

VISION ZERO TACOMA

Award Winning Safety, Planning, & Complete Streets Projects from the West

ITE Webinar

October 25, 2023



Tacoma City Council passed a Vision Zero Resolution in 2020

Tacoma's goal:

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



**VISION
ZERO
TACOMA**

Key Findings



Crashes by Mode

Bicyclists & pedestrians disproportionately killed or seriously injured



Posted Speed Limit

Streets with a posted speed limit of 30mph or 35mph accounted for the strong majority of fatal and serious injury crashes



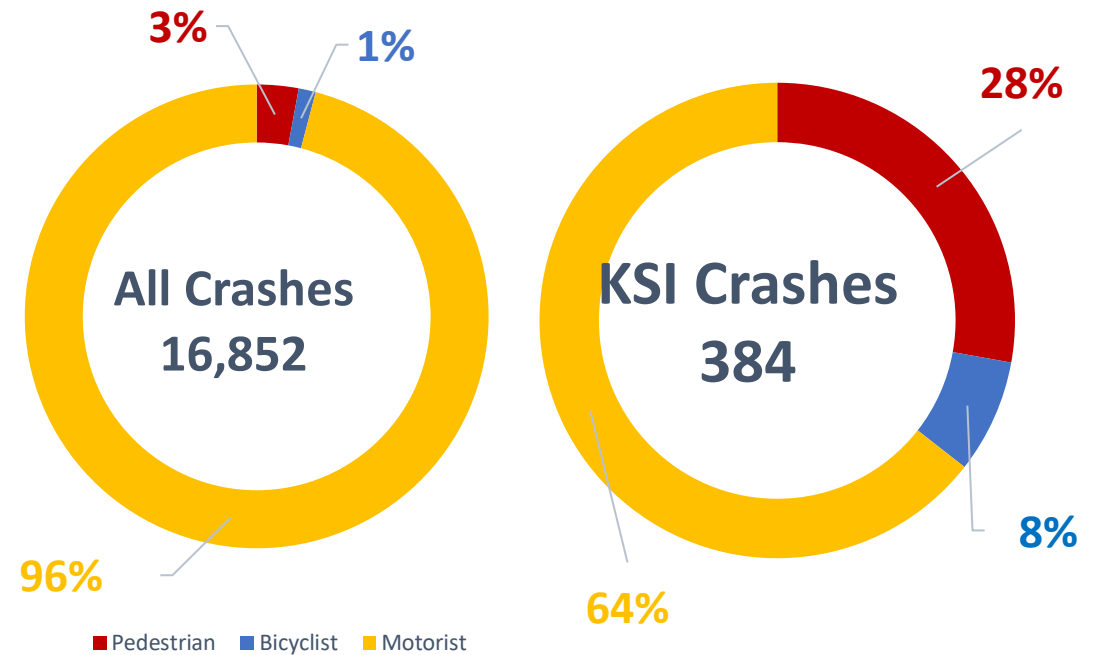
Commercial Land Use

Intersections near commercial land uses had the highest number of KSI crashes per intersection compared to other land uses.



