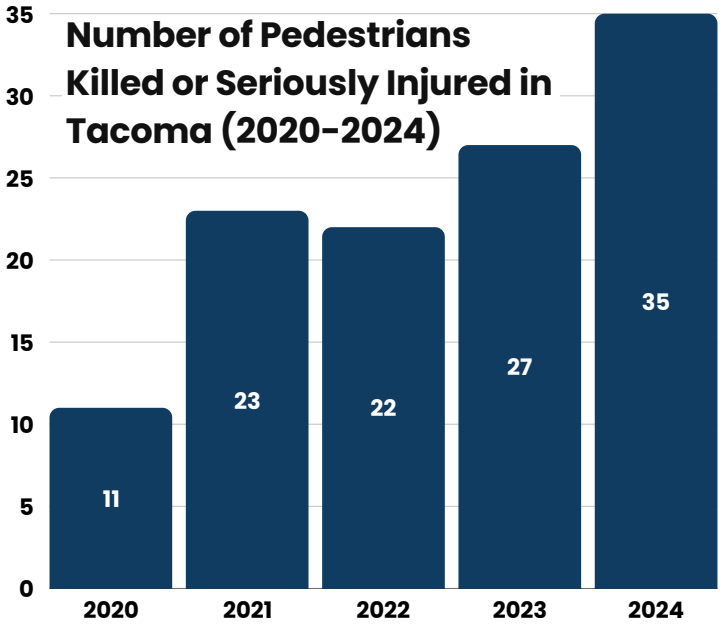
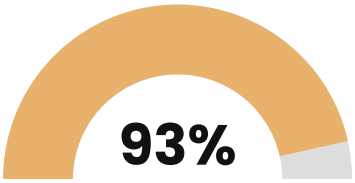
Pedestrian Safety 2025 Update

We are all pedestrians. Whether pushing a stroller, using a wheelchair, skateboarding to school with friends, or walking from a parking spot to a store entrance – we all rely on pedestrian infrastructure to get where we're going. Tacoma is committed to creating a safe, connected, equitable, and accessible pedestrian network. This report outlines the work the City is doing to reach this goal and the work still to be done.

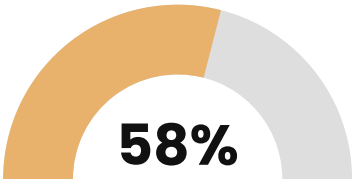
EXISTING CONDITIONS

Between 2020 - 2024, 477 pedestrians have been hit by vehicles on Tacoma's streets. The number and severity of these crashes continues to rise.





of these collisions occurred on arterial streets



of these collisions occurred on the Vision Zero High Risk Network

While this data focus on safety outcomes, the City's upcoming ADA Transition Plan will include a more robust data update on existing infrastructure conditions to help the City prioritize & plan improvements for a safe, accessible, & connected pedestrian network.

A STRONG POLICY FOUNDATION FOR PEDESTRIAN SAFETY

Tacoma's plans, policies, and projects are increasingly focused on pedestrian safety, accessibility, & mobility.

- **February 2020:** City Council set a Vision Zero goal to eliminate fatal & serious injury crashes on Tacoma streets by 2035.
- **November 2021:** City Council passed the 2030 Climate Action Plan, which identified transportation as the greatest contributor to greenhouse gas emissions in Tacoma & set the goal of completing our pedestrian & bicycle networks by 2050.
- **December 2024:** Tacoma City Council voted that at least 15% of Transportation Benefit District sales and use tax revenues must be dedicated to pedestrian safety. Collections will begin in Spring 2026; about $1.1M is anticipated annually for pedestrian safety.
- **June 2025:** Tacoma City Council adopted the Transportation & Mobility Plan, which reiterates that the City will prioritize pedestrians in street design & operations.
- **2025:** The City is kicking off an update to our ADA Transition Plan, which will help identify & prioritize barriers in our pedestrian network to enhance safety & accessibility.

