

Traffic Safety on 140th Avenue SE and SE Petrovitsky Road

November 26, 2024



King County

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I. Executive Summary

This report was prepared by the Department of Local Services (DLS) Road Services Division and the King County Sheriff's Office (KCSO). It provides an assessment of traffic safety on, and potential improvements to, 140th Avenue SE and SE Petrovitsky Road in response to Motion 16649. The report identifies and describes traffic safety strategies and projects that could be implemented to reduce the risk of traffic related injuries and deaths on the two corridors. It includes assessments of traffic enforcement cameras, traffic calming capital improvements, emphasis patrols by law enforcement officers, and additional strategies. The report includes projects that will be implemented with existing funding, and projects that would be further evaluated if additional funding were to become available. The assessments reflect a planning-level analysis; more detailed analysis in design and implementation would need to be conducted if funding were available.

140th Avenue SE and SE Petrovitsky Road traverse the Fairwood community, which is located in unincorporated King County to the east of the City of Renton. These roads are designed to support through-travel by the 23,000 people living within Fairwood and many others living in the unincorporated areas and cities outside of Fairwood. The busiest segments of the two roads carry around 25,000 trips a day on average; less busy segments carry 10,000-15,000 trips per day. Public transit options are limited to the northern half of Fairwood.

The Department of Local Services' Road Services Division is responsible for the nearly 1,500-mile county road network, including 188 bridges and related infrastructure in unincorporated King County. The Division manages the county road network with safety as its highest priority, using maintenance and operations as its core tools. The Division's ability to construct capital projects is severely limited by the County's road funding crisis. The limited funding available is prioritized for locations where it will provide the greatest benefit.

KCSO provides law enforcement and related services mostly within its service area, which includes unincorporated King County. KCSO enforces traffic laws as part of regular patrol operations within unincorporated King County. KCSO deployed a dedicated traffic enforcement emphasis patrol until it was disbanded in 2012 due to financial constraints. The agency has been affected by high attrition and low recruitment rates since 2020. While the agency has significantly reduced the number of vacancies, 21 percent of the budgeted full-time employee (FTE) deputy positions are either vacant or filled by a deputy who is not yet fully trained to work independently in the field.

Evaluation of available strategies to improve traffic safety

The Road Services Division and KCSO completed a planning-level evaluation of available strategies to improve traffic safety. The evaluation considered traffic speed and volume data, collision data, KCSO traffic-related enforcement incident data, financial data, recent state traffic camera legislation, input from Seattle-King County Public Health, and a review of previous traffic enforcement programs.¹ Additional funding would be required for most strategies. The available strategies are summarized in Table 1.

¹ RCW 46.63.210 - 46.63.260

Table 1: Available Strategies to Improve Traffic Safety on Unincorporated Portions of 140th Avenue SE and SE Petrovitsky Road

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
Traffic Enforcement Cameras		
Traffic enforcement cameras	Ten potential locations were identified; significant legislative, analytical, and programmatic work and funding would be required.	Yes
Lower Cost and Interim Roadway Capital or Operational Improvements		
Physical barriers in unused center two-way left turn lane using plastic posts	Sixteen “islands” could be created with plastic posts to discourage unsafe passing.	Partially funded
Signal improvements	Identified improvements include: ² <ul style="list-style-type: none"> • Leading pedestrian intervals to give pedestrians the opportunity to enter crosswalks before vehicles are given a green light.³ • Countdown pedestrian signal heads to inform pedestrians of the crossing phase duration.⁴ • Americans with Disabilities Act-compliant pedestrian push buttons to help people more easily locate crosswalks and be aware of the pedestrian crossing phase.⁵ • One advance signal head to increase visibility. 	Partially funded
Radar speed feedback signs	Ten radar speed feedback signs to encourage drivers to slow down by displaying speed to drivers who exceed a predetermined speed threshold. ⁶	Partially funded
Speed limit signs	Six additional speed limit signs to improve driver awareness of the speed limit.	No
Speed limit reduction	Reduction of the posted speed limit on 140th Avenue SE to 35 miles per hour (mph) in 2024 and a study of the posted speed on SE Petrovitsky Road in 2025.	No
Sightline improvements	Removal of three obstructions over or adjacent to the roadway to improve sightlines.	Yes

² Applicable improvements vary by signal.

