



Vision Zero and Speed Reduction

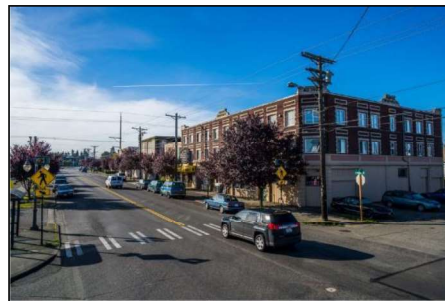
City of Tacoma | Department of Public Works

City Council Study Session
June 7, 2022

Overview



- Resolution and Vision Zero
- Residential speed reduction
- Neighborhood business districts speed reduction
- Next steps and discussion



●●● Vision Zero and Safe Speeds



Resolution No. 40559

- Goal of zero fatalities and serious injuries by 2035
- Vision Zero Action Plan
- Study on speed reduction
 - Default of 20 MPH on residential and 25 MPH on arterial



Resolution No. 40600

- Encouraged 20 MPH on residential

●●● Vision Zero Approach



TRADITIONAL APPROACH

- Traffic deaths are **INEVITABLE**
- **PERFECT** human behavior
- Prevent **COLLISIONS**
- **INDIVIDUAL** responsibility
- Saving lives is **EXPENSIVE**

VS

VISION ZERO

- Traffic deaths are **PREVENTABLE**
- Integrate **HUMAN FAILING** into approach
- Prevent **FATAL AND SEVERE CRASHES**
- **SYSTEMS** approach
- Saving lives is **NOT EXPENSIVE**

Crash Analysis



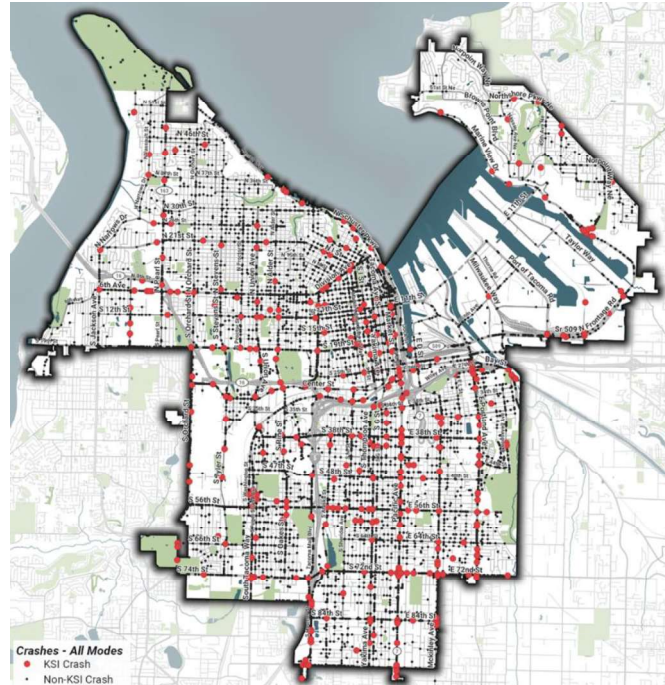
Crash Data
Analyzed 5-full years of crash data

