Traffic Safety Action Plan

DRAFT

King County
Department of Local Services
Road Services Division

February 2, 2026

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Introduction

Between 2014 and 2023, 132 people were killed and 413 people were seriously injured in traffic crashes on King County-maintained roadways. Each of these incidents involved and affected members of our community and every one of these tragedies could have been prevented.

King County is dedicated to creating safer roads and reducing the number of lives lost or seriously harmed in traffic crashes. This Traffic Safety Action Plan employs a data-driven approach to identify areas with the greatest safety needs. This plan aims to identify safety improvements to prioritize investment decisions.

The Plan focuses on County-owned roads within unincorporated King County, highlighting the goals, priorities, and strategies that will support a safer system for everyone who travels in the county.

About King County Roads

The King County Department of Local Services Road Services Division is responsible for almost 1,500 miles of roads, 192 bridges, and related infrastructure such as sidewalks, bike lanes, guardrails, traffic control equipment, and traffic cameras. While the majority of the county road network is located in a rural area, including Vashon-Maury Island, some is located in unannexed urban areas. This widespread infrastructure network enables travel between cities and other counties, as well as within unincorporated communities. County roads support over one million trips per day and are necessary links for the movement of people, utilities, and goods throughout the most urban and dense county in the state. They are indispensable connectors for workers, freight, emergency responders, and all who travel through the region—serving a far larger population than the 250,000 unincorporated area residents.

Unincorporated King County At-A-Glance

250,000
people

1,500
miles of road network
(28% urban and 72% rural)

1.1M
acres of unincorporated area

Source:
King County Road Services Division 2024 Collision Data Report,
https://cdn.kingcounty.gov/-/media/king-county/depts/local-services/roads/plans-reports/2024kingcountycollisiondatareport.pdf

Preventing and responding to immediate operational life safety and property damage hazards is the division's highest priority. The division focuses on core maintenance and operations functions—which are the foundation on which the safety of the entire road system depends—supported by capital investments as funding allows. These activities are proven to reduce crashes, prevent roadway failures, and protect life safety, particularly on high-volume arterials where the majority of serious injuries occur. Core activities include:

- Controlling vegetation to maintain driver sightlines.
- Maintaining shoulders and ditches to keep water flowing off the road and prevent hydroplaning.
- Maintaining pavement markings and regulatory traffic signs to guide drivers and promote safety.
- Installing guardrail where needed to reduce the risk of run-off-the-road collisions.
- Maintaining the traffic signal system equipment and signal timing.

A significant challenge to managing safety on the county road network is the ongoing structural roads funding crisis. The lack of funding for capital improvements severely limits the County's ability to construct new traffic safety infrastructure. The County is actively pursuing sustainable funding solutions to address this issue.

This funding challenge makes plans such as this—along with other risk analyses, asset assessments, and use of engineering and safety criteria based on national standards—all the more important to ensure that the County's limited funding is directed to where it is most needed.

The Plan covers the unincorporated King County network shown in Figure 1. Due to the size of the County, the King County study area has been divided into a north and south area for mapping purposes. The north and south map extents are shown in Figure 2.

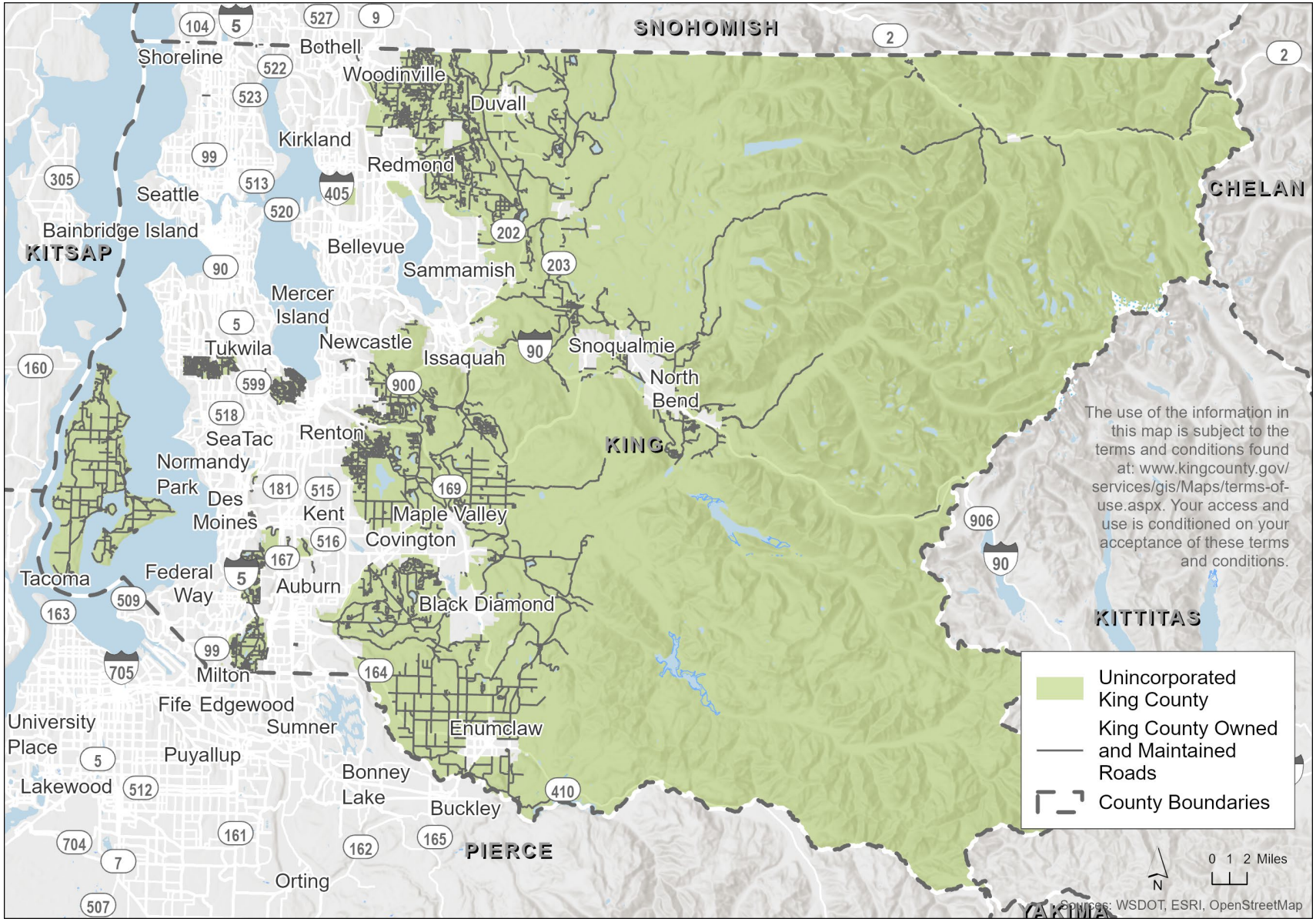


Figure 1. Study Area

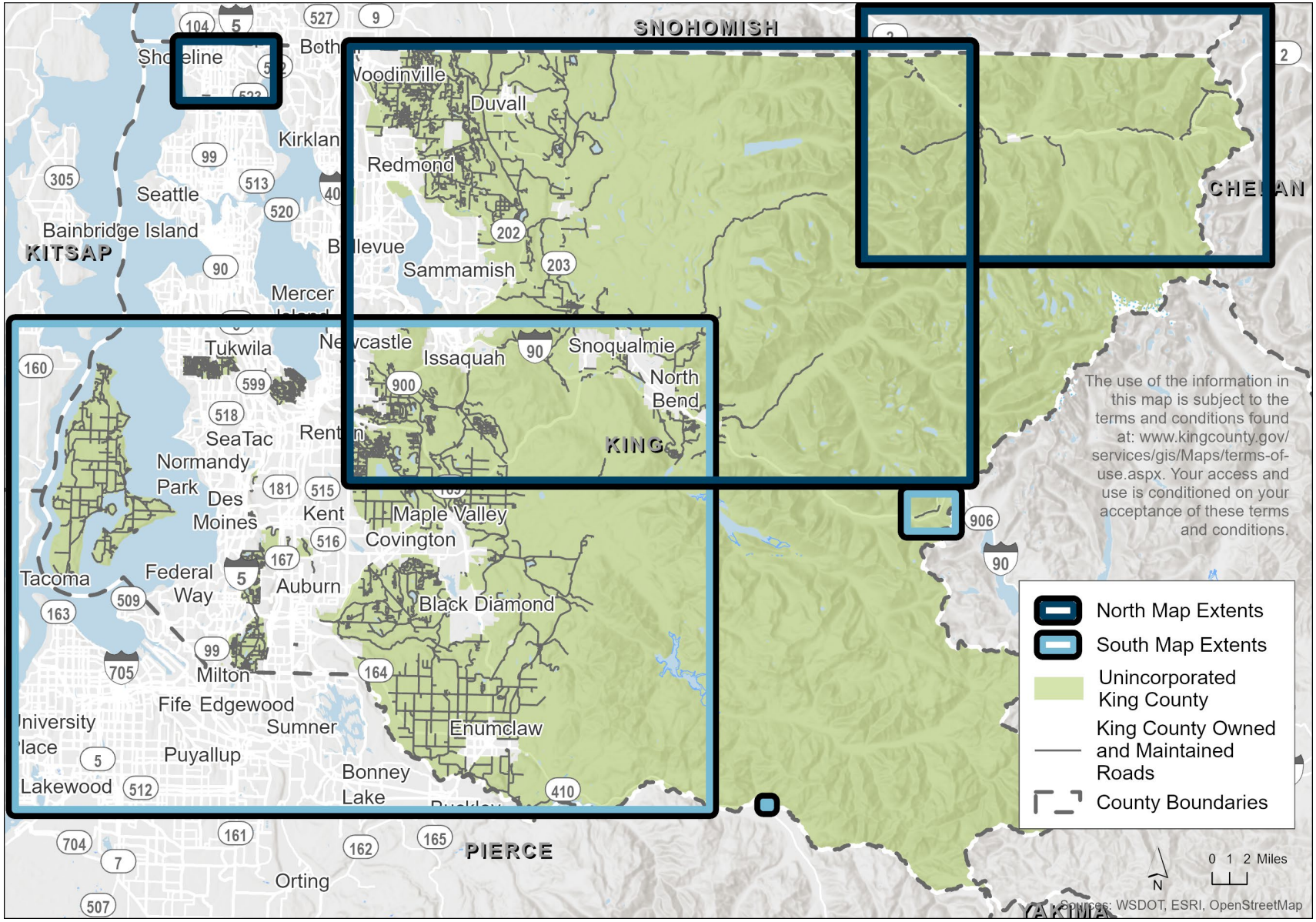


Figure 2. Study Area North and South Map Extents

Safety Goal

The goal of the King County Traffic Safety Action Plan is to help the County move towards zero deaths and serious injuries on County-maintained roadways.

