

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

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

### Attendee List

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

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

## *Invited but Unable to Attend*

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

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

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

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

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

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

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

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

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

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

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

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

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

### COMMENTS AND QUESTIONS ON CRASH ANALYSIS

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

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

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

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

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

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

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

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

### COMMENTS AND QUESTIONS ON ASE

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

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

### OTHER COMMENTS AND QUESTIONS

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

Meeting end, closing remarks and word of thanks.