2016–2020



Excluded crashes along access-controlled segments (I-5, etc.) from this analysis

● KSI = Killed or Seriously Injured



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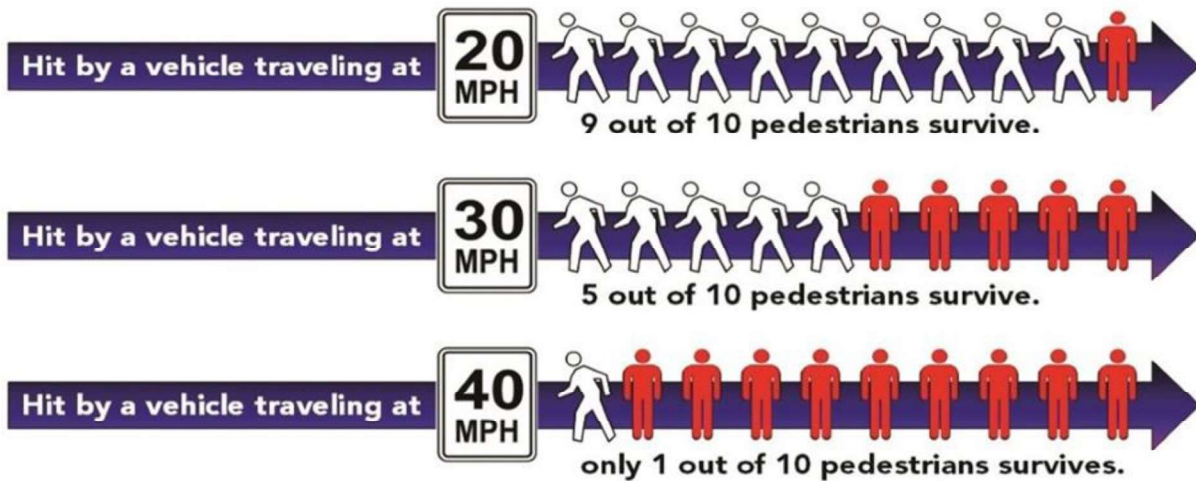
Vision Zero Approach



Vision Zero and Safe Systems

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●●● Safe Speeds: Speed Limit Reduction



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●●● Safe Speeds: Speed Reduction

- Speed reduction will be an ongoing process as part of Vision Zero. This is just step 1.
- Lowering posted speed limit can be successful with just signs if conditions are in place.
- Other times countermeasures might be necessary for behavior change.

Residential streets
Neighborhood business districts
Arterial streets
Neighborhood business districts and arterials on a higher risk corridor

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Speed Limit Reduction



**Residential streets from
25 MPH to 20 MPH**



**Four neighborhood
business districts to
25 MPH**



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Residential Streets



- **RCW permits cities to lower to 20 MPH in residential and business districts**
 - Recent legislation removes “residential and business districts”; changes to all nonarterials (residential)
- **Neighborhoods streets are shared streets, and perception of safety matters for community**



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Residential Streets



- Portland* and Seattle pre- and post-studies show success with residential reduction

Period	Greater than 25 mph	Greater than 30 mph	Greater than 35 mph
Before	24.13%	6.49%	1.11%
After	23.60%	4.83%	0.59%

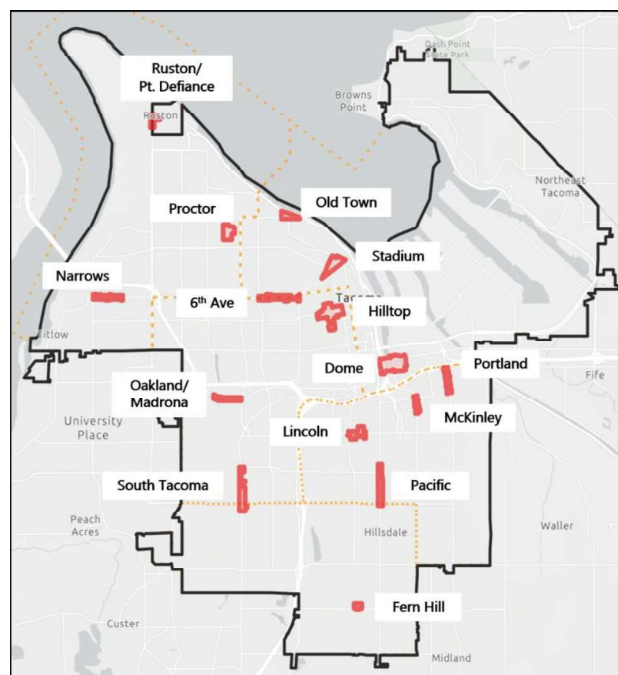
[*Effect of Residential Street Speed Limit Reduction on Driving Speeds in Portland, Oregon | Published in Findings \(findingspress.org\)](http://findingspress.org)

- Bellevue neighborhood case studies successful – looking at citywide reduction

Neighborhood Business Districts



- 15 official Neighborhood Business Districts (NBDs)
- RCW permits 25 MPH on arterials with engineering study



