the ticket stuff mentioned above.*
- *I would like to see the source on the claim that it prevents traffic deaths. I also have gotten tickets from them in other places where the speed limit was not posted. Had I known the speed limit, I wouldn't have been exceeding it.*
- *Speed cameras always seem like more of a city money grab than an actual deterrent.*
- *They are just used as a money-making machine! I never pay them.*
- *Cameras don't work. Police should be hired, and laws enforcement should be issuing citations plus, people won't pay camera tickets. Cameras are a lazy way for cities*
- *They are hard to gauge when coming to intersection. Lights turn on a dime*
- *Don't need them. It's just a money maker for cities and a bunch is [nonsense]*
- *Technology won't stop people from continuing to speed. A police officer pulling you over and issuing a citation is the best deterrent.*
- *Speeding is due to bad engineering. People speed because they can or are trying to make a light. To make neighborhoods safer, eliminate through roads in neighborhoods. To make intersections safer install roundabouts. To make arterials safer for crossing pedestrians make arterials one lane in each direction. Increase bike safety by adding bike ways on low traffic streets (not arterials, duh!).*
- *Slower speed limits cause more frustration*
- *Speeding is not a huge problem in the city. We already have low speed limits. REPAIR the potholes and maintain good road surfaces is where the money should be spent.*
- *Speed traps.*
- *Speed cameras are surveillance infrastructure, not traffic safety infrastructure. Picture the difference between installing a camera and installing a protected bike lane or a raised crosswalk. The camera would still ALLOW offenders and dangerous decisions even if it threatens to catch perpetrators. The only reason to choose cameras over physical design alterations is that cameras are easy, which is the same bad reasoning that got our roads into this mess.*
- *Money makers, not enforcement tool*
- *I feel like they are Orwellian. Many cities have removed them because they did not improve safety and cost the city more revenue than they make.*
- *Concerns about deployment along racial lines. Automated ticketing should not disproportionately affect minorities.*
- *Yes, more of them especially at intersections where drivers feel it is okay to run red lights!*
- *I would strongly suggest that the areas with speed cams have a warning sign placed well in advance of the installation location and also long before it is actually installed at all to allow current drivers to adjust their bad habits.*
- *Private corporation wealth building and I demand to face my accuser.*
- *Go catch the speed racers, drug addicts, and thieves; and leave good people alone.*
- *There not always accurate.... it's the camera malfunction against your word. That's useless. Need more police emphasis patrol.... like before on the motorcycles in high-speed areas. Ticketing.*
- *One, it's illegal in the state, you cannot tell who is driving, it's expensive, an invasion of privacy and we should employ police to do this.*

- *They are a money grab nothing else*
- *Cost and contracted out to private companies.*
- *Not necessary, enforce laws and get people off their cell phones is all that's needed.*
- *These lights tend to be very sensitive, if you touch the line they flash and take a picture. Then you have to go to traffic court to fight it. too much of a hassle.*
- *It's a money trap. Literally stresses me out every time I'm driving by one. I'm more distracted looking at my speedometer about my speed than actually paying attention to the road.*
- *The cameras are not on a maintenance schedule nor calibrated so city would lose \$ in lawsuits*
- *Speed traps cause more potential accidents*
- *Those photo enforcement zones create bottlenecks in traffic flows. It would be better to put barriers between pedestrians and traffic to keep traffic flowing.*
- *I support more enforcement, but I feel they should target drivers going well above reasonable speed limits and/or other traffic, not to lower existing speed limits.*
- *I don't agree with having cameras all over the city. I feel it is a form of increasing revenue for the city.*
- *I just generally don't think that laws should be enforced 100% of the time. There will be times when people will have legitimate reasons to drive 5-10 mph over the speed limits.*
- *what have they accomplished? where's that data?*
- *This is a waste of money/resources. Fatality accidents are not cause by people obeying a 25MPH speed limit. They are people speeding, under the influence of drug/alcohol, in stolen cars, fleeing crime they have committed...they don't care about the posted speed limit*
- *I would support in theory, but odds are this tool would not be enforced equitably like all our other law enforcement tools. Wealthier residents would receive less enforcement. Poorer residents would be held accountable at higher rates.*
- *I would support as long as unpaid tickets do not revoke someone's license. This is just a poor tax.*
- *I want one on my Street, but all I've heard in the past is we can't do that, then get a traffic Cop out here 2 days every week and you can pay for 2 officers and 2 brand new patrol car's costs and wages for 3 months*
- *invasion of privacy*
- *The cameras are only used in high trafficked areas and do not help low traffic neighborhoods where speeding can be more frequent if the streets enable it without deterrents. Higher speeds on streets with higher frequency of drivers allows for ebb and flow during peak driving periods. Lowering and controlling the traffic will detour more drivers into neighborhoods where there are no deterrents. Many of those neighborhoods don't have sidewalks or push pedestrians into the street if homes are being remodeled.*
- *Other than school zones, they are a source of income.*
- *If reasonable speed limits were set maybe. But speed limits are too low in most places. That's why people exceed them on a regular basis. The primary reason for accidents that I've seen are from reckless/distracted and poorly trained, and impaired drivers.*
- *Inaccurate. Idiots don't care.*
- *Drivers slow for the cameras then speed up again. You would need a traffic camera on every street and every corner. Cameras means nothing if your car is not registered. Vehicle registration is ignored by many. Currently 4 unregistered vehicles in the block in front of my house ON JUST MY SIDE OF THE STREET. Expired registration is IGNORED by police.*
- *I think they are simply a revenue generator, and they ticket good drivers for momentary speed excess. Speed limits are set too low in some areas where speed cameras exist.*
- *Speed isn't the problem. Not paying attention or just plain ignorance behind the wheel. Drivers don't look past their hood ornament and don't have a clue what's going on around them.*
- *They are just going to cause people to slam on brakes at the last-minute leading to higher rear end collisions*
- *Lo más probable es que estas cámaras van atrapar a personas de color y personas pobres, las cuales ya se ven involucradas negativamente con el sistema judicial. Más bueno sería ofrecer mayor oportunidad de moverse por la ciudad en transporte público o caminando. Más bueno aun sería remover a los autos privados de ciertas calles y caminos.*
- *"Absolutely not. Who wants to live in that kind of world? Not me. And my father certainly would not have wanted to (see below). Also - there was a great article in the NY Times or WSJ about the tyranny of traffic enforcement this week. Traffic enforcement has become just a way to sneaky tax citizens. The price of fines for things like seat belt, speeding, HOV violations are outrageous compared to the seriousness of the offense. Also - with all the ridiculous problems in Tacoma, Seattle, and WA state caused by one-party rule, why are we focusing on something as stupid as 'zero fatality,' 'visions?'"*
- *Just a revenue opportunity no relation to reducing deaths bogus data*
- *The cameras are only good at controlling those drivers who follow traffic codes/law. Most offenders will not pay the fine until they are stopped by an officer. Those that do pay are law abiding that got caught not paying attention at the time.*
- *If someone else is driving your car, i.e., friend, child or spouse...owner still gets the ticket.*
- *Too much intrusion.*
- *They target poor people more than wealthy people. They've been shown not to work, and they do nothing to eliminate accidents.*
- *they're more about revenue than safety. there is no tolerance if a light is shorter than normal, or you get stuck in an intersection*
- *It seems like entrapment to me, there should be other ways to enforce than Big Brother.*

- *The radar on Bay St. issues 20,000-30,000 citations per year which is insane. While doing this for 2 years accidents did not decline. The light went from 3 per year to 4 but remained as the 3rd lowest accident light. This means the speed limit is set wrong and the city is using to extract money. It also happens to be around some of our poorest areas and close to native land.*
- *They create artificial slowing for known camera locations, only to followed by drivers speed back to their original speeds. The speed limits should not be artificially lowered, as we know the 85th speed percentile is (the speed at which 85% of drivers are travelling and less) should be the primary consideration. Stopping and Entering sight distance should be the second consideration. Real enforcement that is random is the only solution to gain compliance to posted speed limits. Photo enforcement will only change driver behavior in the specific locations identified and do little to impact all other roadways. Increase actual enforcement of laws if you want to get close to "Target Zero" but realize we will never reach 0 traffic fatalities along roadways. Great intention, but unrealistic, focus on real solutions to this and stop making an Arizona company richer!*
- *Too much automation costs and another barrier to human judgement nuances*
- *People don't care if there is say red light camera or speed limits as not seen as enforced.*
- *Because they go against the car, not the driver.*
- *They feel hidden or that you don't know from which direction they are monitoring traffic.*
- *Fees should be proportional to income. Also, I can be injured by cars going the speed limit.*
- *I am afraid of being ticketed unfairly when the light changes just as or right before I am entering the intersection.*
- *I support these cameras, but I am concerned about how they will be used. I do not trust Tacoma Police to fairly or equitably enforce the law. For instance, I'm worried that white folks on the North End will get a slap on the wrist while black and brown folks in South and East Tacoma will get hefty fines. TPD should not be in charge of administering these cameras.*
- *If not properly resourced by City, will not work*
- *Interesting that this is your first suggestion on a survey. Not for spending on sidewalk repairs or increasing visibility or addressing high violence neighborhoods, but a way to gain support for raising money to the city via speed enforcement. Unless your mastermind plan is to use the money received from speed enforcement to pay for the much-needed improvements. But then, why not add that information to this agenda pushing survey...*
- *I think these could adversely impact poorer neighborhoods for whom a traffic ticket while the same in dollar amount is much more costly. My opinion depends on where they are placed in this sense.*
- *They serve a purpose, but cameras don't replace officers who can detect drug or alcohol impairment.*
- *They have already been proven to be faulty and it is a waste of money.*
- *Accuracy, going 1 mile above and you are auto ticketed.*
- *People lie and say they're not the driver in the vehicle.*
- *I don't feel they are effective for anything more than adding to the city coffers. Sure, they could slow down traffic- but take the signal at Stewart Middle School-- main crosswalk across Pacific is outside of the flashing light zone- makes NO SENSE.*
- *Upset how .my city spends*
- *I find the cameras to be a distraction from all the other challenges faced on the roads.*
- *The cameras are great, however the road rage that people inflict join those following the rules often leads to no other choice but going a bit faster to get out of the rage*
- *Can't prove driver*
- *I've read the evidence and find it lacking in terms of safety when balanced for how useful it is and the privacy concerns.*
- *Just a money maker for you and a tax for lower income peeps.*
- *Speeding is not something that affects me.*
- *Must have proper warning signs*
- *Cost. There are more cost-efficient methods.*
- *I am of the opinion they're unconstitutional in that we are not allowed to face our accuser*
- *It's not the cameras it's the lack of sidewalks for kids*
- *I believe that the City would need to make an iron clad case proving that automated ticketing DIRECTLY reduces the amount of traffic related incidents. I perceive automated ticketing to be a revenue source for the City and not a safety implement. No one drives the speed limit thinking that there "may" be automated ticketing ahead, they only know where they currently are and will adjust if only to avoid being ticketed in that area.*
- *I think cameras should be used to ticket people on I5 northbound merging from 16 to I5 or taking city center. Often time cars merging to I5 are in traffic and hastily get over to the city center off ramp where cars are driving at 40mph to try to move a few cars a head in line. In doing so they cross the median solid line and cut off cars taking city center for no real reason. I have had this happen to me several times especially during rush hour with very near misses while I am pregnant! We need to be ticketing some of these reckless drivers on the freeway.*
- *I've had two illegitimate tickets issued*
- *Privacy and they didn't work in Seattle*
- *Don't have appropriate means of appeal. Hassle when wrongfully issued. Disproportionate burden to the poor.*
- *Don't need more monitoring in my life.*
- *It may have more harmful impact on the most marginalized groups who can't afford to pay tickets*
- *driver might not own the car, lots of stolen cars round here etc.*

## Question 14 | Is there anything else you would like to share with our team about traffic safety concerns or how to improve traffic safety in Tacoma?

- *More cops and less homeless.*
- *How does this tie in with the Aging Community initiative? For older residents who may have physical mobility challenges, or don't think bikes or scooters will EVER be safe for older adults, how are you going to factor these needs in?*
- *Glad you are tackling this critical issue, thank you. I know people don't want restrictions, but the increased population and level of distraction for many drivers makes rules and consequences needed for safety.*
- *Some intersections in the Tide Flats need to be revamped to have 2 left turn lanes instead of just one. Drivers are causing dangerous situations making their own turn lanes. Also it backs traffic up for blocks creating too much stress & road rage.*
- *I have always wondered if there is a correlation between privatizing driver's education and an increase in vehicle related accidents (if there is indeed an increase in accidents.). When I was sixteen, I think I paid around \$150 for driver's ed through my public high school. It now costs upward of five times as much as that. I wonder if people are waiting until they are 18 to get their license by doing a quick study of the test booklet and completely forgoing the class training. Something that I appreciated about my driver's education training is that we also learned about pedestrian and bicyclist safety.*
- *Bike lanes!!*
- *If you compare the streets in affluent neighborhoods such as proctor to eastside, you can see a clear difference in road design that contributes to driver and pedestrian safety: 1) clearly marked lanes, 2) median strips, 3) roundabouts and/or speed cushions to limit excessive speeding in residential areas. Eastside, especially along Portland Ave East and between 40th to 72nd has very few of these. The roads are in embarrassing condition that screams "we live in the slums." Paint strips designating lanes are nonexistent in some streets like E 56th Street. Roads suddenly narrow from 2 lanes to 1 without warning. Curbs appear out of nowhere with no reflector lights or paints to warn drivers. Drivers can go up and down major arterials like Portland, Yakima, Pacific with no considerations for median strips or dividers of any kind despite vehicle speeds regularly reaching 50+ on these roads. Traffic enforcement of speed violations is nonexistent.*
- *Remove or have removed cars that are on the streets for weeks and months and years not being driven, and this should include NE Tacoma. Another issue is so many broken up sidewalks and the city aren't enforcing or helping NE Tacoma get this matter handled.*
- *The So. 12th & Jackson red light is run consistently by cars turning from all directions AND even worse is the speeding through it going west where the speed limit drops from 35 mph to 25 mph. Just recently, a lady went speeding through the light, down the hill, & crashed into a neighbor's rockery yard taking out the utility power box. Many of the side streets off So. 12th have speeders bypassing Jackson from So. 19th to 6th Ave; this has become extremely dangerous for walkers, children biking & runners. The lack of sidewalks for the neighborhood is frightening for residents; speed bumps would slow the traffic.*
- *Seems there are no consequences for bad/dangerous driving. The City seems to be on the way to have "lawless streets". 65 mph in a school zone. That's ok?*
- *I want you to stop the groups of racers and the people who do the spin out circles and engage in other dangerous behavior. I want better, well-lit, and well-marked cross walks. I want road repairs done in a timely manner.*
- *So many of the fatalities are caused by repeat offenders and criminals out of jail. We need to enforce existing laws before coming up with new ones.*
- *It is so hard to see the painted lines on the roads especially when it rains!*
- *These aspirational goals just make you look unrealistic and out of touch.*
- *I would like to see more enforcement of pedestrian safety laws.*
- *More crosswalks, enforcement of those crosswalks and bike lanes would greatly improve our city.*
- *Bike lanes need to be separate from traffic where possible, like in Europe.*
- *Repainting lines would go a long way.*
- *Better biking infrastructure, better sidewalks, and ramps on all sidewalks. A road shut down for drivers and open only for pedestrians- restaurants, shops, outdoor dining around. More outdoor dining areas for restaurants throughout the city.*
- *I-5 is a mess! I worry about it continuing to expand, which only exacerbates traffic. I'm also really concerned about all the warehouses proposed in south Tacoma and now that will add to more traffic, congestion, accidents, and pollution. Part of Vision Zero should focus on reducing trucking*
- *I don't see a survey for Vietnamese language. It would be respectful if the Vietnamese people see the survey in Vietnamese.*
- *It's impossible for my children to walk or bike to school due to lack of sidewalks, streetlights, and crosswalks in my area (West end/North end). This is much due to Orchard St, a main arterial which must be crossed, yet offers no nearby crosswalks nor sidewalks. Although the speed limit of Orchard near my home is 25 mph, almost nobody abides, even in areas of impaired distance visibility. I feel silly getting in my car to travel to locations within walkability, however safety concerns forces this.*
- *I feel streets are designed and built way too wide - this makes drivers feel like they can go much faster than they should. We need to prioritize moving people safely over moving cars quickly. Travel time reduction by single occupancy vehicle should NOT be the goal in*

*designing our transportation system. Tacoma needs to adhere to the mobility triangle with more fidelity. There is a bit of lip service given to it now.*

