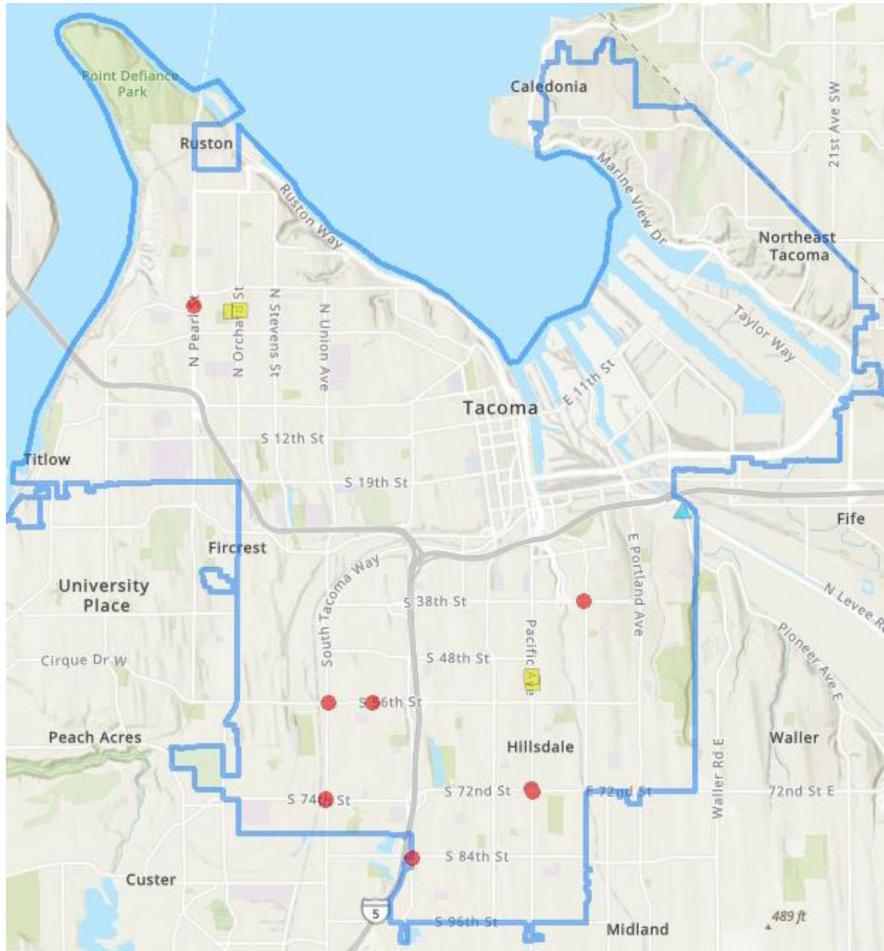


Vision Zero Tacoma

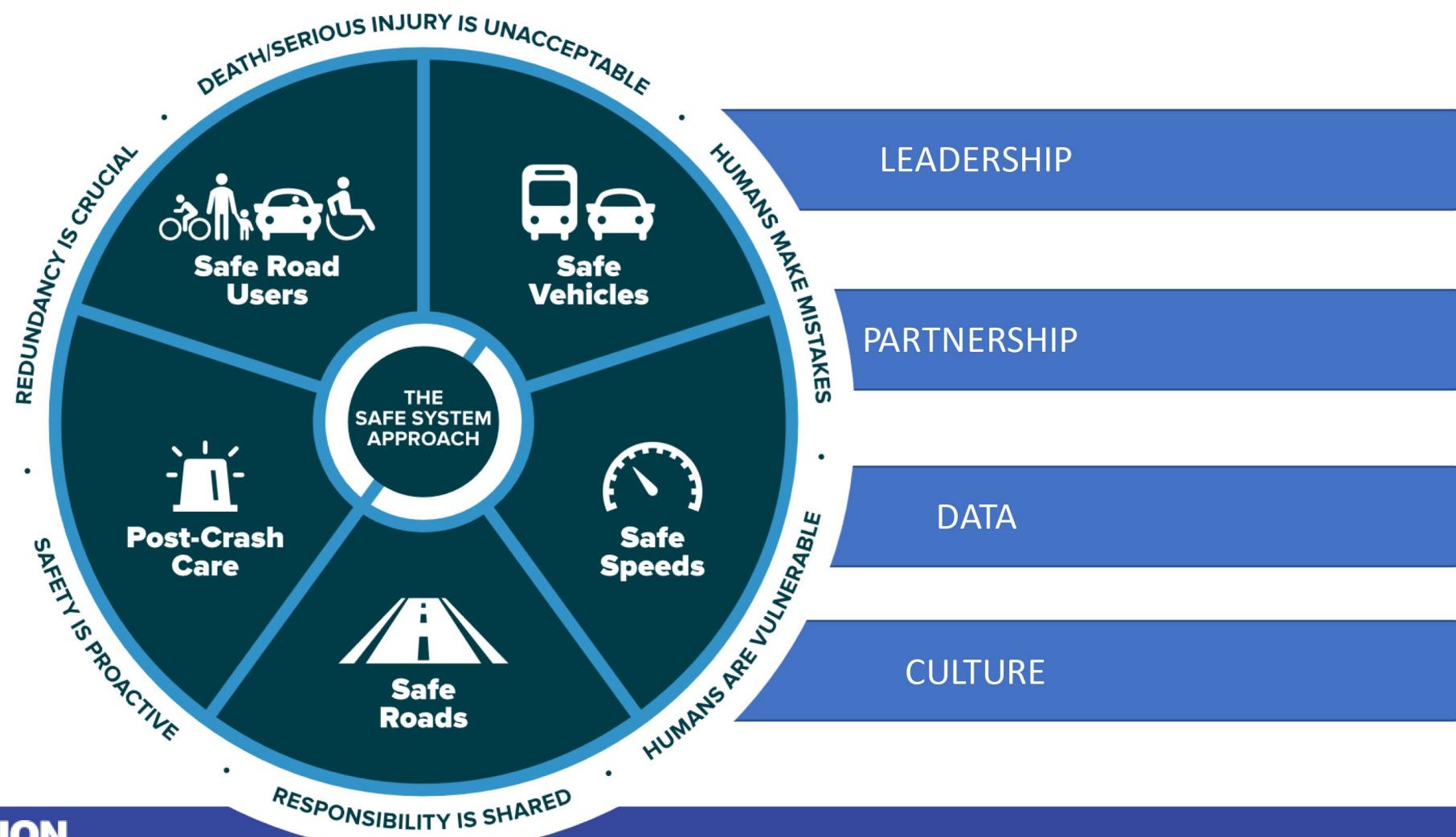
Automated speed enforcement



