

Tacoma Vision Zero



City of Tacoma | Public Works Department



Transportation Commission – November 15, 2023

The purpose of today's presentation is to review and discuss:



Vision Zero Action Plan and implementation



Recent crash data



Initial speed reduction findings



Next steps

BACKGROUND

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Tacoma City Council passed a Vision Zero Resolution in 2020

Tacoma's goal:

**Zero traffic deaths and serious
injuries by 2035**

ACTION PLAN

Vision Zero Action Plan was completed September 2022

- Data-driven and equity focused
- Won the WA Institute of Transportation Engineers (ITE) Planning Excellence Award
- Recognized and referenced as an exemplar plan by the national Vision Zero Network



**VISION
ZERO
TACOMA**

Action Plan

SEPTEMBER 2022



ACTION PLAN

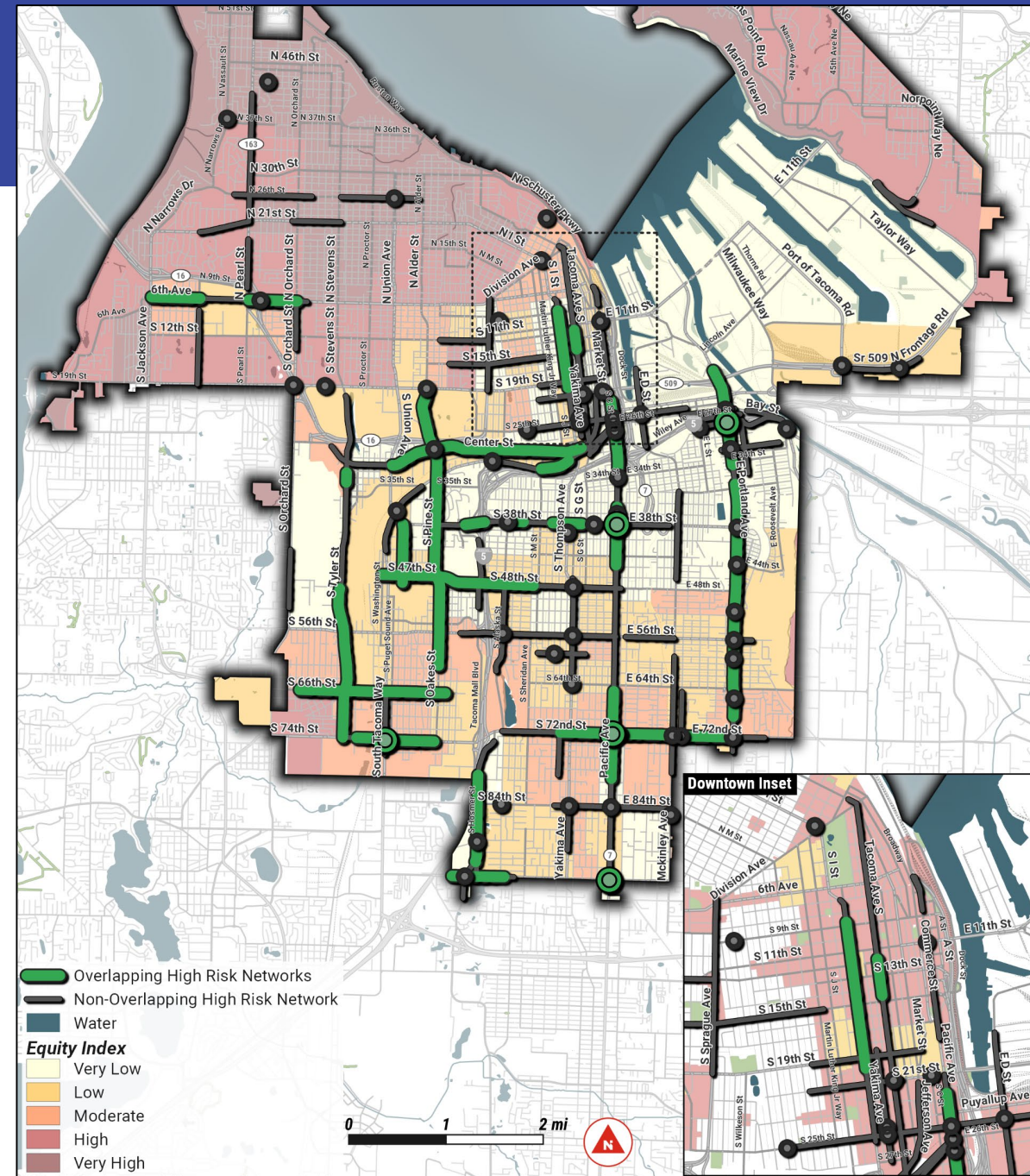
ELEMENTS OF THE ACTION PLAN

CRASH ANALYSIS

HIGH-RISK NETWORK

TRANSFORMATIVE ACTIONS

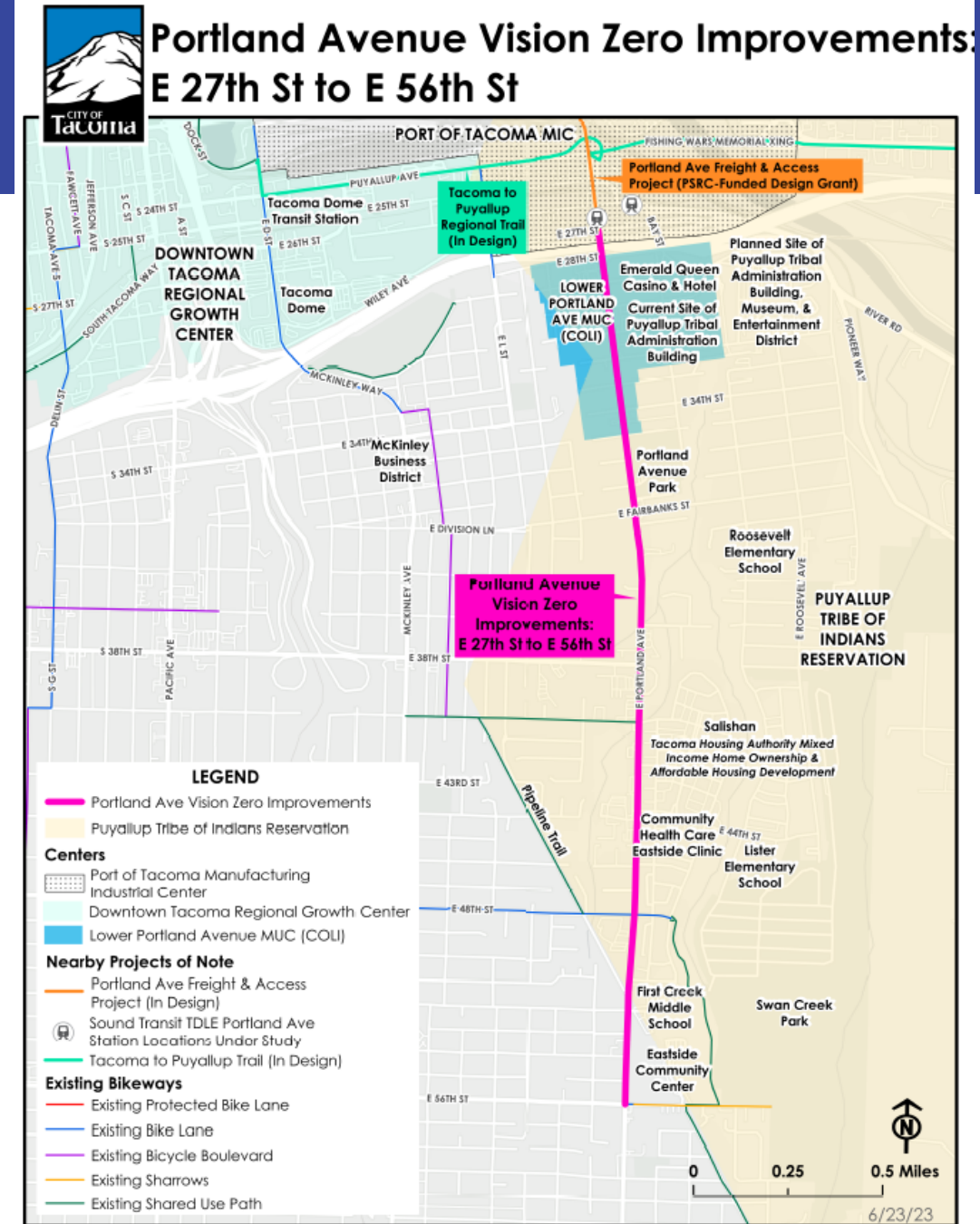