³ Federal Highway Administration (FHWA). “Proven Safety Countermeasures: Leading Pedestrian Interval.” [\[LINK\]](#) (accessed October 22, 2024)

⁴ FHWA. “Pedestrian Safety Guide and Countermeasure Selection System: Pedestrian Signals.” [\[LINK\]](#) (accessed October 22, 2024)

⁵ Upgrades could be required with implementation of other identified strategies.

⁶ National Highway Traffic Safety Administration. “Countermeasures That Work: Dynamic Speed Display/Feedback Signs.” [\[LINK\]](#) (accessed October 22, 2024)

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
Right turn access control	Allowing only right turns from select commercial driveways to reduce intersecting travel paths. ^{7, 8}	Yes
Guardrail visibility enhancements	Reflective guideposts to increase guardrail visibility.	Yes
Channelization adjustments	Changes to roadway markings (e.g., reconfiguring turn lanes, using wider (eight inch) stripes for existing bike lanes, and enhancing markings with plastic posts). ⁹	Partially funded
Rumble strips	Milled strips in pavement to alert inattentive drivers through vibration and sound that their vehicle has left the travel lane or of a need to slow down or stop. ¹⁰	Yes
Lighting studies and upgrades	Study of opportunities to increase nighttime visibility. ¹¹	Yes
School zone expansions	Expansion of 20 mph zones for two schools.	Yes
Sidewalk accessibility upgrades	Americans with Disabilities Act-compliant curb ramps to facilitate crossings at specific locations. ¹²	Yes
Lane reduction (“road diet”)	Reducing the number of lanes on 140th Avenue SE. This is not recommended due to the likely significant increase in delay during peak travel hours.	n/a
Higher Cost and Long-Term Roadway Improvements		
Physical barriers in unused center two-way left turn lane using curbed islands and medians	Concrete islands and medians to discourage unsafe passing.	Yes
Roundabouts	Roundabouts to calm traffic and eliminate riskiest conflicting travel paths. ¹³ They are often cost-effective, but typically require several years to implement and four to six million dollars in funding. Six roundabouts would be needed for corridor-length traffic calming.	Yes

⁷ FHWA. “Proven Safety Countermeasures: Corridor Access Management.” [\[LINK\]](#) (accessed October 22, 2024)

⁸ The Road Services Division would work with property owners to implement this strategy.

⁹ FHWA. “Proven Safety Countermeasures: Dedicated Left- and Right-Turn Lanes at Intersections.” [\[LINK\]](#) (accessed October 22, 2024)

¹⁰ FHWA. “Proven Safety Countermeasures: Longitudinal Rumble Strips and Stripes on Two-Lane Roads.” [\[LINK\]](#) (accessed October 22, 2024); FHWA, Roadway Departure Safety: Rumble Strips and Rumble Stripes Roads [\[LINK\]](#) (accessed October 22, 2024)

¹¹ FHWA. “Proven Safety Countermeasures: Lighting.” [\[LINK\]](#) (accessed October 22, 2024)

¹² Upgrading crossings for ADA-compliance could be required with implementation of other identified strategies.