Developing the Plan

The Plan was developed through the lens of the Safe System Approach. The Plan was funded through the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) grant program. The Plan was developed according to the SS4A grant requirements, including the following required components:

Leadership Commitment and Goal Setting	*A formal public commitment from leadership for eliminating fatal and serious injury crashes.*	*page 6*
Planning Structure	*A dedicated group such as a committee or task force to oversee the development, implementation, and ongoing monitoring of the Plan.*	*page 7*
Safety Analysis	*A review of crash data and existing conditions identifies where fatal and serious injury crashes occur and the factors involved.*	*page 10, 18*
Policy and Process Changes	*An evaluation of existing policies and procedures to identify improvements that can strengthen transportation safety prioritization.*	*page 24*
Engagement and Collaboration	*Input from the public to ensure the plan reflects community needs and aligns with related planning efforts.*	*page 26*
Strategy and Project Selections	*A comprehensive set of strategies and projects that are prioritized and scheduled across short-term, mid-term, and long-term timeframes.*	*page 31*
Progress and Transparency	*Publicly accessible progress to keep plan implementation open and transparent to the community.*	*page 42*

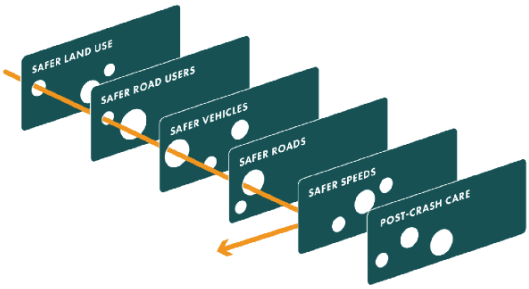
Source:
www.transportation.gov/grants/ss4a/comprehensive-safety-action-plans#nofo-table-1

This Plan provides an overview of each of these components. More information, analysis, and documentation can be found in the appendices.

Safe System Approach

USDOT has adopted the Safe System Approach to address roadway safety. This approach creates multiple, reinforcing layers of protection aimed at preventing crashes and reducing the severity of those that do occur. The approach provides a framework for understanding the entire transportation system and focuses on making every part of it safer for the people who use it. Ultimately, the Safe System Approach recognizes that people will make mistakes and are physically vulnerable.

The aim is to design the transportation system with built-in redundancies and protections so that when mistakes happen, they don't result in tragedy.



Source:
www.targetzero.com/wp-content/uploads/2024/11/Washington_Target_Zero_Plan_FINAL_11-04-2024_Accessible.pdf

The Washington State Strategic Highway Safety Plan's Safe System Approach incorporates six principles to achieve six main objectives (Figure 3). By applying the Safe System Approach road system managers, public health organizations, law enforcement agencies, emergency responders, road users, vehicle designers and regulators, and other parties can create a transportation system where death and serious injury are not inevitable but preventable.

Planning Structure

The King County Target Zero Traffic Safety Coalition Engineering Committee served as the committee to guide the development, implementation, and monitoring of the Plan. The coalition brings together representatives from law enforcement, public health, community and human services, liquor control, non-profits, traffic engineers, transportation agencies, and others to collaboratively reduce collisions, injuries, and fatalities in King County, WA.[1] The Engineering Committee includes experts from city and county public works departments, public health, WSDOT, the Washington State Transportation Commission, and others.

The County engaged with the committee at regular intervals throughout the Plan development to gather feedback on the planning process, analysis methodologies, outreach, and more. The coalition will continue to serve as a resource for the County as it implements the Plan.

[1] King County Target Zero, https://kingcountytargetzero.com/

Figure 3. Safe System Approach

Safe System Approach **Principles**

Death/Serious Injury is Unacceptable
The Safe System Approach prioritizes preventing death and serious injury.

Humans Make Mistakes
The transportation system should be designed and operated to anticipate human mistakes and prevent them from leading to death or serious injuries.

Humans Are Vulnerable
People can only withstand limited crash forces before death or serious injury occurs. A human-centric transportation system accommodates human vulnerabilities.

Responsibility is Shared
Everyone has a role in preventing crashes. This includes transportation agencies, law enforcement, emergency responders, and transportation system users.

Safety is Proactive
Proactive tools should be used when possible to identify….rather than waiting for crashes to occur.

Redundancy is Crucial
If one part of the transportation system fails, the other parts of the system should be robust enough to still protect people.

Safe System Approach **Objectives**

Safer Road Users
Encourage all road users to practice safe behaviors.

Safer Vehicles
Design vehicles to keep road users inside and outside the vehicle safe.

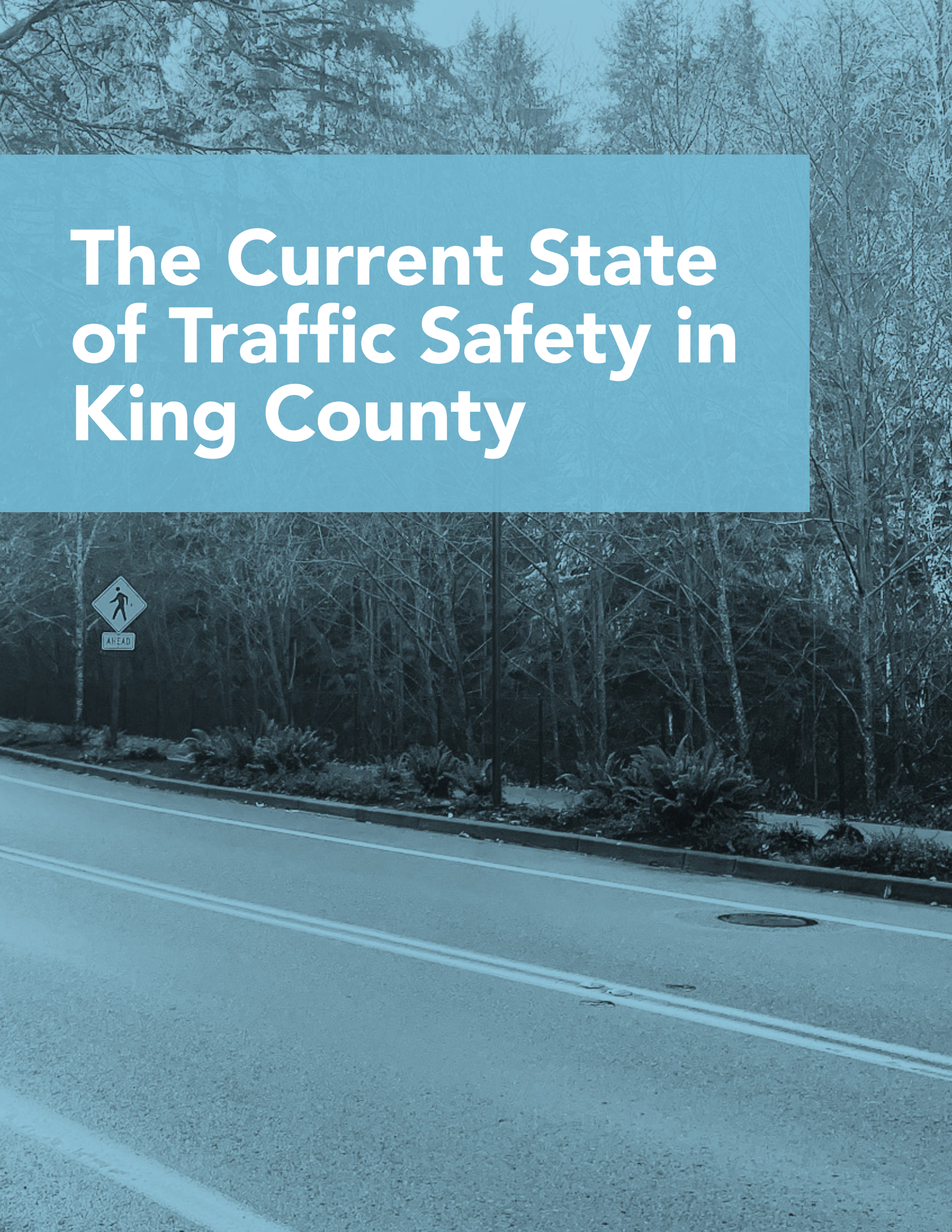
Safer Speeds
Reduce speeds to accommodate human injury tolerances.

Safer Roads
Design the transportation system to accommodate human mistakes, account for injury tolerances, and provide safe travel for vulnerable road users.

Safer Land Use
Bring homes, jobs, and daily needs closer together to reduce driving and lower crash risk.

Post-Crash Care
Enhance the quality and timeliness of emergency services, create a safe working environment for first responders, and prevent secondary crashes.

The Current State of Traffic Safety in King County



Overview

Traffic crashes remain one of the leading and most preventable causes of death and serious injury in the United States, with impacts that extend far beyond the transportation system.[2] Each fatality or serious injury represents not only a personal tragedy, but also long-lasting consequences for families, communities, and the economy. Understanding what is happening on King County roads is essential for understanding where, how, and why these events occur. A clear, data-driven understanding of these patterns provides the foundation for prioritizing safety improvements, directing limited resources, and ultimately reducing the human and societal costs of traffic crashes.

From 2014 to 2023, 17,324 crashes were reported on unincorporated King County roads. This included:

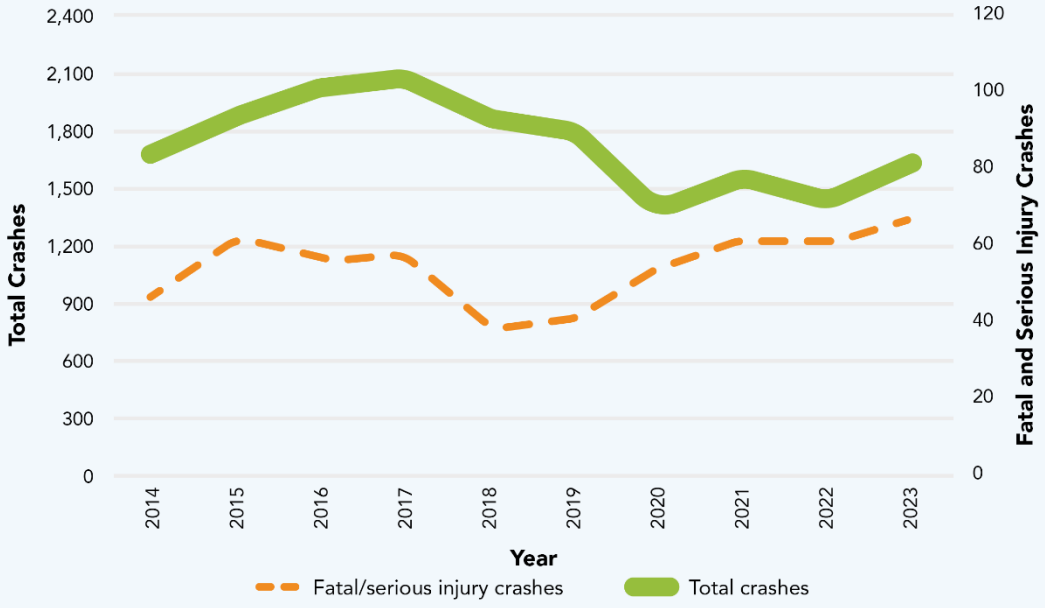
132
fatal crashes

413
serious injury crashes

Crash Statistics

Total crashes on unincorporated King County roads rose from 2014 to 2017, fell from 2017 to 2020, then rose again from 2020 to 2023. Combined fatal and serious injury crashes were relatively flat from 2015 to 2017, dropped in 2018 and 2019, and have risen since then. This crash history is shown in Figure 4. While crash trends have varied over this 10-year period, the upward trend in fatal and serious injury crashes in recent years highlights a safety concern and reinforces the importance of this Plan and potential interventions.

