

Pierce County Vision Zero Action Plan

11/07/2025

PSRC TOOLBOX: Transportation Safety Planning

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**PLANNING & PUBLIC
WORKS**



Timeline for Vision Zero Action Plan Adoption



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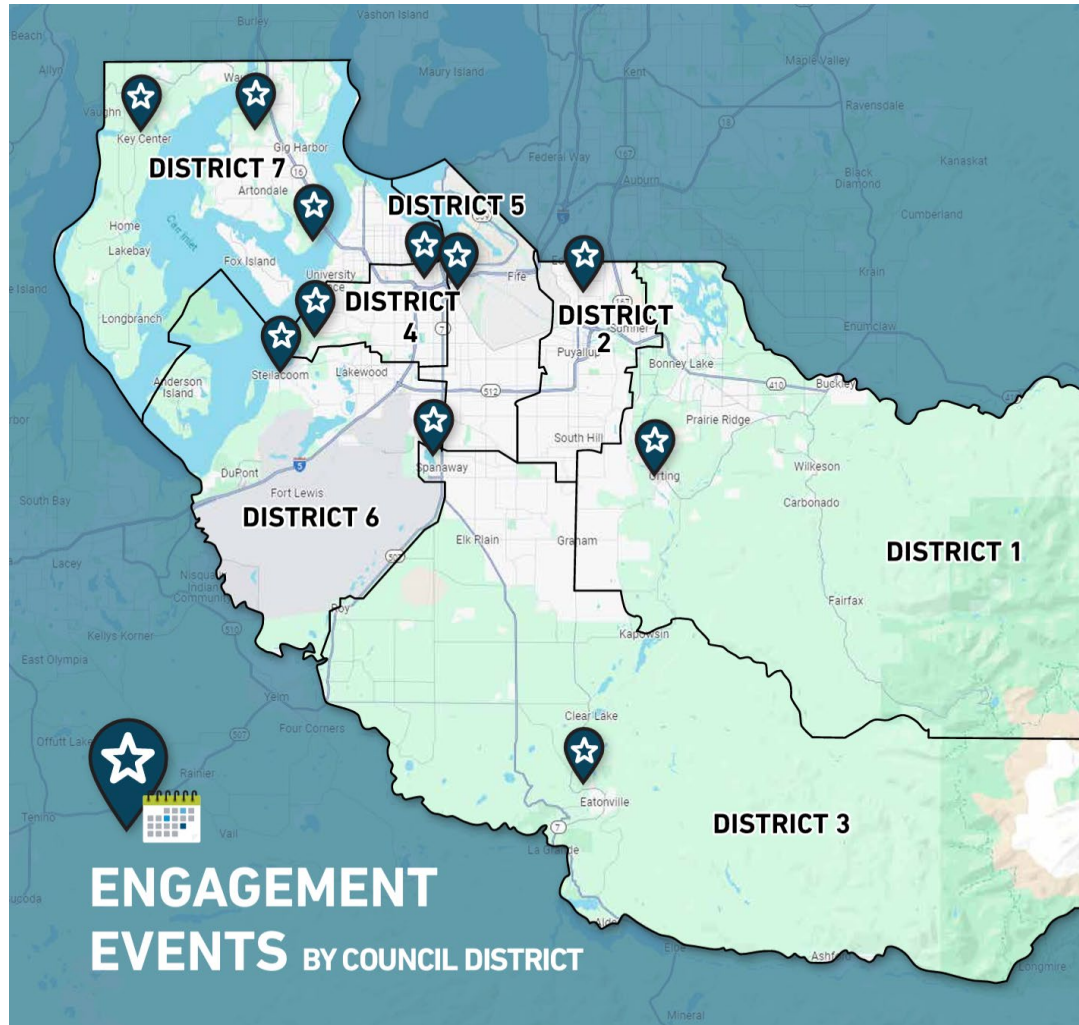
Outreach and Engagement Recap

- Conducted Public Survey and Online Open House
- Held stakeholder interviews with school districts, Sheriff Dept, Central Pierce Fire & Rescue, and Traffic Safety Task Force for recommendations on education and enforcement strategies
- Monthly External Work Group and Internal Steering Committee
- Completed Community Outreach and Engagement Report

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Public Engagement



Public Engagement Events

May 18

Key Peninsula Livable Community Fair

May 30

Downtown Tacoma Farmers Market

June 8

University Place Kidz Kraze Festival

June 14

Orting Farmers Market

July 13

Summer in the Northwest Market

July 20

Edgewood Community Event

July 21

Summer Arts Festival (Gig Harbor)

Wed, July 31

Steilacoom Farmers Market

Fri, Aug 2

Eatonville Festival

Sat, Aug 24

Tacoma Narrows Airport Day and CARSTAR Classic Car Show (Spanaway Park)