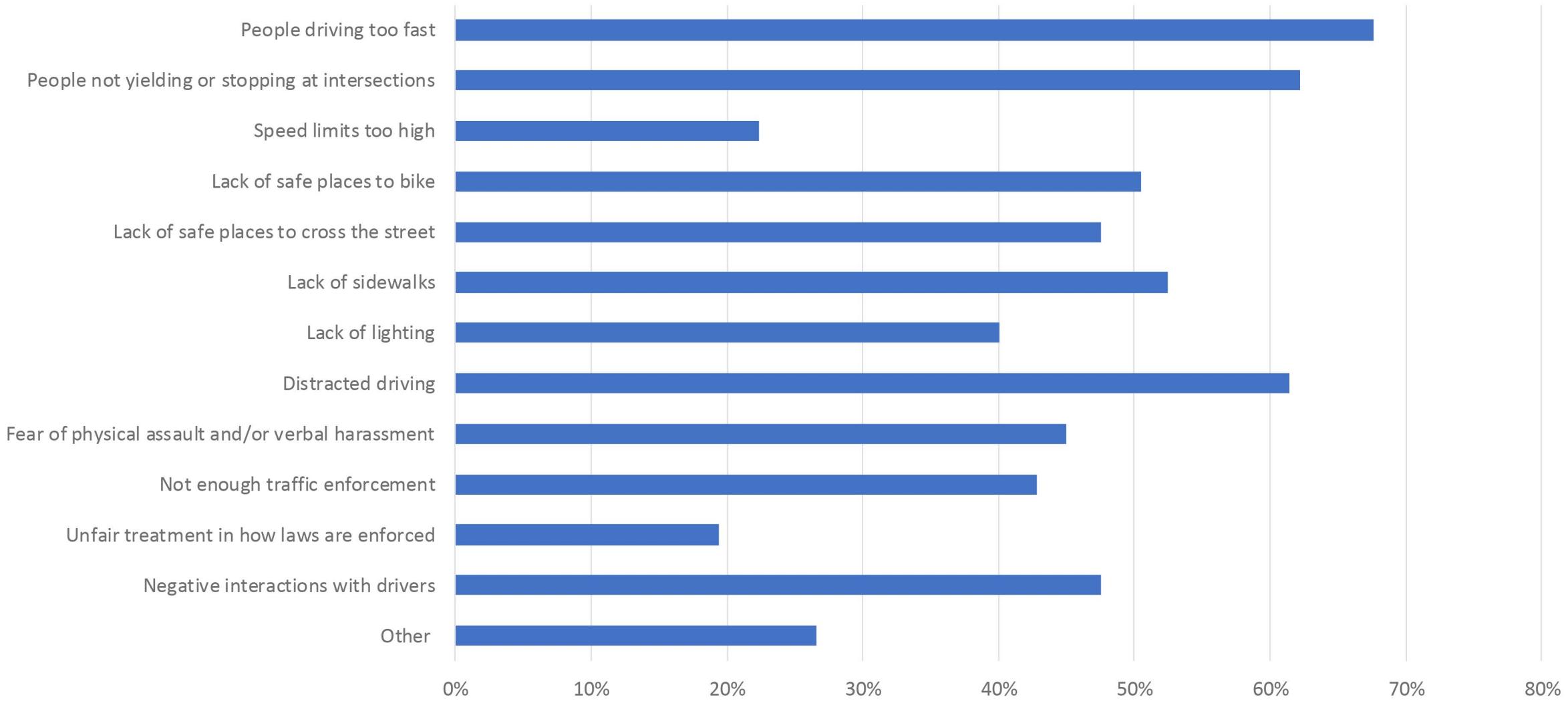
Quick Facts:

- Cost of infraction is \$124
 - Can opt for monthly payments
- Revenue can only be used for traffic safety
- Currently speed cameras can only be used in school zones but this may change