Transit Stops

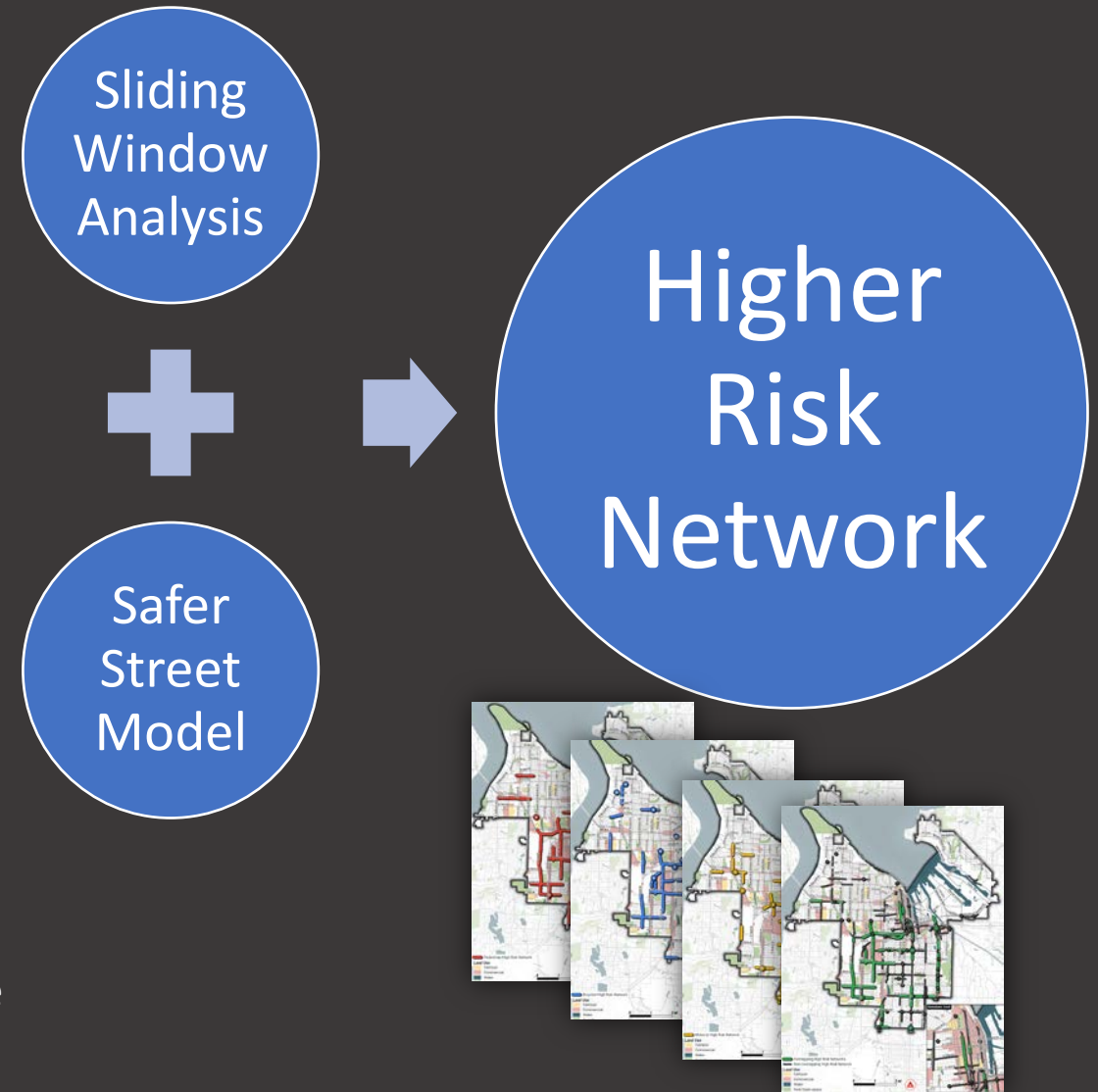
Proximity to transit was found to be associated with KSI crashes