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Public Engagement Survey

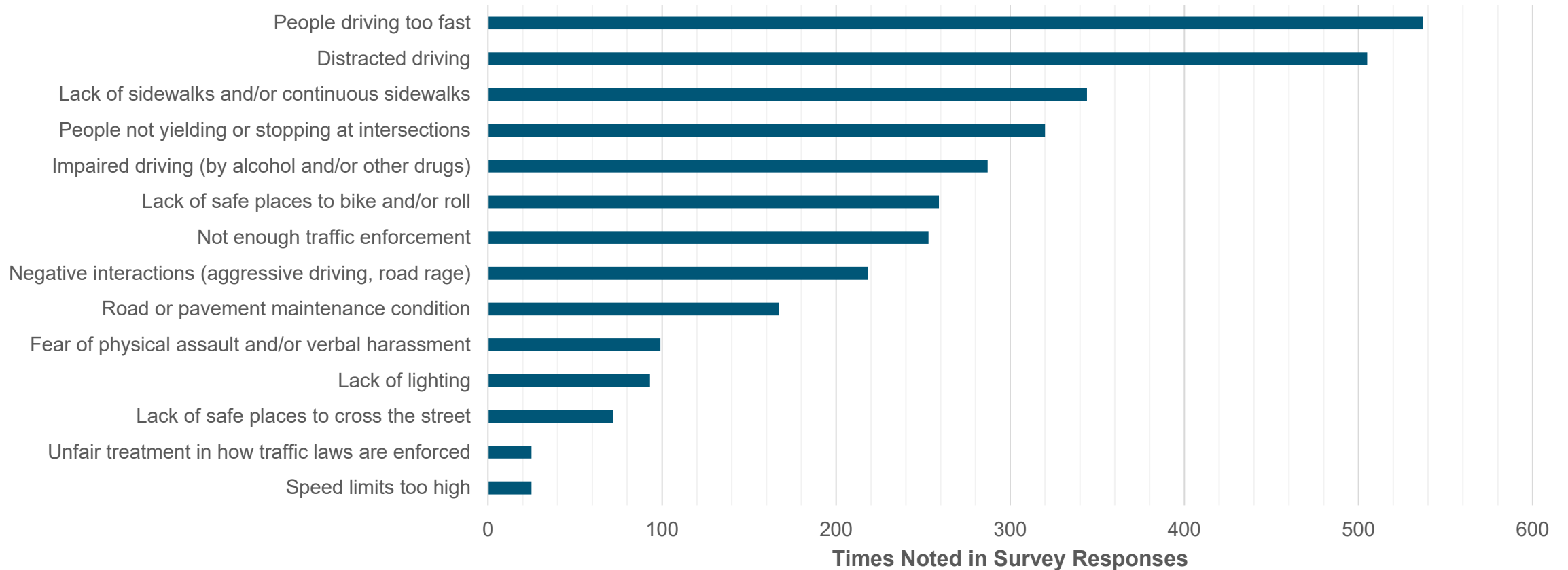
- **906** total survey responses
 - 841 people completed the entire survey
- Noted trends based on free-form responses
 - Major issues affecting safety
 - Ideas to improve traffic safety
 - Specific locations

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Survey Response Summary

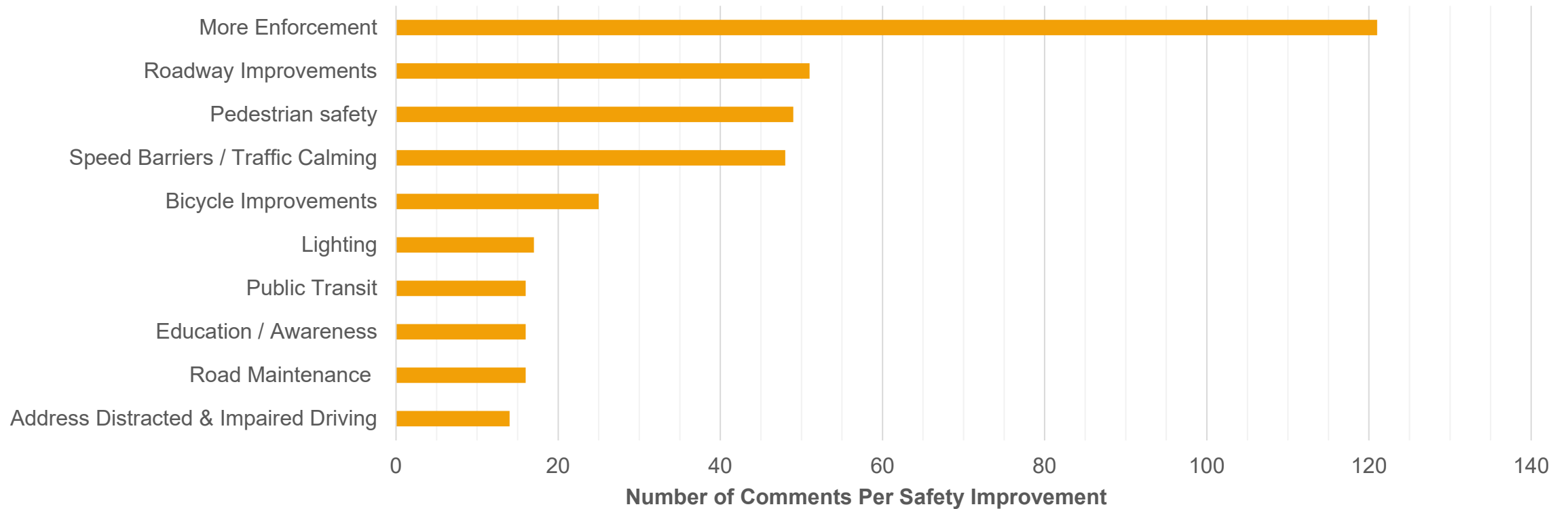
What are the major issues that affect your safety on the roadways in unincorporated Pierce County? (Check up to four issues that affect you the most)



Survey Response Summary

**Is there anything else you would like to share with our team about traffic safety concerns?
Do you have ideas or solutions on how to improve traffic safety in Pierce County? Please
share them here.**

classification of free-form answers



CRASH ANALYSIS UPDATES: Fatal Crashes

Countywide

Includes:

Non-access-controlled state routes, city streets, and county roads.