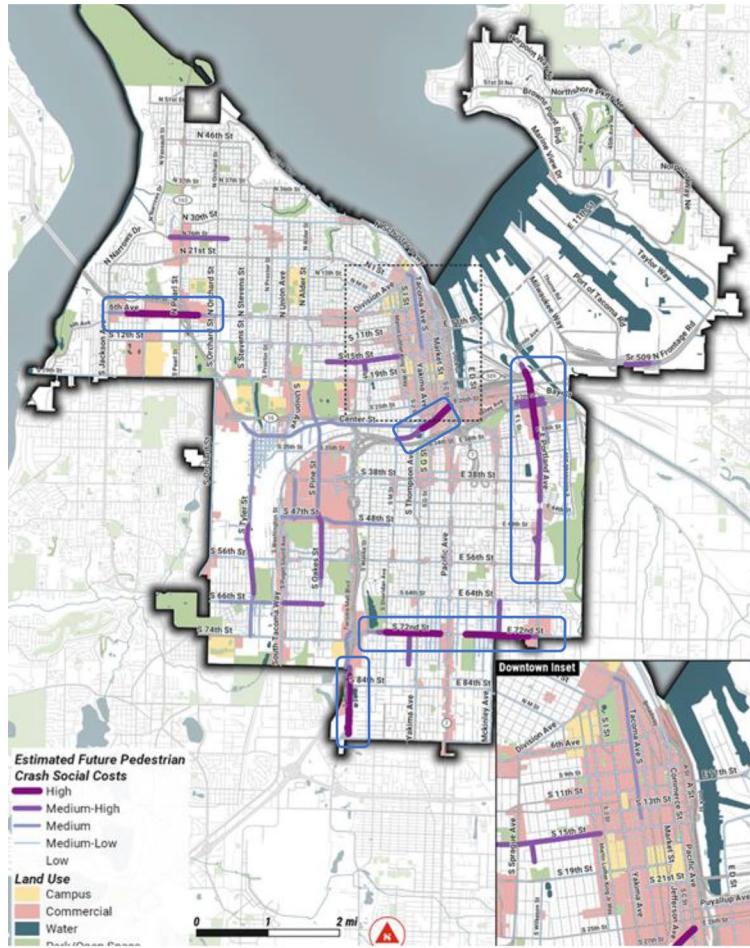
Safe Systems Framework



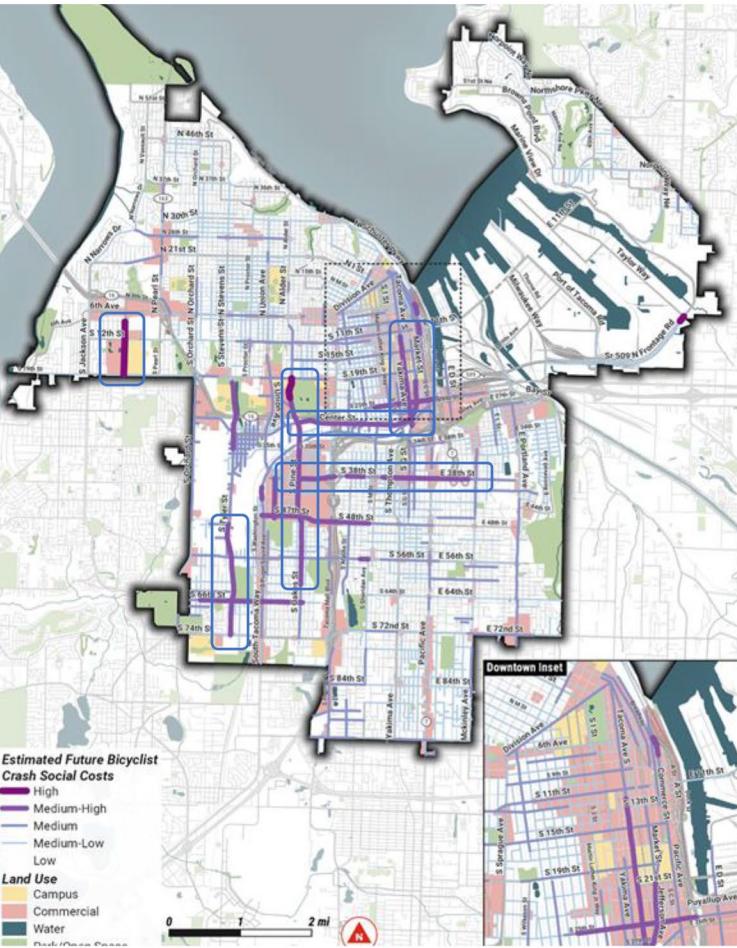
What are the major issues that are affecting your safety on the roadways in Tacoma?



Pedestrian



Bicyclist



Safer Street Priority Finder

Uses a statistical model called "**Safer Streets model**" to estimate risk along any road network, even in areas that haven't had any reported crashes recently.

For more information on Safer Street Priority Finder, please

visit: <https://www.saferstreetspriorityfinder.com/>

Safer Street Model – Estimated Future Crash Risk

Vision Zero Action Plan Process



Tacoma Vision Zero – Crash Analysis



Crash Data

Analyzed 5-full years of crash data

2016–2020



Excluded Crashes

Crashes along access-controlled segments (I-5, etc.) were excluded from this analysis