*Data Source: WSDOT Crash Data

Higher Risk Network

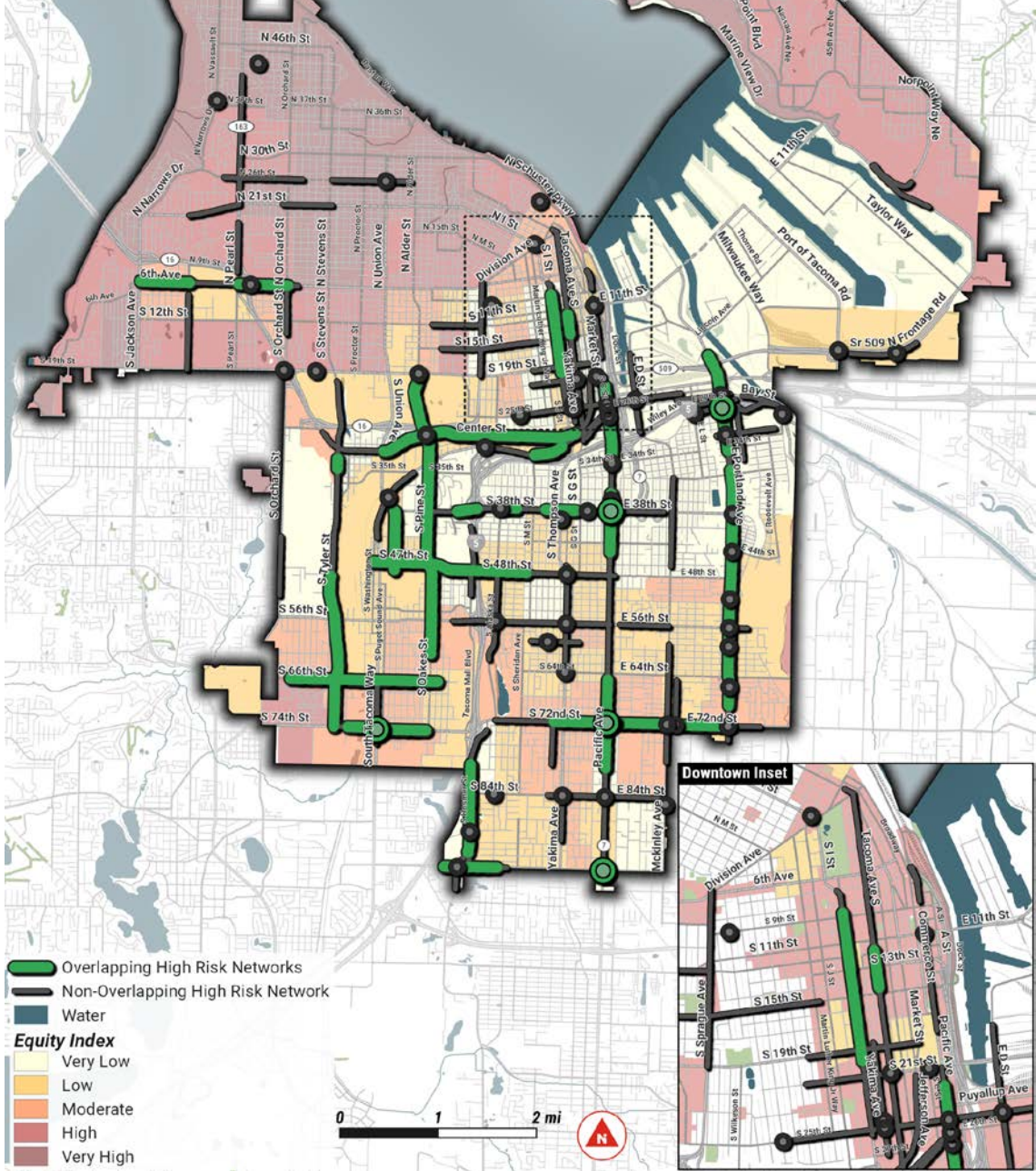
- Corridors and intersections
- Higher concentration of crashes
- Higher estimated risk -> future crashes
(bicyclist and pedestrians only)