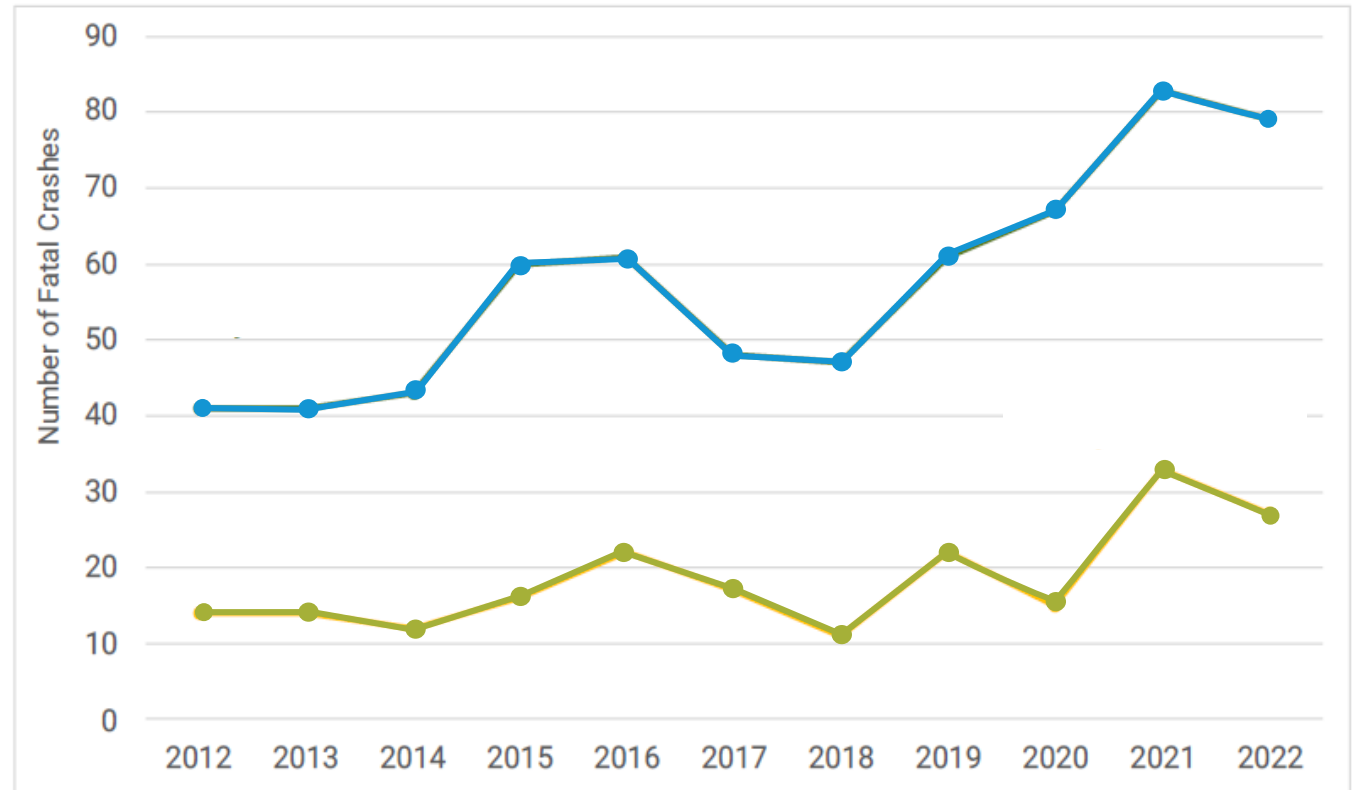
Excludes:

Interstates and other access-controlled state routes.

Unincorporated County

County owned and maintained roadways

Figure 2: Countywide and Unincorporated County Fatal Crashes by Year, 2012-2022



The goal set by County Council in the Vision Zero Resolution is for Pierce County to achieve zero traffic deaths and serious injuries on County owned roadways by 2035.

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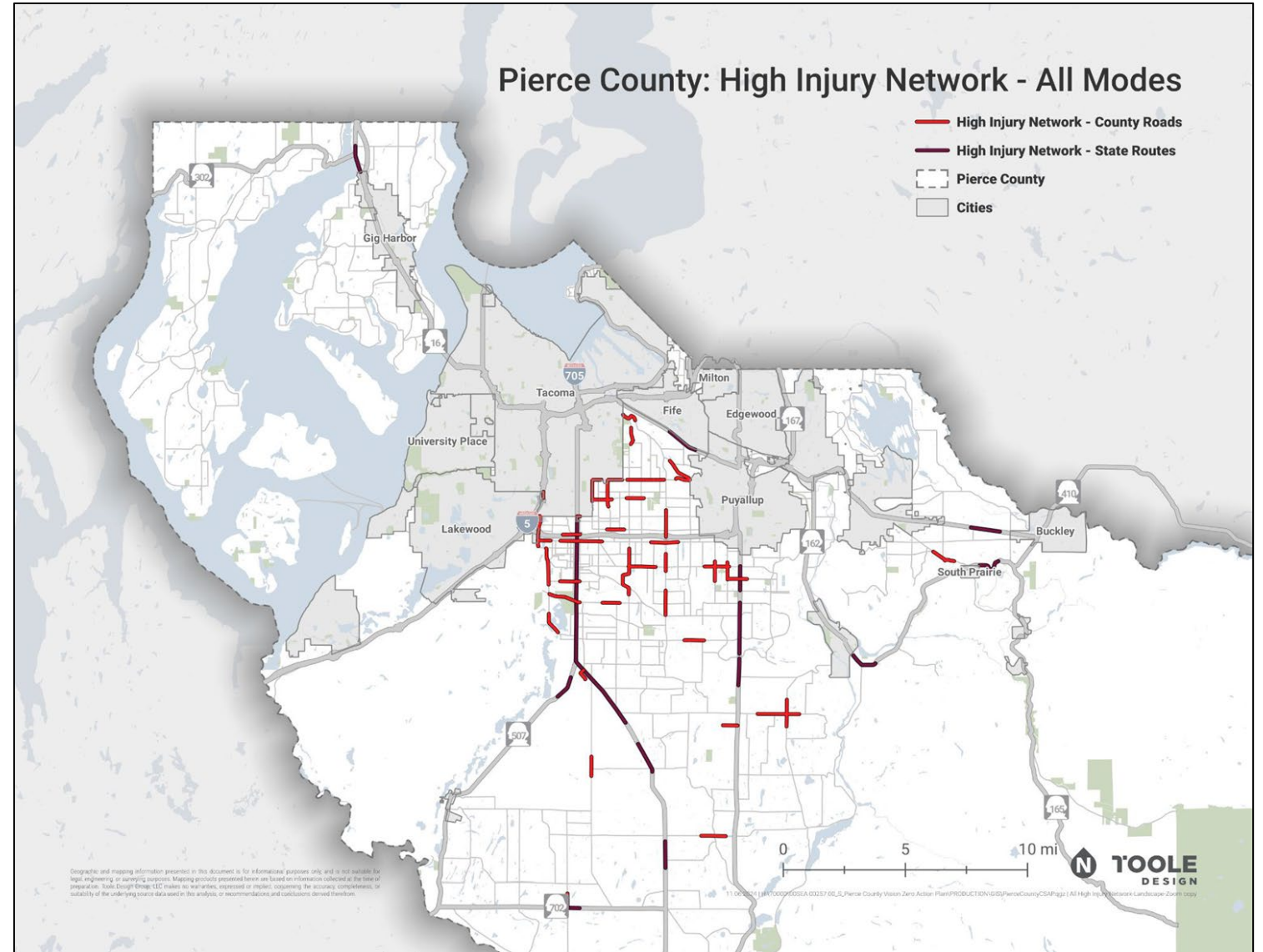