- *Hire more police officers!*
- *Lower speed limits in the city, add trees along big streets so that drivers are more likely to slow down, add traffic enforcement or at least someone who will respond, impound and destroy cars of those racing on city streets. This has to stop.*
- *If lights didn't stay red so long, maybe people would stop trying to speed through them. Also, the new left turn flashing yellow is great but with some lights having the left turn go first, and others left turns get their green last, I've seen cars zipping through lights I assume because they saw it turn yellow and thought it would be turning green like it did at the intersection half a mile away*
- *Yes. You defunded and vilified the police, encouraged the legalization of drugs, eliminated traffic enforcement in Tacoma, and invited the homeless to be in this great city. Now you seriously don't understand why there are so many problems here?*
- *Check for license and insurance before giving tabs*
- *We need structural changes to roadways, intersection design standards, etc. Enforcement and speed limit changes won't be enough to combat how our roadways encourage speeding and reckless driving.*
- *Start PSA campaign educating pedestrians and bicyclists that just because they have the right of way, they're not match for a vehicle in a head-to-head encounter. Don't step into the street until you KNOW you've been seen!*
- *street racing should be eliminated with the strongest enforcement. Provide a track.*
- *My concerns are about people driving under the influence, speeding on city streets, and running stop signs and red lights. (My husband was killed in 2021, in the city limits, by a high driver.) People no longer respect laws or law enforcement. I don't know how you change that.*
- *This City is NOT friendly to pedestrians or people with disabilities. And in fact, it feels like the City of Tacoma prioritizes cars and our car-centric roadways over pedestrians, rollers, and riders. Sidewalks are in disrepair (where they exist at all) and lighting is poor. The recent snowstorm showed us how the changing climate is going to make life even harder for pedestrians and people with disabilities. Please, please use pedestrian-centric solutions to achieve Vision Zero. I just want to be able to go for a walk in my neighborhood.*
- *We need police that are allowed to enforce the law, including pursuing a fleeing criminal.*
- *Road rage is INSANE. Honk at someone because they're too distracted to see a green light and they threaten you. Honk because someone is going 50 down the turn lane and running lights and almost hits you and they follow you home and threaten you. People shooting from cars. I don't even feel safe driving my daughter to and from school up and down 19th.*
- *More urgency needs to be placed on this topic!*
- *I'd love to see more bike lanes. Also, I'd love to see more enforcement of and high fines for distracted driving. I believe it's as dangerous as drunk driving.*
- *Repainting roads to include bike lanes is a low-cost method to increase ped safety. The 4 lanes on S12th between Union and Stevens are so tight it is not even safe to walk on the sidewalk. Please also note the lack of bicycle racks is also a concern as most people prefer to lock their bicycles up in plain view of busy areas to avoid theft. Finally, please also consider advocating for bicycle lanes and dividers on 6th Ave. Why is that road used for commuting? Repainting the road and removing the center turning lane would provide plenty of space for parking and bike lanes. Then, in areas where a removing center lane is not possible, prevent cars from parking on the sides of the street in those spots. Please also consider using the cars as dividers between bike lane and traffic, this would be especially effective on 6th.*
- *I live on North Alder & N. 28th. I believe the 30 mph for this residential street is excessive. I am thankful that Vision Zero will support the need to reduce the speed to 25 or less.*
- *I don't think excessive speed is the issue worth focusing on. My belief is that distracted, impaired, and under-trained drivers are a much larger concern. I see more drivers travelling under the already low speed limits of North Tacoma and my exposure is very high. I drive a lot for my business.*
- *Hello VZT Team,  
Though a senior I mostly have no difficulty ambulating. However, I wish to point out that normal walking bears no resemblance to using an assistive device and/or wheelchair, especially outdoors and in the public sphere. As I age, I must remind myself to be more careful and aware when I venture out. I often can't imagine even attempting it in such a circumstance! Thus, for the purposes of this study and planning efforts I feel these ambulation types should not be categorically enjoined. Handicapped access really needs to be independently considered. We live near the Tacoma Mall on Junett Street. We've noticed two issues here. First, a rate of traffic on our street that seems high for a residential non-arterial. I believe many drivers, including business transport, use our street to circumvent the Pine & 47th Street intersection. Second, of course, is speeding on both 47th and Junett which I observe daily. Btw, local traffic circles are useless.*

*Thanks for asking for input!*

*S. Gates*

- *Find a way to fix sidewalks. I cannot say what that would be. Afraid it would be more property tax. At least go around and paint hazards white. It is going on 90 years since sidewalks installed if WPA. Trails are fine but either spooky if alone or mobbed if popular. It is decent sidewalks that are needed within the city. Lime type bikes are a nuisance.*
- *Add more stop signs in residential streets. Add traffic circles on residential streets upon request. Consider adding "shared lane" bike street pavement marking.*

- *Use of camera enforced speed limits, speed bumps, roundabouts, increased lighting should all be considered. For example, what's wrong with speed bumps on Ruston Way to slow the traffic down? On 2/27/2022 at approximately 7:15 am a speeding driver was eluding a police officer to avoid being pulled over. The driver was probably traveling at speeds even too fast for I-5. The police officer broke off pursuit. Vehicles are traveling well beyond the posted speed limit along this street on a daily basis endangering walkers/runners/bicyclists/pets, etc.*
- *Not only do people speed, they throw their garbage out of their car.*
- *My son has had a number of close calls with drivers turning into him when he is turning right at an intersection. I also bike riders doing dumb stuff. More education of all in driving techniques might help. Kids used to get a bike license plate and a tutorial from a cop. I knew that cop, Officer Hanson, and I think it helped.*
- *We need more police presence and to give police back the authority to enforce traffic laws.*
- *Since the pandemic started traffic has gotten worse as drivers have become more impatient and driving more aggressively, passing in areas of no passing zones and speeding well above the speed limit.*
- *1) Along N. 1st St., it can be difficult to cross the street (e.g., to get to a bus stop) when the traffic is heavy in the morning and evening. Please consider giving pedestrians control at intersections near bus stops. 2) Across the city, waiting at a bus stop is extremely stressful (e.g., no shelters or inadequate shelters). In some parts of the city, riders feel vulnerable to criminal behavior, etc.). Ridership might rise if the shelters were better designed to provide better security and more relief from the sun and heat during the summer and the cold and rain in the winter. As a Tacoma pedestrian, the only time I've been hit by a car, I was in a crosswalk at the intersection of N. Tacoma Ave. and N. 1st St. It was a dark and rainy night, and I was standing on the corner by Columbia Bank. When the crosswalk signal informed me that I had the right-of-way, I entered the crosswalk to cross N 1st St. At the same time, the traffic signal regulating traffic on N. Tacoma Ave. near the Harvester informed the motorist waiting to turn left on to N. 1st St. that she had the right-of-way. She advanced through the intersection and into the crosswalk before she saw me. Please consider reprogramming the left-turn traffic lights to turn green several seconds after the crosswalk signals pedestrians have the right-of-way to use the crosswalk. I believe the motorist's attention was focused on the traffic signal, and she didn't see me standing at the corner because I blended in with all of the other inanimate objects there. If the crosswalk signal had instructed me to enter the crosswalk while the left-turn traffic signal was still red, the motorist may have noticed some movement in the crosswalk and been aware that I was in the crosswalk.*
- *I feel if only electronic tickets are given, others aren't aware there is any personal touch in the process.*
- *We should be making our streets safer through design that naturally calms traffic. Landscaping, paving, prioritizing pedestrians, and bikes, and/or other measures. Penalizing people is not the only answer and shouldn't be our only choice.*
- *More Traffic Cop's on N. Vassault St. in Tacoma, average speed is 45-100mph all the time, 24/7. Every time I call 911 for help, the answer is the same, no units available. I'm 72yrs young, I was almost hit by a driver last summer just trying to cross my street to talk to my neighbor, that car was doing around 80mph!!*
- *As I said before, I strongly support more cameras at intersections.*
- *I am not convinced that people know the rules of the road anymore (they don't appear to). And for sure, people do not seem to read or notice speed limit signs (or care). I do not know what can be done to keep people from holding their phones and texting while driving. I do know it's not reasonable for everybody to "run out" and buy a brand-new car and be able to plug your phone in to the car when they get in (like my 2021 Honda CR-V). And I also don't know how to impress on people the fact that they need to take some responsibility for their own actions and following the rules.*
- *Tacoma is lagging way behind what other cities are doing to protect cyclists and pedestrians. We need to start implementing current best practices for protected bike lanes and safer places for pedestrians to walk and cross streets.*
- *More police presence in Browns Point / NE Tacoma would make me feel safer walking more.*
- *More human interaction is preferred.*
- *I drive less and less, too scary out there. Mean drivers abound. No police in sight most days/nights.*
- *Don't lower speed limits... People don't follow them now and are more likely not to follow them if they were lower. Enforce the limits that are already in place. Too many people do not come to a complete stop at stop signs. Ticket them. Look for things that might frustrate people and try to eliminate that frustration. Use more traffic enforcement to nab people that speed up through intersections trying to beat the yellow light before it turns red or even after it turns red... A police officer could write tickets for this all day long if he were sitting at a busy intersection... Thank you.*
- *Not at this time.*
- *On all main roads I would like to see proper sidewalks and on residential street more lights. It's so dark at night (especially in the winter months) I don't feel safe. There isn't a streetlight on my block. I also feel there speeding should be addressed. 30mph is fine, however, people generally do 35-40 on streets like N Stevens. As a runner, I would like to see drivers go slower. Main roads like N 21st and N 30th need sidewalks more flashing lights for crossing.*
- *Browns Point Blvd needs sidewalks by Kobetich library and Alderwood park.*
- *Slayden Road needs speed bumps. Semis, cars, even school buses go 35-50mph around dangerous turns and narrow roads. The speed limit is 25 and no one obeys it even though it goes by Browns point elementary and many pedestrians and dogs are in harm's way.*
- *The city has a history of failing to address pedestrian safety and has openly objected to installation of cross walks. Is this going to change?*
- *No*

- *Fix the potholes. You have to drive around the big ones and it's not safe to at times.*
- *There are a few NE Tacoma roads where potholes are also a factor in traffic safety.*
- *Maybe fixing some potholes*
- *Traffic on 509 in Port of Tacoma has been problematic for years. Students, truckers and trains are a bad mix - - same problem on I5. City should be VERY concerned about the explosive dangers of transporting LNG on both semitruck and train on City of Tacoma highways and rail. An explosive potential that will only be fully understood when it happens with infrastructure damage and loss of life.*
- *Eastside drive and marine view drive seem to be a raceway for some people. We live off east side drive and with the speed limit 35, it is unnerving to exit our driveway.*
- *Hilltop needs crosswalks and pedestrian awareness campaigns!*
- *No*
- *Too much construction and homeless.*
- *Across my street is pierce county with no sidewalks at all. It makes it dangerous for all of us. Expand your boundaries.*
- *Safety is a design problem, not a law enforcement problem. If the environment informs people how to act, they will. Laws do just punish poor and already marginalized people.*
- *Enforce the laws we have, too many are not and its leading to frustration for those of us who are trying to.*
- *There are many aggressive drivers, and tuner / racing cars who frequently blatantly disregard traffic laws. If there is a way to focus efforts on these people rather than issuing tickets to people going 5 miles over the speed limit, that would be wonderful.*
- *Fill the potholes for the personal safety of my car. It is annoying to have to drive to a beautiful neighborhood and dodge numerous potholes as well as worry about damage to my vehicle. Unbelievable!!! These roads!!!*
- *NO MORE RED LIGHT CAMERAS! these fees create hardships for the poor and for working families.*
- *We need bike lanes. We need more policing in NE Tacoma. People drive much too fast around the port. The intersections in the port are deadly. The 705 is dangerous. Bad designs are all over that contribute to dangerous conditions (on/offramps for example).*
- *Need slower neighborhood roads with more sidewalks and cross walks. We live in NE Tacoma and many roads do not have sidewalks at all. As a result, there are no crosswalks even though we live by a library (Kobetich) and public park. People drive very fast with no regard for pedestrians because of it. Someone literally died on our street 44th Ave NE due to a hit and run.*
- *More police presence. Let Police be able to stop all offenders.*
- *I would like to see the use of more speed bumps in key areas. I would also like to see more in-person police traffic enforcement before just putting up any cameras. Let's get the drunks and dopers off the streets as well as the distracted drivers. Only hands on policing will help with that.*
- *More bike lanes, especially divided from the street!*
- *I live on N Oakes St just north of 6th Ave. Our street only allows parking on one side, and has a light where it intersects with 6th Ave. As such drivers often speed down the street in front of my house. I worry about the safety of my kids and pets. We need traffic calming and we don't need all of our streets to be open to cars. When I walk to my mom's or sister's houses (both about 15 min walk away in central Tacoma) I have to contend with many cars parked on the sidewalk and a lack of curb cuts. It makes it very difficult and unsafe to get around with a toddler and a stroller. I'd prefer to drive less and walk and bike more, but we need better infrastructure. 6th Ave businesses would also do much better if we had better pedestrian infrastructure. There are a few crosswalks and drivers treat 6th Ave like a speedway. We want to feel safer in our neighborhood, let our kids have more independence to walk and bike as they get older, and to support local businesses more. We need the city to act to make our spaces safer for people who walk and roll.*
- *Please see my note in previous comment box.*
- *Before adding additional infrastructure features (bike lanes, etc.) it is highly recommended that we fix our existing roads and bridges (massive potholes everywhere, I-5 never ending construction).*
- *Tacoma is backwards with attempting to lower traffic crashes. What Tacoma is pushing currently you will see fatalities go up year after year after year. TPD has no nighttime DUI cars assigned to traffic and minimal motorcycles during the day. How about you get back to 2000 numbers or 30 motorcycles. If you were serious about wanting to lower fatalities, put 12 DUI cars on the road and put a fear in people to drive impaired. A guy once told me Tacoma is the best place to drive drunk, because if you don't hit anything you won't get a DUI. TPD is too busy to do traffic enforcement." That statement should make the city think, are we serious about lowering fatalities.....*
- *Stop legalizing drugs. Almost every car I walk past in Tacoma reeks of weed. Until drug addicted people are off the streets Tacoma will never be safe. I see people nodding off while driving (heroin) all day every day.*
- *If the police enforce the current laws (speeding, ticket cars that blow through cross walks, street racing, car break ins, DUI patrols, school zones, running stop lights, using the turning lane as a passing lane none of these have been enforced for a very long time in Tacoma), I think the streets would be safer for everyone. No need to pass new laws if nobody will enforce them.*
- *Fix the roads so I don't keep damaging my vehicles.*
- *More sidewalks by Browns Point elementary. One side of the road has no side walls at all. Parents walk their kids on the side of road until they get to crosswalk.*

- *I don't think scary stories of crashes are effective educational or preventive tools. Just making it easier for people to be good--banning parking so close to side streets, increased signage. Okay, and maybe some traffic cameras where hot-rodders love to show off--Tacoma Avenue, Schuster Parkway...*
- *Safe zones around schools. Lighting, crosswalks, funding for staff to cross kids at beginning and end of school days.*
- *We need a program to maintain our sidewalks. The Streets Initiative is doing a good job of making streets smoother to drive and bike on, but broken sidewalks are far more likely to result in injury or a lack of access for people with disabilities. It is not enough to simply say that sidewalks are the adjacent property owner's responsibility. The City must have programs in place that make it easy for property owners to fix defects. It should be simple to find a pre-qualified contractor, access inexpensive funding through a property tax assessment, and pool repair contracts with homeowners throughout a neighborhood without having to knock on doors and organize a local improvement district. Once a program is in place to make repairs simple and affordable, the City needs to enforce the condition when problems are reported. No more coming out, painting the defects and then just walking away.*
- *Need more uniformed traffic enforcement officers doing 24 hours sweeps through the city.*
- *We need better public transit and separated bike paths in the city. Instead of placing the bike path between parked cars and moving traffic, it should go between the sidewalk and parked cars. It's much safer for cyclists.*
- *90-percent of the people in Tacoma "get it" when it comes to not driving like a discourteous person. It's the asshats causing the problems, and there is little political will nor economic leverage to stop them.*
- *Eastside Tacoma schools are less taken care of, and I strongly agree on a change.*
- *Incorporate the Safe Systems approach into road design, where infrastructure engineering should assume bad driver behavior by default. This will make a huge impact on actual safety outcomes for people that inhabit the world outside of personal vehicles.*
- *we need traffic slowing measures that people can use while Tacoma is getting the work on vision zero done, and Tacoma MUST get this done.*
- *You need to physically alter the roadway to make people want to drive slower.*
- *we have massive, oversized roads that can easily accommodate protected bike lanes or dedicated bus lanes, yet we have an immobile city that centers on cars that ruin literally everything around them. This could be a beautiful, interconnected place, but instead we're divided by a massive highway and huge roadways that hurt us.*
- *We need to change the driving infrastructure to slow driving down. When you build highway width roads, people often drive highway speeds. Drop cameras everywhere. Give fines consistently, but not excessively. Graduate the fines based on income or wealth. Don't cripple the poor with fines.*
- *We have no protected bike lanes in the city. A bike lane should have a 3-foot barrier from traffic. Despite the lighting and trying to be as high visibility as I can, there are many instances I have been nearly clipped by a driver coming way too close to the bike lane when I'm getting home after dark. I would love to see an improvement to the city's bike infrastructure around and in between the business districts*
- *Hire more police to patrol the streets/neighborhoods.*
- *Besides cameras, I would hope that traffic slowing is considered with speed bumps and roundabouts. I would be a fan of roundabouts replacing the signals on N 26th. In the late evenings, people drive very fast (50-60 mph) knowing the light will probably not change.*
- *Start pulling over, ticketing and jailing repeat offenders and make it stick!!!!*
- *Don't slow the speed limit, enforce texting and driving using cell phone while driving and other junk that distracts drivers from driving the speed limit, people already drive 5 or 10 under because they are busy being distracted, they hit people because they are distracted, if you really look you will see texting and cell phone use are really the major causes. Every day I see distracted drivers almost take someone out break checking because they almost missed a turn because too busy on the phone, driving 20 under the speed limit causing backups because the conversation is too important it can't wait till their home. Enforce hands free and maybe even get rid of phone use in vehicles completely.*
- *Paving the streets properly is a start and providing decent sidewalks and lighting. I live on a heavily traveled residential street between a major arterial and a school, and it was a pot-holed wreck when I moved in 20 years ago. Nothing has been done to address it, despite the property taxes we pay, which are substantial. There are no sidewalks or streetlights on a portion of the street, and kids are always walking in the street and almost getting wiped out by cars trying to dodge all the potholes. Maybe some "equity" for those of us in the North End who live with Tacoma's oldest roads and infrastructure would be a start.*
- *All the good work that the city and citizens did to make Tacoma a better place over the last 15-20 years has pretty much evaporated. The visible trash, glass, debris, needles, and feces does not make for safe or healthy community mobility regardless of what improvements are made with this initiative. A new bike lane filled with broken glass is pretty much a waste of money. A slower speed limit does nothing when a councilmember wants to legalize more drugs...addiction or not...users still need to get around and don't make sound decisions (like getting behind the wheel to begin with) when under the influence. Not to mention the increase in street racing...every third intersection on a Tacoma arterial has burnout marks. And heaven forbid the police have the support to pull someone over to calm traffic and prevent excessively bad driving behavior that might save a life or two. This needs to be a wholistic approach to be successful, but those systems are either not in place or incongruent.*
- *More protected bike lanes, traffic calming measures, pedestrian only zones, and more frequent public transit services will help greatly.*
- *Our home borders North Alder and North 28th. I am greatly concerned about the safety of our grandchildren due to the excessive speed that cars drive on North Alder. Your efforts to help are greatly appreciated.*
- *Instead of changing speeds, adjust the traffic lights so that long stretches of road don't stay green. This just encourages high rates of speed, longer braking distances, and inability to react quick enough to sudden changes. Canyon Road is a great example.*