SUPPORTING ACTIONS



IMPLEMENTATION

2023-2024 Biennium Budget

- 1 FTE Position – Vision Zero Coordinator
- \$300K for first phase speed reduction
- \$900K for program implementation
 - Federal Safe Streets and Roads for All infrastructure grant match (\$800K)
 - PSRC Portland Avenue Vision Zero planning, engagement, design grant match (\$100K)



IMPLEMENTATION



Washington Traffic Safety Commission Grants

- 2022-2023: \$50K for driver speed campaign
- 2023-2026: \$350K to conduct road safety audits, continued driver speed awareness outreach
- “Hosting” grant funded Pierce County Target Zero Manager position

CRASH DATA

Tacoma Vision Zero Crash Data Dashboard



The City of Tacoma is committed to eliminating serious and fatal crashes on its streets. Using data to transparently track and communicate the City's efforts and the outcomes of these efforts is central to achieving the Vision Zero goal. To learn more about the City's transportation safety initiatives, visit [Tacoma's Vision Zero website](#).

Crash data is obtained from WSDOT and includes crashes within the city of Tacoma's geographic boundaries. Crashes were excluded if the crash occurred along limited access roadways, or segments of roadways, including I-5, SR-16, SR-705, SR-509, and SR-7.

You can click on one or multiple slices of charts to filter the data across the dashboard. To turn off a filter, click on the selected data slice again. To turn off all filters, use the at the top of your screen to refresh the webpage.

KSI = Killed or seriously injured

Year

2016	2017	2018	2019
2020	2021	2022	

Performance Measures

Summary

Fatal Crashes

104

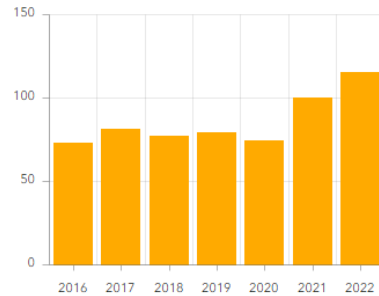
17.4% of KSI crashes

Serious Injury Crashes

495

82.6% of KSI crashes

KSI Crashes by Year



Youth in Crashes - Age 18 and Under

KSI crashes involving young drivers

28

4.7% of KSI crashes

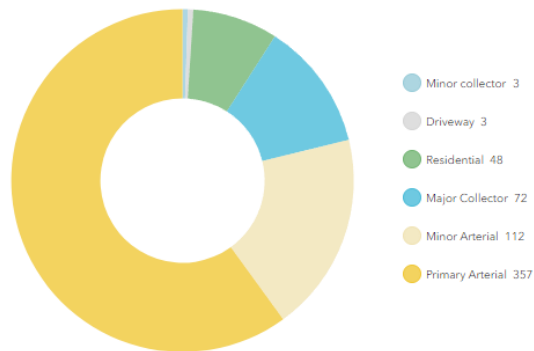
All crashes involving young bicyclists and pedestrians