HIGH INJURY NETWORK All Modes

- Trends along higher-traffic roadways
- Area east of JBLM
- E-W between Tacoma & Puyallup
- Canyon Rd & Waller Rd

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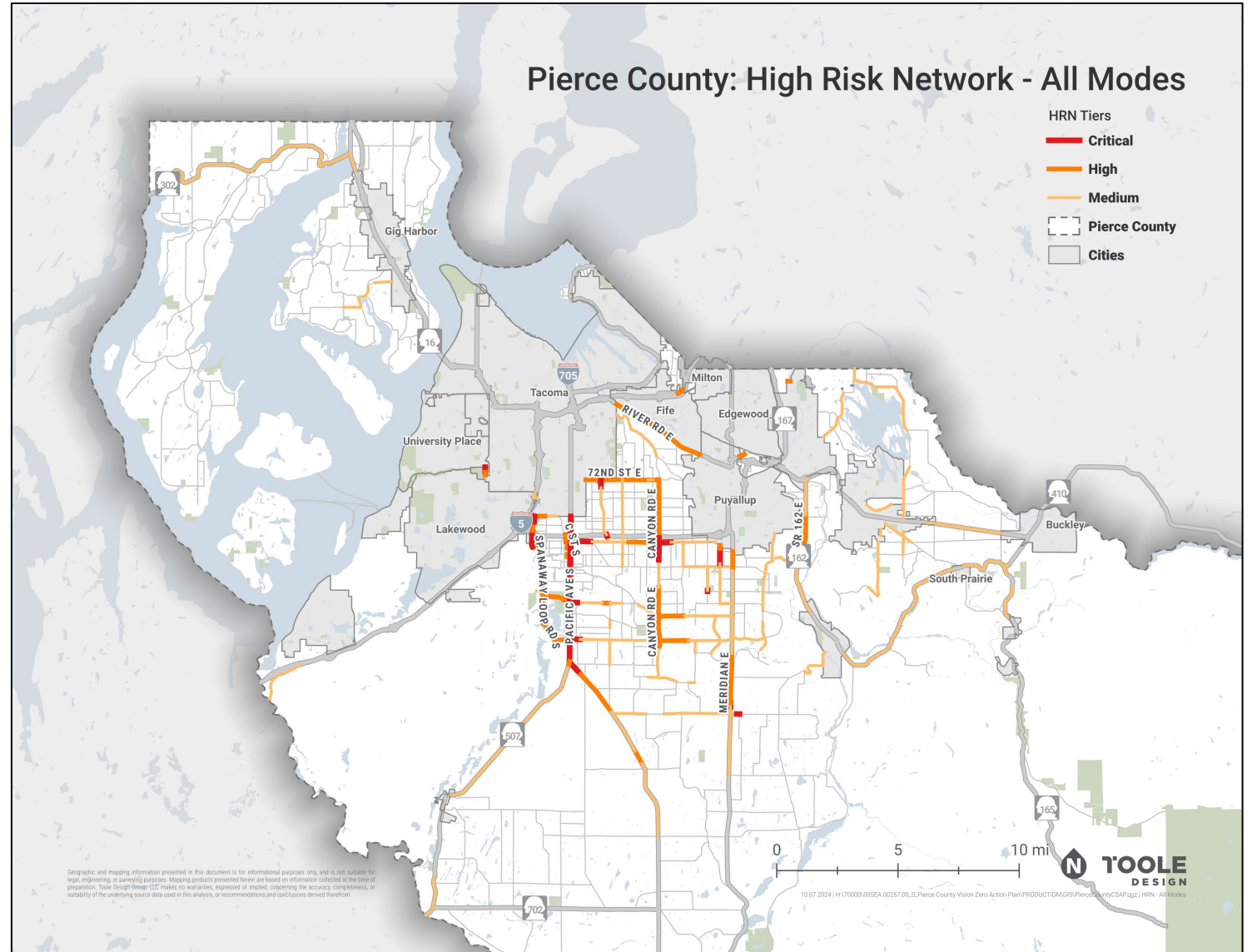
HIGH RISK NETWORK

All Modes

Screening factors most effective at indicating elevated Fatal and Serious Injury crashes include:

- Traffic volume
- Functional classification
- Posted speed limit
- Equity index
- Livability index

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POLICY REVIEW

Pierce County Policies, Plans & Programs Reviewed

- Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County (PCC Title 17B)
- Council Resolution No. R2022-118 (Vision Zero Action Plan)
- 2024-2029 Transportation Improvement Program (TIP)
- Comprehensive Plan (PCC Title 19A and 19C)
- Pierce County Council 2023-2025 Priorities
- Development Regulations – General Provisions Ordinance
- Traffic Impact Fees Program (PCC Title 4A)
- Complete Streets Policy (Ordinance No. 2014-44s)
- Safe Routes to School Plan
- Regional Trails Plan (Part of Parks, Recreation, and Open Space Plan)
- ADA Transition Plan
- Adopted Community Plans
- Neighborhood Traffic Safety Program
- Vehicles, Ferries and Traffic Regulations (PCC Title 10)
- Local Road Safety Plan