- *Crosswalks! I've been in a crosswalk when the hand is green and almost been hit numerous times! Many times I've been bumped by cars. Even after I've made eye contact with the driver before crossing in front of them!*
- *Yes, our neighborhood has many dog walkers, bicyclers, & a lot of just plain walkers. North 48th & Frace Ave - Lexington Ave. is a very narrow street with zero lines to designate lanes. North 48th is much too narrow for 2 cars to pass opposite directions safely, & I strongly believe someone may be injured or killed in the near future. My thoughts are... Maybe make N 48th one way for that 1 block stretch or widen it as there may be room.? One way would probably be the most cost effective, as many people move into a yard when a car approaches. This road seems very Dangerous...John*
- *Strictly enforce all traffic rules.*
- *more bike lanes, bike safety classes, bring back the helmet law, otherwise car to bike injuries will be fatalities*
- *I believe traffic calming measures such as narrowed lanes (when appropriate), dedicated bike lanes, street trees, are all strategies the city should prioritize to improve existing conditions. I do also agree strongly with the use of cameras to capture speeding. I live on a minor arterial and nothing scares me more than watching cars speed down my street while the driver stares at their phone. Please do something to punish reckless drivers. I do believe roadway design can have major positive effects on traffic safety, but this needs to be coupled with robust enforcement of the lawless behavior that puts me and my family at risk. Thank you for providing this survey as this is a serious concern for me.*
- *Please fix the roads first, please repaint the lines. Please put stop signs at residential 4 way stops. These are the issues. Speed changing 5 miles isn't going to do it and the city can't in force with police, so an automated camera system is just a fancy ticket distributor. Not a problem solver it's a tax on the people of Tacoma. Do something to help the quality of our city not turn it into more of a ghetto.*
- *Tacoma needs actual law enforcement present on the roads and the authority/power to enforce traffic laws. I've driven all over King County since 1996 and never have I seen such lawlessness and danger on the roads as I've experience in Tacoma after moving here three years ago. I drive within the city limits and can't believe how many times a week I witness people running solid red lights as if they are suggestions or stop signs. Along 509, I've witnessed on a daily basis people making their own turn lanes, so they don't have to wait in traffic. This is all because they can and there are zero consequences for doing so. Do you (the city planners) seriously believe lowering speed limits will encourage these types of people from speeding? I highly doubt anyone who chooses to speed and run solid red lights or create their own rules on the road that benefit them, will ever consider slowing down when they see a lower speed limit sign. This is simply noise to them and possibly a motivator to go faster. Please consider realistic solutions that will actually make a positive difference. People have historically not done what is right, and this simple fact needs to be strongly considered.*
- *Unfortunately to many times my traffic flow is hindered by homeless or mentally unstable people, especially at night. Also, in the evening or at night Tacoma has turned into something out of a bad television show. Complete disregard for laws cars Wildly racing, not stopping, shootings. Tacoma is spiraling out of control. Even my early 20's child says the younger talk is cops can't do [anything], it's wild at night. Racing, tagging, drugs, theft, car theft, shootings. No one follows the rules anymore.*
- *Neighborhoods should have roundabouts at intersections without stop signs. South Trafton has a lot of traffic due to people using it as a shortcut from S 12th St to 6th Ave. Drivers go above the speed limit and do not treat the intersections as a four-way. They do not slow down at the speed bumps.*
- *Lowering the speed limit will not help. Visibility due to cars parked on the street are very difficult to see past to make traffic decisions. The recently replaced streetlights have decreased street lighting and visibility.*
- *Reduce reliance on cars by improving public transportation and providing safe corridors for foot/bike traffic that does not put them at risk of being struck by cars.*
- *Traffic enforcement is a joke in Tacoma, but I also don't want people to lose their lives due to unneeded encounters with armed cops*
- *I would like to see more traffic calming in Tacoma, so cars aren't tempted to go as fast. I would like some of the traffic lanes on South 12th Street to be taken from cars and the bike lanes, sidewalks, and bus access improved along that corridor, creating a pedestrian and bike friendly East-West route through the whole city. This street goes by lots of community amenities: TCC and Bates college, at least three parks and two Elementary schools, numerous religious buildings, and intersects with many residential streets, plus some smaller, neighborhood business. It also goes under highway 16, which eliminates and dangerous intersection from the mix. It would greatly improve the quality of life in this area if we had this community thoroughfare that was safer for human beings. Currently it is often difficult to cross S 12th, even at crosswalks with lights activated by a button, because not all lanes of traffic stop. Drivers treat the road like a highway because it is as wide as a highway! Many of the sidewalks are narrow and overgrown, and many curb cuts are absent, even near schools! There are no bike lanes in the west end of this street. It is not safe for cyclists to ride on the street because of the hills, which block visibility and make it so a car moving at 30 mph could come over a hill and overtake a bike going at half the speed. Riding a bike in the sidewalk on the street is also difficult because the sidewalk is narrow, overgrown, and lacks curb cuts. I'm sure anyone in a wheelchair would struggle, too. There aren't many good alternate routes across the city East-West because the residential neighborhood streets dead end/interrupted by parks or ravines or are more of a cul-de-sac style that blocks efficient travel.*
- *I have a lot of ideas and suggestions, but I don't like to share them if I won't be acknowledged or appreciated for them or compensated reasonably for the usage of my ideals if they happen to be utilized in the not-so-distant future. Everyone gets paid when a project begins. And everyone is paid for hire if the project comes any type of obstacles that can perceive to be fixed.*
- *Keep up the good work!*
- *I do not think lowering the speed limit to 20 will help but will cause further congestion.*
- *Please design streets to be safer. Narrow roads, speed bumps, roundabouts etc.*

- *Cars bomb down 19th Street towards the water - pedestrians, cyclists, dog walkers, kids, baby carriages - beware!! This road desperately needs better street lighting as well!*
- *More and better bike lanes: bike lanes with solid barriers downtown, and where that is not viable, better, and more visible painted markings.*
- *South sound drivers in general are terrible. There's too much recreational driving in souped up cars and trucks.*
- *I am fed up with the lack of enforcement when car groups speed up and down main roads and take over intersections to do donuts. I don't feel the city has any right to collect revenue by issuing tickets to drivers who are running late to work while turning a blind eye to this issue.*
- *Look at how cities in The Netherlands and other countries in Europe design traffic flow to protect pedestrians and bicycle riders. separate the users.*
- *Bicycle routes marked as "shared" imply to drivers that non-shared routes and/or routes without bike lanes aren't meant for bicycles. Drivers need to be informed that roads without bike lanes are also meant to be traveled by bicycle.*
- *I resent government micro-managing the way I drive. If you want zero traffic fatalities, why not lower the speed limit to 5 mph? There are risks in life which cannot be avoided. making driving more inconvenient and time consuming is not going to eliminate fatalities--that is a ridiculous goal. Sort of like having "world peace" as a goal. Both are goals which will never be reached, so please don't ruin things for the majority of the motoring public by promoting unrealistic goals.*
- *I live on a residential street parallel to N Pearl St and my road is often used as a speedy short cut to avoid light (N Defiance St). We need some kind of slow-down measure especially for recently paved straight streets that folks are using as shortcuts around traffic and traffic lights on busier streets. I'm also next to N 51st St which is perilous to cross many times a day and should not be an "arterial" speed (nor should N Vassault St!). thank you.*
- *Fix the roads. Enforce the existing laws. Leave the speed limits alone. Stop wasting taxpayer money with inefficient practices and top-heavy management engaging in projects that are not needed or wanted or trying to predict a far-out unpredictable future. Case in point BRT projects -kill these. The current piece transit management has completely ruined and run the regular bus service into the ground and are to be trusted with operating unnecessary BRT systems. This is me scoffing and rolling my eyes. Please!*
- *I think people driveway too fast. There used to be motorcycle officers on our street patrolling and stopping speeders but not anymore and that's not right since I do live in a school zone. People need to be held accountable.*
- *Please enforce the existing laws without restrictions on equity*
- *Faded lane markings at complex intersections (6th and Sprague) make travel dangerous. Potholes exacerbate issues because drivers swerve to avoid. Drivers do a poor job stopping before intersections and looking for pedestrians when turning right on red/stop sign.*
- *I would like more prioritizing of sidewalks as even as I bike on arterials, sidewalks will end meanwhile the gargantuan 4 lane road next to me has vehicles hurling at 40+ mph*
- *Various national highway safety groups have pointed out multiple ways that auto makers, and local governments are contributing to the "poor" state of roads/traffic. The size of vehicles is but one issue. Thankfully the organization is trying to address vehicle speeds. But unless we come up with solutions to NOT require federal funds (or federal funds become tied to safety rather than keeping "the economy" moving) because of the requirements and red tape that encourage the terrible situation we are in*
- *Do not lower the speed limits. Don't fall for what Seattle has done.*
- *Don't screw up city driving by lowering speed limits*
- *Implement more roundabouts. Also, consider less traffic lights in general. People frequently take Washington St. instead of S. Tacoma Way from 38th to 56th to avoid the slower posted speed limit and all the traffic lights.*
- *Speeding seems like less of an issue (at least on neighborhood streets) than cars behaving poorly - parking too close to intersections, not stopping for pedestrians, buzzing cyclists, on their phones.*
- *I think we have too little traffic enforcement by police, state patrol. People drive fast, aggressive, etc. because there's no enforcement. I NEVER see the police in NE Tacoma driving, but typically 2 vehicles in the substation parking lot while people are not stopping at the stop sign and driving 50/55 on Northshore! Just one example of many traffic/walking issues.*
- *My biggest concern with Tacoma traffic is little to no enforcement of the speed limit. Everybody in Tacoma knows you don't get pulled over for speeding and so people driveway too fast. I've seen people drive 20mph right past a police officer and nothing happens. So, people drive recklessly fast with no consequence until they hurt somebody.*
- *Speed limit is too high for 6th Ave, open the Ave to people and block the Ave to cars.*
- *Support other forms of transportation besides cars*
- *Don't lower speed limits on arterials. Minimize last-minute lane changes as south-bound Schuster forks to 705 & Downtown by earlier warning signs,*
- *Enforce the existing laws, such as minimum 3 feet to pass a cyclist in a car. Enforce speed limits. Build more separated bike lanes.*
- *Traffic circles are effective - use throughout neighborhoods*
- *Don't lower the speed limits.*
- *Build protected biking and walking lanes, instead of just painting a bike symbol on the street and forcing cyclists to share the traffic lane that is already made too small by cars parked at the curb. It requires drivers to cross the yellow line to pass cyclists and makes cyclists pinned between moving cars and parked cars. Convert more streets in mixed-use centers to pedestrian-only (e.g. Pacific between N. 7th and Schuster, N. 26th between Proctor and Union, etc.).*

- *Tacoma overall is pretty safe for drivers. There is a sweet spot between speed reduction and being able to actually get anything done. Tacoma has already reduced speed limits more than enough. Seattle is ridiculous and I avoid going there if at all possible because the speed limits are ridiculous. Drivers get angry when they cannot get to their destinations due to ridiculous limits. That causes more problems than do slightly higher speed limits. Don't yet to be more safety conscious than Seattle. Just be a more people friendly city, and those people include drivers.*
- *Start with the schools. Put Drivers Ed in schools. Make Driving part of societal curriculum so that we have a standard product like many of the other large cities around the country.*
- *I would like to see alternate city planning concepts, like car-free zones, explored in some way.*
- *Need more bike infrastructure and driver Ed re bikes (e.g. that a cyclist can take the lane if needed and that they need to pass w a min of 3 feet, which includes their side mirror). Also no one knows what to do at uncontrolled intersections.*
- *The focus of Vision Zero should not be on enforcement. It should be on creating safer streets. Engineering changes. Forcing cars to slow down or eliminating conflicts. Also, expanding access to public transit should be a large part of vision zero as transit systems are so much safer than person vehicles.*
- *Do not lower the speed limits.*
- *Emphasis must be placed on enforcement if you lower the speed limits-and it can't just be the camera ticket because those are very easy to get out of.*
- *The police don't seem to do much to help the community with enforcement of traffic laws and street safety. If they won't do their job, why are we paying for them?*
- *I think speed bumps might be more effective rather than cameras. Maybe add more speed limit signs or paint the speed limit on the road itself. This is in case of people turning onto a road and not immediately seeing a speed limit sign.*
- *How about Street lights, curbs, sidewalks, and crosswalks in the North End. Not only in "underserved communities"*
- *Enforce existing speeding laws!*
- *I would support more roundabouts and bike lanes*
- *Utilization of round-shouts or traffic circles in residential neighborhoods would be extremely helpful. Adding speed bumps on high traffic neighborhood streets would actually slow traffic. Changing the speed limited wouldn't keep people from speeding. Additional bike lanes and better public transportation options are important.*
- *Automatic speed signs (Speed limit: 30, Your speed: 45) would likely be better than automatic speeding cameras. The problem is the lack of care for other people in general, as demonstrated by the pandemic.*
- *Can we get a speed bump installed on our street, 6500 block of South G Street, 98408? Students, Parents and Faculty driveway too fast as they enter and leave the IDEAS high school.*
- *Road diets and traffic safety are necessary. We also need to abolish single family only zoning. They're two sides of the same coin. I think working with the Home in Tacoma folks, or shared messaging, would be great. Cities are the future of humanity. Cars shouldn't be.*
- *HOV lanes on the highway, or better yet, bus-only lanes.*
- *Bike and public transit infrastructure reduce traffic and make streets safer for everyone.*
- *More light rails, fewer traffic lanes, fewer opportunities for drivers to speed*
- *Running through red lights, ignoring stop stop/yield signs. Drivers making turns so close, that they also run over pedestrians. We need MORE police, heard we had 40 vacant positions so the city council could save money. Ha. False economy. We're LOSING money because of the increasing crime and traffic infractions. What's a life worth?*
- *Accessibility is key - we cannot have any real safety until everyone can access roads, sidewalks, buses, etc. our current roads are not wheelchair friendly or walker friendly*
- *Provide more frequent public transit*
- *Not enforcing speed limits just teaches people to ignore those limits, e.g. the 50 mph on I-5 through Tacoma. The use of speed cameras everywhere, sending out tickets by mail and eliminating police stops would make enforcement fair, cause people to observe speed limits, reduce the cost of policing and eliminate bias in enforcement. Problem solved! You are welcome!*
- *Speed limit on Tyler Street is a ridiculously low 30 mph - so people totally ignore it. Make it at least a reasonable 35 mph. The hold accountable over 40 mph. Now a raceway.*
- *Lower speed limits in alleys. It's dangerous having cars drive 30+ mph in a tiny alley. Add a lot more speed bumps and traffic circles in neighborhoods. On my daily walks cars routinely blow through uncontrolled intersections. Very scary. Also start cracking down on those speed racer cars that are super loud and drive our neighborhood streets like freeways. They should be jailed for how dangerous they drive and utter disregard to anyone's safety.*
- *Lowering speed limits in alley ways and or adding speed bumps to them.*
- *Many of the Tacoma neighborhood streets do not have lights or stop signs at four-way intersections.*
- *Reduce car roads and increase. bike, walking, and public transit. Add more Link lines!!!!*
- *I have frequently been in situations where the lane lines are not visible and I or other cars on the road, obviously do not know more than one lane exists. Particularly bad after dark on an unfamiliar route. I would suspect that the city could be held responsible if there was a serious accident and the problem had been reported repeatedly. The same for potholes. I have lived in communities where the city or county was sued for negligence when a motorist died after hitting a long-reported pothole. Why not time the lights*

so that if you are going the speed limit, you hit them all green? Wouldn't that clear out a lot more traffic once people discovered that?