¹³ FHWA. “Proven Safety Countermeasures: Roundabouts.” [\[LINK\]](#) (accessed October 22, 2024)

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
Painted buffer for existing bike lane on 140th Avenue SE	Painted buffer to provide greater separation between the existing bicycle lane and general traffic. This is only feasible after roundabout construction. ¹⁴	Yes
Enforcement		
Traffic enforcement through regular patrol	Enforcement conducted to stop unsafe drivers and alter their future behavior. This is expected to increase as KCSO addresses staffing levels.	No
Traffic enforcement through emphasis patrols	Coordinated and visible traffic enforcement emphasis patrols to intercept unsafe drivers and create a deterrent effect on others.	Yes
Education		
Driver education and community engagement	Training and engagement to alter driver behavior.	No

Utilization of traffic enforcement cameras

Traffic cameras could be effective at 10 locations along the two corridors. However, the Road Services Division does not operate a traffic camera program, have the authority to do so without an authorizing County ordinance, nor currently have the resources to install or maintain a camera system. The actions in Table 2 would be needed to install traffic enforcement cameras.

Table 2: Steps to Utilize Traffic Cameras in Fairwood

Action	Rationale
Complete feasibility assessment of countywide traffic enforcement camera program	County-scale assessment would be needed to: <ul style="list-style-type: none"> ensure that cost-effective traffic safety countermeasures are available to all unincorporated road users ensure limited funding is invested where and how it will provide the most benefit identify costs to all agencies and any economies of scale assess equity, operational impacts, and financial sustainability
Develop and adopt an ordinance	Required by RCW 46.63.220

¹⁴ FHWA. "Proven Safety Countermeasures: Bicycle Lanes." [\[LINK\]](#) (accessed October 22, 2024)
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Action	Rationale
Develop a countywide traffic enforcement camera program	Implementing a new and unique program would require: <ul style="list-style-type: none"> • Staffing • New technical requirements, program policies, financial processes, and privacy and data management safeguards • Coordination between the court system, the Prosecuting Attorney’s Office, the Road Services Division, and KCSO • Contracting and equipment procurement • Equity evaluation • Reporting
Prioritize traffic enforcement camera locations countywide	Financial constraints and RCW 46.63.220 limit the number of cameras that could be deployed. Prioritization would be needed to ensure locations with the greatest need are addressed.
Acquire funding	Current funding does not include resources to manage a traffic enforcement program nor to install, maintain, and operate camera equipment.
Complete location-specific analysis	RCW 46.63.220 requires an assessment of equity and verification of need at each traffic enforcement camera location.
Notify the public	RCW 46.63.220 requires notification signs to be posted at each location for at least 30 days before activation.

Feasibility of traffic calming capital improvements

The Road Services Division completed a planning-level evaluation of the feasibility of various traffic calming capital improvements throughout the county-maintained portions of 140th Avenue SE and SE Petrovitsky Road corridors. These capital improvements from Table 1 were deemed feasible:

1. Lower Cost and Interim Roadway Improvements
 - Physical barriers in unused center two-way left turn lane using plastic posts
 - Signal improvements
 - Radar speed feedback signs
 - Channelization adjustments
 - Rumble strips
 - Lane reduction (“road diet”)
2. Higher Cost and Long-Term Roadway Improvements
 - Physical barriers in unused center two-way left turn lane using curbed islands and medians
 - Roundabouts
 - Painted buffer for existing bike lane on 140th Avenue SE

Coordination of emphasis patrols by law enforcement officers

KCSO evaluated its recent traffic enforcement data in Fairwood, its agency-wide staffing levels and staffing needs, and the feasibility of restarting its dedicated traffic enforcement emphasis patrols. KCSO anticipates that traffic enforcement through regular patrol will increase as it continues to address its staffing needs. In addition, KCSO has conducted traffic emphasis patrols in 2023 and 2024 using one-time funding from grants and other sources to offer optional overtime pay to deputies. Traffic emphasis

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patrols are intended to stop drivers who are driving dangerously and create a deterrent effect for other drivers. However, no funds are currently available to fund dedicated traffic emphasis patrols on an ongoing basis, nor does KCSO have staffing to assign deputies to dedicated traffic enforcement over other patrol duties. KCSO staffing priority is to fill operational vacancies, train newly hired deputies to enable them to work independently in the field, and then evaluate other staffing needs, rather than reestablishing a dedicated traffic enforcement unit at this time. Reestablishing a dedicated traffic enforcement unit program would also require coordination with the court system and the Prosecuting Attorney's Office to ensure that all elements of the traffic enforcement process are aligned to create an effective deterrent and fiscal sustainability for all involved agencies.