168

0.7% of total crashes

Killed or Seriously Injured (KSI) Crashes

KSI by Roadway Classification



KSI Crashes Involving Impaired Users

77

12.9% of KSI crashes

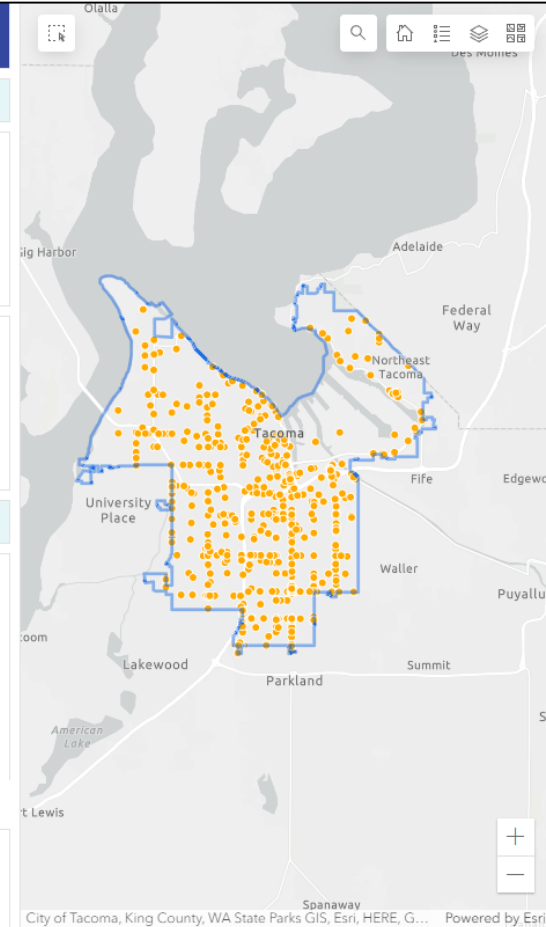
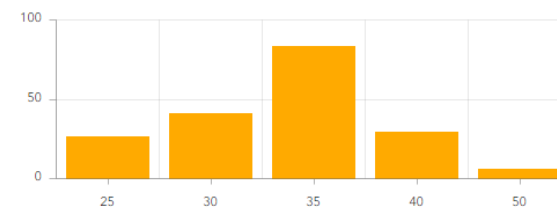
KSI Crashes on Arterials

469

1.97 KSI crashes per mile

Impaired Users | **Arterials** | Residential

Mid-block Crashes by Posted Speed



City of Tacoma, King County, WA State Parks GIS, Esri, HERE, G... Powered by Esri

About the Crash Data

Crash data is obtained from the Washington Department of Transportation (WSDOT). The source of WSDOT's crash data and attributes is from the Police Traffic Collision Reports (PTCRs). WSDOT has conducted a data QC process and produced additional attributes derived from specific PTCR attributes (e.g., officer's narrative and diagram) and includes those specific attributes (in addition