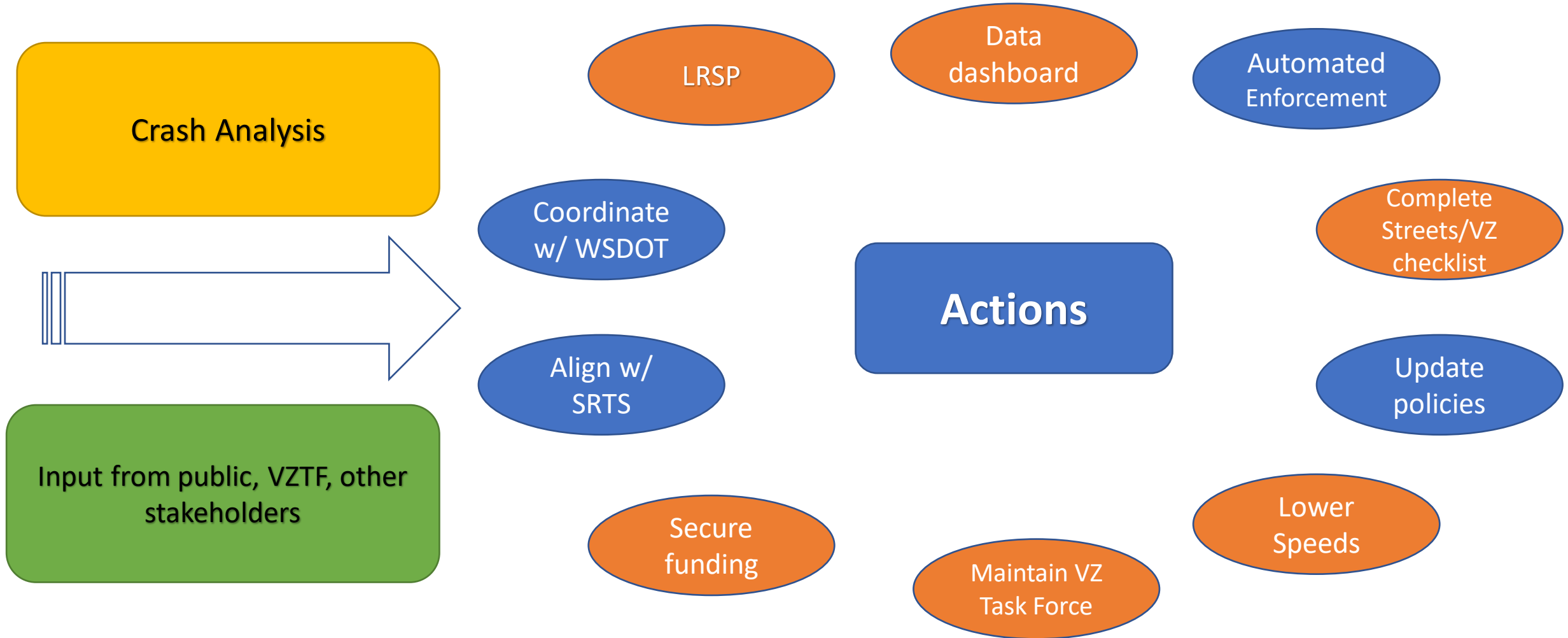
For more information on Safer Street Priority Finder, please visit: <https://www.saferstreetspriorityfinder.com/>

Higher Risk Network

Where mode-specific higher Risk Network corridors overlap



Eliminating Fatal & Serious Crashes in Tacoma



Data Dashboard

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

Scenario

Baseline (2016-2020)

Year

2016 2017 2018 2019

Performance Measures

Summary

Fatal Crashes

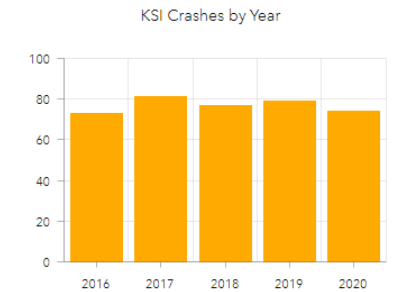
64

16.7% of KSI crashes

Serious Injury Crashes

320

83.3% of KSI crashes



Youth in Crashes - Age 19 and Under

KSI crashes involving young drivers

21

5.5% of KSI crashes

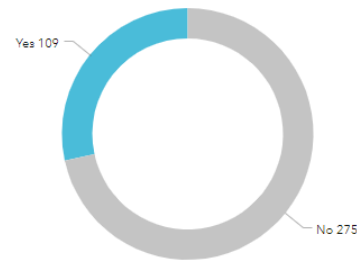
All crashes involving young bicyclists and pedestrians