Segments experiencing excessive speeding or higher crash risks

DLS reviewed traffic speed and volume data collected in August 2024, six years of collision data (2018-2023), and the roadway design of 140th Avenue SE and SE Petrovitsky Road within the Fairwood area. Based on this review, 140th Avenue SE from SE 179th Street to SE 194th Street would be the highest priority segment, relative to other segments on the two corridors, when planning traffic safety investments. Implementation of improvements would depend on funding availability, priority of other needs across the countywide road network, ability to bundle projects for efficiency, and other factors.

Traffic safety strategies and projects that will be developed and implemented

DLS will implement approximately \$205,000 of improvements on these corridors using existing appropriation. At the time of the writing of this report, the Division expects to implement the majority of these improvements by the end of 2024.¹⁵ Planned improvements consist of:

- Twelve traffic islands formed by plastic posts installed where the center two-way left turn is not needed for turning movements
- Five radar speed feedback signs
- Six additional speed limit signs
- Leading pedestrian intervals at signals
- Enhanced lane markings using plastic posts
- Reduction of the posted speed on 140th Avenue SE from 40 to 35 mph

In addition, the King County Target Zero Coalition, led by Seattle-King County Public Health and the City of Kent, will lead a traffic safety educational project along the 140th Avenue corridor.

The Road Services Division will monitor the effectiveness of the implemented improvements and traffic safety on 140th Avenue SE and SE Petrovitsky Road. The Division will also evaluate the posted speed limit on SE Petrovitsky Road in 2025.

Additional staff and resource needs to develop and implement traffic safety strategies and projects

DLS and KCSO developed preliminary cost estimates, with input from Seattle-King County Public Health, to implement traffic safety strategies and projects along 140th Avenue SE and SE Petrovitsky Road for this report (see Table 3). Actual projects costs would vary. Funding has been identified for an educational initiative and several lower-cost or interim roadway improvements; no resources have been identified for other strategies. If additional funding becomes available, the agencies will conduct further assessment of cost, effectiveness, and priority relative to other traffic safety needs countywide.

¹⁵ Selected improvements may change as the planning and design process is finalized. The implementation date may change based on weather and other factors.

Table 3: Additional Staff and Resources Needs to Develop and Implement Traffic Safety Strategies and Projects

Preliminary Cost Estimate (in 2024 dollars)	
Traffic Enforcement Cameras	
Initial costs for 10 traffic enforcement cameras	\$800,000, includes data collection, location analysis, equipment, installation
Annual costs for 10 traffic enforcement cameras	\$500,000 for ticket processing
Initial and on-going programmatic and administrative costs for Road Services Division, court system, and Prosecuting Attorney's Office	unknown
Lower Cost and Interim Roadway Improvements	
Physical barriers (plastic post traffic islands) in unused center two-way left turn lane (16)	\$260,000
Signal improvements (leading pedestrian phasing, countdown signal heads, accessibility upgrades, advanced signal heads)	\$235,000
Radar speed feedback signs (10)	\$200,000
Sightline improvements (three)	\$95,000
Right turn access control	\$2,000
Guardrail visibility enhancements	\$3,000
Channelization adjustments (reconfigured turn lanes, wider stripes for bike lanes, marking enhancements with plastic posts, etc.)	\$450,000
Rumble strips	\$175,000
Lighting studies and upgrades	\$165,000
School zone expansions (two)	Included with traffic enforcement cameras
Sidewalk accessibility upgrades (curb ramps)	\$645,000
Subtotal	\$2,230,000
2024 roadway improvements	(\$205,000)
Balance	\$2,025,000
Higher Cost and Long-Term Roadway Improvements	
Curbed islands and medians	\$700,000
Roundabouts (six)	\$36,100,000
Painted buffer for 140th Avenue SE bike lane	\$45,000
Subtotal	\$36,845,000
Total for lower cost and higher cost roadway improvements	\$38,870,000