Figure 4. 2014–2023 Unincorporated King County Total and Combined Fatal and Serious Injury Crashes by Year

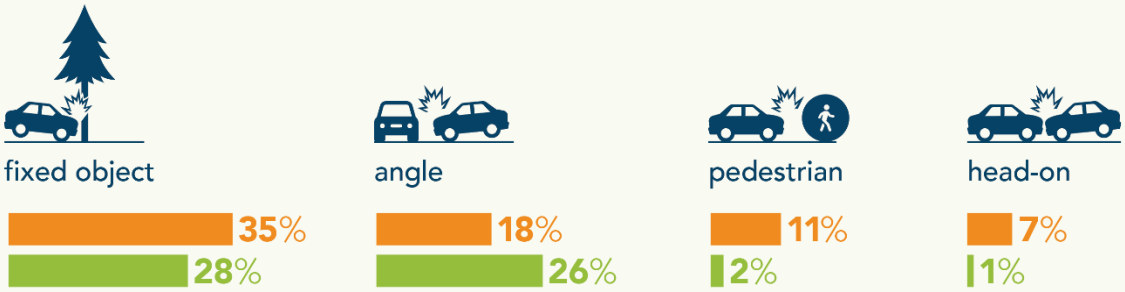


[2] CDC: About Transportation Safety, https://www.cdc.gov/transportation-safety/about/index.html

Crash Types and Contributing Factors

Looking deeper into the types and causes of these crashes, there are several key trends that emerge in unincorporated King County. Fixed object crashes are the most common crashes across both total crashes and fatal and serious injury crashes. These crashes are often preceded by a vehicle unintentionally leaving its designated travel lane (known as a lane departure). Lane departures are relatively common in the county, particularly in rural areas; this crash type is linked to nearly half of all fatal and serious injury crashes in unincorporated King County with fixed object and head-on crashes accounting for most of those crashes (see Figure 5).

Figure 5. Top Crash Types (2014-2023)



Source:
WSDOT Crash Data 2014-2023

Pedestrian and bicycle crashes, while representing a smaller share of total crashes, account for a disproportionately high percentage of fatal and serious injury outcomes. While only 3% of all crashes resulted in a fatality or serious injury, over 22% of pedestrian and bicycle crashes did. Due to the lack of physical protection for people walking and biking, these crashes are far more likely to result in more severe injuries when they occur. This elevated vulnerability highlights the importance of targeted strategies to improve safety for vulnerable roadway users, particularly on higher-speed roadways and in areas with limited pedestrian and bicycle infrastructure.

276
pedestrian-involved crashes

24% pedestrian crashes included a **fatality or serious injury**

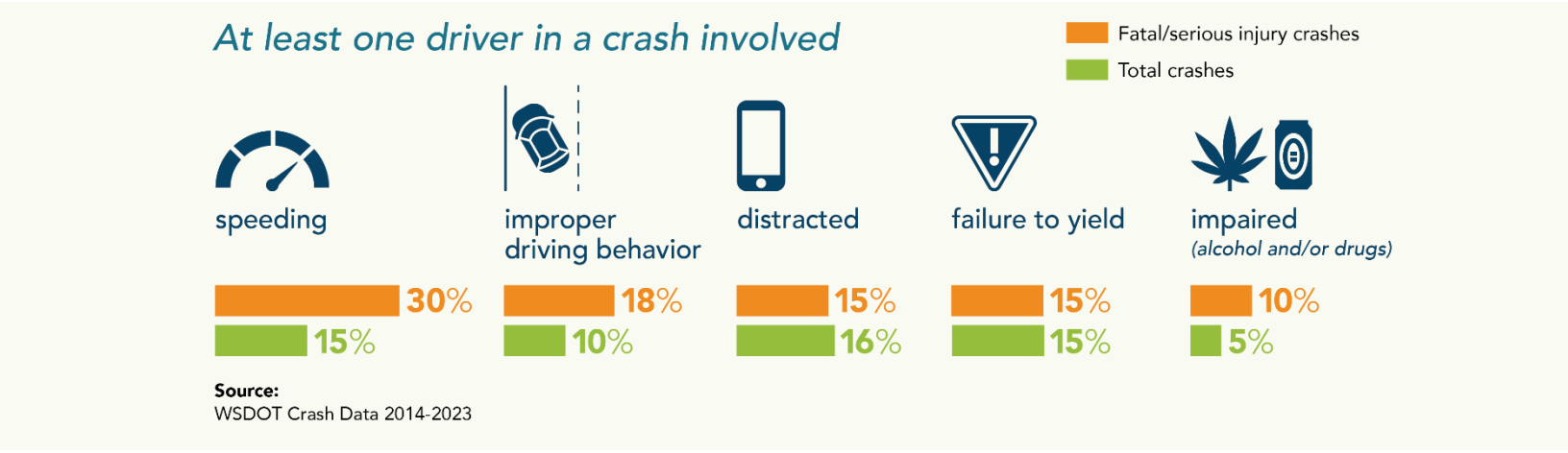
160
bicyclist-involved crashes

20% bicycle crashes included a **fatality or serious injury**

Contributing factors are the behaviors, roadway characteristics, environmental conditions, or systemic issues that increase the likelihood or severity of crashes. Understanding these factors helps identify where and how improvements can most effectively reduce fatal and serious injury collisions.

As shown in Figure 6, speeding was the top contributing factor in fatal and serious injury crashes. Over 30% of fatal and serious injury crashes include at least one driver who was speeding. In rural areas, that proportion rises to 33%.

Figure 6. Primary Contributing Factors in Unincorporated King County (2014-2023)



Source:
WSDOT Crash Data 2014-2023

Targeting speeding is critical to reduce fatal and serious injury crashes. Higher speeds increase both the likelihood of a crash and the severity of injuries when crashes occur. Even small increases in travel speed reduce driver reaction time and increase stopping distance, making crashes more difficult to avoid and more likely to result in fatal or serious injuries.

The fatal and serious injury crash location maps shown in Figure 7 and Figure 8 show the locations with the highest occurrence of fatal and serious injury crashes, highlighting concentrations of past incidents across unincorporated King County.