141

0.8% of total crashes

Killed or Serious Injured (KSI) Crashes

KSI Crashes on High Risk Network



High Risk Network

KSI Crashes Involving Impaired Users

53

13.8% of KSI crashes

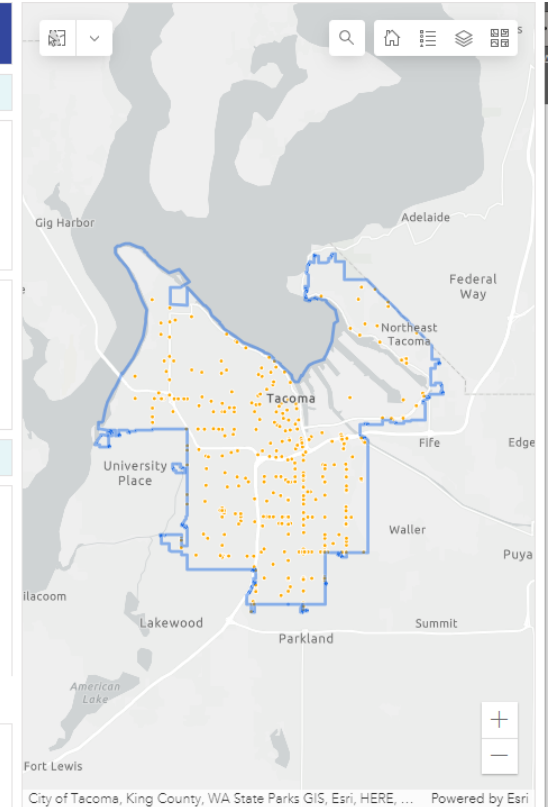
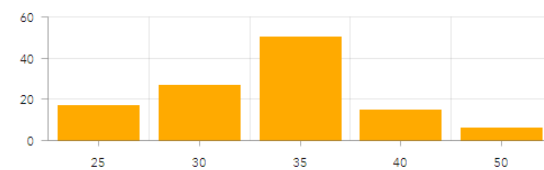
KSI Crashes on Arterials