- *I have lived here almost 2 years and I have never seen a car pulled over by police in Tacoma. When friends from out of state visit, they are shocked at the lawlessness on our streets. Traffic laws are not enforced. Speeding is out of control. Drivers are increasingly ignoring red lights. Aggressive driving is getting worse. I've lived all over the country and never seen anything like it. Also, UNCONTROLLED INTERSECTIONS. These are absurd. Every time I leave my neighborhood, I feel like I am playing Russian roulette. We need stop signs, and ENFORCEMENT, in our residential neighborhoods.*
- *The city refuses to enforce parking violations. Parking within 5 feet of a driveway or alley. Parking in or within 5 feet of a crosswalk. Parking in a no parking in a no parking zone. Pull the Tacoma citizen reports from 23rd street between Tacoma and Yakima for the past few years. Look at the cars that have been reported many times and have never been issued a ticket. Look at the reports on G street between 25 and 15. Nearly every day cars are parked illegally on every corner, making it dangerous to see to cross. Maybe have the community police officer and the chief of police go from 25th and G to 15th and G in a wheelchair. Maybe that would help them understand that this is a serious issue*
- *Traffic cameras are un- on-Constitutional as they don't allow the accused to face their accuser.*
- *Safety at crosswalks by the local schools*
- *Please don't take the easy way out. Actually think about it this time and do things that actually improve safety not just theoretically improve safety. It is everyone's responsibility to be a contributor to safety not just the city's job to babysit. The speed limits are too slow in some areas and that has issues as well with people passing others that are turning and such. Solving problems is hard. Please be willing to do the work and not make it worse by being good intentioned. There is way too much of that going on already and it is clearly not improving conditions for anyone.*
- *I think the idea is ridiculous. 20 mph will only make more road rage! Where do you folks generate these ideas?*
- *Our default seems to be "whatever keeps drivers happy". We need to flip that on its head and start to prioritize non-motorized travel. For instance, uncontrolled intersections are scary as hell. Stop doing that. More roundabouts, raised crosswalks, etc. You can't calm traffic with paint.*
- *Tacoma could be a leader in creating pedestrian-friendly spaces. Consider closing sections of roads in retail districts, and perhaps adding shuttle service. Something like 16th street mall in Denver, or Pearl Street in Boulder. I'm sure there are other great examples. Maybe this could be done on 6th Ave or Proctor or 38th by Lincoln HS.*
- *I doubt if anything mentioned would work until Tacoma starts serious traffic monitoring. What good would it do to lower speed limits if there is no penalty for speeding. Can't remember when I last saw someone pulled over for a ticket or saw a radar 'trap' on a major 'raceway' in Tacoma, i.e. Orchard St. Spend the money on hiring more traffic police or cameras at intersections to photograph light runners, turners who don't stop, etc. Tacoma needs to start enforcing the laws that it has past...no penalty for speeding then people will speed.*
- *Repair sidewalks with a sidewalk condition repair program similar to the side sewer forms required during real estate transactions. Form would be required during a real estate transaction/offer and would let all parties know that the property owner is responsible for sidewalk condition. That puts the sidewalk into the real estate transaction.*
- *People barely stop at lights. I have crossed some intersections on foot and almost been hit three times by motorists going different directions. There is zero awareness of pedestrians, even when crossing at crosswalks legally.*
- *Please find more ways to integrate bike lanes and fix the MANY potholes and poor street conditions.*
- *I strongly support more protected bike lanes, traffic safety cameras (speed/red light), and other improvements that protect foot and bike traffic.*
- *Lower the speed limit on 6th Ave between Sprague and Alder. Pedestrian traffic is so increased that it should be 20.*
- *This cannot just be about paint and cameras. These are people's lives that are at stake, so we should take it as seriously in the city's budget as Police and Fire. We need to physically restructure our streets that date back to the 1950's, especially near mixed use areas we want to have pedestrians near.*
- *Too many speeders who know that there are very few police on the roads.....so they just ignore the speed limits. Need more radar monitoring and the message will get out.*
- *Setting up speed cameras on streets like Schuster Parkway, North 21 St, S 12th. Also, S. Al stop lights. Too often I wait at intersections where no traffic is going on crossing street. Lights seem to favor east/ west traffic. Fix N. 21 and Union. Needs a left turn light going east/west .*
- *If traffic laws were actually enforced, I feel that accidents would be reduced.*
- *Lowering city speed limits to 20 MPH is not the answer. That would just push people to arterials. Arterial speed limits could be lowered but that won't keep people from speeding. Better enforcement is what is needed. It's a longshot but traffic circles also help.*
- *We need better roads and sidewalks! No sidewalks is what killed that little 12 year old on 104th. Blame the meth head in a stolen vehicle sure, but there is NO sidewalks on that entire road from Portland to 94th.*
- *Excessive speed on residential streets*
- *If you are going use tax dollars to fund anything on our roads, then folks that need to pay to be on the roads. They're some of the worst rule breakers. Rules for three. NOT FOR ME. I won't support anything until they pay to be on the roads.*
- *Improvement in road conditions would help people not have to serve to miss these atrocious holes in the main roads. Unbelievable that Tacoma roads are as bad as they are and main roads as well as other roads. Depending on citizens to call and report is lazy, lazy, lazy*

- *Too many drivers use residential streets to bypass main arterials. Tacoma ignores requests for traffic calming measures in those residential streets.*
- *A traffic light is needed on Pearl St. (167) and Highlands Parkway. Tacoma Lutheran Home (Eliseo) is building dozens more apts. Highland Apartments on this street, Weatherly Apartments, Parkway Gardens condos, etc. it's a high-density population area but impossible to be able to turn onto Pearl St. It's a dangerous access point*
- *Don't put anymore roundabouts in this town!! It slows traffic down and people have a hard enough time with 4 way stops. roundabouts crate a backup and slows it down -the opposite effect on making driving safely. Because people get pissed waiting in traffic- the opposite of creating a safer environment! Just leave the speed limit alone! Seattle went to 25 mph. Why is Tacoma proposing 20!? Just dumb! This survey mine of 200,000 just seems like another government waste. Fix the traffic on the freeway first! That's a nightmare to sit in!*
- *Get more police on the streets.*
- *Fix the pavement. Tacoma streets are in terrible condition with some of the worse conditions found in the lowest income neighborhoods such as the Hilltop.*
- *We should make residential streets safer by installing traffic calming and eliminating the possibility of through traffic. There should be no non-local traffic on a residential street. Cul-de-sac, one-way, skinnier residential streets, etc. can all save kids' lives. This can be accomplished with low-cost bollards, curbs, and planters.*
- *Please don't make it harder to get around the city with more unused bike lanes that force cars into one lane. No more traffic cameras.*
- *Speed and aggressive driving is out of control. Pacific Avenue is treated like a freeway and is dangerous to live by and/or drive on*
- *I get more frustrated by slow speed limits*
- *Get cameras and stop red light running.*
- *Yes, spending money on speed traps does not work. Spend the money on repairing potholes and resurfacing our streets.*
- *I live in the Frederickson area with a Tacoma zip and have to 41 years. Traffic is horrendous on Canyon Road, on 176th, and on surrounding streets. Few follow the speed limit, many drivers tailgate and change lanes abruptly and at high speeds and drive aggressively in additional ways. I drive into Tacoma to see friends, shop, and for five weeks if jury duty in the fall of 2019. Traffic is much better enforced within the boundaries of the city of Tacoma than most anywhere in unincorporated Pierce County. Why don't you something about the traffic in the rest of the county?*
- *You need to raise awareness about safe driving. Would strongly support re-designing roads to have smaller travel way and more room for separated bikes. Why a road is signed for 30 but built for 55 is beyond me*
- *Approach problems prioritizing the mobility needs of pedestrians, bikes, and busses. Cars must not be the constituency of a project like this. Look at other cities, even. There's no reason Tacoma can't have a huge change on this issue in the span of 5 years. We need big change now.*
- *Filling the huge potholes so people don't have to swerve around them*
- *Bicycle riders are dangerous and should require a license like vehicles*
- *I feel like the conditions of many residential roads are dangerous. The roads are very rough and have many potholes*
- *Traffic laws don't seem to be enforced often enough.*
- *It could improve if only people driving weren't in such a hurry - no one seems to realize a vehicle could do damage!*
- *It's very radical but I would love to see Netherland's style street design here. Reduce lanes for cars, raised pedestrian humps in the road, wider sidewalks and green medians.*
- *School zones are largely ignored across the city. As a city with neighborhood schools, doing all we can to protect students and their families is essential.*
- *Many urban areas are finding that more roundabouts create safer places to live, fewer auto accidents and emit less emissions.*
- *I am concerned because my neighborhood used to be safe to walk in. Now there are homeless living in cars. This is very scary especially since they park alongside a school!*
- *I feel like more should be done in specific locations that are very prone to serious collisions like South 96th and Steele ST. There is a pretty major crash almost every day and little to nothing has been done to improve the situation.*
- *I have been driving in Tacoma since 1976. The roads have always been safe, current speed limits are perfect. Poor road maintenance is only safety demerits.*
- *stop prioritizing moving more cars faster. Design city streets so that they function as places for people not as freeways. Don't build any more roads or lanes for cars. Remove some lanes to make room for places for people on foot and bikes and other rolling devices (not cars) Plant Street trees where possible. Put in improvements so that buses move faster than cars (like priority lanes and intersections) so that more people see the benefit of using transit rather than personal vehicles. Remove parking minimums as plentiful parking is yet another reason that people choose to drive rather than any other way of getting around.*
- *Given that speeding is relatively common within the city the city should start with design solutions and automated enforcement automated enforcement before lowering the speed limit. They should especially look at reducing cut through traffic on residential streets where speeding can be particularly bad.*
- *Improve the crappy roads in this beautiful city. I understand pulling people over for minor infractions generate a revenue for the city and that's fine. But putting up cameras is baloney*

- *I am most concerned about excessive speeds on residential streets. Tacoma-area drivers want to drive at 5mph over the speed limits. Also, perhaps small business districts could benefit from more customers if the speed limit was lower. Drivers could have more opportunities to see what a district has to offer.*
- *I am hoping N 51st and N Pearl Street traffic to be slower. There need to be another stop sign or speed bumps between Vassault and Mildred St on 51st as it is a main through-fare for Point Defiance Metroparks and we are getting many folks that are "drag racing" or speeding via fast and furious type racing or burnouts. My concern is the speeders and the drag racers liking the long flat strip of 51st will take more lives of pedestrians, workers, and cyclist or other drivers. I would be ok with traffic cameras if it does indeed help bring cash flow to the city. If it does not, please consider additional stop signs (3 way) or speed bumps or roundabout between Mildred and Vassault on 51st as it is increasingly popular with pedestrians and cyclists accessing Point Defiance Metropark. I am concerned someone else will be killed or seriously hurt again. Please take action on N 51st Street as it is becoming more dangerous, and I doubt lowering the speed limit will deter speeders/racers/burnouts as we are not having enough traffic enforcement in the city.*
- *repair the streets so people don't have to drive around potholes (they don't always look to see if someone is already in the space, they've moved to avoid the potholes. Also, change the laws re distracted driving - the fines are big enough to dissuade driving distracted. Hire more police to uphold the law - and do so without prejudice. Without consequences, why should we expect anyone to change not following the rules?*
- *The current laws aren't being enforced, there isn't good lighting on the roads, the roads are in bad shape and many of the roads need to be restriped.*
- *Leave the speed limits alone we don't need to go down to 25mph the current speed limits and traffic laws need to be enforced*
- *Just enforce the laws already on the books!!!*
- *Stop looking for victims. Hold people accountable.*
- *yes, update the traffic lights in the poorer communities such as East Tacoma and Hilltop. Those lights are extremely dated and don't fit the current traffic load Tacoma has. The lighting system that was good in 1999 is not good in 2022. I shouldn't be waiting at a traffic light for 7 minutes. Also sync the lights, why have a light turn green when absolutely no one is in that lane? Install some sensors, timers are old technology. If we are going to increase the people coming to our city fix the traffic lights so traffic can flow accordingly and not cause backups in lanes only meant for 3 cars. i.e., Tacoma Mall Blvd by Home Depot. That intersection is a mess.*
- *Police need to be given back their authority to enforce the laws and there needs to be prosecution when laws are broken. Revolving criminals in and out of our legal system cause a disregard for our laws including our existing traffic laws. We don't need additional laws, we need to enforce the existing laws.*
- *Tacoma would greatly benefit economically if there was a focus on walkability. Better and more well-lit walking paths, more crosswalks especially on 30th and Ruston Way would be game changers*
- *Hire more & educate police officers. Crimes are not being reported due to nothing can be done shorthanded. The populace isn't being protected*
- *Lowering the speed limit won't do a thing as the current speed limits people drive over anyways.*
- *Enforcement is the KEY!!! Lowering the speed limit will not have any effect on the JERKS that already ignore the speed limits. The city lowered the speed limit on Cheyenne years ago from 30 to 25 and guess what, the JERKS still speed. We have never seen enforcement out here and probably never will!!!*
- *The city appears to think by slowing or stooping traffic flow that they will save lives. What I think the city will achieve is creating bottlenecks, increasing drive times, and fostering an environment that will create more, not less, angry and distracted drivers. When the city slows traffic down to the point where it is faster to walk to a destination than to drive or ride public transit then the city has failed its citizens. Additionally, Tacoma's roads are in a state of constant disrepair, the city needs to find a better way to fund road repair.*
- *Many people, it seems, and certainly transplants from the east, are not familiar with our uncontrolled residential intersections or the concept of unmarked crosswalks. This and unenforced speed limits are the biggest dangers I see every day. On the first two, a little signage would sure help. Yield signs can't be that expensive. On the third, we could start with ideas for slowing down Schuster Pkwy.*
- *Thank you for looking at the data and for considering ways to make Tacoma safer for all users of our roads and paths.*
- *A significant increase of enforcement is needed. Driving around the city/ state is like back in the Wild West. A lawless land.*
- *The drivers who tailgate, weave through traffic, and drive at speeds well beyond the rest of traffic are the problem I've experienced most, and lowering speed limits seems likely to exacerbate this more than anything.*
- *My side street, S Junett, by the Tacoma Mall is heavily used, speeded upon and is constantly full of potholes. Also lack of water drainage.*
- *Just what I mentioned with respect to having an extra traffic signal on 72nd avenue.*
- *Traffic light timing is terrible. To make a series of lights you need to speed, so if light timing was changed so that doing the speed limit would make driving at the limit advantageous people would probably slow down. As it is now, doing 30 in 30 zone requires stopping at almost every light but doing 35 lets you just breeze through.*
- *The best way to reduce speeds is through road diets and more bike lanes this has been proven through study. Also, the "bike routes" like 24th Ave are extremely dangerous because it passes through multiple intersections without stop signs for the cars driving across the bike lanes.*
- *lowering the speed to 20 is foolish. it would not have prevented a friend's accident as someone ran a stop sign. It will not invigorate any business district as people will avoid the district because the speed limit is too slow. And nobody walks or strolls around any business district in Tacoma, ever. And re-time the silly stoplights downtown and on the trolley line. nothing says "never coming*

back" than sitting at a series of useless red lights with zero cross traffic at each one. I never want to work downtown again, just too annoying.