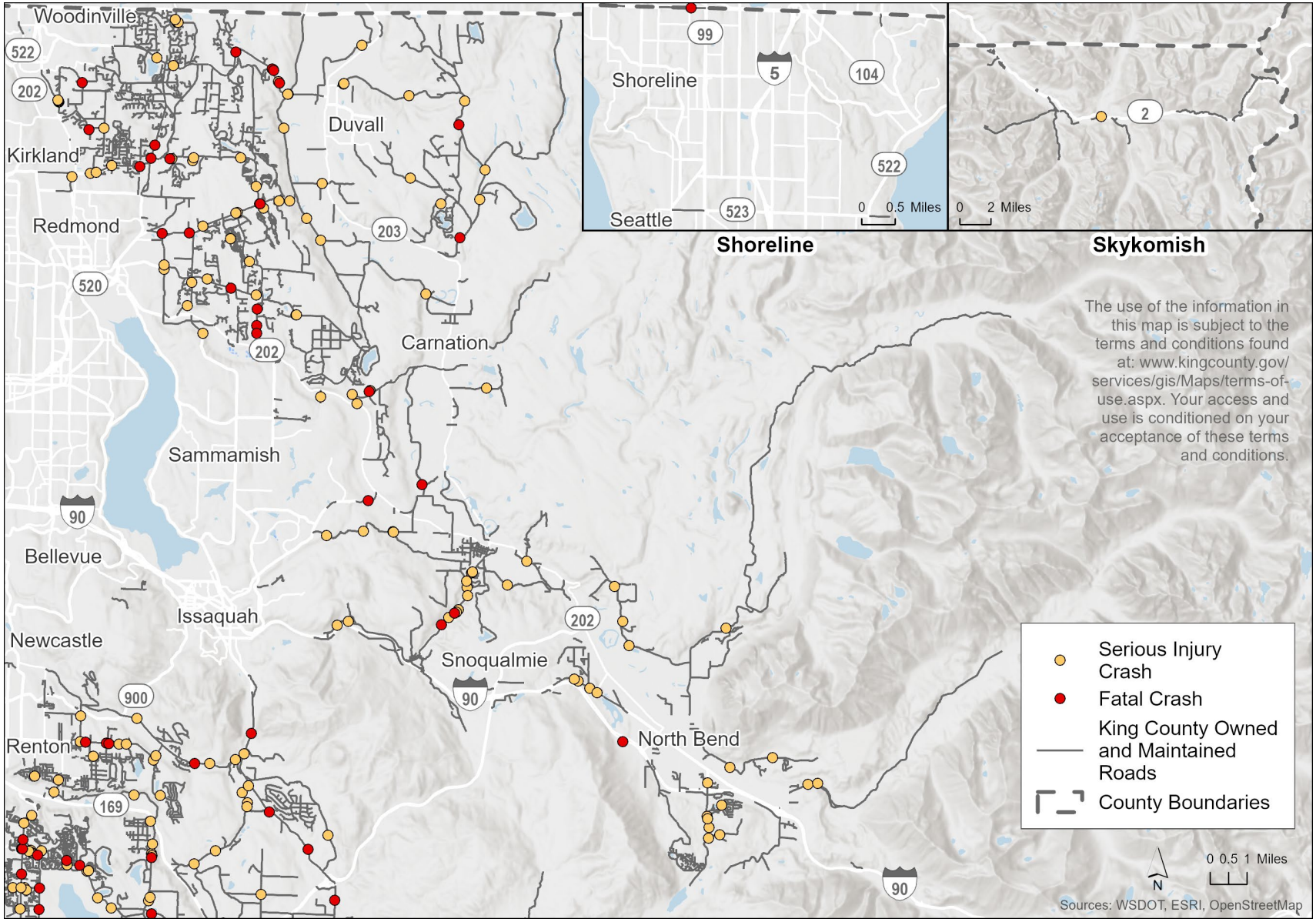


Figure 7. Fatal and Serious Injury Crashes (2014 to 2023) North

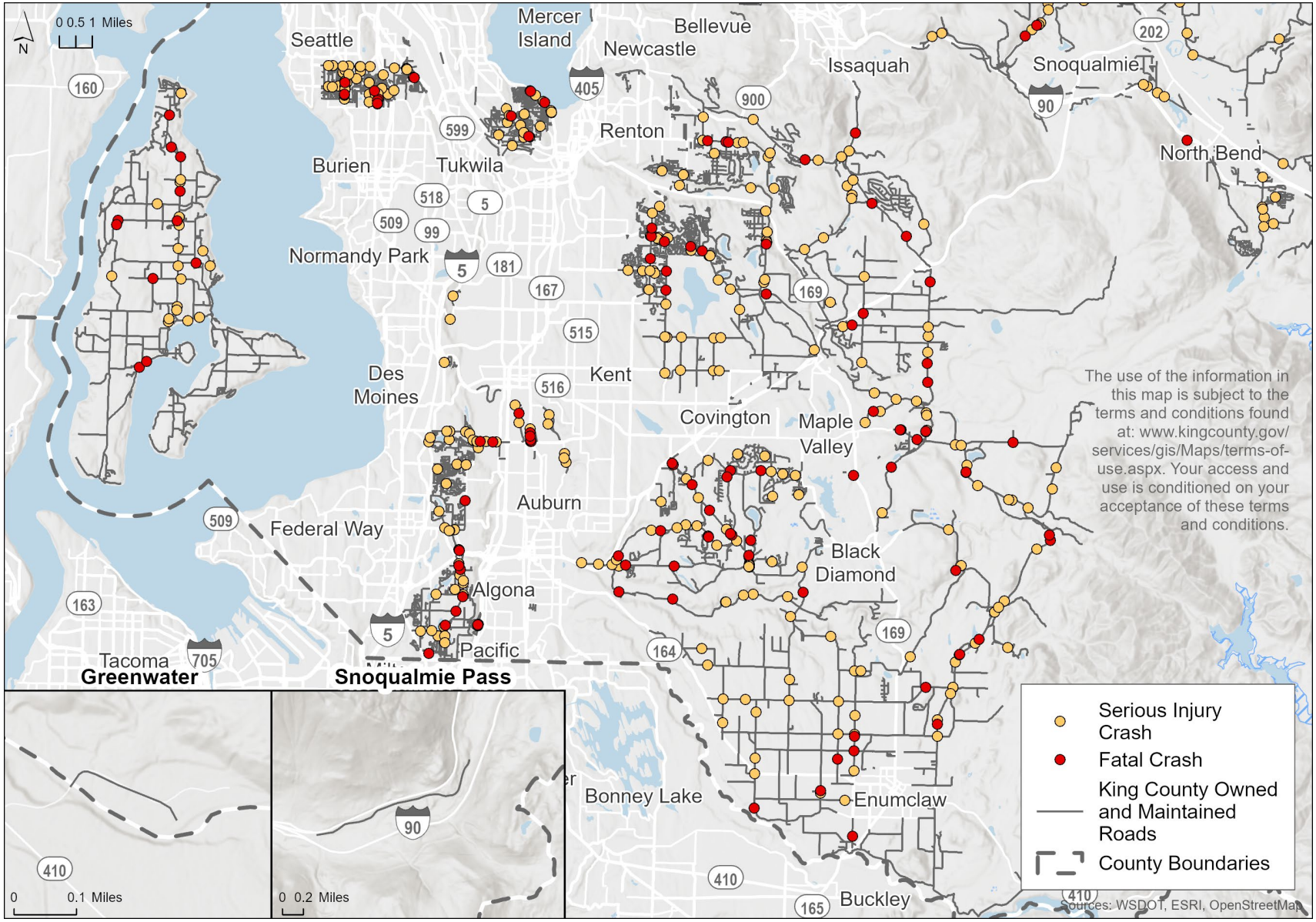


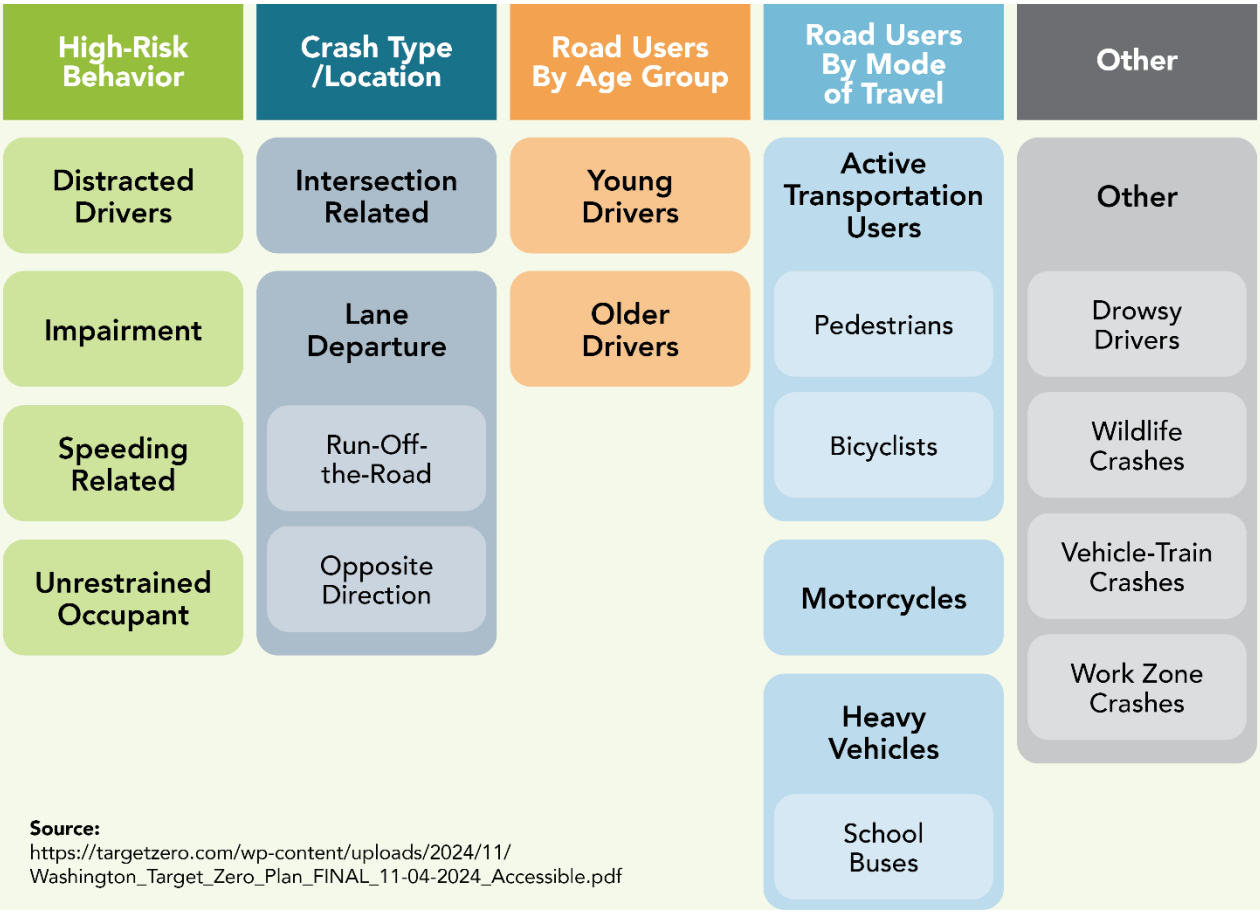
Figure 8. Fatal and Serious Injury Crashes (2014 to 2023) South

Emphasis Area Considerations

Emphasis areas are specific categories of factors that may correlate to more severe crash outcomes. Some behaviors, roadway configurations, and types of road users are involved more often than others. Placing emphasis on these factors can help to highlight locations and strategies that are more likely to make a difference in reducing deaths and serious injuries.

The Washington State Strategic Highway Safety Plan (also known as the Target Zero Plan) identifies emphasis areas that have a disproportionate impact on fatal and serious injury crash outcomes statewide. These emphasis areas and their subareas are shown in Figure 9.

Figure 9. Washington State Emphasis Areas



Source:
https://targetzero.com/wp-content/uploads/2024/11/Washington_Target_Zero_Plan_FINAL_11-04-2024_Accessible.pdf

The emphasis area framework was used to compare county data from 2014 to 2023 with statewide crash data for the same period. Disproportionately higher, or overrepresented, emphasis areas can help identify and prioritize potential strategies and investments. The difference in the proportion of lane departure crashes in rural areas compared to the state overall is the greatest difference—58% versus 39%, respectively. The seven emphasis areas that were overrepresented in King County when compared to statewide crashes are summarized in Figure 10.

Figure 10. Unincorporated King County Overrepresented Emphasis Areas

Lane Departure

49% of **total** fatal and serious injury crashes

58% of **rural** fatal and serious injury crashes

*Compared to **39%** of WA state fatal and serious injury crashes*

Run-Off-the-Road

37% of **total** fatal and serious injury crashes

45% of **rural** fatal and serious injury crashes

*Compared to **31%** of WA state fatal and serious injury crashes*

Speeding Related

30% of **total** fatal and serious injury crashes

33% of **rural** fatal and serious injury crashes

*Compared to **24%** of WA state fatal and serious injury crashes*

Motorcycle

26% of **rural** fatal and serious injury crashes

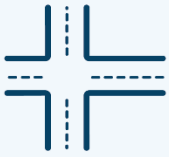
*Compared to **19%** of WA state fatal and serious injury crashes*

Opposite Direction

14% of **rural** fatal and serious injury crashes

*Compared to **8%** of WA state fatal and serious injury crashes*

Intersection Related



39% of **urban** fatal and serious injury crashes

*Compared to **33%** of WA state fatal and serious injury crashes*

Distracted Drivers

27% of **urban** fatal and serious injury crashes

*Compared to **22%** of WA state fatal and serious injury crashes*

Our Approach to Improving Safety

Using insights from data, policy analysis, and community input, the Plan outlines targeted solutions to address the County's most pressing traffic safety challenges. The Safe System Approach acts as a framework for this effort and supports the County's goal of reaching zero deaths and serious injuries on County-maintained roads.

Safety Network Analysis

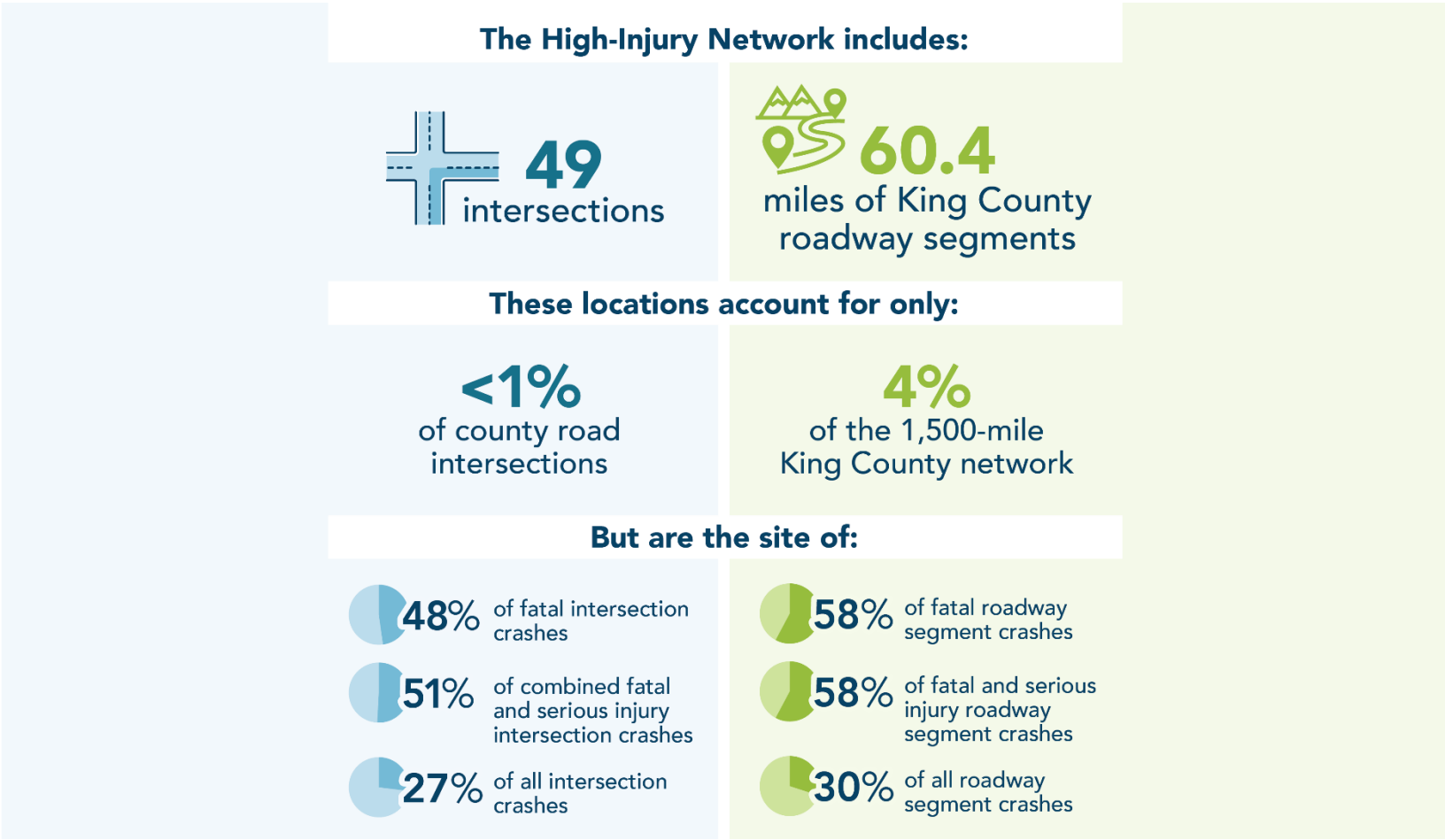
Refer to Appendix A (Collision Analysis Technical Report) for more detailed information on the safety analysis summarized in the following sections.