CRASH DATA

Fatal Crashes

79

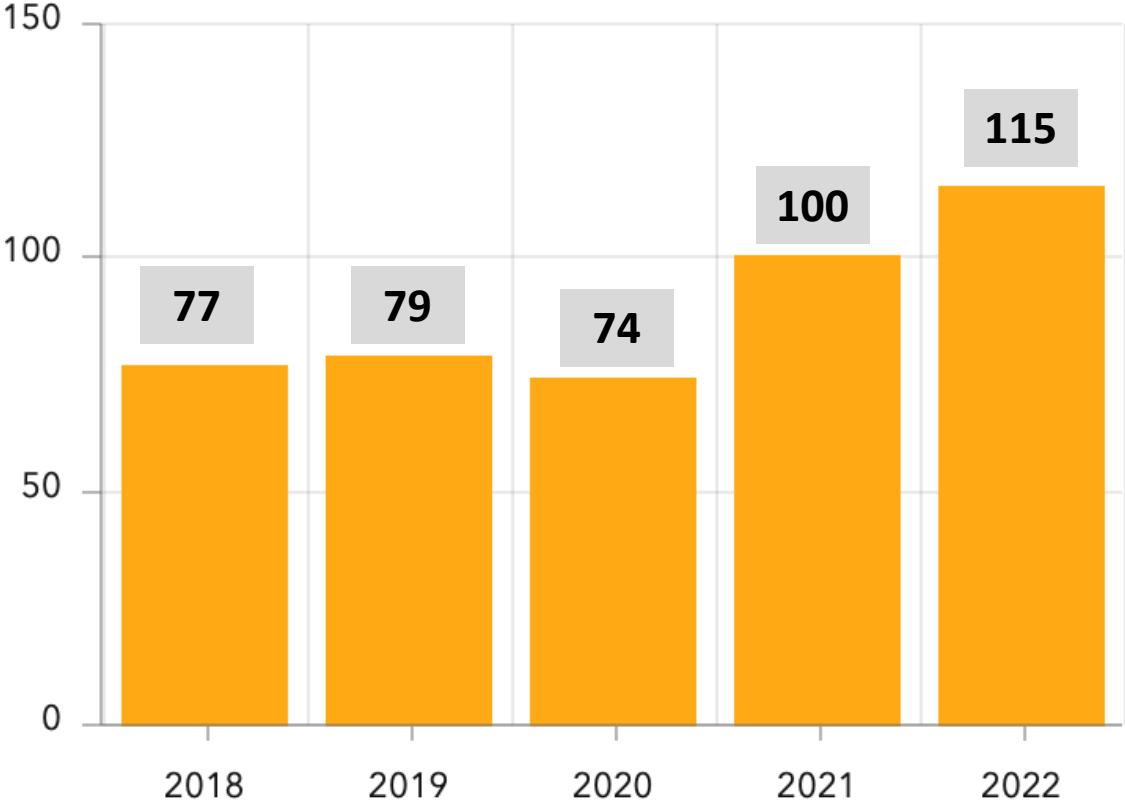
17.8% of KSI crashes

Serious Injury Crashes

366

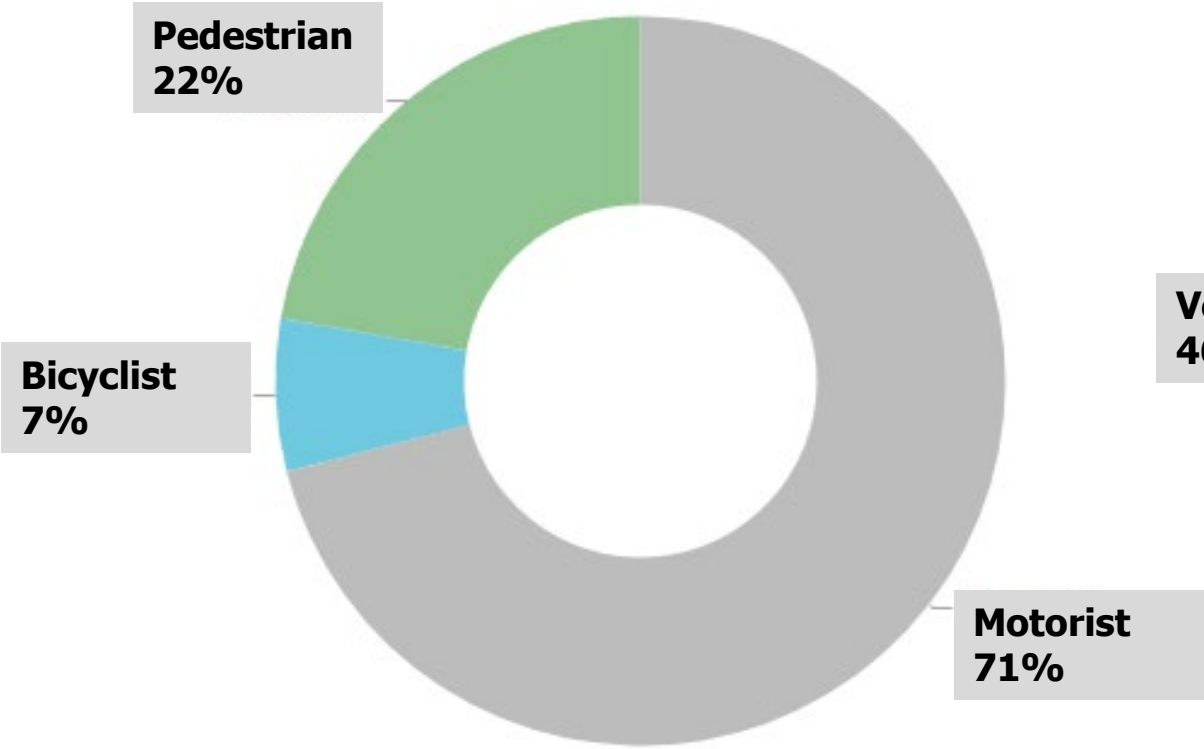
82.2% of KSI crashes

Killed or Seriously Injured (KSI) Crashes by Year

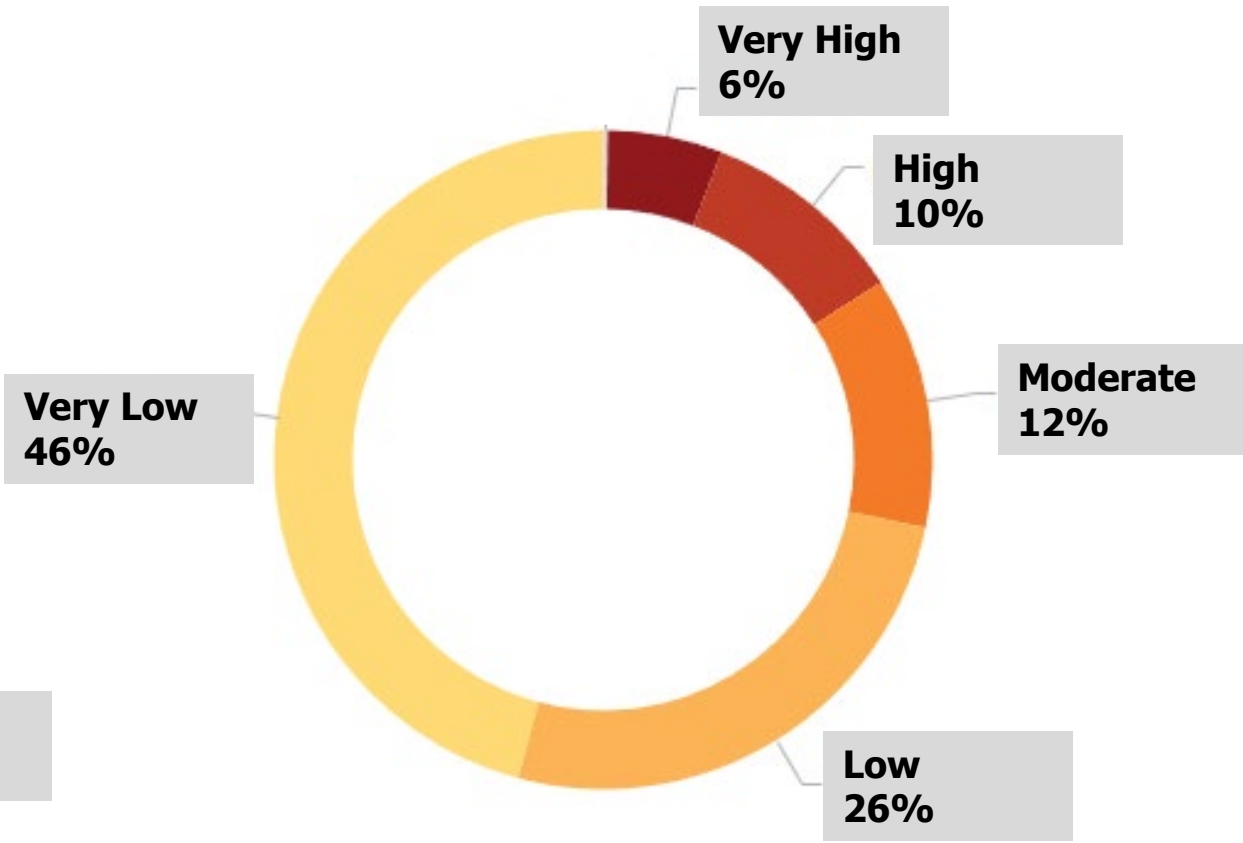