Data Prep

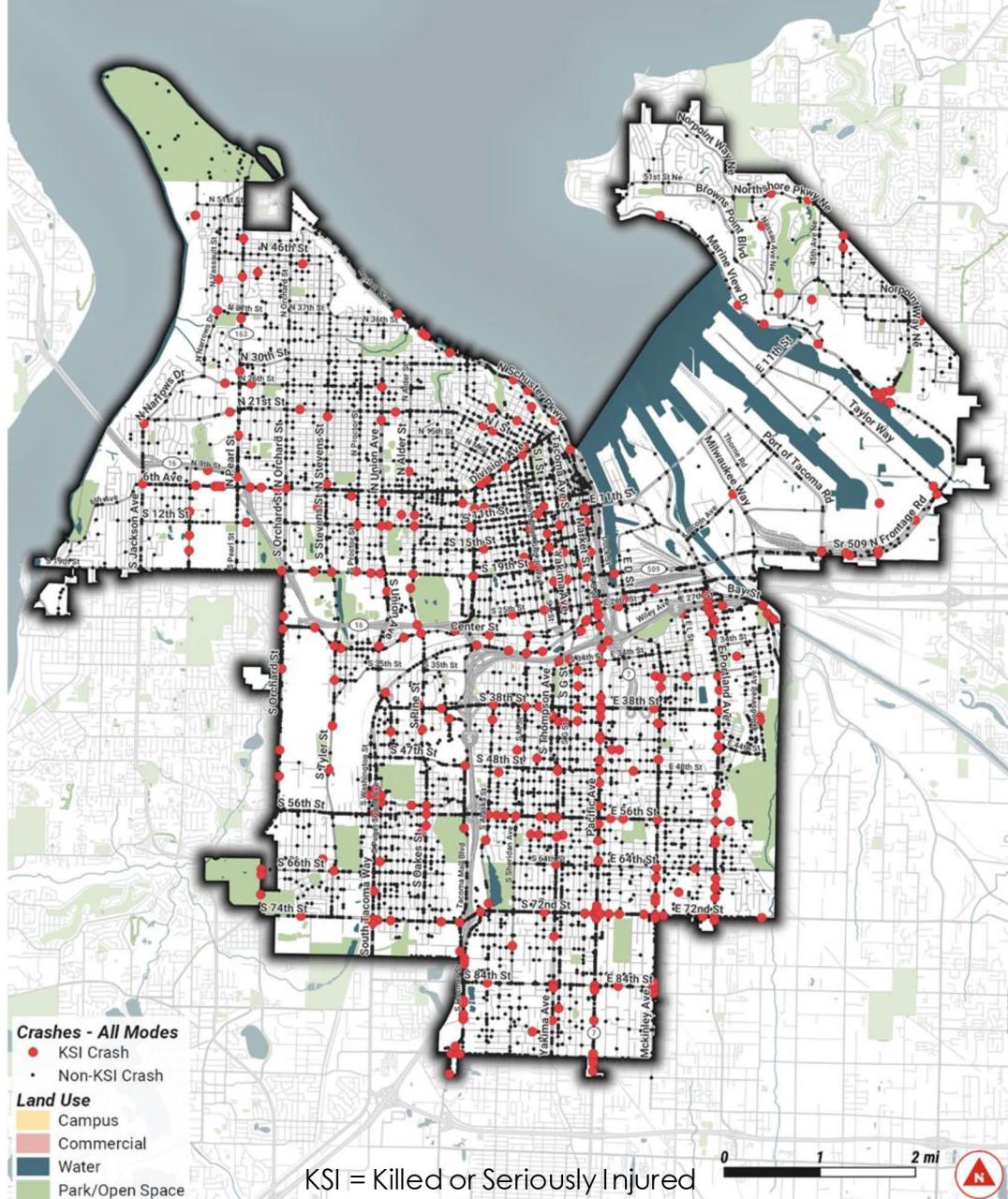
Contextualized roads, intersections, & crashes



Analysis

Analyzed roadway, land use, behaviors, and crash dynamic
+ Developed Higher Risk Network

See technical memo for more details



Key Findings – Who?