High-Injury Network

A high-injury (HIN) network identifies locations where fatal and serious injury crashes occur most frequently. This type of network is a useful safety tool for prioritizing investments to have the greatest impact on crash-related fatalities and serious injuries.

Two types of HINs were identified for this plan: one for crashes at intersections and one for crashes along roadway segments (see Figure 11). This approach was used because crash patterns and contributing circumstances tend to be different at intersections versus along roadway segments. The unincorporated King County HIN developed for segments and intersections is shown in Figure 12 and Figure 13.

Figure 11. Intersection and Segment HIN Statistics



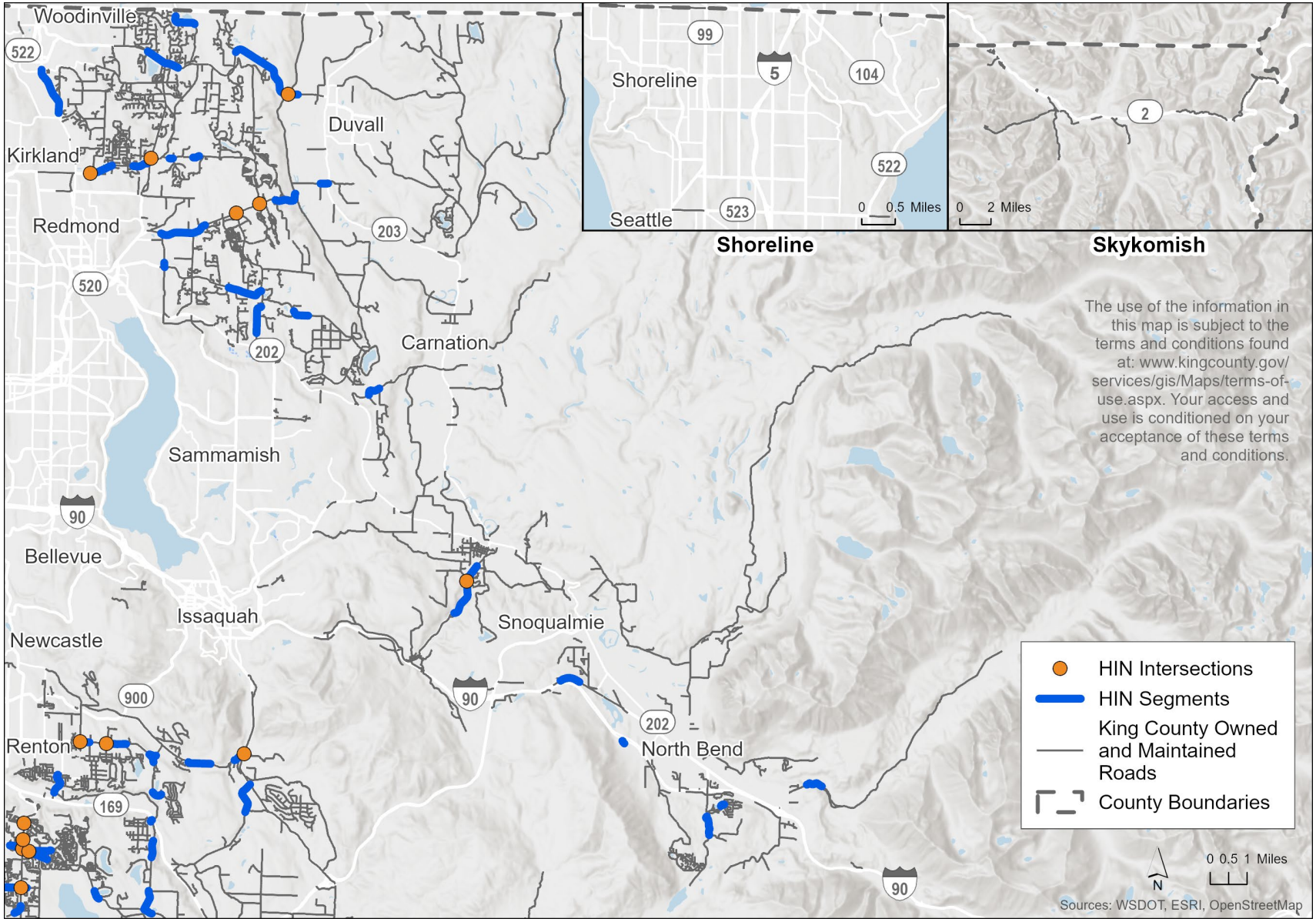


Figure 12. High-Injury Network North

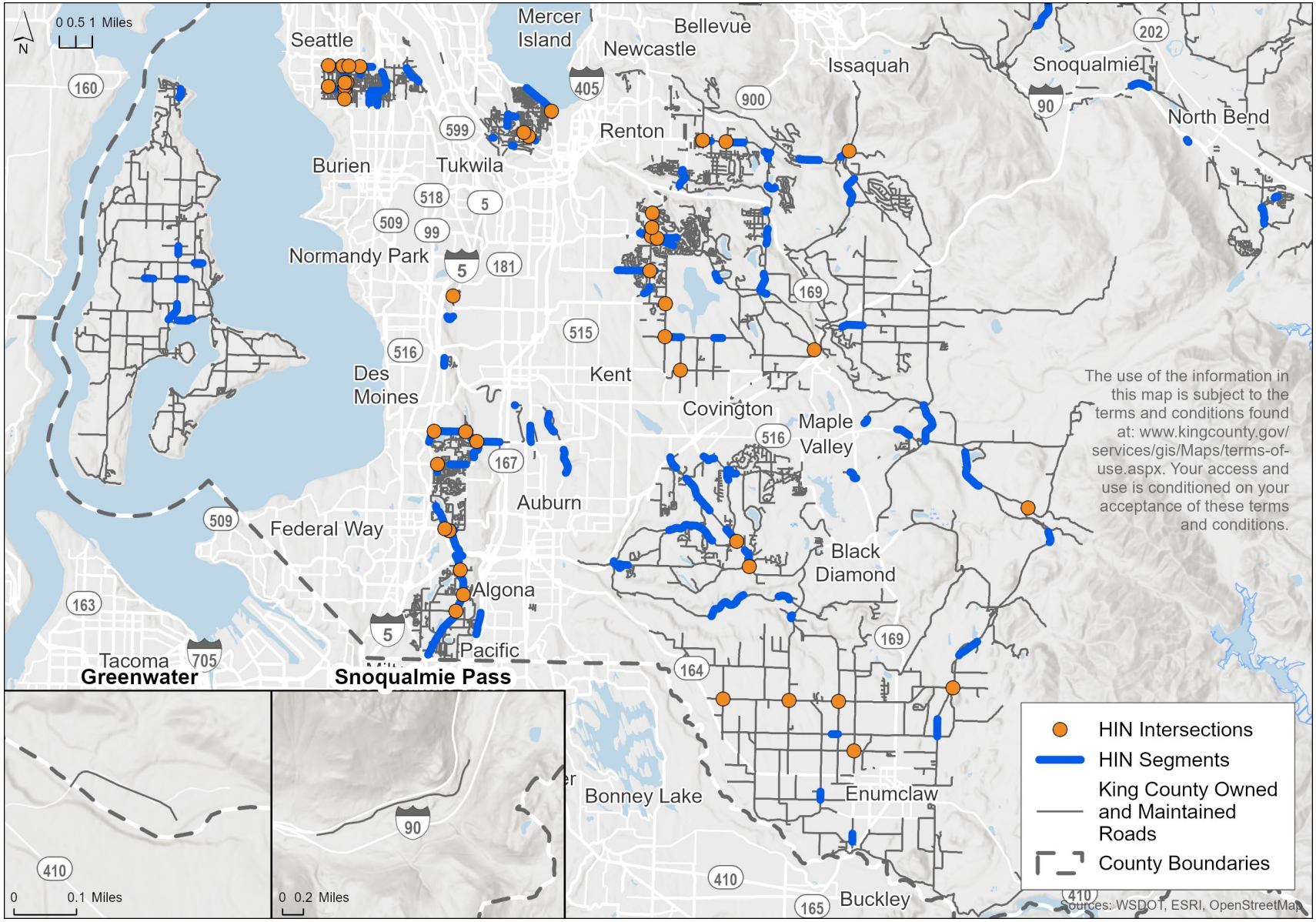


Figure 13. High-Injury Network South

Systemic Analysis

While the analyses of crash history, emphasis areas, and the HIN identify the types and locations of *past* incidents, a systemic analysis provides a more *proactive* approach to safety. Crashes on rural road networks, such as the County's, are often spread across such a large area that trends are more difficult to identify. In these cases, a systemic network analysis may help identify locations with a greater potential for severe crashes, even if none have previously occurred there.

By using traffic data and roadway geometry, a systemic analysis provides another method to assess traffic safety. Similar to the HIN, this Plan includes discrete systemic analyses for intersections and for roadway segments based on the expected differences in crash patterns and contributing circumstances. The analysis categorized each element of the unincorporated road network from low to high systemic risk categories; the highest-scoring locations are shown in Figure 14 and Figure 15.