CRASH DATA

KSI BY MODE



KSI BY EQUITY INDEX AREAS



SPEED REDUCTION

Effective January 1, 2023



Default residential (non-arterial) speed limit from 25 MPH to 20 MPH



Arterial speed limit in four neighborhood business districts from 30 MPH to 25 MPH

SLOWER IS SAFER

THE PEACE BUS

Kwabi Amoeh-Forson
Humanitarian & Driver of The Peace Bus

When you drive the speed limit you protect our community and your loved ones.

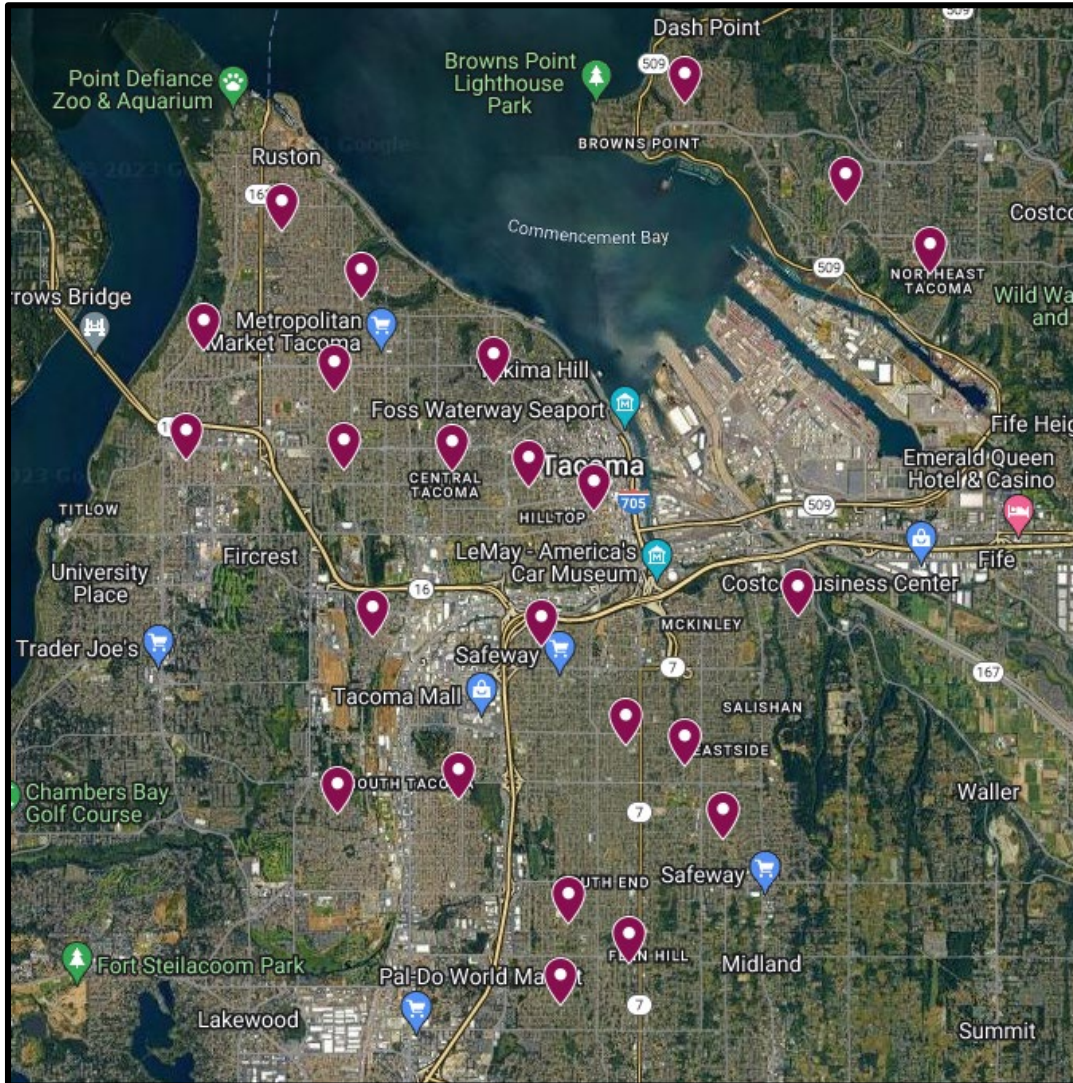
Show some love. Check your speed.
It's 20 mph now in residential neighborhoods.