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Target Zero Indicators



High-Risk Behavior

Impairment, Speeding,
Unrestrained Occupant,
Distracted Road User



Crash Type/Location

Lane Departure, Intersection
Related



Road Users by Group

Young Driver (15-24) Involved,
Older Driver (70+) Involved



Road Users by Mode of Travel

Active Transportation Users,
Motorcyclists

Target Zero Indicators:

Crashes were grouped by several key characteristics that often form a focus of Target Zero efforts and may represent a relatively high proportion of fatal and serious-injury crashes for a jurisdiction. These Target Zero Indicators are defined as follows:

 <p>Lane Departure: Includes both run-off-road and opposite direction crashes.</p>	 <p>Impairment Involved: Fatality: As driver, pedestrian, or bicyclist with a Blood Alcohol Concentration (BAC) of 0.08 or higher or a positive drug result as confirmed by the state toxicology laboratory, or reported as impaired by alcohol or drugs by investigating law enforcement. Serious Injury: Any driver, pedestrian, or bicyclist for whom the investigating officer indicated that the person was impaired by drugs or alcohol.</p>
 <p>Intersection Related Crash: Defined as junction relationship reported as at intersection and related; intersection-related but not at intersection; at driveway within major intersection; entering roundabout; circulating roundabout; exiting roundabout; roundabout related but not at roundabout; or traffic calming circle.</p>	 <p>Unrestrained Occupant: A fatally injured driver or passenger of a passenger vehicle (excluding limousines, three-wheel automobiles, motorhomes, school and transit buses, and medium/heavy trucks used to haul trailers) who was either not restrained or improperly restrained at the time of the crash.</p>
 <p>Young Driver (ages 16-25) involved: Involved is defined as a fatal crash or a fatality that involved a specific factor, such as a young driver involved, but that does not necessarily indicate the young driver caused the crash or was the fatality in the crash.</p>	 <p>Active Transportation User: People who use a human-scale and often human-powered means of travel to get from one place to another. Active transportation includes walking, bicycling, using a mobility assistive or adaptive device such as a wheelchair or walker, using micromobility devices such as skateboards, and using electric-assist devices such as e-bikes and e-foot scooters.</p>
 <p>Motorcyclist: Includes only the number of motorcyclists (drivers or passengers) who were themselves killed or seriously injured.</p>	 <p>Older Driver (ages 70+) Involved: A specific factor, such as an older driver involved, but that does not necessarily indicate the older driver caused the crash or was the fatality in the crash.</p>
 <p>Speed Driver Involved: Speeding is defined as exceeding the posted speed limit or driving too fast for conditions at the time of the collision as indicated by the investigating officer.</p>	 <p>Heavy Vehicle Involved: Based on vehicle type and weight, independent of whether or not it is a commercial vehicle. It may also include non-commercial vehicles, such as large vans and heavy pickup trucks.</p>
 <p>Distracted User Involved: Including but not limited to other occupants, a moving object in the vehicle, eating or drinking, or using portable electronic devices.</p>	

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Strategy Options

- **Impairment**

- Increase staffing for traffic enforcement patrols
- Increase transit service hours
- Support efforts to lower DUI legal limit to 0.05%

- **Enforcement and Speed Management**

- Develop research-based speed limit policy
- Fund speed enforcement patrols
- Traffic calming roadway designs
- Automated speed enforcement cameras

- **Lane Departure – including Rural Areas**

- Signing / Advance curve warning signs
- Pavement marking
- High friction surface treatments
- Install centerline and edge line rumble strips

- **Intersections**

- Roundabouts
- Signalized intersection design and timing
- Intersection conflict warning systems

Strategy Options

- **Young Drivers**

- Driver training availability and affordability
- Peer-based traffic safety education programs
- Support of Arrive Alive program, outreach to new and younger drivers about impaired driving risks

- **Older Drivers**

- Traffic safety education opportunities at senior centers
- Provide active transportation facilities and transit availability

- **Active Transportation**

- Enhanced pedestrian and bicycle crossings
- Support Safe Routes To School programs
- Pedestrian and bicycle safety training in school curriculum
- Sidewalks and multi-use path construction

- **Motorcyclists**

- Promote safer riding to motorcyclists
- Promote awareness and visibility to motor vehicle drivers