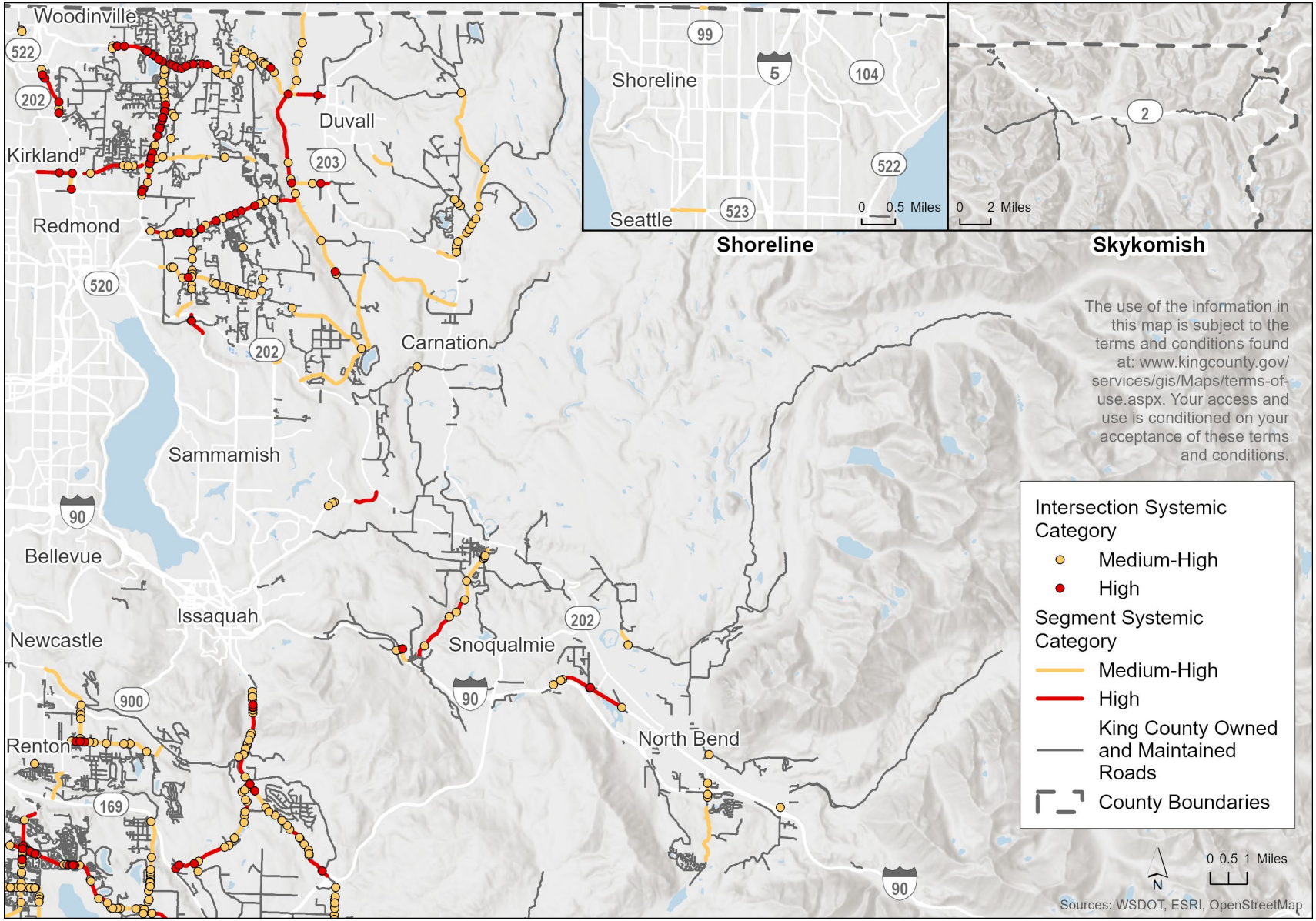


Figure 14. Systemic Analysis North

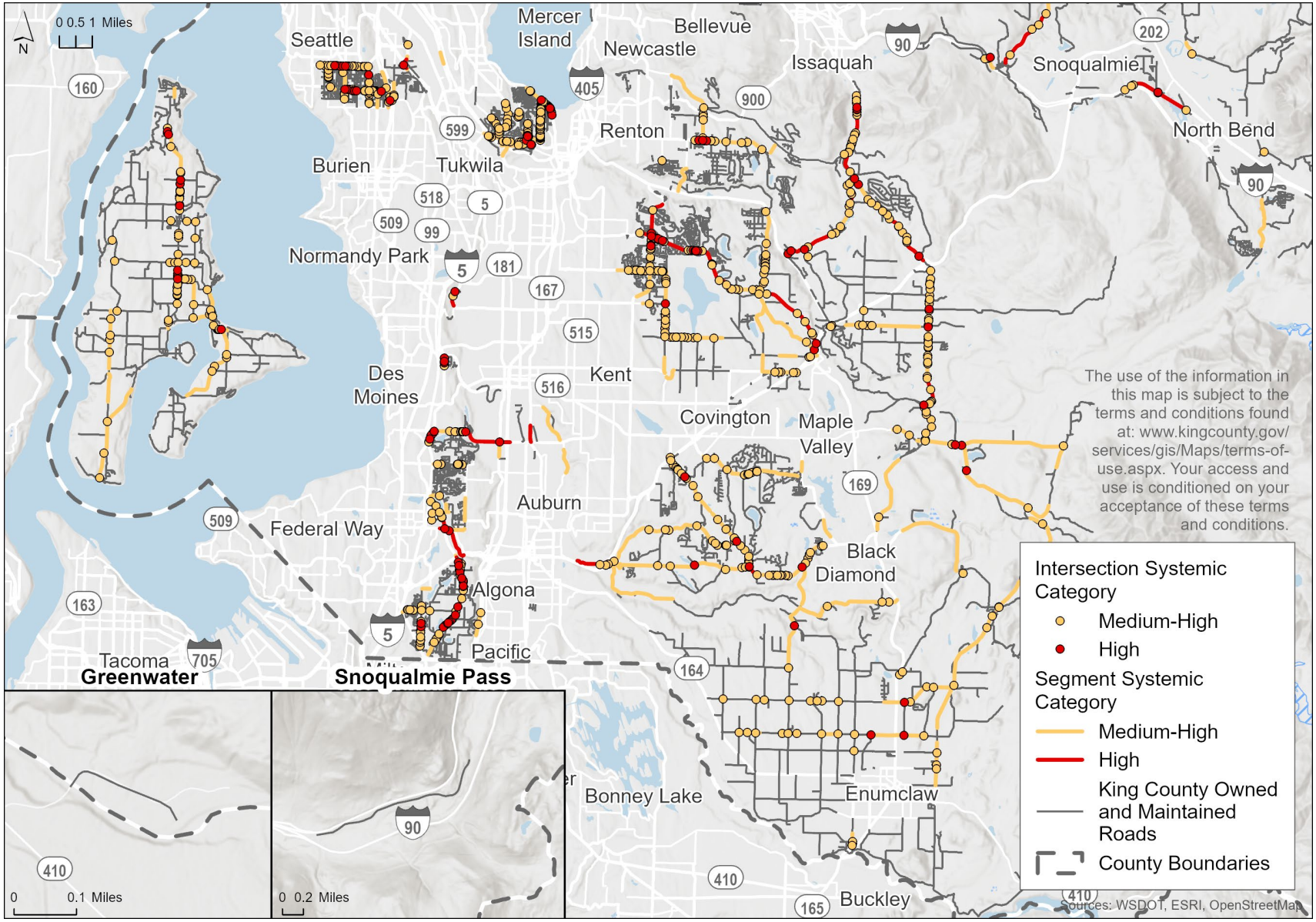


Figure 15. Systemic Analysis South

Policy Review

The County's policies and procedures guide how its roads are planned, designed, and operated. This Plan evaluated current policies, plans, and processes to identify potential opportunities to improve alignment with safety goals—including the reduction of fatal and serious injury crashes. A strong policy framework is essential to traffic safety; infrastructure projects cannot achieve lasting safety outcomes without integrated action across transportation policy, planning, and operations.

This section summarizes the policy review process and outcome. Potential changes to policies, plans, and processes are described in the Safety Strategies section below. Refer to Appendix B (Policy Review Technical Report) for more details.

Relevant Policies

This Plan reviewed a wide range of policies, plans, and procedures that guide the county's approach to traffic safety. The 14 documents selected for review ranged from high-level, countywide plans such as the Comprehensive Plan to division-wide strategic plans to internal technical manuals used by division staff. While the review emphasized division-level guidance, it also included several policies that support Safe Systems but are implemented by other County agencies. For example, the county's growth management and transit policies support safe land use and safe vehicle objectives.

Policy Review Process

For each document, the following questions were evaluated:

What are some notable insights?

Highlights how each document relates to safety.

How does this document prioritize safety?

Identifies strengths in the current County policies and practices.

What potential improvements could help prioritize safety?

Focuses on identifying potential improvements that were high impact, low cost, and feasible for the County to implement.

Key Strengths of the Current Policies

The review of existing policies shows that safety considerations are incorporated into many aspects of the County's roadway planning, design, and operations. These provide a solid foundation for the objectives of the Plan. The key strengths are summarized below.

KEY STRENGTHS

Roadway safety, active transportation, and transit connectivity are identified as priorities in policies ranging from high-level policy to project selection.

County documents **align with and reference national and state guidance** such as

- FHWA Manual on Uniform Traffic Control Devices (MUTCD)
- Washington State Department of Transportation (WSDOT)
- International Fire Code
- Americans with Disabilities Act
- American Public Works Association (APWA)

Where necessary, **County-specific policies and specifications** tailor *policies and projects to the unique needs of the county's residents*.

Context-sensitive policies and standards differentiate how to address transportation needs in urban versus rural areas. Examples include:

- Different level of service standards for intersections based on surrounding land use.
- Speed-limit setting policies that take surrounding land use into account.
- Different design standards for roadways based on speed and intended use.
- Accounting for surrounding land use, such as nearby schools, into prioritization of projects.

Quantitative data is incorporated in decision-making and evaluation processes. Quantitative data includes collision history, surrounding land use, and roadway characteristics.

The County routinely evaluates and publishes plans that inform the public and county staff about road safety.

Public Engagement

Understanding Community Experiences and Priorities

King County represents diverse areas, populations, and communities, with varying concerns and needs. Engaging community members and road users provides critical insight into everyday travel experiences and helps shape safety strategies that are trusted, inclusive, and effective.

The engagement process for the public and partner agencies was designed to both meet SS4A requirements and ensure community voices meaningfully informed the Plan. Outreach was designed for a broad audience of road users, including vulnerable and underserved populations, using multiple engagement channels and accessible formats to ensure strategies reflect local priorities.

While collision data provides essential insight into crash patterns, it does not capture near-miss events, perceived risks, lived experiences, or barriers to walking, biking, rolling, using transit, and driving. To supplement the data analyses, the County conducted an online survey to learn more about community experiences and perceptions of traffic safety throughout unincorporated King County. The survey collected input on safety concerns, locations where people feel unsafe, and the types of locations residents and users felt should be the highest priority for action. The survey was open from August 22, 2025, to September 30, 2025, and received responses from all seven Community Service Areas (geographically defined regions used by county agencies to organize, deliver, and coordinate public services based on local community needs). Survey results were documented and considered in development of this Plan.

A project website was also developed to provide background on the Plan's purpose and process, share key findings, and keep the public informed of project updates.

Public Outreach Findings

This Plan was informed by input from unincorporated area residents and other county road users. The primary source of input was through an online survey, which received over 1,200 survey responses. Responses were geographically diverse, with representation from both rural and urban areas. Input was received from every Community Service Area, with the largest shares from Snoqualmie Valley/Northeast King County (32%), Bear Creek/Sammamish/Novelty Hill (19%), and Fairwood/East Renton (18%). The key findings from the survey are summarized below; additional details and survey questions are provided in Appendix C (Engagement Findings Summary Report).

Respondents were asked to report their top three safety concerns. The multiple-choice options were derived from the Washington Strategic Highway Safety Plan's emphasis areas (Figure 9) and commonly heard concerns from previous engagement with the public. Nearly all respondents selected at least one type of traffic concern, with "cars going too fast" emerging as the most frequently cited issue. This response is consistent with speeding being the leading contributing factor in fatal and serious injury crashes in unincorporated King County. The top road safety concerns selected by survey respondents are summarized in Figure 16.

Figure 16. Survey Results: Top Road Safety Concerns

The survey also asked people which types of locations should be prioritized for safety improvements. Respondents identified busy roads and locations with a history of crashes as the highest priorities for safety improvements, highlighting a strong preference for focusing resources where traffic volumes and known risk factors are greatest. Schools and neighborhood areas were also frequently cited, reflecting community concern for safety in places where people live, learn, and travel daily, while parks, transit stops, and commercial areas were identified as lower priorities. The top three road safety focus locations selected by survey respondents are summarized in Figure 17.

Figure 17. Survey Results: Top Three Road Safety Focus Locations

These findings were used to inform the Plan prioritization process and will also be used for future engagement with the community. Map-based information provided by respondents on the survey will be further analyzed by the County to assess potential traffic safety needs.

Safety Strategies

Infrastructure Strategies

Sample of Common Strategies

Infrastructure improvements play a key role in preventing severe crashes. The following examples show some infrastructure strategies the County employs to enhance safety. This is not a complete list of strategies employed by the County or recommended by this plan. Not all strategies included here are appropriate in all locations or contexts.

Radar Speed Feedback Signs

Radar speed feedback signs are electronic signs that show drivers their current speed. By making drivers aware of their speed, they reinforce posted speed limits, encourage drivers to slow down, and can reduce speeding without direct enforcement.

Rectangular Rapid Flashing Beacon

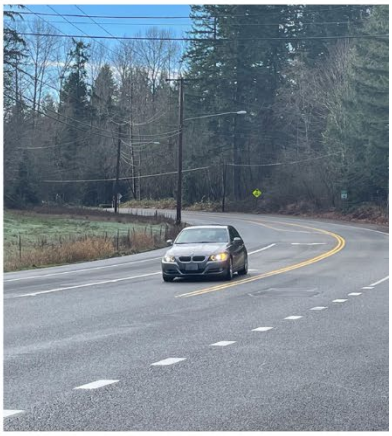
Rectangular Rapid Flashing Beacon (RRFB) are bright, rectangular flashing lights placed at crosswalks. They draw drivers' attention to people waiting to cross, increasing driver yielding and improving safety for those walking and rolling.

