



Vision Zero and Speed Reduction

City of Tacoma | Department of Public Works

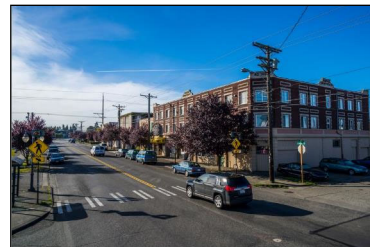
Infrastructure, Planning, and
Sustainability Committee
May 11, 2022

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Overview



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



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... Vision Zero and Safe Speeds



Resolution No. 40559

- 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

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VISION
ZERO
TACOMA

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... 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**

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● ● ● Vision Zero Approach

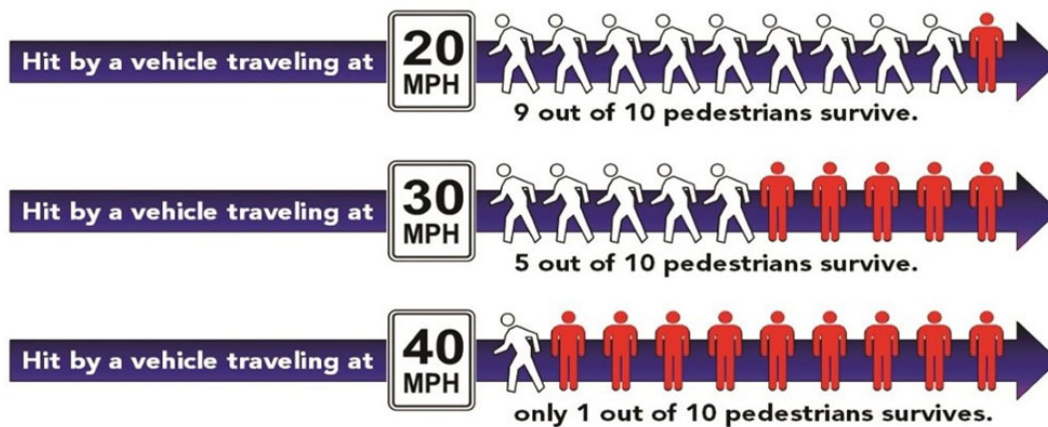


Vision Zero and Safe Systems

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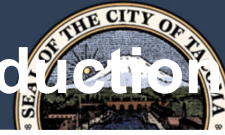
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● ● ● Safe Speeds: Speed Limit Reduction



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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**



**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 \(findingspress.org\)](#)

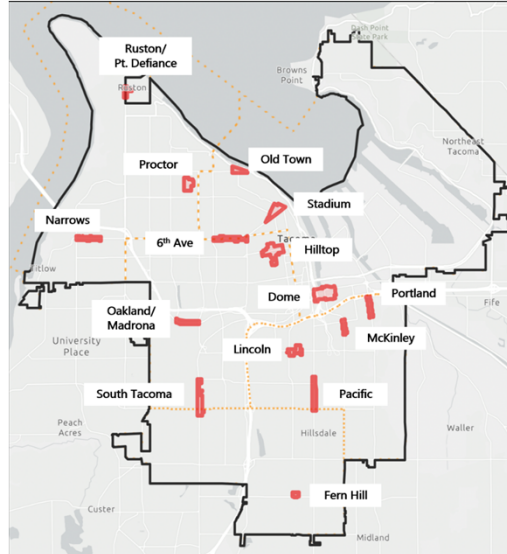
- **Bellevue neighborhood case studies successful – looking at citywide reduction**

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●●● Neighborhood Business Districts

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



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●●● NBD: Findings

1. Traffic speed and volume studies
2. Killed or seriously injured along corridor
3. Weighted collision analysis ½ mile outside of corridor
4. Land use and Transportation Master Plan

Operating >> Reduced

Operating > Reduced

Operating < Reduced

Operating << Reduced

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●●● NBD: Findings



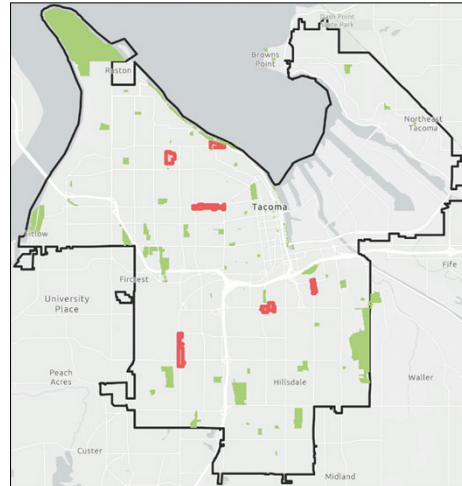
Support speed reduction

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



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●●● 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 + 11th/12th St. grant underway
- Fern Hill: WSDOT grant underway for 84th Street
- Dome: Puyallup Avenue grant underway + further study

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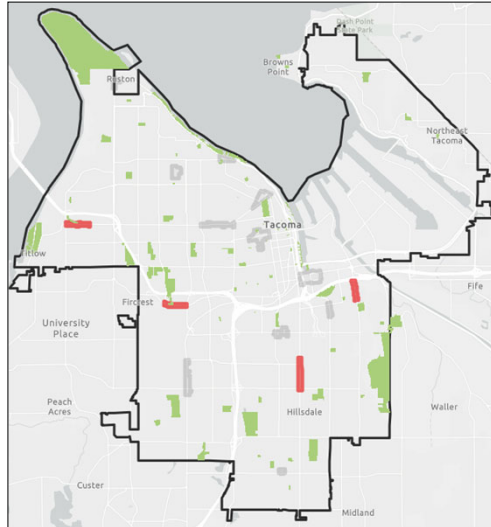
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... NBD: Findings



Support speed reduction with countermeasures

- Portland
- Pacific
- Oakland-Madrona
- Narrows
- *South Tacoma*



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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



Residential and NBDs

- City Council Study Session: June 7
- First reading of ordinance: June 21

Residential – 20 MPH NBD – 30 to 25 MPH

- 6th Avenue
- Old Town
- Lincoln
- McKinley

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