Scoring

On High Injury Network

Yes = 3

On High-Risk Network

Critical = 3

High = 2

Medium = 1

Pierce County Equity Index

Very Low = 3

Low = 2

Moderate = 1

Input from Engagement

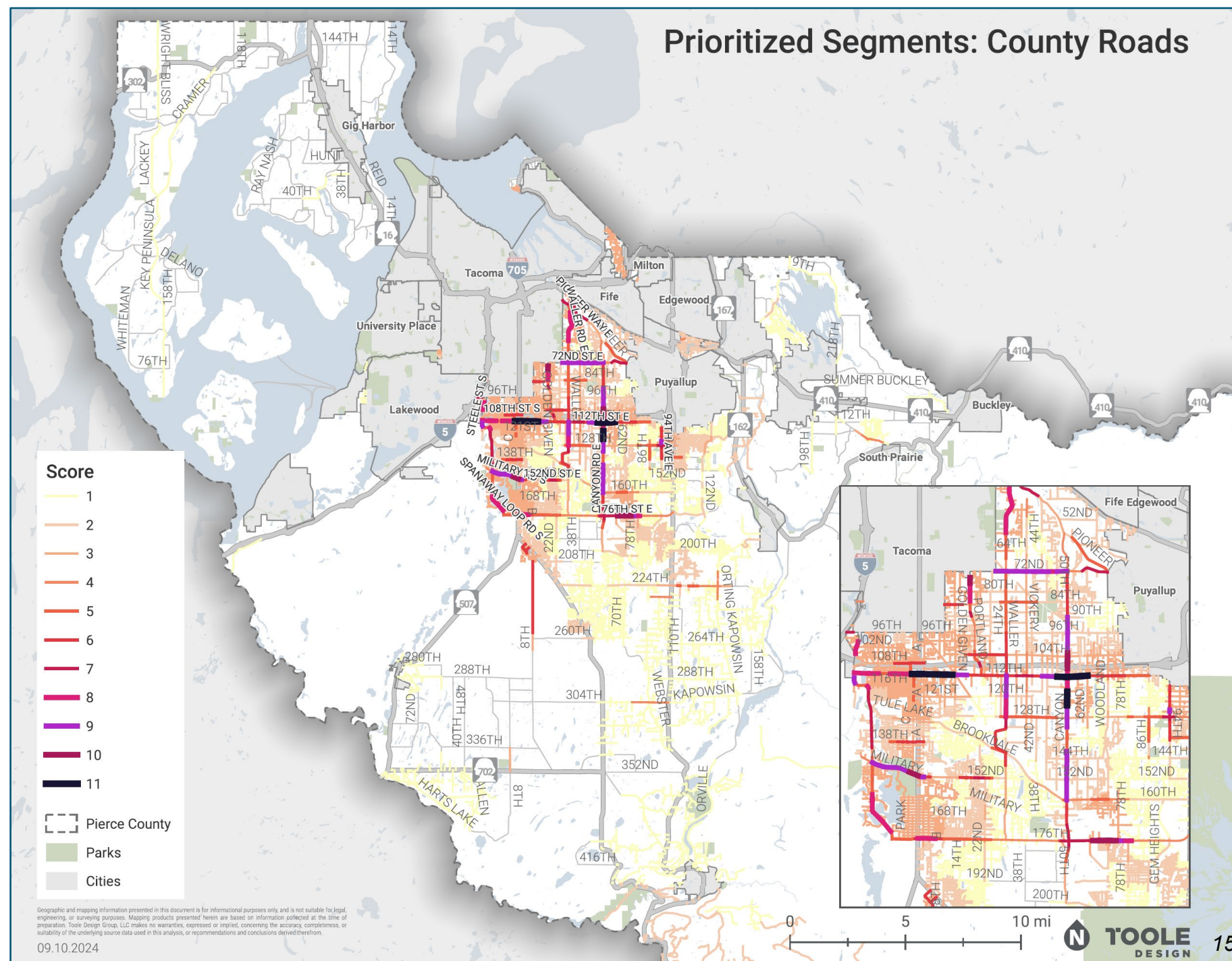
Lots of Comments = 2

Some Comments = 1

Total: 11 potential points

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Prioritized Segments: County Roads