Lighting

Lighting at key locations can improve road visibility at night. Better visibility helps drivers detect and react faster to other road users or road hazards.

Guardrails

Guardrails reduce crash severity by redirecting vehicles to prevent them from leaving the roadway or striking a fixed object. They improve safety by reducing crash severity and helping keep errant vehicles within the roadway.



Turn Lanes

Turn lanes are dedicated lanes for vehicles making left or right turns. By separating turning traffic from through traffic, they reduce conflicts and lower the risk of rear end and angle crashes.

Rumble Strips

Rumble strips are grooves or raised patterns on the roadway that create noise and vibration when driven over. Rumble strips alert distracted or drowsy drivers that they are drifting out of their lane, helping prevent run-off-the-road and head on crashes. Bicycle travel is a consideration before installation.

Roundabouts

Roundabouts are circular intersections where traffic flows in one direction around a center island. They slow vehicle speeds and reduce conflict points, which greatly lowers the likelihood of severe crashes.

Leading Pedestrian Interval

A leading pedestrian interval is a signal timing change that gives people crossing the street a few seconds to begin walking before cars get a green light. This improves visibility and reduces conflicts with turning vehicles.

Corridor Rebalancing

Corridor rebalancing adjusts how roadway space is allocated so the street better reflects needs. By creating space for features like turn lanes, bike facilities, or wider shoulders, it helps calm speeds, reduce conflicts, and make the corridor safer for everyone.

High Friction Surface Treatment

High Friction Surface Treatment is a special textured coating applied to pavement to increase tire grip. The added traction helps reduce skidding and enhances braking, especially on curves or wet pavement conditions.

Prioritized Potential Projects

To identify potential locations where targeted strategies and investments may be most impactful, the results of the HIN and other safety analyses were combined to identify 30 locations for a more detailed review (see Appendix A for more information on the ranking criteria). Locations were assessed to identify key crash trends and opportunities for improvements.

A selection of potential strategies was identified for each location and classified by expected project timeframe and estimated cost (Table 1 and Table 2, respectively). The potential projects are shown in Figure 18 and Figure 19, and summarized in Table 3.

Strategies, timeframes, and costs are preliminary and may change based on further study and funding availability. Funding is not currently available for all projects. Projects may not be completed in the order shown in Table 3. Implementation plans may change based on changes in data, roadway use, or county policies and priorities.

Table 1. Project Timeframes

Timeframe	Definition
Short-Term	Less than 1 year
Medium-Term	1–10 years
Long-Term	Greater than 10 years

Table 2. Planning-Level Cost Estimate Ranges

Planning Level Cost Estimate Range	
$	Less than $10,000
$$	$10,000 – $100,000
$$$	$100,001 – $500,000
$$$$	Over $500,000