295

1.24 KSI crashes per mile

Impaired Users Arterials Residential

Mid-block Crashes by Posted Speed



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

Speed Limit Reduction

Effective January 1, 2023



Default residential speed from 25 MPH to 20 MPH

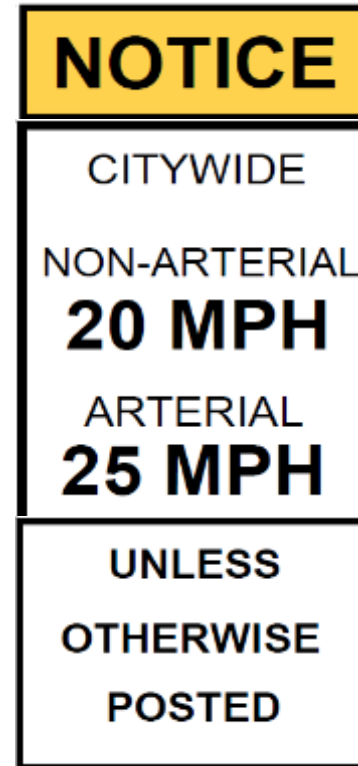


Arterial streets in four neighborhood business districts from 30 MPH to 25 MPH



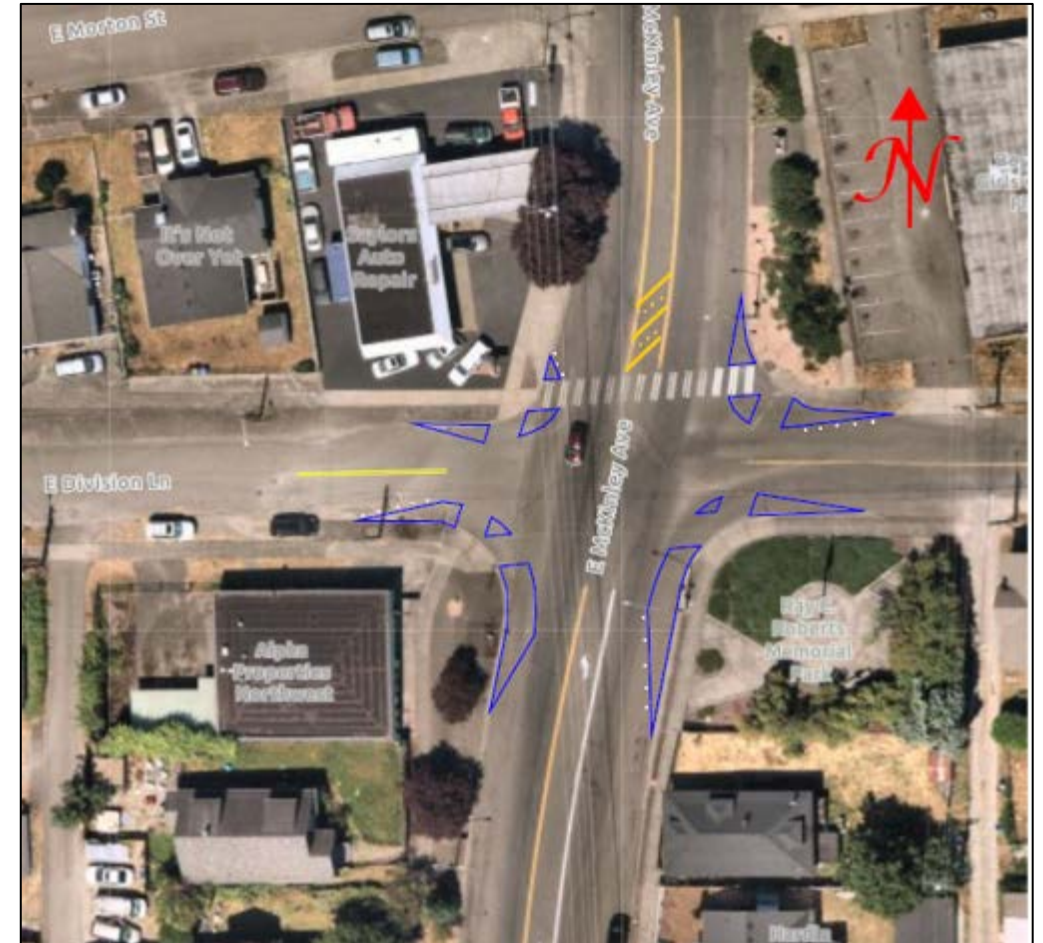
Speed Limit Reduction

- Pre- and post speed studies
- Increased number of signs in neighborhood business district and downtown
- WTSC grant funds used for outreach



Neighborhood Business District Quick-Build

- 1st Vision Zero quick-build project
- Supports speed reduction in neighborhood business district



Portland Avenue Concept Designs

- High risk corridor (VZ and LRSP)
- Many constraints and challenges:
 - high driver speeds
 - limited crossing opportunities
 - no bike facilities
 - access management