NBD: Findings



1. Traffic speed and volume studies
2. Killed or seriously injured along corridor
3. Weighted collision analysis 1/2 mile outside of corridor
4. Existing land use and Transportation Master Plan

Operating >> Reduced

Operating > Reduced

Operating < Reduced

Operating << Reduced

NBD: Findings



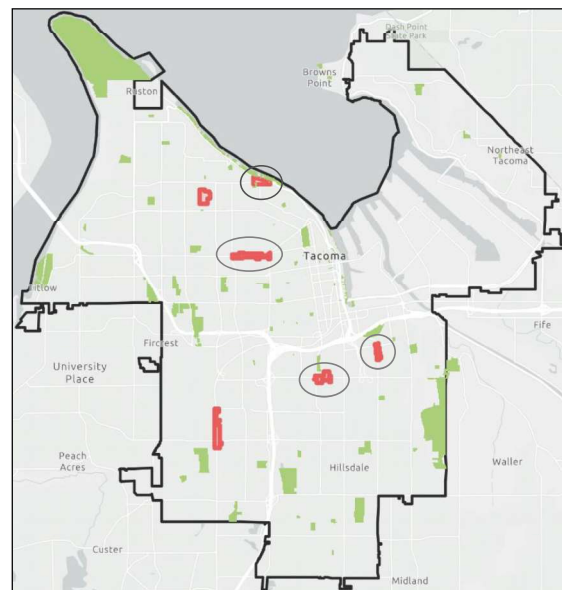
Support speed reduction

1. 6th Avenue
2. Old Town (N. 30th St.)
3. Lincoln (S. G St., S. 38th St.)
4. McKinley

- Proctor
- South Tacoma



**Already
25 MPH**



NBD: Findings



Support speed reduction – pending coordination or projects

- Ruston/Pt. Defiance: Coordinate with WSDOT and Ruston
- Stadium: Completion of HTLE construction
- Hilltop: Completion of HTLE
- Fern Hill: WSDOT grant underway for 84th Street
- Dome: Puyallup Avenue grant underway + further study

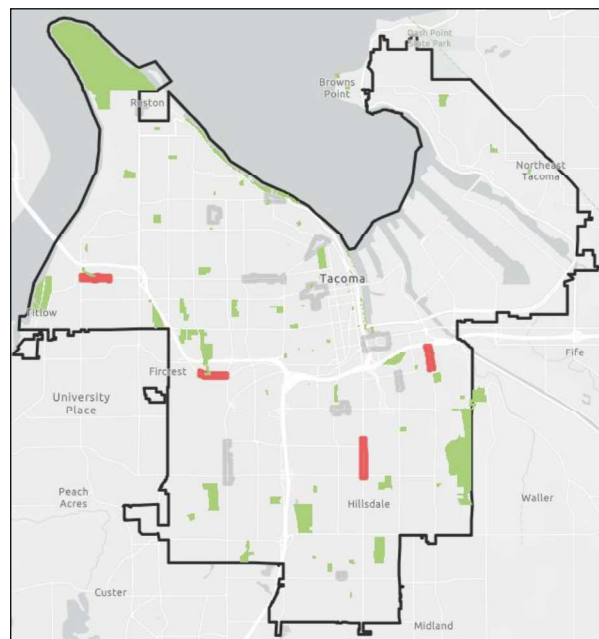
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NBD: Findings



Support speed reduction with countermeasures

- Portland
- Pacific
- Oakland-Madrona
- Narrows



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Underway



- Draft ordinance
- Identify locations of:
 - Existing speed signs
 - Gateway speed signs
 - Potential new speed signs
- Conduct pre-speed studies
- Prepare for education campaign



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Next Steps



Speed Reduction

- Continue outreach
- 1st reading of ordinance: July 19
- 2nd reading of ordinance: July 26



Residential – 20 MPH
NBD – 30 to 25 MPH

- 6th Avenue
- Old Town
- Lincoln
- McKinley

Vision Zero Action Plan

- June 18: Public open house
- July 26: Council Study Session

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