



RESOLUTION NO. 40559

1 BY REQUEST OF MAYOR WOODARDS AND COUNCIL MEMBERS BEALE,
2 HUNTER, AND WALKER

3 A RESOLUTION expressing the City Council's intent to commit to a Vision Zero
4 goal to eliminate traffic fatalities and serious injuries in the City of Tacoma
5 by 2035; and directing the City Manager to take the necessary action
6 required to join the Vision Zero Network.

7 WHEREAS, each year, more than 40,000 people are needlessly killed and
8 thousands more are injured on American streets, and

9 WHEREAS, between 2014 and 2018, approximately 17,000 collisions were
10 reported on Tacoma's streets, resulting in an increase in fatal and serious crashes
11 twice as high as the statewide average, with an increase of 11.9 percent; over
12 400 fatalities and serious injuries; and 187 school-aged bicyclists or pedestrians
13 involved in a collision, and

14 WHEREAS these types of collisions also have an economic cost to those
15 who are not immediately impacted, since they share responsibility for the
16 increased costs of medical services, legal and court fees, emergency service
17 response, insurance administration, congestion, property damage, and decreased
18 workplace productivity, and

19 WHEREAS the community can aid in preventing these types of tragedies by
20 taking a proactive, preventative approach that prioritizes traffic safety as a public
21 health issue, and

22 WHEREAS Vision Zero is a strategy to eliminate all traffic fatalities and
23 severe injuries while increasing safe, healthy, and equitable mobility for all, and
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WHEREAS, while everyone is affected by collisions, collisions do not affect everyone equally, and

WHEREAS in Pierce County, 3.4 percent of people killed in traffic crashes were American Indian or Alaskan Native, but these communities make up just 1.2 percent of the population, and

WHEREAS vulnerable users of the City’s transportation infrastructure include, but are not limited to: children, older adults, individuals experiencing homelessness, individuals who rely on streets, bike lanes, and sidewalks for income, individuals with a disability, and individuals who have historically been profiled by law enforcement, and

WHEREAS making roadways safer for vulnerable users is an important part of making the roadways safer for everyone, and

WHEREAS to move toward more just mobility, we must end discrimination based on race, class, legal status, ability, gender identity, sexual orientation, or age in how our travel is regulated and accommodated, including ending racial profiling, and

WHEREAS the Vision Zero Network (“Network”) will recognize communities that take demonstrable and significant action to advance the principles of Vision Zero to ensure safe mobility for all as “Vision Zero communities,” and

WHEREAS the following principles are core to successful Vision Zero efforts:

1. Traffic deaths and severe injuries are acknowledged to be preventable;



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2. Human life and health are prioritized within all aspects of transportation systems;

3. Acknowledgement that human error is inevitable, and transportation systems should be forgiving;

4. Safety work should focus on systems-level changes above influencing individual behavior; and

5. Speed is recognized and prioritized as the fundamental factor in crash severity, and

WHEREAS the Network is helping communities across the nation mobilize to address the crisis of traffic deaths and serious injuries in this country, and the City shares the Network's goal of safe mobility for all, and

WHEREAS, while the City cannot fully control all of the factors which contribute to collisions, such as distraction, impairment, and aggressive driving, and indeed cannot eliminate risk, it can help change some factors which contribute to roadway safety and can take a leadership role to encourage changes which will result in progress to the goal of zero fatalities and serious injuries, and

WHEREAS the Transportation Master Plan ("Plan"), an element of the One Tacoma Comprehensive Plan, provides a long-term vision for transportation infrastructure in the City, and

WHEREAS the Plan offers multimodal travel options which provide safe access for all users and neighborhoods, encourage healthy living, and protect the environment, and



1 WHEREAS, in the 2019-2020 Biennial Budget, the City Council funded an
2 effort to update and amend the Plan for consistency with City initiatives, emerging
3 trends, and transportation development, and, in conjunction with the Plan
4 amendment effort, allocated funds to develop a Vision Zero Action Plan, and

5 WHEREAS Council Members Beale and Walker sought feedback from
6 numerous stakeholders when developing this Plan, including presentations to the
7 Tacoma Area Commission on Disabilities, Transportation Commission, and the
8 Bicycle and Pedestrian Technical Advisory Group; additionally, Council Member
9 Beale shared this information with the Tacoma-Pierce County Health Department,
10 Puyallup Tribe of Indians' government relations staff, Pierce Transit, and South
11 End Neighborhood Council; Now, Therefore,

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13 BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

14 Section 1. That the City Council hereby commits to Vision Zero, a
15 collaborative and data-driven effort to eliminate traffic fatalities and serious injuries
16 in the City of Tacoma by 2035.

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18 Section 2. That the City Manager is hereby directed to work with staff to
19 complete the following actions in support of the Vision Zero goal:

20 1. Determine roles and responsibilities for the creation, implementation, and
21 evaluation of the Vision Zero Action Plan, including (a) identifying staff to
22 coordinate the creation, implementation, progress, and evaluation of the Vision
23 Zero Action Plan, and to lead in outreach to and engagement of key stakeholders;
24 (b) creating a citizens commission to lead the development of the Vision Zero
25 Action Plan and review annual evaluations of its progress; and (c) creating an
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1 internal City staff work group to engage with when monitoring and adapting City
2 processes to achieve Vision Zero. Key participating departments will include, but
3 not be limited to, Public Works, Tacoma Police Department, Planning and
4 Development Services, the Office of Equity and Human Rights, and the Office of
5 Sustainability.

6 2. Work with the Transportation Commission and Bicycle and Pedestrian
7 Technical Advisory Group to complete a summary report on the “State of Speed
8 and Safety in Tacoma,” including consideration of the following policy
9 recommendations: (a) reducing City speed limits, including the evaluation of a
10 default speed limit of 25 miles per hour for arterials and 20 miles per hour for
11 residential streets; (b) updating the City’s design manual, including street cross
12 sections, development requirements, and project prioritization criteria, using best
13 engineering practices and recommendations meant to reduce speeds and calm
14 traffic; and (c) updating the City’s design manual to establish more dedicated
15 facilities for walking and biking, including separated sidewalks, and establish
16 protected bike facilities as the default on the City’s major roadways.
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19 3. Identify options for long-term, sustainable sources of funding to support
20 Action Plan priorities, and present those options to the City Council for
21 consideration during the development of the 2021-2022 Biennial Budget.
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23 4. Determine staffing needs for accomplishing the actions outlined in the
24 Vision Zero Action Plan. Staffing needs should be centered on the need for
25 accountability for implementation, monitoring progress, and reporting to the citizen
26 commission and City Council, and is anticipated to include consideration of the



1 establishment of a Vision Zero coordinator and internal office within the Public
2 Works Department, dedicated to mobility and safety issues. The full cost of
3 funding the program will be shared with City Council for consideration in future
4 budget cycles.

5 5. Provide annual reports to the Mayor and City Council on the City's
6 progress towards the Vision Zero goal, including a report of all serious injury and
7 fatality-involved collisions. The report should also include analysis for vulnerable
8 populations, including school-aged children and older drivers.

9 6. Center equity and social justice in all elements of the creation and
10 implementation of the Vision Zero Action Plan, including community engagement in
11 plan development, the prioritization of key strategies, and ongoing evaluation.

12 7. Coordinate with the Mayor's office to apply for the City to join and
13 become an ongoing member of the Vision Zero Action Network.

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16 Adopted _____

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19 Mayor

20 Attest:

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22 City Clerk

23 Approved as to form:

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25 _____
26 City Attorney