Preliminary Cost Estimate (in 2024 dollars)	
Enforcement	
Fairwood traffic enforcement emphasis patrols - start-up	\$192,000, includes motorcycles and equipment ¹⁶
Fairwood traffic enforcement emphasis patrols - annual	\$692,000, includes routine maintenance, personnel costs ¹⁷
Education	
Driver education and community engagement	\$120,000
2024-2025 grant funding	\$120,000
Balance	\$0

Conclusion

DLS will continue to hold safety as its highest priority, seeking systemic solutions and increased partnerships with KCSO, city and state agencies, and others, to address traffic safety in Fairwood and across the countywide road network. At the time of the writing of this report, the Division plans to use existing funding to implement low cost, corridor-length improvements for a cumulative traffic calming effect in 2024. If additional funding becomes available, the Roads Services Division will evaluate the potential improvements identified here and countywide priorities for potential implementation. DLS will continue to pursue sustainable road funding solutions to address the County’s road funding crisis, which severely limits its ability to construct capital projects. KCSO will continue to operate emphasis patrols with the remaining allocated overtime funding and will continue to enforce traffic laws as part of regular patrol duties.

¹⁶ Cost estimates are based on a three-person unit sized to serve Fairwood only. A unit sized to serve the entire unincorporated area would cost \$700,000 to start up.

¹⁷ Cost estimates are based on a three-person unit sized to serve Fairwood only. A unit sized to serve the entire unincorporated area would cost \$2.5 million annually.

II. Background

Department Overview

Department of Local Services

The King County Department of Local Services (DLS) is dedicated to improving local services for unincorporated areas through coordination and collaboration between County agencies, communities, and other partners. The mission of DLS is to promote the well-being of residents and communities in unincorporated King County by seeking to understand their needs and delivering responsive local government services.

DLS has two divisions:

- The Permitting Division provides infrastructure and land use planning services; land use, building, and fire regulatory and operating permits; Code Enforcement; and a limited number of business licenses in unincorporated areas of the county.
- The Road Services Division is responsible for the 1,500-mile county road network, including 188 bridges and related infrastructure in unincorporated King County. The Division manages the county road network with safety as its highest priority, using maintenance and operations as its core tools.

King County Sheriff's Office (KCSO)

King County Sheriff's Office (KCSO) provides law enforcement and related services to unincorporated King County, the Muckleshoot Indian Tribe, 12 contract cities, the King County Metro Transit Department, Sound Transit, and the King County International Airport/Boeing Field. Traffic enforcement is one of the many services KCSO delivers.

Fairwood and King County Traffic Safety Context

Fairwood and Local Transportation Context

The Fairwood area is home to approximately 23,000 residents. The community is designated as a Potential Annexation Area by the City of Renton.¹⁸ Potential Annexation Area areas are urban areas expected to annex to cities to enable the provision of urban levels of service.

Two primary roads cross the Fairwood area: 140th Avenue SE and SE Petrovitsky Road (see Figure 1). Both roads have been classified by the County as principal arterials and as such, are designed to provide for movement across and between large subareas of an urban region. Principal arterials primarily serve through-traffic with minimal direct access to neighboring land uses.¹⁹ The two roads are surrounded primarily by land zoned for medium-density housing, with high density zoning and a community business center retail area at their intersection (see Figure 2). The roads connect local residents and people traveling through the area to employment and urban services to the west and north.