PEDESTRIAN SAFETY SOLUTIONS

The City is using a wide range of proven solutions to improve pedestrian safety:

Corridor Redesigns
There is a direct correlation between traffic speeds and the severity of crashes. Roadway redesign projects that slow traffic speeds and increase separation between vehicles and people walking, biking, and rolling help improve safety for everyone.

Crossing Improvements
Frequent safe and accessible pedestrian crossings - including curb ramps and enhanced crossing treatments - support safe mobility.

Missing Links Sidewalks & Unfit/Unsafe Sidewalks
The City is working towards a complete and accessible sidewalk network by filling missing links and addressing accessibility barriers.

Increasing Pedestrian Visibility
Overhead lighting helps drivers & pedestrians see each other. Daylighting, bulb-outs, and leading pedestrian intervals increase the visibility of pedestrians at crossings.

PEDESTRIAN SAFETY PROJECT HIGHLIGHTS

This list includes a selection of upcoming projects that have a significant focus on improving pedestrian safety & mobility. Visit Tacoma.gov/capital projects for more details.

Under Construction

- **6th Avenue Pedestrian Improvements** (select intersections between Jackson Ave - Grant Ave)
- **Water Flume Line Trail** (Pine St - M St)
- **Prairie Line Trail** (S 21st St - S 25th St)
- **Links to Opportunity** (Hilltop & Stadium Districts)
- **E 64th St** (McKinley - Portland Ave)
- **Sheridan Ave** (64th St - 72nd St)
- **S 56th & Pacific Ave Ped Safety Improvements**

Construction-Funded

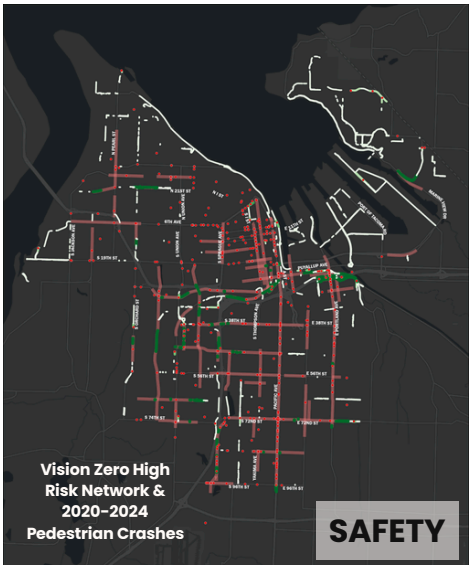
- **Cedar St Active Transportation** (S 15th St - Center St)
- **Pedestrian Accessibility - District 10 Curb Ramps**
- **Safe Routes to School Projects** (Roosevelt, Baker, Stewart)
- **S 25th St Safety Enhancements** (Scott Pierson Trail - Prairie Line Trail)
- **2025 Sidewalk Replacement Project**
- **Intersection Improvements:**
  - S 38th St & Cedar St
  - S 11th St & Sprague Ave
  - S 56th St & A St
  - Portland Ave & E 60th St