Scoring

At High-Crash Intersection

7+ Injury Crashes = 6

3-6 Injury Crashes = 4

1-2 Injury Crashes = 2

Pierce County Equity Index

Very Low = 3

Low = 2

Moderate = 1

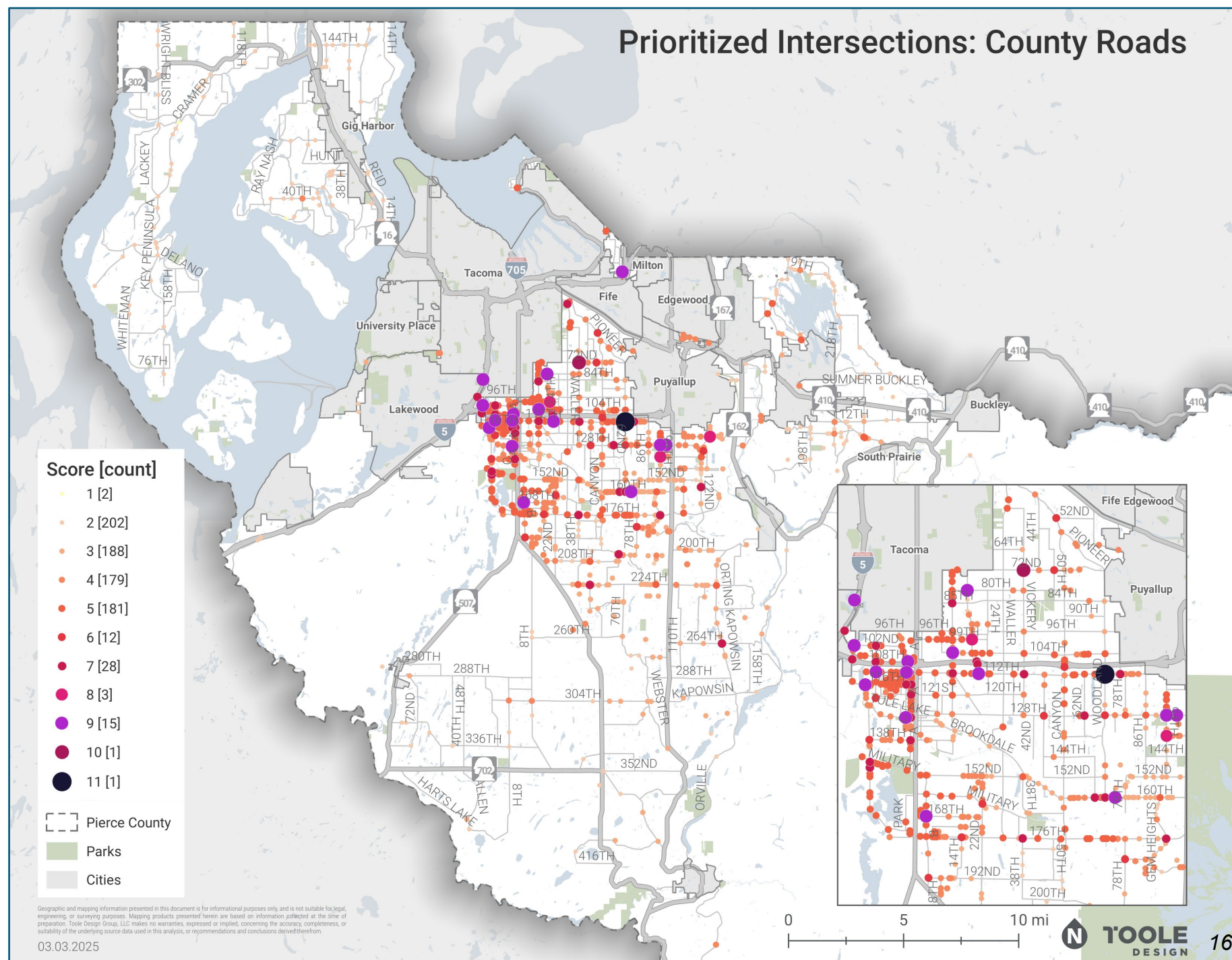
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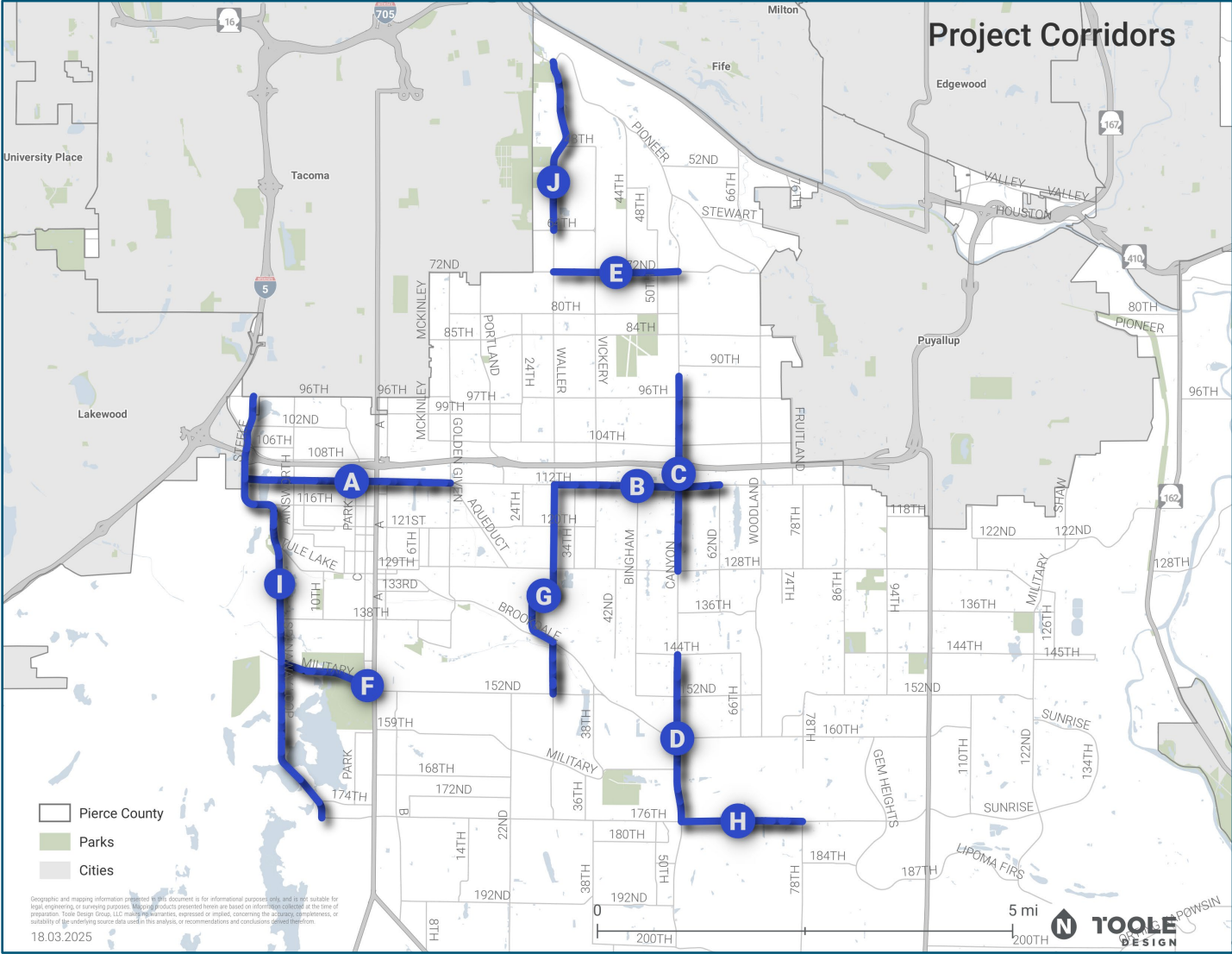


Safety Needs Priorities

Roadway Segments

A	112th St E: Steele St to Golden Given Rd
B	112th St E: Waller Rd to 62nd Ave
C	Canyon Rd E: Pipeline Rd to 128th St
D	Canyon Rd E: 144th St to 176th St
E	72nd St E: Waller Rd to Canyon Rd
F	Military Rd S: Spanaway Loop to SR 7
G	Waller Rd E: 112th St to 152nd St
H	176th St E: Canyon Rd to 78th Ave
I	Steele St S + Spanaway Loop S: 96th St to SR 704
J	Waller Rd E: Pioneer Way to 64th St