 cityoftacoma.org/visionzero

VISION ZERO TACOMA 

The advertisement features a vibrant, colorful background with abstract shapes in orange, blue, and green. At the top, the phrase "SLOWER IS SAFER" is written in large, bold, blue letters with a white outline. Below this, a man named Kwabi Amoeh-Forson is sitting on the front bumper of a light blue van. The van has "THE PEACE BUS" written on its side and a license plate that reads "BNS5324". The man is wearing a dark t-shirt and jeans, and he is making a peace sign with his right hand. Below the van, there is a small caption identifying him as "Kwabi Amoeh-Forson Humanitarian & Driver of The Peace Bus". Further down, a message in orange text reads "When you drive the speed limit you protect our community and your loved ones." Below that, in black text, it says "Show some love. Check your speed. It's 20 mph now in residential neighborhoods." At the bottom left, there is a QR code and the website "cityoftacoma.org/visionzero". At the bottom right, there is a logo for "VISION ZERO TACOMA" and the official City of Tacoma logo.

SPEED REDUCTION



- Pre-speed studies taken in fall 2022 and post-speed studies taken in fall 2023
- 25 sites total
 - 22 residential (non-arterial)
 - 3 neighborhood business districts
- Analyzed changes to the 85th percentile

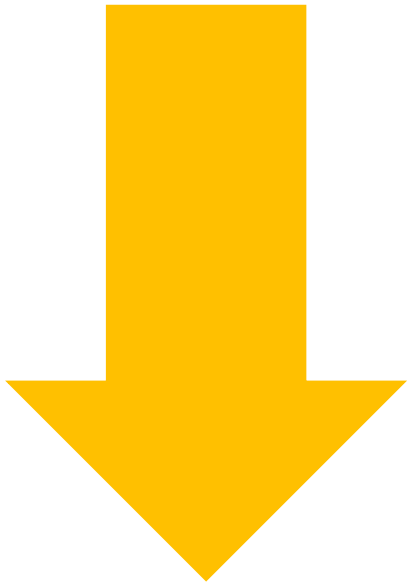
Residential/Non-Arterial (25 MPH to 20 MPH)

85th Percentile

- 77% of locations saw a reduction in speed
- Pre: 32% of locations had 85th percentile driving less than 25 MPH
- Post: 45% of locations had 85th percentile driving less than 25 MPH

High End Speeders

- 18 out of 22 locations saw a decrease in drivers exceeding 35 MPH



SPEED REDUCTION

Arterial Streets in Neighborhood Business Districts (30 MPH to 25 MPH)

Neighborhood Business District	85th Percentile BEFORE	85 th Percentile AFTER	40+ MPH over BEFORE	40 + MPH AFTER
6 th Avenue	28.3	27.6	49	14
Old Town	31.2	28.3	181	28
Lincoln	30.9	31.8	142	185

NEXT STEPS



Work Plan for 2024

- Update Design Manual – Chapter 4
- Develop plan for automated speed enforcement camera expansion with VZ Task Force
- Conduct road safety audits
- Begin outreach for Portland Avenue redesign
- Embed Vision Zero (safety) into Transportation Master Plan update
- Continue to identify opportunities to integrate Safe Systems approach into projects and processes