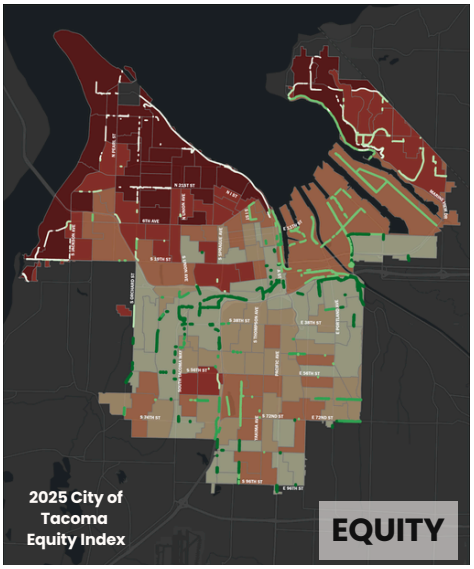
Planning / Design

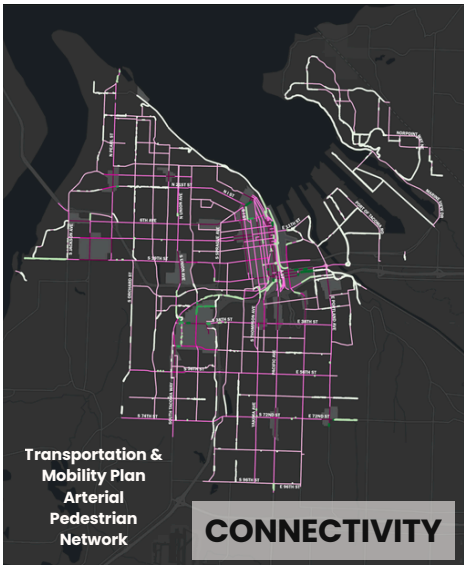
- **Portland Ave Vision Zero Improvements** (E 27th - E 56th St)
- **South Tacoma Way Vision Zero Project** (Pine St - S 60th St)
- **Puyallup Ave Complete Streets & spuyaləpabš Trail** (S C St - City of Fife)
- **Tacoma Mall Neighborhood Loop Road Active Transportation Plan**
- **Tacoma Dome Access Improvements**
- **I-5 Crossings Study**
- **South Tacoma Access Improvements**
- **Schuster Parkway Trail**

DATA DRIVEN PRIORITIZATION

Many elements go into creating a safe, accessible, and connected pedestrian environment. The maps below show an example of how the City uses safety, equity & connectivity data as prioritization tools, using arterial missing link sidewalk data. Future analyses will use updated data from the ADA transition plan and include additional types of pedestrian safety & accessibility infrastructure (e.g. curb ramps, enhanced crossings, etc.) to help the City prioritize pedestrian safety investments.