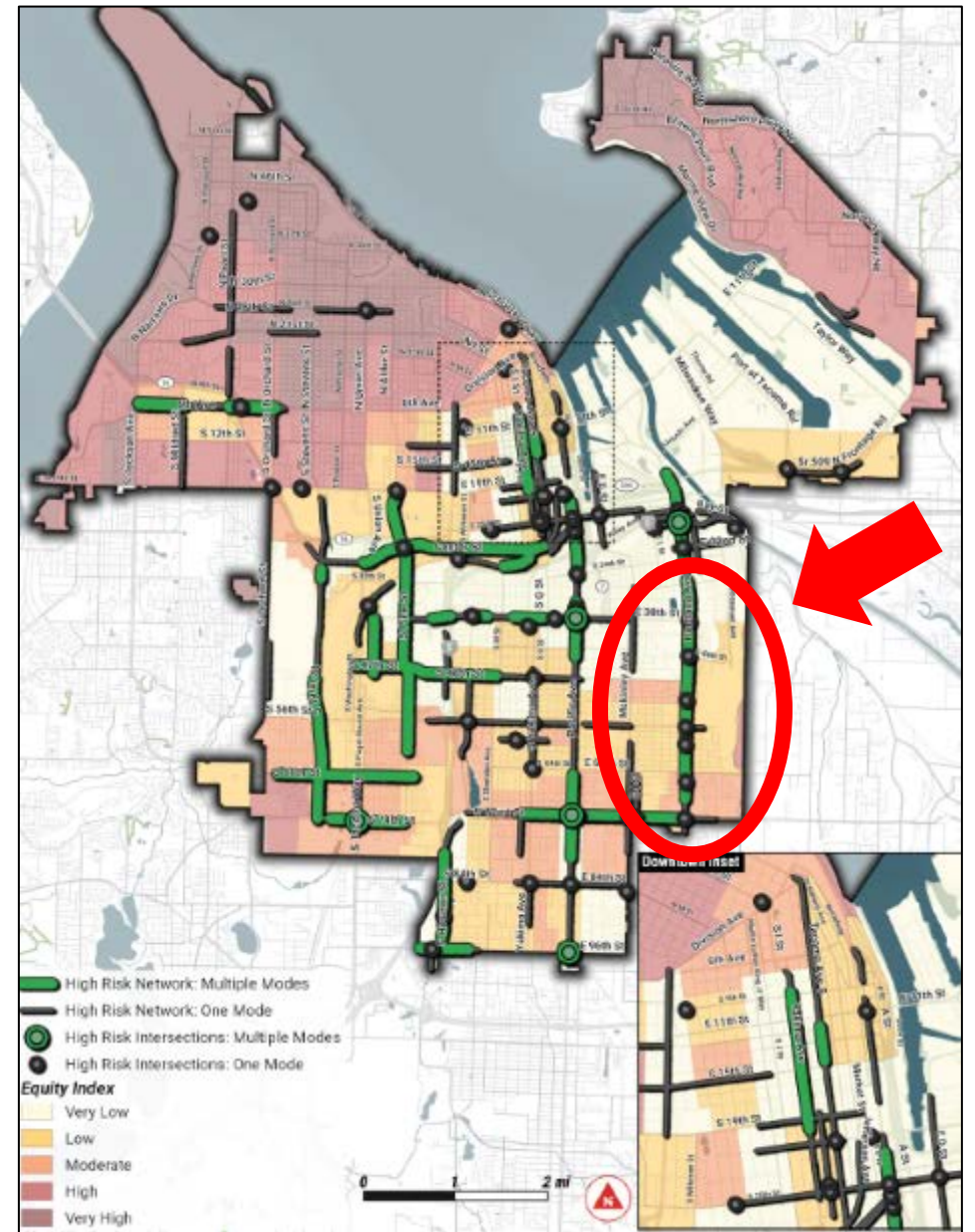
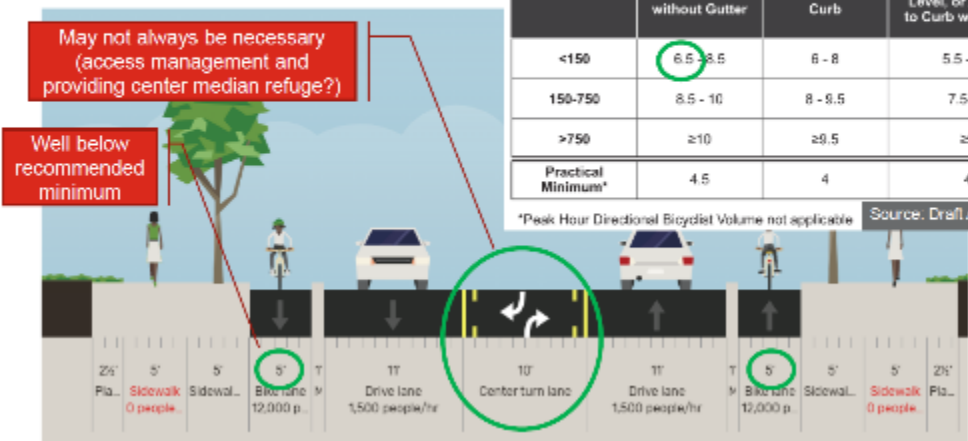