Crashes by Mode

Bicyclists & pedestrians disproportionately killed or seriously injured



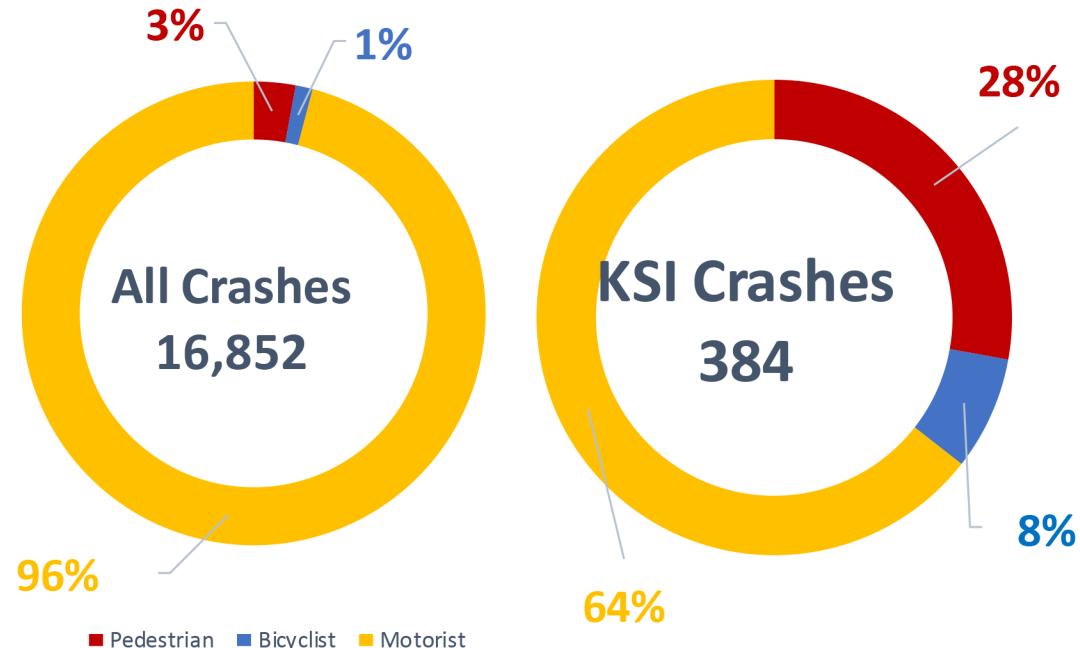
Victim Age

Victims aged between 20-24 and 75-79 were the most overrepresented cohort in KSI crashes



Traffic-Related Fatalities*

58 fatalities over five years



*Data Source: WSDOT Crash Data

Key Findings – Where?



Most Fatal and Serious Injury Crashes Occurred at Intersections



particularly at **two-way stop signs**



followed by **traffic signals***



Functional Classification*

Streets with higher functional classification accounted for the largest share of fatal and serious injury crashes



Posted Speed Limit

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



Transit Stops

Proximity to transit was found to be associated with fatal and serious injury crashes, which also may be related to land use and higher levels of exposure (primarily pedestrian).



Commercial Land Use

Intersections near commercial land uses had the highest number of fatal and serious injury crashes per intersection compared to other land uses.

*higher crash frequencies are likely associated with higher exposure levels for these variables

Key Findings – When?



Dark Lighting Conditions

Crashes that occurred during dark lighting condition tend to be more severe compared to daylight conditions



Time of Day

Pedestrian = evening

Bicyclist = peak commute periods

Motorcycle = afternoon/evening

Motorist = throughout the day and slightly concentrated in evening

*KSI = fatal and serious injury

**EPDO = equivalent property damage only

Fatal and Serious Injury Crashes by Time of Day

Time of Day	Pedestrian		Bicyclist		Motorcycle		Motorist	
	% KSI* (n=108)	EPDO**/ Crash	% KSI (n=30)	EPDO/ Crash	% KSI (n=69)	EPDO/ Crash	% KSI (n=181)	EPDO/ Crash
12:00-2:59 AM	4%	52.0	7%	118.3	10%	95.9	12%	7.9
3:00-5:59 AM	2%	56.5	13%	108.5	3%	59.3	4%	5.8
6:00-8:59 AM	8%	44.1	20%	57.3	6%	58.0	10%	6.5
9:00-11:59 AM	7%	62.5	3%	21.5	1%	26.2	10%	6.3
12:00-2:59 PM	11%	44.8	10%	26.6	19%	56.7	13%	5.9
3:00-5:59 PM	17%	43.2	20%	39.7	39%	63.6	17%	5.9
6:00-8:59 PM	23%	75.0	17%	40.5	20%	57.7	18%	6.8
9:00-11:59 PM	22%	95.4	7%	65.8	3%	27.6	15%	7.6
Total	100%	58.9	100%	43.4	100%	58.3	100%	6.5

Weighted Crashes by Day of Week and Time of Day (all modes)



Key Findings – How?



Motorist proceeding straight strikes pedestrian
accounted for the largest share of fatal and serious injury crashes (22%)



Motorist strikes fixed object
had the second largest share of fatal and serious injury crashes (13%)



Angled/Perpendicular motorist crashes
had the third largest share of fatal and serious injury crashes (12%)



Alcohol Related Crashes (map to right)
Accounted for 10% of fatal and serious injury crashes. Crashes tend to be more severe.