- People failing to follow current laws (e.g., speed limits, stop signs, etc.) are the biggest problem, so reducing speed limits, adding signage, etc. won't work. Enforcement is the answer. Sidewalks for pedestrians would be a huge plus also.
- Just since cops can't be everywhere. We need more cameras to catch violators. Changing the speed limit won't change anything in my opinion. Especially if you're not going to have a cop around to catch them.
- I would like our traffic safety strategy to focus on making our community more walkable. This city should work for its people, not its cars.
- Until you roll out your so-called super fix, if there is no speed enforcement on my street then your idea of lowering the speed limit and not arresting these clowns is a joke!
- Longer yellow lights to allow people to pass through without running the red. You know they're going to and having a 2 second Yellow light on a main road is just asking for accidents.
- Share the road education for the general public would be helpful. Drivers do not typically yield to pedestrians at intersections that have unmarked crosswalks.
- I live west of Sprague Avenue, and I notice a lot of speeding cars on neighborhood roads are drivers attempting to avoid stop lights. I think this is an issue all along the Sprague corridor, and imagine it's similar near other main roads. Besides lowering speed limits, I would like to see more comprehensive and alternative methods of traffic control, such as roundabouts instead of stop lights; curb extensions at intersections, crosswalks, and even mid-block; more road striping; traffic-managed crosswalks; and dedicated bike lanes.
- I drive for a living - in those community that have speed cameras, I stay within the speed limits posted - where no speed cameras, I'm over the limits to get to my next appointment - I'm just like everyone else. Do not reduce the limits, just place more cameras - they will take care of those that are excessive in their speed limits in a very short period of time.
- I firmly believe that police be able to take the privilege of driving taken away on the spot (taking their license and having their car towed), when stopped by the police as necessary.
- We live across from the park on 30th. Traffic speeds up unnecessarily as they hit the bottom of the hill in both directions. All parks speeds should be 20 miles per hour, just like schools.
- use more roundabouts at intersections that have two or more accidents a year.
- Fast driving doesn't cause accidents. Bad driving does. Arrest bad drivers. Lowering speed limits will do nothing to deter them and give cops and excuse to pull over people they don't like.
- Tacoma has completely dropped the ball on law enforcement, much less traffic laws. The police can't even stop street racing. I honestly have no idea how things have gotten so bad, so fast. We need speed cameras everywhere, especially in the North End.
- It seems that even law-abiding citizens in Tacoma believe that speed limits are "suggested speeds" and going 10-20 mph over the posted limit is okay. Excessive speeds by a few have become common, as there seems to be little enforcement. I wonder if there needs to be a public awareness campaign that appeals to the citizenry's sense of "it's for our own good to drive the speed limits"? I'm suggesting something like the Do Not Litter campaigns of the 1970's, Keep America Beautiful, that appeal to the citizen's sense of ethics and the public good.
- The newspaper says there were 400 serious injury or death accidents over four years. How many were deaths? Going down to 20mph on most residential streets looks like a way to guarantee almost all drivers are in violation. Why not go to zero and have no accidents? Ridiculous.
- Living in Tacoma for 40+ years. In the last 2 years I have NOT SEEN ONE OFFICER ENFORCE ANY TRAFFIC LAW anywhere in Tacoma. Cars are visibly dangerous, literally falling apart, missing and NO brake or headlights and the police ignore them. Traffic lights and stop signs routinely ignored. We need MORE police and effective utilization of current police not more laws to ignore.
- Por causa de darle prioridad a los autos privados en Tacoma, los demÅs sufrimos. La ciudad tiene el deber de dar prioridad a los que se mueven for la ciudad a pie o por medio del transporte publico. Ya es tiempo de que la ciudad deje de darle esta prioridad a los autos. Hay varios caminos por el centro y por otras partes de la ciudad que deberÅn ser devueltos al publico, y esto se hace al reducir el acceso a autos privados. Es mÅs: la ciudad deberÅa crear vecindarios los cuales no permiten a los autos--los cuales estÅjn bien conectados por el transporte publico y que dan prioridad a los peatones. Los autos y los peatones no pueden coexistir en el Tacoma que ahora tenemos.
  - Translated loosely to: "Because of giving priority to private cars in Tacoma, the rest of us suffer. The city has the duty to give priority to those who move around the city on foot or by public transportation. It's about time the city stopped giving this priority to cars. There are several roads through the center and other parts of the city that should be returned to the public, and this is done by reducing access to private cars. What's more: the city should create neighborhoods which don't allow cars--which are well connected by public transportation and which give priority to pedestrians. Cars and pedestrians can't coexist in the Tacoma we now have."
- Get the traffic lights better, would definitely help improve flow
- The use of speed cameras is essential to reduce speeding. The major arterials like N. 30th are treated as if they were freeway on ramps. In addition to cameras and lower speed limits there should be more stop or flashing yellow lights that can be turned on by pedestrians.
- Increase speed limits on 16, 5. Remove the HOV lane on 16. Enforce left lane driving laws. Fix the traffic lights on E-W thru-ways. Fix the lights on Union Ave, so N-S turn green at the same time, no L turn arrows for 1 direction. More dog parks - this would decrease the people walking their dogs in the dark or at dusk hours.
- Re traffic enforcement with skilled and trained police. We are doing every stupid thing that Seattle does come up with a real solution instead of this old canard of lowering the speed limit or building bikeways that no one uses

- *Traffic codes/laws need to be enforced by actual traffic officers, and offenders need a punishment that will hurt them. Petty fines do nothing. Punishment has to be fair across the board, no matter of your race, sex, age, or financial/position status.*
- *I fully support the idea of 20 mph on our residential streets. It will require some sort of enforcement to be effective, and the traffic cameras/speed signs are a good start. As more people feel safer getting out on bikes and walking, that will motivate others to try it too.*
- *Fix the horrible traffic control devices in Tacoma, no loops work, signals are NOT timed for ease to efficiently move around the City, remove unnecessary signals from years ago. MORE protected left turns.*
- *One of the biggest issues with traffic laws (and the law in general lately) is lack of enforcement. If traffic cameras get enforced, they may be a good way to go.*
- *Spend the money you get from lights on better training for police without guns. Lowering speed limits and adding radar cameras will not make Tacoma more safe, finding a way to make public transportation more safe, helping the issue with Hosmer. Keeping the money in people's pockets will make communities better and allow them to not be dangerous. It's been proven that radar cameras do not work.*
- *The potholes all over the place make driving here like driving through a minefield.*
- *Over the last couple of years, I've noticed almost zero traffic enforcement and a massive influx of out of staters who drive recklessly.*
- *invest in speed cameras. Move them around to busy streets and intersections. This must be done as there is ZERO police enforcement. I am ashamed of this city, it's like there are zero traffic laws. The fact we can't automate enforcement is pathetic. Illegal right turns on Division and Sprague would pay for the equipment in a single week.*
- *More actual enforcement of existing laws. Conduct speed studies and determine the 85th speed percentile, then examine the actual roadway geometrics to determine if setting the speed limit at the 85th is acceptable for Entering and Stopping sight distance. Raising the posted speed to the actual 85th will increase safety by bringing the majority of drivers closer and more consistent in speed. Artificially lowering speed limits will only increase traffic crashes, thus making the lofty goal of Zero fatalities more difficult.*
- *Enforce the rules as they stand everywhere, fairly, correctly. Driving safety is on the driver, sadly even enforcement followed properly leads to people driving without a license. Catch 22.*
- *It appears that the traffic safety is more about the lack of patrol enforcement on known problem area such as 509 tide flats. Also seems that stronger penalties are needed with some escalation for repeat offenders.*
- *This is a biased survey. These changes need a better study and more public input.*
- *New laws that prevent police from doing their job is hurting our safety. Driving has become more scary because people won't be pulled over like they need to for breaking the laws. Expired tabs and such need to be enforced.*
- *We haven't even BEGUN to take ANY mode of transportation seriously, other than private vehicle use. E-biking is the way to go! :) PLEASE start creating some \*protected\* cycling networks - and not with "paint!" Paint and signs don't protect ANYONE from getting hit by a distracted driver! I've been doored, too, and it is NOT fun! The bus headways are so crazy long that it's not worth taking the bus at all. Biking is the fastest way to get around the city. But it needs to be 100X SAFER, so that we can get the bike mode split from ~1% up to at least 10% - and ideally 25% or higher.*
- *We really need turn signals at the corner of Oakes St. & So. 56th Street! Need sidewalks on So. 64th Street down from Wapato Park (driving toward Oakes); we are also seeing more potholes on streets - how do you report these?*
- *Cyclists and pedestrians need roads where cars aren't allowed on.*
- *more sidewalks.*
- *Stop funding police please. They are dangerous and want to have high speed chases and park in bike lanes blocking traffic. I'd much rather a city that supports traffic of all kinds.*
- *We need more visibility of police officers!*
- *South Tacoma, the South End, and East Tacoma have been historically ignored and under-invested in by the city. These parts of town should be priorities for future improvements. The city should also do more to plant street trees and to place green stormwater infrastructure (like rain gardens) in the right of way. Green spaces and trees have been shown to reduce traffic speeds (plus all the other great benefits they provide). And the city should bring the light rail down here. It's only on the north side of town and it makes me feel like this side of town isn't part of Tacoma (or isn't welcomed as part of Tacoma).*
- *We need traffic calming measures on 30th. Vehicles are driving down the street and think they are still on the freeway! Children cross this street, animals get killed on this street, and the speed is a huge barrier to enjoying multi-modal transportation.*
- *More speed enforcement around the schools would be helpful, and more school zone signs.*
- *Signs, infrastructure, and police need to prioritize pedestrians and cyclists. Right now, they are just an afterthought. In road design, when there is construction, and just day-to-day, we always come second to cars. This makes cars think they own the road. Police also do not punish drivers when they harm pedestrians or cyclists -- public opinion always favors the drivers. The city needs to take a stand and set an example for how pedestrians and cyclists should be treated.*
- *I have been in Tacoma for three years and have seen multiple collisions at the intersection of S 84th St/S Alaska St. There's been everything from minor collisions to fatalities. The stretch of Pacific Ave from S 38th St - S 46th St barely allows pedestrians to cross & it very difficult for cars to turn left on either side of the street across traffic. It's so unsafe as I've also seen collisions here. also, the street has of Pacific Ave from S 84th St - S 96th St barely allows citizens to cross safely. We had a homeless person killed because he was crossing the street at night wearing dark clothing! The stop sign at S 96th St/S Park Ave is awful because people blow through it to go through the light at S 96th St/Yakima Ave. There also needs to be more sidewalks for pedestrians. The gravel at sidewalks are awful. This is just asking for an incident to happen like those two 12-year-old girls run over in Pierce County.*

- *We need more physically separated, continuous bike lanes. Lakewood for example repaved Bridgeport Way a few years ago, they added pedestrian walkways but didn't add physically separated bike lanes.*
  - *Physically separated bike lanes and lanes that actually connect rather than starting and stopping would be great. More continuous sidewalks with more ADA ramps.*
  - *Can we have physically separated lanes? It's scary sometimes to ride a bike on a road where the speed limit is 30mph and it's just some paint that separates us.*
  - *Traffic calming on main arterials. Crossing pearl as a pedestrian is problematic and 6th Ave can be as well. We need cameras. Badly. I work near 6th Ave and watch cars going 40+ all day.*
  - *Require written driving tests every three to five years.*
  - *Where is the locale you are targeting first? Are you looking into criminalizing Southside or only bolstering the North End. There's a serious lack of concern for Eastside and Southside safety and in how equitable treatment is given throughout our whole entirety of Tacoma. What steps towards equity are we taking when addressing the traffic concerns for the whole of Tacoma, not just the predominantly well-off North Enders, the business owners of downtown and city led gentrified hilltop? And, if I'm wrong on my perception of this movement, can you please provide a clear plan that is not filled with ambiguous spending, and show where you plan on targeting first? As a citizen of my city, I do wish to know more on this plan and would like to see information getting out to the public, articles, newsfeeds etc., not just a survey posted in a Twitter post. Who are you targeting? Is this like the housing survey in 2019 that only received 800 replies for the entirety of the city and used to implement home in Tacoma, affecting renters of single housing zones to relocate due to selling land to developers? Vision Zero may have worked in Sweden and in Canada, but will it work in Tacoma or are you just trying to do what Seattle and Portland are attempting to keep with the status quo. Where is the data from Chicago that shows the 10-year plan with Vision Zero has been achieved? More information please. Not just blindsiding Tacoma residents with hidden agendas, we see your 20 Speed limit here and while I agree on limit changes, this survey feels very sleazy and underhanded to achieve your end results. Just come out and say what your intentions are and not hide behind a survey. Be upfront with all the citizens of our beautiful city, not just the business owners and North Enders. Also, we are not Seattle. Please remember that. Please and thank you.*
  - *Can we get street racing completely banned, with a steep fine and/or sentence of 3-5 days in jail with community service? But not completely ruin their life and allow for leaving to go to work/religious gatherings/support groups. The community service hours assigned could be used to pay for the cost it takes to have them in jail for 3 to 5 days.*
  - *Give cars lowest priority*
  - *Annie Wright busses are some of the worst offenders in are neighborhood*
  - *Need more education and enforcement about vehicles parked too close and sometimes blocking crosswalks and parking on planting strips. This negatively impacts pedestrian/cyclist safety due to lack of visibility for everyone (people walking, cycling, and driving).*
  - *if y'all do put more of those speed limit camera things around, I think one good place would be that intersection at Sprague (also just in generally kind of that area)*
  - *possibly lowering speed limits or speed bumps*
  - *no*
  - *more speed limit enforcement*
  - *I see a lot of people speed around corners. Especially at night*
  - *no*
  - *the lighting issues was already an option but I'd like to strongly mention that cause i feel vastly unsafe biking or walking home with the lack of lights there are.*
  - *no*
  - *Fix the sidewalks please*
  - *really disappointing when bikes are directed from a lane up to the sidewalk, unsafe for peds and bikes deserve real, whole, connected infrastructure*
  - *Please increase safety measures for bike lanes.*
  - *Tacoma definitely needs more traffic enforcement. Any plans to make a separate, non-police unit of traffic enforcers would be ideal.*
  - *It is a mistake to make pedestrians feel like they are kings of the road and should be yielded too in all cases. Yes, a car driver should always be safe and do what they can to avoid hitting pedestrians. But like on the open seas where the little boats are to yield and watch out for the bigger boats because the bigger boats are less maneuverable, and the little boat has more to lose so should the pedestrian always be looking out for their safety and not just dart out into the street because they have the right of way. I see this so often and it is so dangerous. I believe this comes from instilling in the public that the pedestrian is king.*
  - *We need sidewalks on E Dand more*
- Speed bumps. Children walk to Larchmont everyday with cars speeding around them.*
- *I drive on the Wilkeson Hill to access the freeway and as it has been getting busier, I frequently see people nearly hit trying to get in and out of driveways there - there is space and it's a green zone, why not add a boulevard like side street for inhabitants there and to increase our tree cover between the industrial zone and hilltop helping health and community for many residents of color in particular*

- *I realize the TPD is short staffed with officers, but it would help a lot if they ticketed people obviously driving while using their cell phones.*
- *Redirect funds from DUI Cost Recovery (RCW 38.52) in the Tacoma Municipal Court toward funding proactive impaired driving enforcement patrols (City of Lakewood has done this successfully)*
- *I think this is a worthwhile initiative and I support the city's investment in Vision Zero.*
- *I would love to see a requirement for re-taking a driving test in order to renew your license at regular intervals.*
- *More cops enforcing driving regulations*
- *get more police officers to work in a traffic enforcement capacity. Every day on my way to and from work, I witness at least a HALF DOZEN drivers completely running red lights. Unbelievable. They know they will not be stopped, due to our current mayor and council's thoughts that traffic stops are detrimental to people of color. What crap. Don't be breaking driving laws and you won't be pulled over! It's so simple people.*
- *I feel that this whole thing is a waste of taxpayers' money. If you would allow law enforcement to do their job and actually hold those that break the laws accountable, things may change.*
- *You need to act more swiftly as everything the city does takes TOO long to implement.*
- *I would like the 'don't block the box' here too*
- *More enforcement and presence of officers in neighborhoods.*
- *Allow traffic control officers to do their job. Quit tying their hands. more tickets to be written.*
- *Why don't the idiotic politicians and lawmakers allow the Police to do their jobs? They should be able to cite, ticket, impound and take a license away for those breaking the law. You really need a survey to tell you this? Why aren't laws already on the books being enforced, i.e., people driving and on their cell phones. Why isn't it mandatory to provide annual proof of insurance to renew your vehicle tabs? Why did this state overrule the will of the people on \$30 car tabs? How is it fair that I have to pay and support corrupt groups like sound transit and pay exorbitant license tab fees and those outside of the 3 counties don't? This state is pathetic in their liberal woke attitude, we need common sense and severe punishments and fines for those who break the law, any law, not just vehicle laws. Again, if you need a survey to tell you this, YOU ARE PART OF THE PROBLEM.*
- *Look into adding roundabouts on Ruston Way at 49th/Ferdinand, N. 46th & Baltimore, and other areas in the City.*
- *People in Tacoma do not care about riding bikes. Our weather and topography will never make this a viable option. Please focus on pedestrian safety instead.*
- *many Tacoma schools don't have safe walking routes, passing on the right is often problematic on streets like McKinley, drag racing happening on main streets. Not enough respect for railroad crossings for Tacoma Rail, insufficient lights for many bus stops- routes that don't connect in timely manner- no bathrooms at Transit Center off 72nd makes traveling difficult. litter throughout Tacoma takes away the joy of walking. people parking over the bike path-- especially new one on 64th between Pacific and McKinley not safe for the young and female to walk on their own around town*
- *Fix the potholes!*
- *Actual enforcement of laws would be nice which should include all drivers/vehicles carry insurance and have license plates, pay for tabs and are in good working order. Other countries seem to accomplish all that.*
- *Speeding is the main concern; usually in the middle of the night.*
- *Would love to see bike lanes with a buffer from the street, i.e., sidewalk, bike lane, buffer, roadway.*
- *Traffic laws need to be enforced based on how they can relate to safety even if they are seen a basal responsibility, but lack of enforcement (or threat of) just encourages misuse of roadways which leads to safety compromises and other transgressions*
- *Road rage, tailgating and people driving aggressively when people are safely driving the speed limit and following laws is a huge problem. I've noticed that it happens with large vehicles and trucks quite often. I think that speeding is less of an issue than the more dangerous aggressive driving, cutting people off and tailgating.*
- *I'm not sure what powers you have or who you work with, but the most important thing we could do to achieve this goal is de-prioritize cars. Make it more convenient and efficient to walk or bike, reduce cars, and traffic deaths and accidents will decrease. I know it's easier said than done!*
- *I am very concerned about this issue. Is there a way I could volunteer my time & experiences to help? I'm a 60-year-old citizen who walks ~40 miles a week in Tacoma, even though I encounter dangers on an almost daily basis.*
- *Every school should have safe sidewalks radiating from it for at least one block, maybe two. Ours (in UP) does not scare me everyday*
- *For pedestrians, if the light doesn't automatically turn for pedestrians, it is safer for them to treat it as broken and just go when they feel comfortable. So, I would like to see major changes, particularly near schools, about the need to push a button and hope it works.*
- *Get high people off the road.*
- *Bicyclists receive an incredible amount of hostility from car drivers. The bicycle routes the City has currently drawn are terrible streets with potholes and pitting that are super dangerous - street conditions must be considered along with traffic flow. Bicycles should never be allowed on sidewalks unless that are designated with bike only sides.*
- *Remove license from stupid people*
- *Neighborhoods need more lights and lane paint.*

- *Police need to start enforcing speed limits*
- *There has to be more oversight. It's just ridiculous out there.*
- *Upgrade the traffic light system in City limits. They are awful. Too much sitting at red lights with no crossing traffic.*
- *Address reckless driving on I5. Address people walking in the middle of the street and public safety from assault and harassment from houseless people.*
- *More patrols. There are reckless stolen vehicles without license plates endangering the community. Expecting people to follow laws does not work, it needs to be enforced.*
- *More cameras on traffic lights for running red lights and more speed cameras*
- *Please take an approach toward traffic safety in alignment with the Safe Systems Approach, i.e., designing/engineering streets to be inherently safe such that enforcement, education, and encouragement are no longer needed as harm reduction strategies.*
- *Drivers ed for teens needs to be more affordable*
- *Don't mess up Tacoma like Seattle with road diets and BAT lanes. Get bikes off major arterials and on dedicated routes.*
- *Thank you for this effort*
- *adding more protected bike lanes to allow for more seamless movement throughout the city, keeping sidewalks clean and clear for pedestrian use, well-lit sidewalks for morning and night travel, adding more speed signs to slow people down*
- *I am amazed at the number of people that just walk in the road, wander/sit in the road, or cross the road whenever and wherever they would like, ignoring crosswalks or "walk" signals at intersections. I have seen many near misses (either almost car/pedestrian accident or almost car rear-ending due to another car stopping to avoid said pedestrian). I'm not sure what can be done to address this as this is likely part of broader issue(s) (homelessness, mental health, substance abuse) but felt it was worth noting as I encounter this often, especially in the dome district/pacific Ave area and not something I encounter outside of Tacoma.*

## Attachment B: “Other” Responses

Below is a complete list of “other” responses for survey questions 2, 6, 9, 15, 16, and 17.