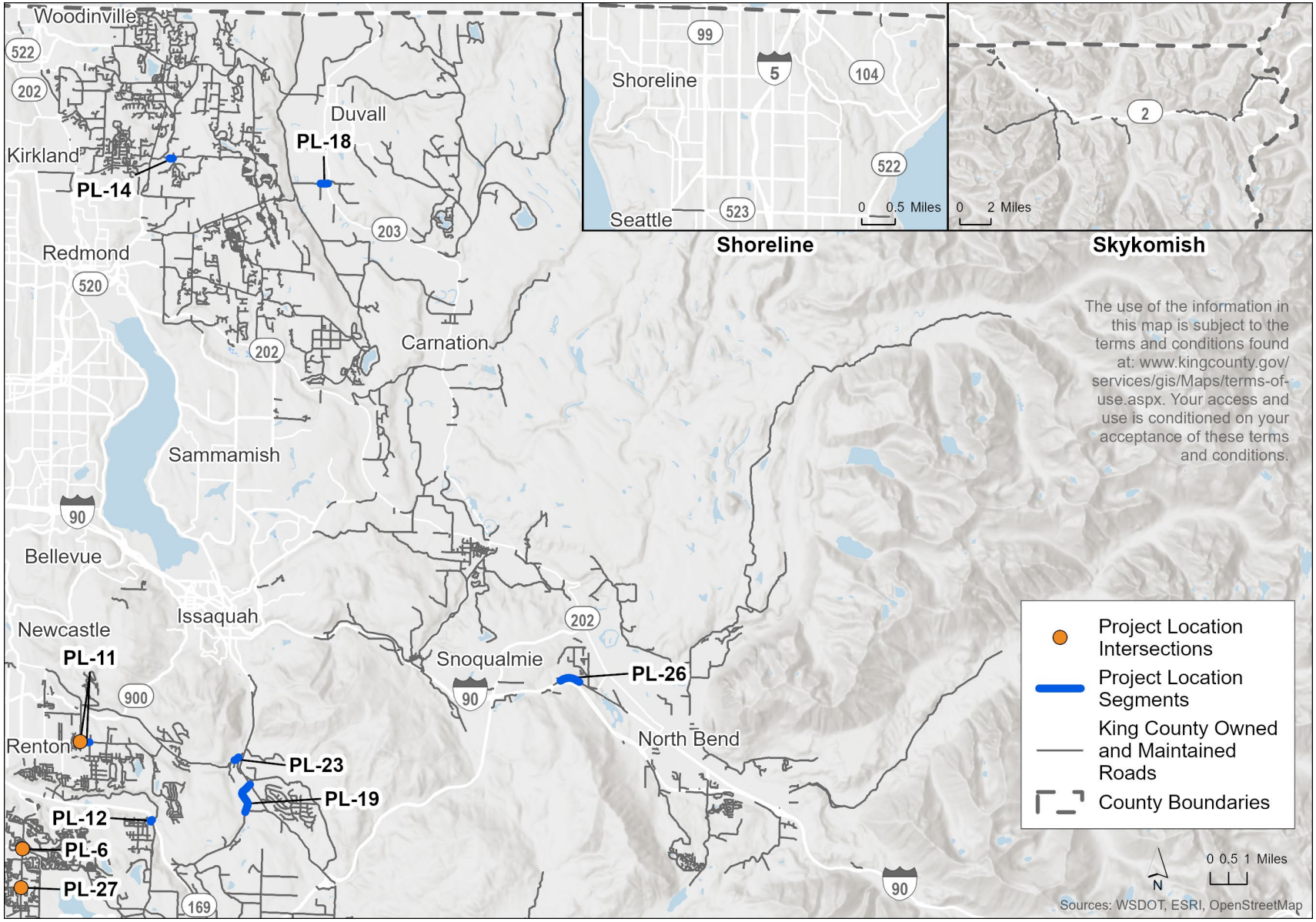


Figure 18. Potential Project Locations North

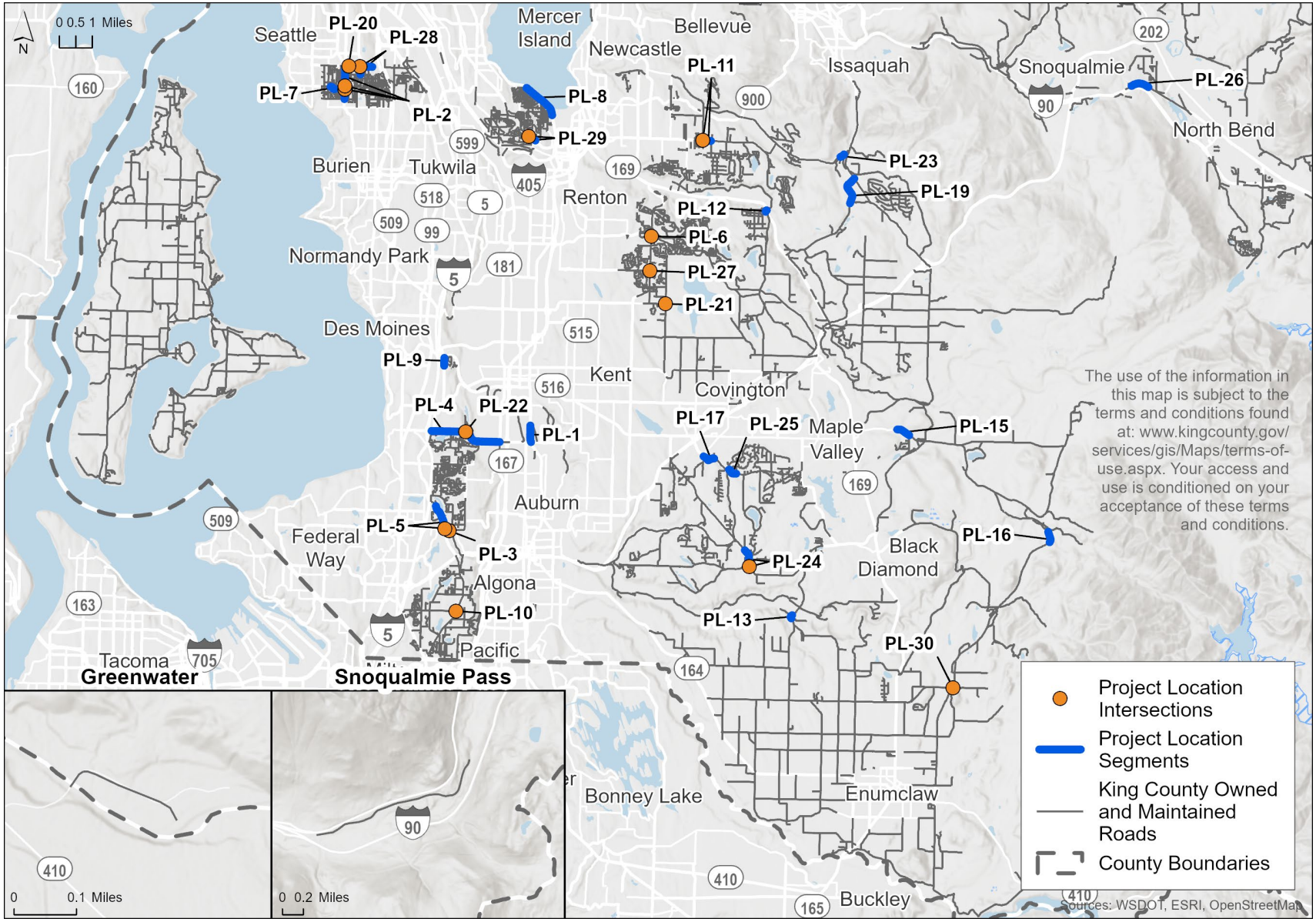


Figure 19. Potential Project Locations South

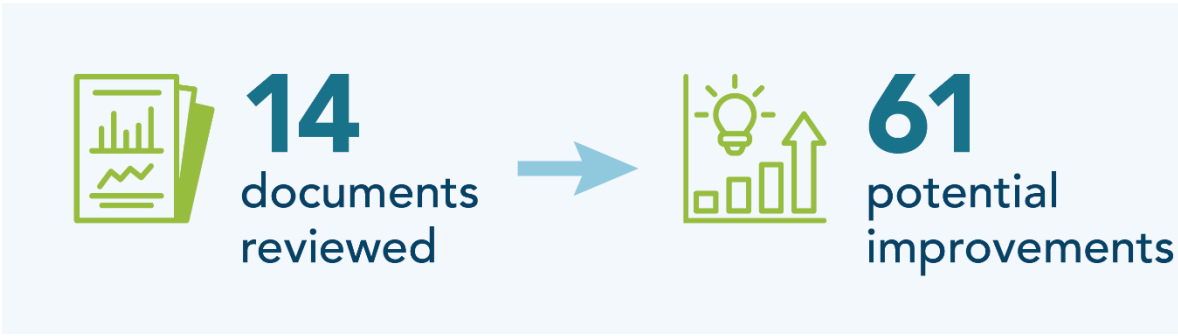
Table 3. Potential Prioritized Projects

#	Location Description	Potential Projects			Short- and Medium-Term Cost Range
		Short-Term	Medium-Term	Long-Term	
PL-1	83rd Avenue S from S 277th Street to Kent City Limits		– Signing – Delineation – Radar speed feedback sign – Evaluate narrower lane widths	– Lighting	$$
PL-2	16th Avenue SW & SW 107th Street, 16th Avenue SW from SW 112th Street to SW Roxbury Street, and 16th Avenue SW & SW 106th Street	– Lane reduction – Ped-activated crossing beacons / RRFBs – Curb bulbs. SW 100th St to SW 107th St	– Review signal timings – Assess signal for leading pedestrian interval – Assess increase in clearance times		$$
PL-3	Peasley Canyon Road S & S 321st Street		– Signal improvements	– Realignment	$$$$
PL-4	S 272nd / S 277th Street from I-5 junction to 68th Avenue S	– Speed study	– Radar speed feedback sign – Guardrail reflectivity – Delineation		$$
PL-5	Military Road S from S 320th SE to 34th Place S and S 320th Street & Military Road S	– Speed study – Trim vegetation	– Review signal timing – Assess signal for leading pedestrian interval		$$
PL-6	SE Petrovitsky Road & 140th Avenue SE	– Speed study	– Review signal timing – Assess signal for leading pedestrian interval – Assess increase in clearance times – Radar speed feedback sign	– Evaluate slip lanes – Access control	$$
PL-7	SW 107th Way from 22nd Avenue SW to 25th Avenue SW	– Speed study	– Center islands – Delineation – Evaluate narrower lane widths		$$$
PL-8	Rainier Avenue S from S 106th Street to S 116th Street		– Lane reduction – Curb bulbs – Buffered bike lane		$$$$
PL-9	Military Road S north of S 240th Street		– Signing – Radar speed feedback sign		$$
PL-10	S 360th Street & Military Road S		– Roundabout		$$$$

#	Location Description	Potential Projects			Short- and Medium-Term Cost Range
		Short-Term	Medium-Term	Long-Term	
PL-11	SE 128th Street & 164th Avenue SE and SE 128th Street from 164th Avenue SE to Patriot Way SE	– Speed study			$
PL-12	196th Avenue SE from SE 162nd Street to SR 169		– Centerline rumble strips	– Lighting – Superelevation	$
PL-13	212th Way SE west of SE 358th Street		– Signing	– Lighting	$
PL-14	NE 133rd Street from 198th Avenue NE to Bear Creek		– Signing – Centerline rumble strips – Raised pavement markings	– Replace bridge	$
PL-15	SE Kent Kangley Road from 268th Avenue SE to 262nd Avenue SE	– Speed study	– Signing – Radar speed feedback sign – Centerline rumble strips – Shoulder rumble strips – Evaluate for High Friction Surface Treatment	– Lighting	$$
PL-16	Cumberland Kanaskat Road SE north of SE Green River Headworks Road SE		– Signing – Delineation – Shoulder rumble strips	– Superelevation	$
PL-17	Covington Way SE from 173rd Place SE to SE Wax Road		– Signing – Centerline rumble strips – Shoulder rumble strips	– Roundabout at 164th Place SE	$$
PL-18	NE 124th Street from 262nd Avenue NE to SR 203		– Signing – Wider edge lines	– Shoulder rumble strips – Widen shoulders	$$
PL-19	Cedar Grove Road SE from SE 156th Street to Issaquah Hobart Road SE	– Speed study	– Signing – Delineation – Centerline rumble strips – Shoulder rumble strips – Wider edge lines	– Lighting – Widen shoulders	$$$
PL-20	SW Roxbury Street & 14th Avenue SW		– Limit turning movements – Evaluate pedestrian crossing (prohibition vs. enhanced crossing) – Median island		$$

#	Location Description	Potential Projects			Short- and Medium-Term Cost Range
		Short-Term	Medium-Term	Long-Term	
PL-21	148th Avenue SE & SE 208th Street	– Speed study	– Signing – All-way stop-control		$$
PL-22	S 272nd Street & Lake Fenwick Road S	– Reduce speed limit – Delineation	– Evaluate acceleration lane – Channelization – Median island	– Add sidewalk	$$$$
PL-23	SE May Valley Road from 231st Place SE to 233rd Way SE		– Signing – Delineation – Wider edge lines		$$
PL-24	192nd Avenue SE from SE Lake Holm Road to 190th Avenue SE and 192nd Avenue SE & SE Lake Holm Road	– Intersection control evaluation – Reduce speed limit	– Signing – Shoulder rumble strips – Wider edge lines – Radar speed feedback sign		$$
PL-25	SE Covington Sawyer Road from 181st Avenue SE to 184th Place SE		– Signing		$
PL-26	SE North Bend Way east of 372nd Avenue SE	– Speed study	– Signing – Radar speed feedback sign – Turn lane	– Evaluate lane reduction	$$$$
PL-27	SE 192nd Street & 140th Avenue SE		– Signing – Striping – Transverse rumble strips – Channelization – Median island	– Lighting – Roundabout	$$$$
PL-28	SW Roxbury Street & 8th Avenue SW, 8th Avenue SW from SW Roxbury Street to SW 100th Street, and SW Roxbury Street east of 8th Avenue SW		– Signing – Review signal timing – Raised pavement markings	– Lighting – Channelization – Raised crosswalk	$$
PL-29	Renton Avenue S & S 128th Street and Renton Avenue S north of S 130th Street	– Sight distance evaluation – Lane reduction	– Median island		$$$
PL-30	Veazie-Cumberland Road SE & SE 392nd Street	– Sight distance evaluation – Intersection control evaluation – Speed study	– Signing – Striping – Shoulder rumble strips – Radar speed feedback sign	– Realign intersection	$$

Policy Strategies



Based on the review of the 14 existing plans and policies, 61 potential strategies were identified as opportunities to further enhance safety. Strategies generally reflect nine common themes:

Potential Strategy	Rationale
Update policies and standards to align with the latest nationally recognized best practices.	*Best practices for traffic safety evolve with new research, data, technology, and evolving road use. By continuing to review national best practices and update its local standards as appropriate, the County can leverage national knowledge for local safety.*
Explore new technologies.	*The county road funding crisis has severely limited the County's ability to invest in new technology. However, as technology advances, there may be lower-cost opportunities to enhance traffic safety or better detect risk before collisions occur using Intelligent Transportation System and signal technologies.*
Consider surrounding land use context in design standards, speed limits standards, and project priority.	*Historically, many agencies set speed limits based almost entirely on the existing 85th percentile speed – the speed most people drive at or below. Giving more weight to other factors—such as land use context, road function, crash history, and the presence of vulnerable road users—can result in safer speeds.*
Increase traffic safety narrative in high-level plans where relevant.	*Consistent traffic safety narrative across all County documents can emphasize a shared vision of reducing roadway collisions.*

Potential Strategy	Rationale
Seek opportunities to prioritize pedestrians and bicyclists in planning and analysis.	*People walking or biking are particularly vulnerable in collisions. Ensuring that these road users are considered in planning and analysis decreases their risk.*
Enhance usability of internal manuals	*Enhanced documentation makes it easier to find critical information and ensure consistency over time.*
Collaborate with other departments, regional groups, and first responders	*Collaboration leverages external expertise and resources to implement all the Safe System elements, while ensuring that engineering solutions align with partner needs.*
Formalize road safety evaluation and enhance transparency	*Formal post-implementation evaluations ensure project effectiveness and can demonstrate value to the public.*
Consider the High-Injury Network in planning, analysis, and budgeting	*Considering the HIN in planning and analysis may reveal patterns that can inform project development and funding decisions.*

Other Non-Infrastructure Strategies

In addition to the strategies discussed above, other strategies may be appropriate to address objectives of the Safe System Approach. These typically are not infrastructure-oriented and many would rely on partners to implement. Many of the strategies would require additional funding. Examples are shown in Table 4.

Table 4. Potential Non-Infrastructure Strategies

Strategy Category	Safe System Approach Objectives	Example Strategies
Education and Outreach	Safer Users	– School-based driver, pedestrian, and bicycle training for students. – Public awareness campaigns targeting key trends (e.g., speeding, impairment, distracted driving, etc.). – Outreach on the use of new safety treatments, tailored to community linguistic needs.
Enforcement	Safer Users Safer Speeds Post-Crash Care	– High visibility/targeted enforcement campaigns. – Increased coordination with King County Sheriff's Office.
Training	Safer Roads Safer Users Safer Land Use	– Safe System Approach training for engineers, planners, law enforcement, etc. – Peer exchanges with other jurisdictions. – Succession planning within division staff.

Engagement Partnerships	Safer Roads
	Safer Users
	Post-Crash Care
	Safer Land Use
		– Continued/enhanced coordination with:
		  – King County Public Health
		  – School districts
		  – Community-based organizations
		  – King County Fire Marshal
		  – King County Target Zero Coalition
		  – King County Metro
		  – King County Land Use Planning
		  – Adjacent jurisdiction land use and transportation planners
		  – WSDOT
		  – Local and state policy makers
		– Listening sessions and open houses.

Programmatic Approaches	Safer Users Safer Speeds Safer Land Use	– Collaboration with school districts on Safe Routes to School programs. – Collaboration with King County Metro to promote transportation demand management programs.
Public Information and Transparency	Safer Users	– Continue to provide public-facing safety summaries (annual traffic reports). – Make this Plan available to public. – Provide updates on implementation progress and results.

Implementation and Monitoring

Potential Funding Sources

Implementing the strategies and countermeasures identified in this Plan will require additional funding. While grant funding is limited, several programs may support safety improvements. The following competitive federal and state grant programs may be potential funding sources. This is not an exhaustive list of opportunities. Project eligibility varies by program.

Federal Opportunities

Program	Key Information
SS4A: Implementation Grants	– Program currently funded through 2026. – Requires adopted safety action plan.
Highway Safety Improvement Program (HSIP)	– Goal to reduce fatal and serious injury crashes through implementation of Washington State's Strategic Highway Safety Plan. – Funding administered through WSDOT's County Safety Program.
Transportation Alternatives Program (TAP)	– Provides funding for programs and projects defined as transportation alternatives.
Federal Lands Access Program (FLAP)	– Improves transportation facilities that provide access to, are adjacent to, or are located within federal lands.
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	– Provides funding for surface transportation infrastructure projects with significant local or regional impact. – Previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants.

State Opportunities

Program	Key Information
WSDOT Safe Routes to Schools	– Goal to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. – Includes projects within two miles of primary, middle, and high schools (K-12).
WSDOT Pedestrian and Bicycle Program	– Goal to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

Washington Transportation Improvement Board	– Aims to foster state investment in quality local transportation projects.
	– Three categories of grants King County could be eligible for:
	  – Urban Arterial Programs
	  – Urban Active Transportation Program
	  – Complete Streets Program

Progress Tracking

The Safe Streets and Roads for All program requires a description of how progress will be measured over time, and requires that progress measurement includes outcome data.

The County intends to produce annual public reporting of collision outcomes on unincorporated King County roads. This reporting will include the following, at a minimum:

- The number of fatalities and serious injuries during the reporting period.
- Collision reporting by first contributing circumstance.
- The number of fatal and serious injury collisions involving pedestrians and bicyclists.

Additional reporting on the implementation of strategies and countermeasures identified in the report will be completed on a biennial basis (every two years). This reporting will include the following, at a minimum:

- The number of the Plan's safety projects that have been studied and/or implemented.
- Significant collaboration activities.
- Other relevant traffic safety updates.

See Appendix D (Progress Tracking Summary) for more information.