- CRP denotes project number in 2025-2030 TIP
- denotes proposed sketch design

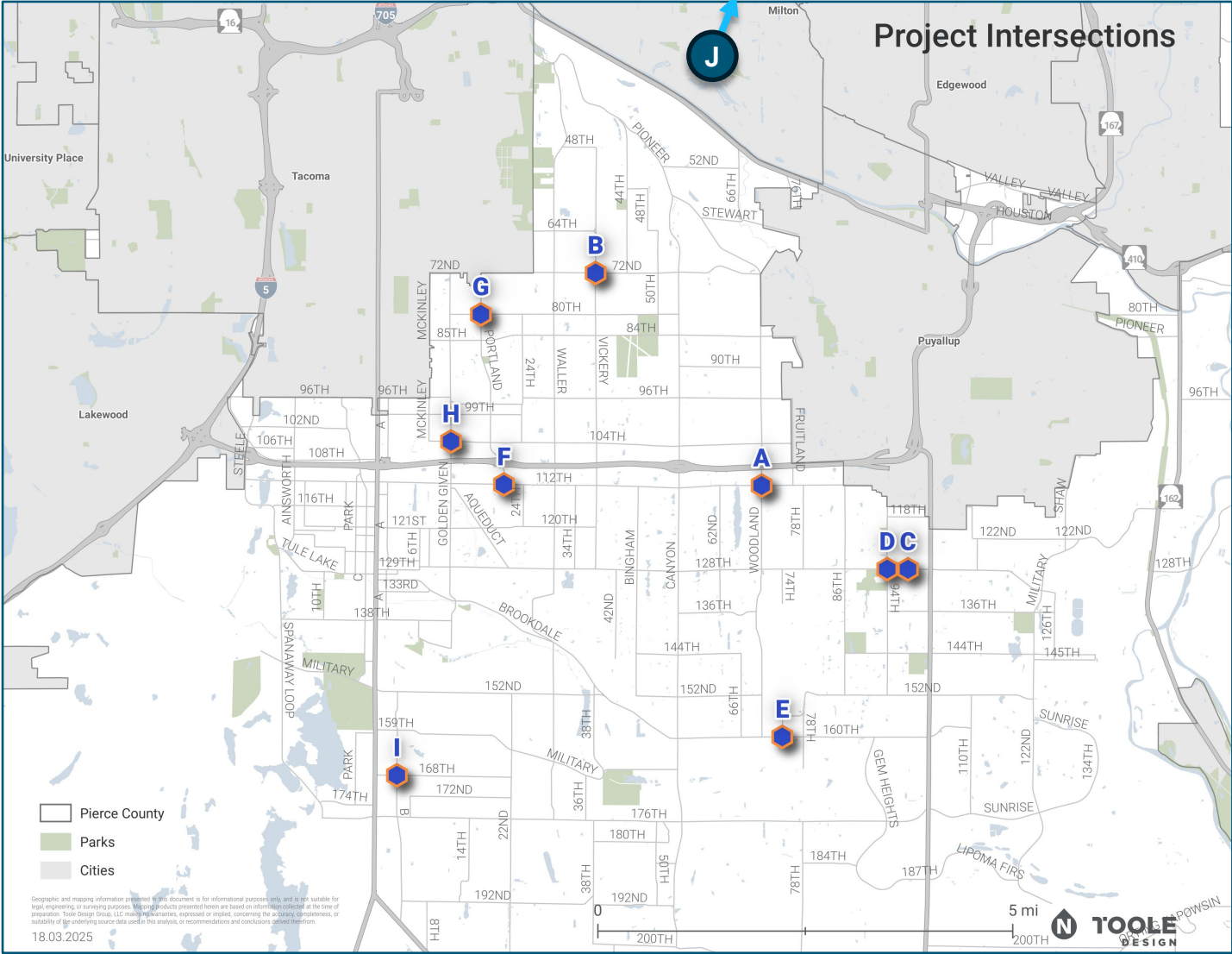


Safety Needs Priorities

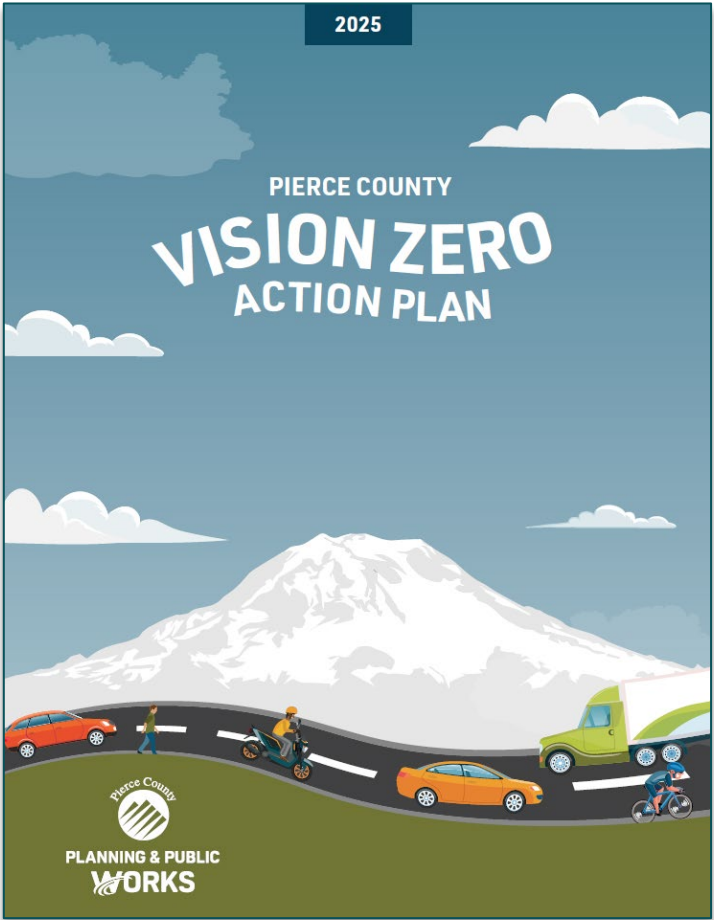
Intersections

A	Woodland Ave E & 112th St E
B	E 72nd St & Vickery Ave E
C	128th St E & 98th Ave E
D	128th St E & 94th Ave E
E	160th St E & 74th Ave E
F	112th St E & Portland Ave E
G	80th St E & Portland Ave E
H	104th St E & Golden Given Rd E
I	168th St E & B St E
J	10th St E & 68th Ave E (Fife Heights)

- CRP denotes project number in 2025-2030 TIP
- denotes proposed sketch design



Vision Zero Action Plan



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Question and Answer



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