Question 2 | How do you usually get around Tacoma? Check all that apply.

- Run
- SUV
- Motorcycle
- Scooter
- Running
- I am an avid runner. Though I run for exercise and not getting around town, I am on the roads as a pedestrian.
- Motorcycle
- Skateboard
- Stroller

Question 6 | What are the major issues that are affecting your safety on the roadways in Tacoma? (Check all that apply):

- Motorists only look out for other vehicles. They don't look out for pedestrians or cyclists.
- Deliberate injury to peaceful, lawful, demonstrators at demonstrations
- Groups of Drifters are encroaching on job site property
- I may not feel my safety is affected by unfair treatment in how traffic laws are enforced, but I know there is unfair treatment happening.
- Potholes, broken sidewalks/roads, striping not visible
- unmarked roads, sudden lane changes (2 lanes suddenly become 1, with unclear traffic lights, especially on 56th St), poor visibility with signs, no medians to protect from oncoming traffic
- would like the city to incorporate their plans to include NE Tacoma. We pay the most in property taxes and get the least services provided.
- The potholes as big and deep as moon craters cause accidents all the time but that's not mentioned at all... driving through other municipalities and the coming home is heart breaking and embarrassing when company is here..... whole busy roads with gaping potholes almost as many to make them ruts that run parallel to the same roads.... not ruts. Not cobblestone or wood... nor mud. just fifty million potholes.
- Lack of curb cuts for wheelchair users and poorly maintained sidewalks forcing them into the street.
- Basic rules of the road not being used
- as a driver, I am tired of all the bad roads. Not only are they hard on cars (which I get to pay for the repairs) those potholes and bumps cause accidents.
- drug addiction and crime on the streets
- Things are good in Tacoma. This is a stupid policy and goal.
- Loose dogs
- We live between the west end and Proctor and walk for exercise every day. Literally no one stops for pedestrians on 26th. There is a pool and a crosswalk and when the police who are stationed right there do not let pedestrians cross.
- The tire tread scars are evident of the reckless street racing endangering us all.
- I think our striping and lines are terrible when it is raining and or dark is impossible to see the lines while driving.
- Tacoma needs to be more pedestrian friendly, which includes more street trees and sidewalks protected with right of ways.
- Randomly shooting.
- People don't use their turn signals- which makes it scary to walk, drivers don't yield to pedestrians even in crosswalks
- There is a major concern when walking to parks, stores, hospitals, downtown, etc., most especially with children, when there are tents, homeless individuals, mental illness, and open drug use and unhygienic (defecation)/trash.
- extremely poor street conditions-deadly for bikes. I broke a collarbone due to bad area on 26th. It got fixed the next day.
- Drivers under the influence
- Drivers travelling slower than posted speed limits
- Roadway geometric conditions, e.g., lack of shoulders, fading pavement markings (a big issue during nighttime and when it rains)

- *I ride with a friend on weekends. I do not drive.*
- *need more traffic stop signs at residential streets*
- *Obvious intoxication or use of drugs given the amount of alcohol bottles/cans and drug paraphernalia that I pick up on trash pick-up walks*
- *Tacoma allows street parking on major arteries like 6th Ave., N. I St., N. 21st St., N. Union Ave., N. 30th St., etc. where the speed limit is relatively high. Over the past 20 years I've lived in the city, I've experienced or witnessed people in parked cars throwing a door open into oncoming traffic (both autos and bicycles) causing motorists and bicyclists to suddenly swerve to avoid an accident. Please further restrict street parking on arterials. 2) At schools (e.g., Lowell Elementary), parents routinely "J" walk across N. I St. with their kids when navigating between their car and the school. Instead, I'd like to see an off-street loading zone for parents, preferably off of N. Yakima. 3) Uncontrolled intersections have been the location of several of my near-accidents where a driver coming from my right or left assume they have the right to enter the intersection at cruising speed without looking for on-coming traffic from their right and left because they don't have a "Stop" or "Yield" sign. Please provide signage at uncontrolled intersections that communicate that the intersection is unregulated and should be treated as a 4-way stop. 4) The absence of parking enforcement through-out most of the city, and an increasing population and increasing number of cars parked on the street, emboldens motorists to violate parking regulations and put everyone else at higher risk (e.g., parking within an intersection, parking in a crosswalk, parking facing oncoming traffic, etc.). Please provide more parking enforcement, at least in the most densely populated parts of the city, especially in the evenings and on weekends when the most cars are parked on the street (and not in an employer's parking lot during the work week).*
- *N Vassault St. Tacoma. average speed, 45-100mph every day!!*
- *Drivers cutting people off.*
- *Lack of protected bike lanes!!! Painted bike lanes are not enough!*
- *Streets are way too dark at night and the lack of sidewalks (21st for example) is terrible.*
- *Tacoma has several potholes which cause me and other drivers to swerve to avoid the potholes*
- *homeless encampments on bike trails. Lack of follow up by city on unsafe conditions. Open drug use on streets. Empowered individuals verbally threatening myself and my family.*
- *The lack of stop signs in Proctor and North Tacoma*
- *Violence everywhere*
- *Young (mostly) using center turn lanes to long and fast. Sometimes passing.*
- *We need better roads & sidewalks*
- *Homeless*
- *Drivers yelling at and threatening bicyclists*
- *Impaired drivers; drugs and alcohol. I smell pot all the time when cars go by. I find all kinds of alcohol bottles along the roads when out walking.*
- *Lack of curb cuts, lack of bike lanes, lack of traffic calming, why can't we close some streets to cars?*
- *Too many potholes. Too many sight obstructions at intersections & commercial property exits onto roadways if not in an SUV/tall vehicle: a lot of shrubs not trimmed or are planted too close to road; this is NOT about trees*
- *Sidewalk condition-broken, uneven*
- *lack of stop signs at most intersections. bike trails that simply end with no alternative but sidewalks. parking is too near side streets-- can't see oncoming traffic in North End*
- *unsafe conditions outside of schools (i.e. too many fast & distracted drivers outside McKinley)*
- *Sidewalks are in terrible condition. Significant trip hazards are everywhere. This has led to trips, scrapes and minor injuries to both my child and me.*
- *Horrible driving by people who very likely would come back with active warrants after a traffic stop. Ten percent of the people create 90-percent of the problems on the streets of Tacoma.*
- *bad roads and a lack of curb and gutter seem to create bad neighborhoods.*
- *Drive by shootings*
- *Too easy to drive too fast; roads need features like raised sidewalks that make it physically and psychologically uncomfortable to drive fast near pedestrians.*
- *Often there are homeless encampments taking over sidewalks making area unsafe to walk through, or homeless people walking around or in the middle of the street*
- *Bike lane/road conditions are often dangerous for bikes. Bike lanes, where available, frequently become fills with car debris, gravel, trash, etc.,*
- *Lack of sidewalk cut-outs for wheelchairs.*
- *Not enough stop signs. Too many intersections with no signage.*
- *The police are hampered by the current laws to stop unlawful drivers.*
- *Potholes*
- *Stroads. Yakima Ave where I live is too wide.*
- **POTHLES ALL OVER**
- *Relaxed enforcement such as tabs windshields suspended licenses*
- *improper use of sidewalks where those that bike or e bike think they have the right of way on sidewalks because they are too scared to ride in the street*

- Homeless issue, lack of stop signs at 4 way stops in residential areas. No police presence, terrible road condition, potholes and non-visible paint
- not enough bus routes going where I need to go
- Lighting at night is terrible
- There is not enough speed limit signs. And traffic signals are not synchronized with the flow of traffic, like coming on or getting off the freeway. What is the point of coming off the freeway and the traffic light you have turns green and you take a right, but then you will have to stop less than the exact turn barely into your lane because this light is red and the freeway exit light is green being unsynched creates a massive backup as more people get off. Once you are able to get passed those previous 2 lights, everyone is not driving the speed limit because there is not enough signs telling them to move at a decent speed. People keep wanting to do 35mph or less in a 50mph zone example; Alderton to Orting I think there is a total of 4 and there are way far apart from each other. And speed cameras are never accurate so if any smart person takes the ticket in front of a judge will win because the equipment hand scanner of surveillance radar will always have to show proof of calibration and that is fair. It's not fair to use a mechanical device as an eyewitness when it cannot detect accurately or be cross examined.
- I hate to admit it, but the streetcar tracks make biking feel very unsafe in certain areas
- Horrible streets. These need to be fixed.
- The city will not paint curbs red or enforce not parking near intersections. I often have to turn off all music and roll down my windows and try to listen to see if it is safe to pull out because there is no way to see if there is oncoming traffic.
- Poor communication to the public regarding bicycle usage right of way.
- I admit to being privileged by looking white, middle class, female.
- Extremely poor road surfaces -not maintained. Really bad traffic lights (not changing, changing for no reason, taking forever to change encouraging lawless behavior and disrespect for traffic laws. Also the lack of enforcement for Street racing and intersection burnouts
- Speed limit too low
- Cars parked too close to intersections, making crossing in car or on bike terrifying
- street racers
- Inconsistent Driving School Methodology, some people don't know how to merge, others don't know how to use center turn lane, some don't understand concept of passing lane, etc.
- Excessively large vehicles. Both large trucks, but also F150 size vehicles who refuse to give other road users space.
- In my neighborhood, drivers rarely follow the speed limit. It wouldn't matter if it were lowered because it is consistently ignored. And this is in a school zone. The bright yellow lights are flashing as drivers speed on through.
- People will continue to go 50+mph on Pearl Street regardless if the limit is dropped to 25-30.
- People on their phones
- Horrible condition of city streets
- Right turn on red, very dangerous for a pedestrian
- People follow too close.
- The road condition being so poor in Tacoma is the most dangerous. If you notice, people swerve to avoid potholes. People also think they have the right of way to cross wherever they want (used to be called J-Walking when we used to enforce the laws). So maybe improved crossing areas would help. Still a lot of unfinished sidewalk ramps cause people pushing strollers and in wheelchairs to cross where it may not be ideal. I could go on and on but I don't think speed is the only or maybe even the primary reason for issues. It is only the easiest to address because budget is not a consideration.
- We don't have any issues driving around Tacoma except for potholes!
- Before trying to change the existing laws. Get city employees to follow existing laws. I can pretty confidentially say that s police car, city bus or other city vehicles has ever stopped for me while waiting to cross the street. If you can't even get your own employees to follow the rules, why would you even consider changing them.
- Not enough traffic circles. You could easily install small ones all over the place, like you have at Adams and 8th. It is a \*huge\* help in slowing traffic in the neighborhood.
- Tacoma is not a safe city to be a pedestrian in.
- Red light running
- Druggies high while driving
- Don't use race to make these choices
- Pearl street (167) has turned into a freeway!
- I've driven all over the US, but people around here drive like it's a competition.
- Poor condition of Tacoma streets and sidewalks.
- Stoplights are dangerous. People run red lights. We need roundabouts. They are safer and faster.
- Speed limits are too slow
- Red light runners.
- Potholes, terrible road maintenance makes it unsafe for me and my vehicles. Spend money on road repairs.
- I have seen so many crazy things driving lately. People stopping then continuing through a red light; people floating into other lanes; and people going into the left turn lane then jumping the stoplight. It is so crazy! I don't feel safe driving and forget about biking or other non-motorized

- *I'll just say traffic laws and enforcement are not part of a sound vision zero strategy. They only kick in after the problem has occurred. The focus should be on physically redesigning the streets and systemically de-emphasizing cars.*
- *Potholes*
- *everyone's in a hurry to get to the next red light*
- *Lower speed limits or automated citations would make me feel less safe*
- *Texting while driving or using phone*
- *people seem to carry guns and are excited to use them for any perceived slight. And, I haven't seen anyone pulled over for a traffic violation in over 2 yrs. fewer police? scared police? But, I worry anytime I have to leave my house, because people aren't following traffic rules - and I think it's worth the cost to put in traffic cameras with appropriate repercussions to not obeying the laws*
- *enforce cell phone laws before you change speed limits. If you can't enforce those how are more laws going to help?*
- *antiquated traffic lights. one on Tacoma Mall Blvd go on to I-5 South stays red for at least 7 minutes. Causing traffic backups.*
- *Potholes*
- *Jerks that have a total disregard for others.*
- *Street capacities are too small, stopping at every stop light on arterials roads, I'm aggravated by city attempts to slow traffic down instead of improving traffic flows.*
- *Lane paint is badly faded and often difficult to see.*
- *I feel it would be helpful to install a traffic light on 72nd Avenue across from Fred Meyer and the Cannabis business.*
- *Stoplight timing is horrible*
- *noisy, illegal modified exhausts and car audio are the biggest traffic/nuisance problem in Tacoma*
- *6th Ave, west of pearl is a cluster f of folks ignoring traffic laws. 6th Ave west of alder is riddled with folks trying to cross on foot with no crosswalk within a reasonable distance. Terrible sidewalk conditions and lack of curb cutouts make walking with a stroller or mobility device impossible weren't forced to walk on the roads. Police routinely ignore their own traffic violations making it unsafe to be around them. 6th is one of the most bustling commercial/residential districts and it has practically no public transportation. Non arterial streets near 6th (8th and crossroads) routinely have speeding drivers and several unsafe intersections without stop signs or speed bumps, despite close proximity to commercial strip and schools*
- *No one follows speed limits. We need more traffic cameras to catch speeders and those that don't stop at stop signs.*
- *I live on N Vassault St. 30mph is the posted limit, average is 45-100mph! No traffic cop's around, it's been brought up to the city of Tacoma, nothing has improved to slow these dangerous drivers down.*
- *CONDITION OF OUR ROADWAYS (potholes, center/fog lines, signage, road reflectors, etc.)*
- *On main roads, I'm less concerned about the actual speed limit being too high, but I am concerned about how much and to what degree of speeding I see. Similarly, on neighborhood roads, I find that people drive too fast, and well over the existing 25 mph speed limit.*
- *There are not enough established crosswalks and drivers will not yield to pedestrians. It's very dangerous having pedestrians crossing streets without crosswalks because they have no choice. How will pedestrians safely get to and from the streetcar extension route (19th Ave S specifically)? Driver's routinely drive 50 mph in Residential areas. Very unsafe. Recommend more crosswalks, better lighting, street humps, and non-police enforcement measures.*
- *Car regulations and inspection requirements are too low and allow for all types of cars to be driven. There is also the issue of cars that are not registered only using side roads to evade being fined or having their vehicle impounded.*
- *People driving like idiots.*
- *Condition of the streets. Lights not timed and no protected left turns where they need to be.*
- *NO POLICE ENFORCEMENT ON ANY CURRENT TRAFFIC LAWS. Just one more law to ignore by law enforcement.*
- *Extreme speed limit infractions*
- *A mix of people driving at or below the speed limit with people exceeding the limit. Faster cars weaving in and out of slower traffic. The traffic light cycles are also pretty bad causing people to try to speed between lights to avoid sitting through multiple red-light cycles*
- *Speed limits too slow in many places, drivers driving too slow for conditions, or driving too timidly, taking actions inconsistent with what you would expect. People aren't challenging vehicles at intersections (this is much worse in Portland), trying to speed walk to beat them to crossing at an uncontrolled intersection. Stoplight sequences heading downtown are TERRIBLE, which causes drivers to speed very excessively to try to beat lights, or even just running them (11th and 12th streets are bad).*
- *It's dangerous to expect people to ride scooters in the street, even in bike lanes.*
- *Guns*
- *lots of people on the road aren't aware or don't care about others on the road*
- *Like ALL our laws, there is zero enforcement of traffic laws*
- *Potholes. The condition of streets are dreadful.*
- *These are biased questions and answers*
- *There are ZERO barrier-protected cycling corridors! We \*really\* need to study Vancouver, BC, where a 6-year-old can bike safely for many miles!!*
- *Need more traffic signals / turn signals and crosswalks*
- *Poor condition of streets and sidewalks*