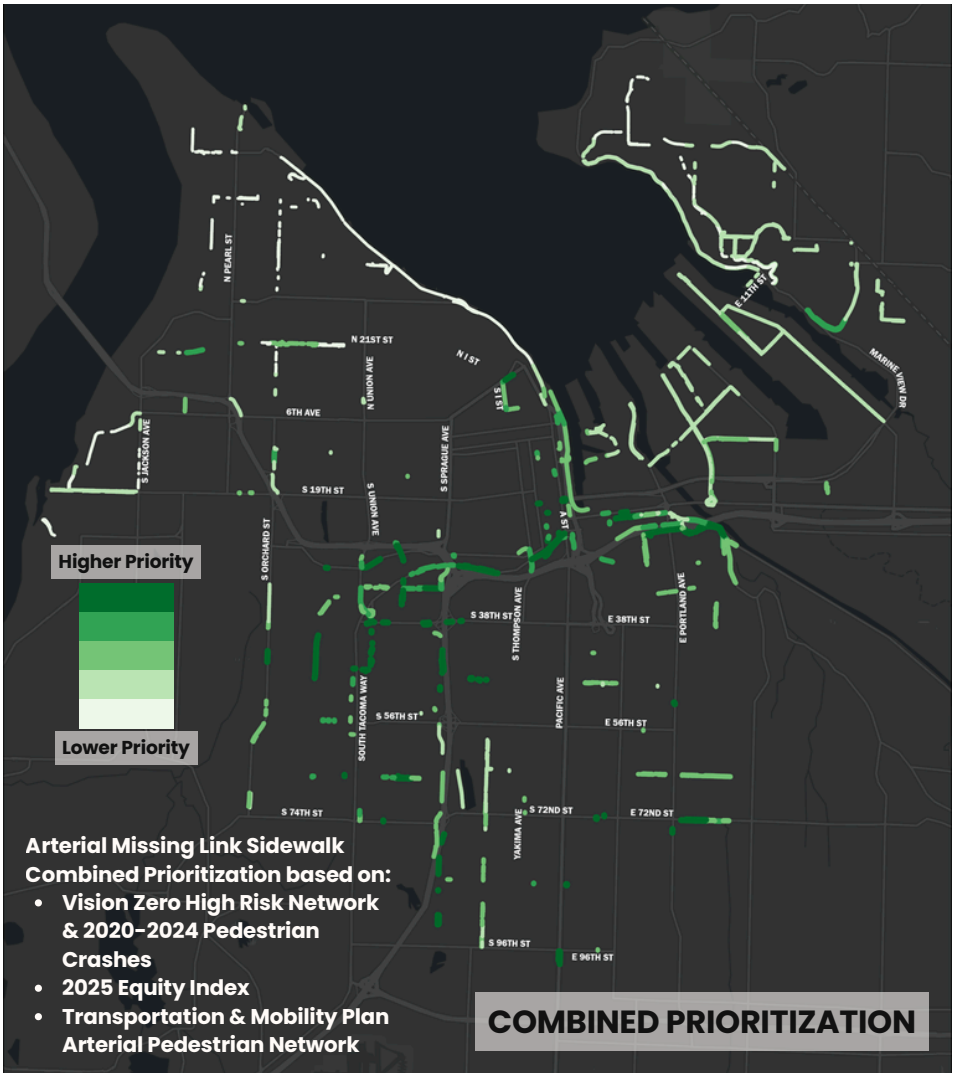


Tacoma has approximately 371 miles of missing link sidewalk - about 20% (75 miles) is located on arterial streets.

This prioritization focuses on arterial streets because the higher traffic speeds and volumes contribute to a higher numbers of severe crashes.

Prioritize Tacoma's pedestrian investments based on safety, equity, and connectivity to address disparities in safety and access and maximize the impact of City investments. Use a data-driven Vision Zero Safe Systems Approach to proactively address the greatest barriers to pedestrian safety and accessibility.

-City of Tacoma Transportation & Mobility Plan



OPPORTUNITIES & PARTNERSHIP

In addition to a data-based approach, the City also looks to enhance pedestrian safety as partnership opportunities arise. For example, if the City has a grant to repave a corridor, there may be an opportunity to add-in funding to upgrade pedestrian crossings or fill a sidewalk gap. This can be a significantly more cost-effective approach than a stand-alone project and implementing desired pedestrian safety elements the first time avoids future reconstruction, which can be costly & disruptive.

The St. Helens Ave. Improvements Project did not originally include sidewalks in the project scope - but a small contribution of active transportation funding allowed the project to complete this missing link on S 2nd St.

FUNDING & FEASIBILITY

Many of the City's highest priority pedestrian projects are on corridors that need significant redesigns to slow vehicular speeds, improve safety, and address pedestrian accessibility needs. While major corridor projects have the greatest safety benefits, they are also the highest cost, almost always require grant funding, and take the most time to get through planning, design, right-of-way and construction. The City is taking a multi-pronged approach to both aggressively pursue major corridor projects, while also funding nearer-term improvements to enhance pedestrian safety.

Access Amplifiers (< $100,000)

These smaller scale, shorter term projects help improve safety & address accessibility barriers. They may use lower cost materials or partner on existing projects to affordably add safety enhancements. Examples include: daylighting, temporary bulb-outs, leading pedestrian intervals, and constructing short segments of missing link sidewalks as partnerships with other projects.

Daylighting on Pine St helps prevent vehicles from parking too close to the intersection; improving the visibility & safety of pedestrians. The City is designing a major corridor safety project on Pine slated for construction by 2030, this improvement will help enhance safety in the meantime.

Targeted Enhancements ($300,000 - $3M)

Targeted pedestrian enhancements may address a single crossing or multiple smaller scale needs. These projects are often funded through grants or rely on partnerships.

This RRFB pedestrian crossing was built to cross E 38th St as part of a Safe Routes To School Project for Blix Elementary School.

Major Corridor Project ($5M+)

These projects have the highest impact on safety, but are also the most expensive & take the most time to construct. Some major corridor projects work within existing curb lines - others include a complete rebuild of the corridor. These projects almost always require grant funding.

The planned Puyallup Avenue Complete Streets project has a strong focus on pedestrian & bicycle safety & accessibility and will provide key connections to local and regional transit.