Table 7-11 One-Way Separated Bike Lane Widths Based on Existing or Anticipated Volumes

Peak Hour Directional Bicyclist Volume	One-Way Separated Bike Lane Width (ft) Recommended Values		
	Between Vertical Curbs without Gutter	Adjacent to One Vertical Curb	Between Sloped Curb, at Sidewalk Level, or Adjacent to Curb with Gutter
<150	6.5 - 8.5	6 - 8	5.5 - 7.5
150-750	8.5 - 10	8 - 9.5	7.5 - 9
>750	≥10	≥9.5	≥9
Practical Minimum*	4.5	4	4

*Peak Hour Directional Bicyclist Volume not applicable Source: Draft AASHTO

44' Roadway



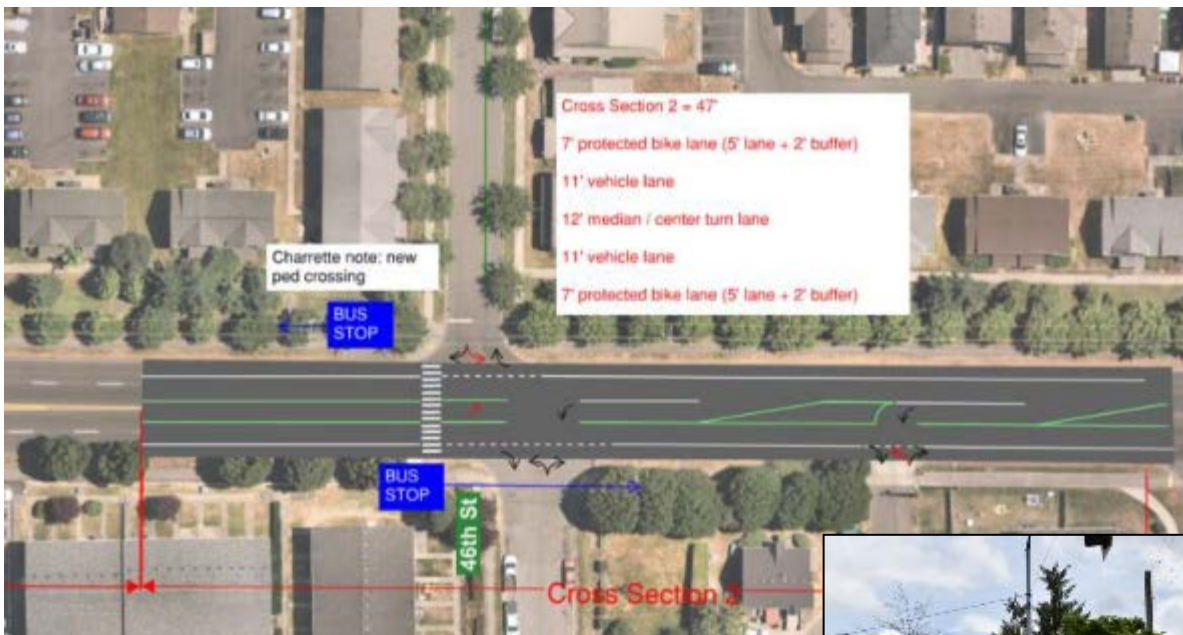
55' Roadway

- With wider roadway, irregular ROW width:
 - Generally 72' - 74'
 - Widens to 84' - 87' at some intersections (e.g. 48th)

Potential



Portland Avenue Concept Designs



Next Steps for Vision Zero

- Developing citywide Leading Pedestrian Interval (LPI) policy in coordination with Accessible Pedestrian Signal (APS) policy
- Creating program for expansion of automated speed enforcement cameras
- \$900K provided in Council budget for Vision Zero
- New Vision Zero Coordinator position

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cityoftacoma.org/visionzero