- *There is not nearly enough bike infrastructure, and it gives drivers the sense that they own the road. This is partly because of education and a general lack of city support for cyclists.*
- *Bottlenecks on major thoroughfares*
- *Large pickup trucks are intimidating “try to be.*
- *Debris and holes in bike lanes. Bike lane paint faded and or missing.*
- *All of this is true. People shouldn't be harassed and buzzed by drivers just because they're on a bike or walking.*
- *definitely the lack of crosswalks*
- *no maintenance of existing infrastructure*
- *A homeless man chased me with a machete on a walk in hilltop and the police did nothing; I only leave the house now if a family member knows exactly where I'm going and I'm in screaming distance - we need community centered people to lead in our communities for each person in a way that that man gets help and I don't have to worry about being chased with a machete in downtown Tacoma for the police to only ask what did the machete look like and do nothing*
- *Drivers that tailgate so close I can't see their headlights in my rearview mirror, impatient drivers, street potholes*
- *City has very little impaired driving enforcement. Why doesn't TPD have DUI enforcement cars working in the evening??*
- *Laws not being enforced*
- *Obstacles such as snow/ice, leaves/branches and refuse on sidewalks, blocked by parked cars*
- *Potholes and bad road surfaces.*
- *Allow the police to do their job and arrest all idiotic drivers, also crack down and big fines for people driving and on cell phones*
- *road conditions- potholes/missing signs/ no lines on roads etc.*
- *Doubling up on lack of enforcement, emboldens drivers to perpetuate (or create) bad roadway use habits which link back to safety*
- *These are all problems I witness often.*
- *Pickup trucks keep intentionally hitting pedestrians here help!!*
- *Lack of driver education.*
- *bad sidewalks (fell, broke elbow as result)*
- *Drivers having tunnel vision*
- *We live two houses down from the intersection of 38th and K, and we NEVER just go when the light turns green. People run that light with abandon ALL the time.*
- *Build more sidewalks in unincorporated pierce county, our kids are being hurt*
- *While the speed LIMITS are acceptable (25 or 30 depending on the roadway) I am routinely encountering drivers going at least 10 over that limit, either from lack of enforcement or due to the roadway design (ex: 4-5 lanes spread way out)*
- *I recently stopped running in Hilltop because of several negative and aggressive encounters with houseless people. It isn't safe anymore. You can provide public transportation all you want but those often end up being places where houseless people hang out or dedicate as can be seen in Seattle. I would not allow my female child to use it alone. Additionally, Fire Department resources are used to respond to incidents that aren't life threatening where people are sleeping on trains or light rails.*
- *Carjacking and armed robberies*
- *Young inexperienced drivers*
- *The number of people that just randomly cross the road in the middle traffic*

## Question 9 | Have you or someone you are close to ever been involved in a serious crash in Tacoma?

- *My parked truck was totaled at 3am by a driver who was likely either impaired or distracted.*
- *Drivers constantly honk at friend I ride with. He goes speed limit or less if warranted. We were flipped off recently and I fear road rage violence.*
- *Several co-workers have been hit by vehicles while riding their bikes; two were killed and two suffered major injuries. Another was seriously hurt while walking across a street at an intersection.*
- *It was caused by someone in a stolen car who was high on meth*
- *Yes, rear-ended by someone on their phone*
- *Don't allow fear stories to create an unfair enforcement system. Red light cameras create hardships for the poor and working families who drive safely but maybe didn't make a full and complete stop at a red light to turn right...or got stuck in an intersection etc.*
- *There is a category in between: moderate injuries. Surveys are only as good and as objective as the questions within them and HOW those questions are written/worded. This survey needs revisions to obtain truly objective answers from the community. Also, the question asking if one would “travel differently” if feel safer is an incomprehensible question as written and will produce skewed results from any answers derived from it. Kudos for taking a survey, now Tacoma can say it reached out to its residents. Unfortunately, after living in Tacoma for 25+ years, I have no confidence survey responses will make any difference, regardless of whether the survey was well written/focused on obtaining objective data.*
- *I'd like to share a thought*

- *Yes, I worked at Tacoma Fire Dept.*
- *I've always seen the outcome on Pearl Street or Orchard missing the actual accident and having the outcome*
- *It's a matter of time*
- *Yes, and the driver was drunk. A speed camera won't help. Also, a texter. Speed camera won't help that. Officers are needed.*
- *Yes, and their back injury, though not serious at the time, gave them a great deal of pain as they aged.*
- *I saw a kid get hit at the corner of Sprague and 12th. He was running to catch his school bus. Why are there bus stops near such wide roads where cars tend to go fast? Car-friendly is automatically not pedestrian-friendly.*
- *Yes, and treated for mild to moderated physical problems*
- *I have not but feel like I'm taking my life in my hands just driving to it from work across town*
- *Go catch the street racers*
- *There had been 3 fatalities to my knowledge on N 51st Street*
- *I live at an intersection with a stop sign that vehicles continuously ignore. We have an accident at least 4 times a year.*
- *Near miss as a pedestrian crossing the street on 12 Ave. Pressed the button and the sign flashed but the driver did not yield. Had to run and was almost hit.*
- *Not in Tacoma, but multiple in Iowa, my father was struck and killed while working by a 94 y/o man. Was in a bad accident as a 9 y/o with my mom, sister, and grandparents - my sister suffered permanent facial scarring, my chin and nose were permanently altered. I was in a hit and run in Tacoma - which the police did nothing about by the way, even though I got the plates, vehicle description and description of the driver (all which matched by the way).*
- *Possibly there was a car crash in my family just none that I know of*
- *Yes, but not recently*
- *Been hit twice while cycling.*
- *Not in Tacoma, but somewhere else*
- *Had 2 cars totaled on Yakima Avenue North in front of my house. One would have injured and or killed kids if was a month later as I live next to St Pats School. That driver was high on drugs and totaled 2 cars at high rate of speed.*
- *I've known some people in car crashes, and I know a lot more in close calls while walking or biking, which have made them afraid to walk or bike where cars are present.*

## Question 15 | What race/ethnicity do you identify as? (Check all that apply)

- *Cherokee*
- *Yaqui*
- *Human*
- *What difference should my ethnicity make?*
- *Seriously, what does this have to with traffic safety. Get serious.*
- *This question is not necessary. It's too judgmental*
- *Human race*
- *Why is race a factor*
- *Finnish/Italian*
- *What does my race have to do with driving safety?*
- *Why the hell does it matter?*
- *Race/Gender should not be asked in surveys as this. Why do we persist to shove us into a certain class/category? This is not the correct place to say this, but you did not offer an opportunity to add any comment.*

## Question 16 | Do you rent or own the place where you live?

- *My housemate is the homeowner.*
- *I live with my partner who owns the home.*
- *To keep roads safe. This question doesn't matter. We all need to feel safe on the roads "we" are paying for.*
- *Homeless because housing is too expensive*
- *Who are you targeting*
- *my parents own it not me*
- *Mom owns it*
- *Not mine*
- *Again, not sure what this has to do with driving*
- *[Do not understand why this is relevant]*

## Question 17 | What gender do you identify with?

- *I don't identify with a gender.*
- *What difference should my gender make?*
- *Again, what does this have to do with safety?*
- *Doesn't need to be worried about.*
- *Transgender*
- *I'm an intact male Llama*
- *Again, why does this factor in*
- *nonbinary or genderfluid*
- *[Do not understand why this is relevant]*



## Vision Zero Tacoma Stakeholder Interview Summary Report

### Project Overview

On February 18, 2020, the Tacoma City Council passed [Resolution 40559](#), joining the Vision Zero Action Network and to committing to a Vision Zero goal that eliminates traffic fatalities and serious injuries in the City of Tacoma by 2035.

In January and February 2022, the project team worked with external stakeholders (primarily local community-based organizations) to gather input by conducting interviews to understand where the key issues are in the community and incorporate them into the Vision Zero (VZ) Action Plan.

### Goals

Stakeholder interview goals included:

- Build relationships with CBOs
- Understand how traffic violence is impacting stakeholders and/or their constituencies, and why Vision Zero strategies may be important to them
- Seek feedback on potential risks or concerns during the VZ planning process:
  - Understand key concerns of traffic safety around the city and local neighborhoods.
  - Around the potential for disparate impacts to historically underrepresented groups
- Get input on key messaging and materials
- Ask for their help informing the public about VZ and the survey in effort to collect more data and ensure the project positively impacts all communities

### Findings

The interviews followed a loose template of 9 questions. Questions and key findings are summarized below.

#### **Q1. Tacoma has set the goal of achieving zero traffic deaths or serious injuries by 2035. Do you think this is achievable?**

Most stakeholders said they believe achieving the goal is unlikely because it may be unrealistic and would require a major culture shift. More specific reasons for the goal not being achievable included that roads are currently designed and prioritized for motor vehicles (rather than pedestrians or bikers)

and a perception of government opposition to reduce speed limits and provide serious investments in pedestrian infrastructure.

Some stakeholders said they believe that the goal is still good to work towards and helps them feel more hopeful, but that government should be transparent about what is realistic. Reasons for the goal being achievable included the potential growth of public transit and self-autonomous vehicles on the road.

**Q2. The City of Tacoma is developing a Vision Zero Action Plan to identify how we can eliminate traffic deaths by 2035. Does/how does traffic violence impact people in your community/organization?**

All stakeholders interviewed said that traffic violence impacts their communities and believes education and traffic safety improvements will benefit all, but particularly pedestrians and bicyclists. Many stakeholders expressed high concern for their safety as a pedestrian, bicyclist, or those who use a mobility device due to dangerous roads and poor or lack of infrastructure.

Additionally, one stakeholder raised that there are unique impacts to people living with a cognitive or physical difficulty as well as those who elderly. This includes gaps or discrepancies in data and reporting (including autopsy reports) that don't address affected people's mental health or that are biased towards a certain mobility group.

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*"Last year one of the staff members was hit by a car – basically ran off the road. It affects the community because it makes people not want to ride their bike. It feels like a death wish. Definitely decreases ridership in the bicycling world."*

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**Q3. Imagine that in 2035, Tacoma experienced zero traffic deaths or serious injuries. What changed to get the City to its goal?**

Overall, stakeholders felt that the City would have to invest in improving infrastructure on roads and sidewalks to prioritize pedestrian safety, as well as decreasing the speed limit. One stakeholder emphasized the importance of shifting culture toward the Vision Zero framework: that traffic deaths be seen as preventable.

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*"No more straightaways through neighborhoods from green light to green light. Portland does a good job with stop signs."*

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**Q4. Given what you know about Vision Zero, do you think this kind of effort is important to you/your community? Does it align with other concerns or important issues?**

All stakeholders felt that Vision Zero efforts are important and will provide safety for all, regardless of whether they are traveling for necessity (work, grocery store, etc.), as well as for fun or leisure. One stakeholder offered a reflection around who the City typically prioritizes in urban planning and the importance of including all groups in planning and budget.

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*“Just take a walk – it’s clear the city has ignored this important stakeholder [individuals with disabilities]. It’s important to an equity perspective and economic perspective.”*

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**Q5. Are there other issues of high concern (related to transportation, other neighborhood projects, or just in general) that the planning team should be aware of in the community? Is there anything we should know about how people may perceive the City of Tacoma or other government agencies based on past projects?**

In general, most stakeholders felt pedestrian safety is a massive issue that needs to be fixed. Recommended solutions included improving sidewalks and crosswalks. Other areas of high concern are safety or fear of harassment and a lack of bus transportation options.

Perceptions about government and the project included a range of beliefs, including a lack of trust for government and that change will not happen quickly or at all. One stakeholder said the City is doing a good job and that they appreciate the community engagement conducted in the planning process. Another stakeholder said that they liked Pierce Transit’s method of gathering input on social media, suggesting a similar approach to gather feedback.

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*“There is not a lot of trust that change will happen or happen quickly. Plus it’s near impossible to get actual protected bike lanes.”*

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**Q6. One of the potential strategies that we’re considering includes expanding automated speed enforcement (traffic cameras) to additional locations. Is there anything else we should be thinking about as we consider this approach, or opinions your community might have about this?**

Overall, stakeholders believe if the City is going to install automated speed enforcement cameras, these devices should be in areas where there are a lot of crashes, and that there should be effective signage to alert drivers. But it’s also imperative to be careful implementing this approach as this will disproportionately affect lower income communities with the potential locations of these cameras as well as financially. If these cameras are going to be installed, fines should be equitable based on level of income.

**Q7. We are also looking at reducing speed limits in residential neighborhoods and neighborhood business districts. Is there anything we should know about how this might impact your community, or opinions your community might have about this?**

In general, most stakeholders said they support lowering the speed limit, especially on local or residential roads. However, some stakeholders had concerns about whether reducing speed limits would truly affect driver behavior and requested to see research that this is the case. There were also concerns about increased tickets or negative interactions with police enforcement, particularly for protected and/or underrepresented groups.

**Q8. Is there anything that Tacoma has done well that has improved the feeling of safety when traveling? If not, what is an action or policy that you feel the City should prioritize in order to improve traffic safety?**

Most stakeholders said that the Tacoma First 311 system has been helpful to responding to and resolving road issues that improve safety. One stakeholder mentioned that the City's focus should be on reducing traffic, especially near schools. Others mentioned they appreciated the installation of protected bike lanes and roads closed off to cars for other mobility.

**Q9. Are there other ways that you suggest we talk about Vision Zero to ensure that it resonates with your community?**

Overall, most stakeholders felt there is distrust towards the government and focusing on developing a two-way relationship with the community will go a long way. There were suggestions to encourage City leadership to use other ways of getting around Tacoma besides driving, to understand conditions of other methods of transportation better. One stakeholder believes Tacoma could be a draw for tourism and investment in safe walking and biking would be beneficial, but to be mindful of not gentrifying neighborhoods when supporting tourism. They also suggested improving bike infrastructure as public transit is not always dependable and is limited.

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*"Trust will be built if action is seen, and stuff actually happens quickly."*

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## **Next Steps**

Development of the Vision Zero Action Plan will draw from multiple factors and sources of information, including technical evaluations and studies conducted by the project team. Community engagement will play a role in understanding concerns, strategies, and prioritization.

Stakeholders were given information about how they can take the community survey online, as well as share with their communities. The stakeholder interviews will assist in developing the Action Plan, in addition to other community engagement activities (including the online survey, community events, and the Vision Zero Task Force).

The project team will provide updates to the community about the progress of the Action Plan and is scheduled to present recommendations to the Tacoma City Council in summer 2022. After the Council approves the plan, implementation will follow.



## Vision Zero Tacoma Virtual Listening Sessions Report

### Overview

Vision Zero is a global initiative to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. On February 18, 2020, the Tacoma City Council passed [Resolution 40559](#), joining the Vision Zero Action Network and to committing to a Vision Zero goal that eliminates traffic fatalities and serious injuries in the City of Tacoma by 2035.

The City is developing a Vision Zero Action Plan through summer 2022, when it will be brought before the City Council for approval. The contributing elements of the Vision Zero Action Plan will include recent crash data, equity indicators, and community involvement to determine the best solution that benefits all.

On May 12, 2022, the project team hosted two virtual listening sessions for participants with access or functional needs, or representatives who live with someone with access or functional needs, to share their experiences for getting around Tacoma with City staff and decision-makers. The experiences shared in the sessions will help inform the City's Vision Zero Action Plan. The sessions also provided Tacoma staff involved in transportation decision-making an opportunity to listen, learn, and answer questions. Participants were compensated with a \$50 VISA gift card for their time.

### Goals

The listening session goals were to:

- Hear from people with access and functional needs (including people with cognitive and/or physical disabilities) regarding their experiences and needs getting around Tacoma. This includes experiences walking, rolling, driving, and accessing transit.
- Understand how traffic violence is impacting these communities and why Vision Zero strategies may be important to them.
- Foster a space where community members could safely and freely express their frustrations around traffic infrastructure and culture in Tacoma.
- Open a line of communication to City transportation staff and leadership.

### Promotional Effort

The project team used targeted methods to reach intended audiences (people with access or functional needs, including people with disabilities, or those who represent them) to promote the event flyer and registration for the listening sessions. The online registration for the sessions was primarily promoted through email outreach generated by City staff and team members from partner advocate agencies such as the Human Rights Commission.

The registration process included follow up by project staff to confirm schedule and virtual event meeting details.

## Accessibility

The registration questionnaire included a prompt about accommodations or access needs in preparation for the sessions. There were no special requests submitted for participants who attended. Closed captioning was provided for both listening sessions.

## Session Framework

The facilitator for each session went over and asked for agreement on norms and ground rules at the beginning of the session. *Housekeeping items included:*

- Meeting would be recorded, but not shared publicly.
- Camera would be turned on for staff; but could be turned on or off for participants.
- Auto-captioning was enabled; participants instructed to click the “Live transcript” button to change subtitle settings, including text size and color.
- Participants were encouraged to inform the facilitator of any questions, comments, or access needs throughout the session.

*Norms agreed upon by each group of session participants included:*

- Participants were encouraged to share their thoughts out loud but could use chat when responding or reacting to speakers. The facilitator read comments aloud from the chat, if applicable. However, there was minimal conversation in the chat for both sessions.
- Listening sessions as a safe and courageous space for participants to share their honest thoughts and opinions.
- Participants were encouraged to speak their truths freely and from experience.
- Project staff and the facilitator acknowledged that decisions in the past have harmed community members with access or functional needs.

Carrie Wilhelme, Senior Transportation Planner for the project, introduced the project and the goals for the session. Carrie also introduced the participants to various City staff in attendance. The facilitator presented an icebreaker question. Both sessions ended one hour after the start time.

## Attendees

A total of nine participants attended the sessions: five participants for the daytime session and four participants for the evening session. Three to four City transportation staff also attended and were available for questions during each session. A facilitator and notetaker was present for each session.

## Key Findings

The interviews followed a loose template of 5 questions. The facilitator noted that discussions during the session were not required to follow this set of questions.

### How do you, or individuals you are speaking on behalf of, generally get around Tacoma?

Participants shared a variety of methods for getting around Tacoma, including local shuttle services, public transit, driving, walking, a tricycle, and regular use of a wheelchair or powerchair.

One participant mentioned occasional use of rideshare apps like Lyft or Uber but said that it was too expensive to ride compared to the other options.

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*"I have developmental disabilities. I can't drive. I can only walk and take the bus."*

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### What barriers do you/they encounter traveling around Tacoma?

#### Barriers with infrastructure

Several participants explained that sidewalks in many areas are in poor condition or non-existent, creating dangerous walking or rolling conditions that worsen in bad weather.

Participants also expressed concerns regarding street crossings, and that current infrastructure often impacts their safety and limits their mobility on the streets of Tacoma. One participant shared that in the Parkland neighborhood, they experienced audible crossing signal issues at multiple intersections. Another specific area of feedback related to crosswalks included ensuring verbal guiding cues at crosswalks are more accurate and loud enough to hear—particularly in busier urban crossings.

One participant described witnessing a person on a wheelchair attempt to move upwards on a residential street hill. They said there were no sidewalks in place, and it seemed very unsafe. While they applauded this person's ability to be independent, they said streets are not currently accessible for those who use wheelchairs or powerchairs. Another participant said that it can be difficult and physically taxing to get around the neighborhood while walking because of how many hills there are in Tacoma, but that walking is beneficial for mental health. Others agreed that sidewalk and pedestrian improvements are needed to ensure this benefit.

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*"Sidewalks are a big deal for people with disabilities. You're inclined to avoid the sidewalk if you can't get over the humps. You take chances that you shouldn't."*

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#### Barriers using shuttle services and public transit

Several participants who identified as having a vision impairment, or who described family members who have visual impairments, said they rely heavily on the shuttle bus, such as Paratransit. The

participant said that the shuttle services were sometimes inconsistent and difficult to navigate, especially when getting to and from appointments or classes.

Participants expressed several frustrations with public transit. One participant said they would often get lost because they were dropped off at the wrong bus stop due to stop announcements being inconsistent. This led to a robust group discussion around needed education and training for bus drivers and transit agency staff. One person also commented that they experienced disabled community members being treated poorly by bus drivers and operators. Overwhelmingly, participants agreed that accessibility and customer service training should be prioritized so agency staff can equitably serve community members who have both visible and/or invisible disabilities.

Lastly, several participants commented on bus stops being too far apart, which often leads to strenuous walking requirements for those who are physically impaired or disabled. They mentioned that many bus stops also do not have shelters or seating, which can cause more physical stress due to standing for long periods of time. New Orleans was provided as an example city that requires shelters at bus stops.

#### COVID-19 impacts on services

One participant said that bus routes and schedules were cut because of COVID-19 impacts, and this makes it difficult for getting to work, medical appointments, school, etc. They described how challenging it is to miss a scheduled bus trip due to unreliable sequencing and/or too few buses, and the significant inconvenience and barriers they present to community members. They said that at times, they must leave two hours or more before an appointment or class. The group talked about the importance of getting to in-person essential services and shops, such as mental health services or support groups, particularly during and post-COVID-19 pandemic.

One participant additionally shared their experiences with being unable to ride buses due to lack of procedure and clear exemptions for people with disabilities due to COVID-19 policies. They shared that they fear harassment from both bus drivers and passengers because of their exemptions. They said policies shouldn't be exclusionary, particularly for people with disabilities.

#### How has the City's transportation infrastructure harmed you or people you know?

The groups discussed investment and funding inequities across different neighborhoods for transportation and safety improvements. Participants described poor street conditions and/or lack of infrastructure, particularly in historically underinvested areas such as South Tacoma and Southeast Tacoma, as compared to better-resourced neighborhoods such as North Tacoma. Participants also discussed the lack of services and improvements in more rural areas. They shared how critical transportation is to connect community members to essential and support services in the city.

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*"If you don't feel safe stepping on a bus, you're not getting on a bus. And if you don't have the ability to walk safely somewhere because cars are encroaching on pedestrian space, you're not going to walk anywhere either. Anything that brings unsafe thoughts, feelings or anxieties to people suffering with mental illness: it's devastating because you're cut off from support."*

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## What transportation actions should be prioritized to start fixing the harm from past decisions and to create a city safe for all?

Participants shared a range of experiences around safety improvements for how they get around Tacoma. One participant suggested that solutions aim to changing driving behavior, as they believe drivers do not follow the rules of the road. They described the experiences of a daily walking group of seniors they represent and support in the Salishan neighborhood. They said these seniors often feel unsafe because of people parking illegally, truck or delivery drivers not yielding in a safe manner, and speeding drivers. They also said they reported feeling unsafe on buses and neighborhoods because of crime or homelessness.

Transportation actions that participants said they would like to see prioritized included infrastructure improvements and road repairs (including improving sidewalks and fixing potholes), especially in high-traffic and essential service areas like shopping centers. Participants also suggested adding and widening bike lanes for mobility scooters and wheel or powerchairs and repainting stripes for improved visibility at night.

Overall, participants recommended specific solutions and accommodations for their communities to address longstanding concerns for getting around Tacoma. For example, solutions should prioritize designing streets to be more accessible for other forms of mobility like powerchairs, improving the bus system and station features (one example included adding electronic outlets at stations in the event a powerchair battery dies), and other improvements such as more blinking lights for pedestrian crossings to increase safety.

One participant advocated for more buddy system supports and programs to help their community feel safer navigating around Tacoma.

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*"You can't believe what it feels like in a powerchair. A powerchair could flip over. And if someone is out on their own, they can be laying on the floor unable to get up."*

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## Is there anything else you'd like to share, or do you have any questions for the group or for City staff?

Participants shared some of their positive experiences with transportation in Tacoma. One person who lives in an urban area in South Tacoma said they like that they have options for bus routes. Another participant said they were excited to be part of a pilot program that enabled them to use an app on their cell phone to assist with walk signal crossings. Many participants expressed gratitude for the opportunity to share their concerns and experiences during the listening sessions.

A significant point of discussion shed light on advocacy and how people can make impact for improved safety and accessibility on Tacoma streets and roads. Several participants expressed overall frustration about how to make changes that would improve their safety, needs and experiences. Carrie and the project team offered support to elevate and carry feedback forward. Carrie and the project team also shared resources for reporting incidents and submitting repair requests. Fellow participants also suggested reaching out to elected officials to share input to inform policy change, and additionally offered their support to help make these types of connections.

One participant recommended the creation of a rider advisory council to hear feedback from people with disabilities, and to collect routine input from ADA communities as the Vision Zero plan is implemented.

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*"There should be nothing about us, without us [regarding planning of the Vision Zero Action Plan]."*

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## **Next Steps**

Development of the Vision Zero Action Plan will draw from multiple factors and sources of information, including technical evaluations and studies conducted by the project team. Community engagement will play a role in understanding concerns, strategies, and prioritization.

Participants were thanked for sharing their stories and experiences. They were also connected with one or more City staff for future engagement or if they needed additional support related to transportation. The listening sessions will assist in developing the Action Plan, in addition to other community engagement activities (including the online survey, community events, and the Vision Zero Task Force).

The project team will provide updates to the community about the progress of the Action Plan and is scheduled to present recommendations to the Tacoma City Council in summer 2022. After the Council approves the plan, implementation will follow.



## ***We want to hear from you!***

Vision Zero is a global initiative to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.

### ***Do you, or someone you know, have access or functional needs?***

Vision Zero Tacoma wants to hear from people with access and functional needs, including people with disabilities, about what it is like getting around Tacoma.

Share your voice at a virtual listening session with City of Tacoma Vision Zero staff and leaders working to improve mobility for all. Participants will receive a \$50 VISA gift card for their time.



**[surveymonkey.com/r/VZT\\_ListeningSessions](https://surveymonkey.com/r/VZT_ListeningSessions)**

Two listening sessions are scheduled for Thursday, May 12, 2022. Spaces are limited. Sign up by May 6 using the QR code or at: [surveymonkey.com/r/VZT\\_ListeningSessions](https://surveymonkey.com/r/VZT_ListeningSessions)

### ***Have questions or comments about the listening sessions?***

Please contact Carrie at [cwilhelme@cityoftacoma.org](mailto:cwilhelme@cityoftacoma.org) or (253) 591-5560.



# Our plan to eliminate traffic deaths and serious injuries by 2035

Community Conversation:

## VISION ZERO and the Disability Community

It's time to talk traffic safety... and eat good food while we're at it.

As part of Vision Zero, Tacoma City Council set a goal of zero traffic fatalities and serious injuries on Tacoma's city streets by 2035. People with a disability are disproportionately affected by poor infrastructure such as sidewalks and safe crossings, making Vision Zero a human rights issue.

As the City of Tacoma begins the work of eliminating traffic fatalities and serious injuries, we need to hear from those most impacted.

If you are an individual with a disability or care for someone who is, please join advocates from the disability community and City of Tacoma staff to talk about what needs to be prioritized to make Tacoma streets safe and accessible for all.

### Please join us!

**Saturday, June 18**

**LOCATION:**

**STAR Center – Discover Room;  
3873 S 66th St, Tacoma**

**TIME:**

**1:30-3 PM, with a facilitated discussion at 2 PM**



There will be food, refreshments, and coloring activities for children.

To request a reasonable accommodation for this event, contact Carrie Wilhelme at 253-591-5560 (voice) or TTY call 711. Please submit the request no later than 72 hours before the event.



### At this event you can:

- **COMMENT** on the draft Vision Zero Action Plan
- **TALK WITH SOUND TRANSIT** about the planned South Tacoma Access Station
- **CELEBRATE FUNDING** Tacoma received from Congresswoman Strickland for curb ramps and help to identify priority areas for curb ramps
- **MEET** Ms. Wheelchair Washington!

Have questions or comments about the event? Please contact Carrie at [cwilhelme@cityoftacoma.org](mailto:cwilhelme@cityoftacoma.org) or (253) 591-5560.

Visit Pierce Transit Trip Planner to plan your trip: [tripplanner.piercetransit.org](http://tripplanner.piercetransit.org)

# Đi bộ và nói chuyện với ***Nhóm Tre Vàng***

Hãy cùng chúng tôi tham gia sự kiện đi bộ và trò chuyện có nội dung thảo luận về người đi bộ và an toàn giao thông ở Tacoma với nhóm đi bộ Tre Vàng. Thức ăn và đồ uống được cung cấp sau khi đi bộ.

**Thứ sáu, ngày 29 tháng tư  
1 giờ chiều đến 3 giờ chiều**

1:00 chiều - Gặp nhau đi bộ tại E R St & E 44th St  
2:00 chiều - Thức ăn được cung cấp tại Trung tâm Đầu tư  
Gia đình Salishan tại 1724 E 44th St



## Walk and Talk with ***Golden Bamboo***

Join for a walk and talk event featuring a discussion about pedestrian and traffic safety in Tacoma. Light refreshments provided after the walk.

***Friday, April 29 from 1 pm - 3pm***

1:00 PM - Meet for walk at E R St & E 44th St  
2:00 PM - Food provided at Salishan Family Investment Center at 1724 E 44th St

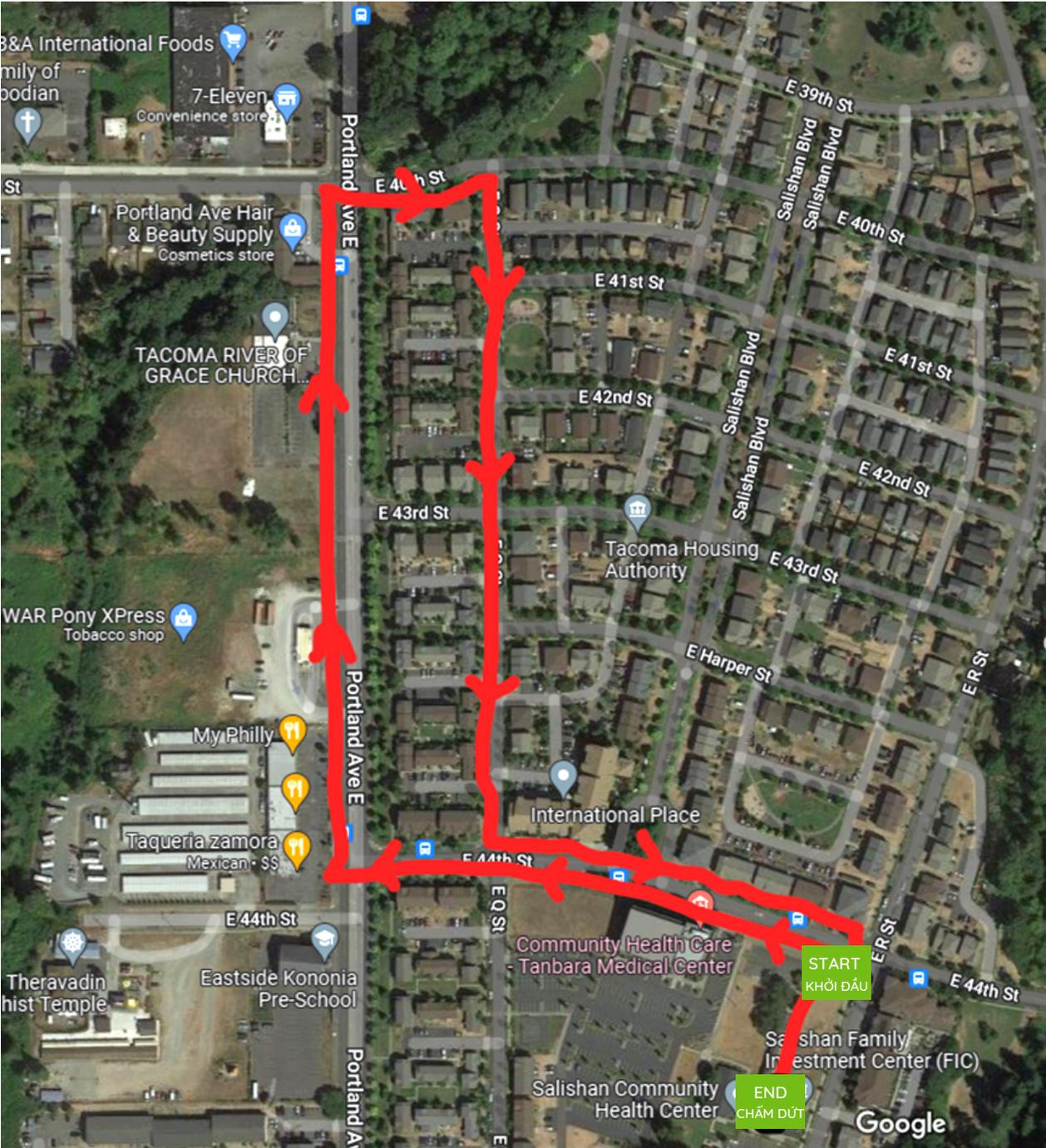


Xem tờ thông tin để biết thêm thông tin về dự án này bằng tiếng Việt



**VISION  
ZERO  
TACOMA**

# Tuyến đường đi bộ Walking Route



**VISION  
ZERO  
TACOMA**



**5-5:45: Food and conversation  
with vision zero team  
6:15: Roll-out and ride.**

**May 13th**

**slow social ride**

**Ride bikes for a safer Tacoma!**



**VISION  
ZERO  
TACOMA**