¹⁸ City of Renton. "Annexations." [\[LINK\]](#) (accessed October 29, 2024)

¹⁹ For a description of county road functional classification and a map of the county arterial network, see the 2020 King County Comprehensive Plan Appendix C [\[LINK\]](#) (accessed October 29, 2024)

Figure 1: Fairwood Road and Transit Network

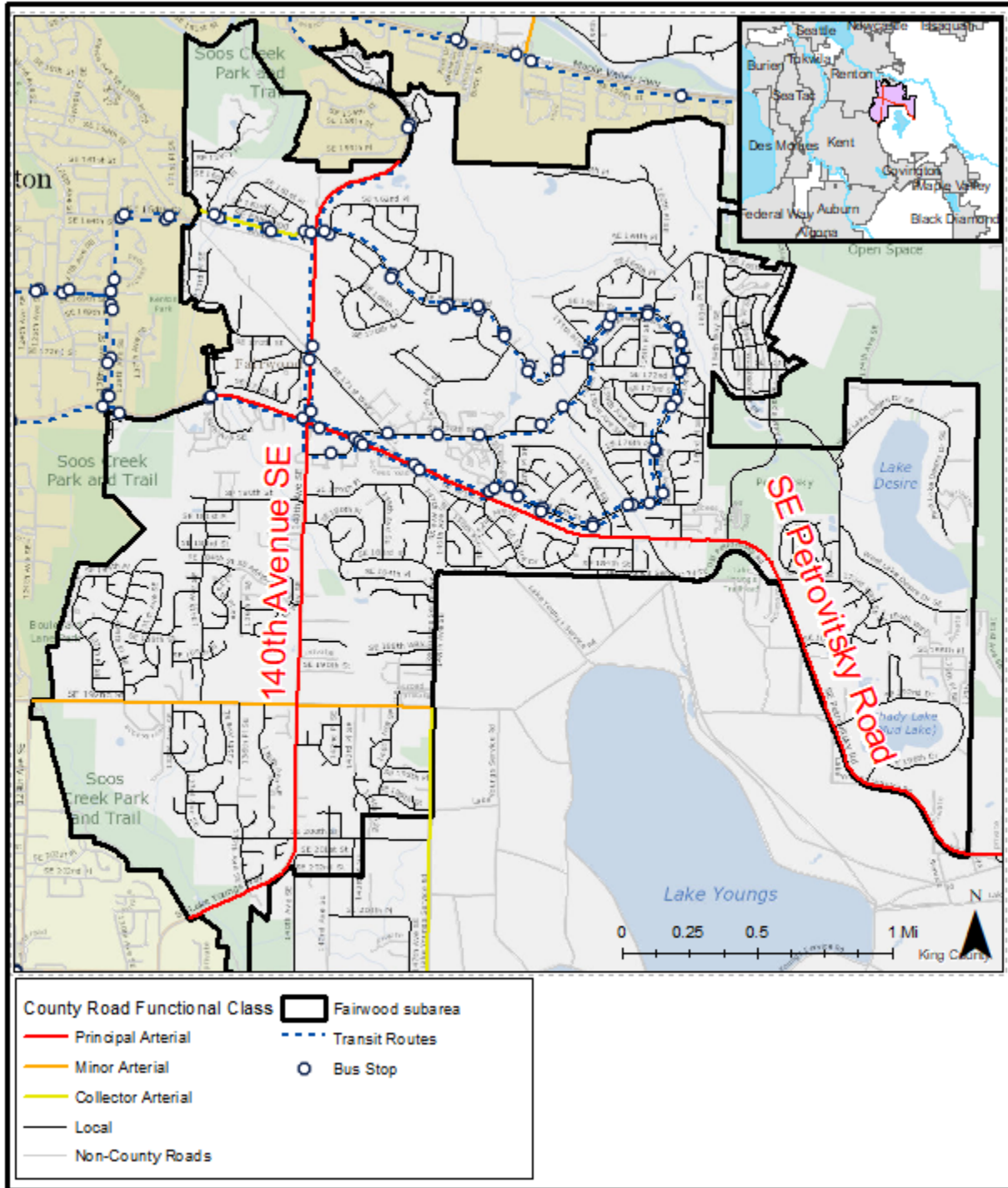
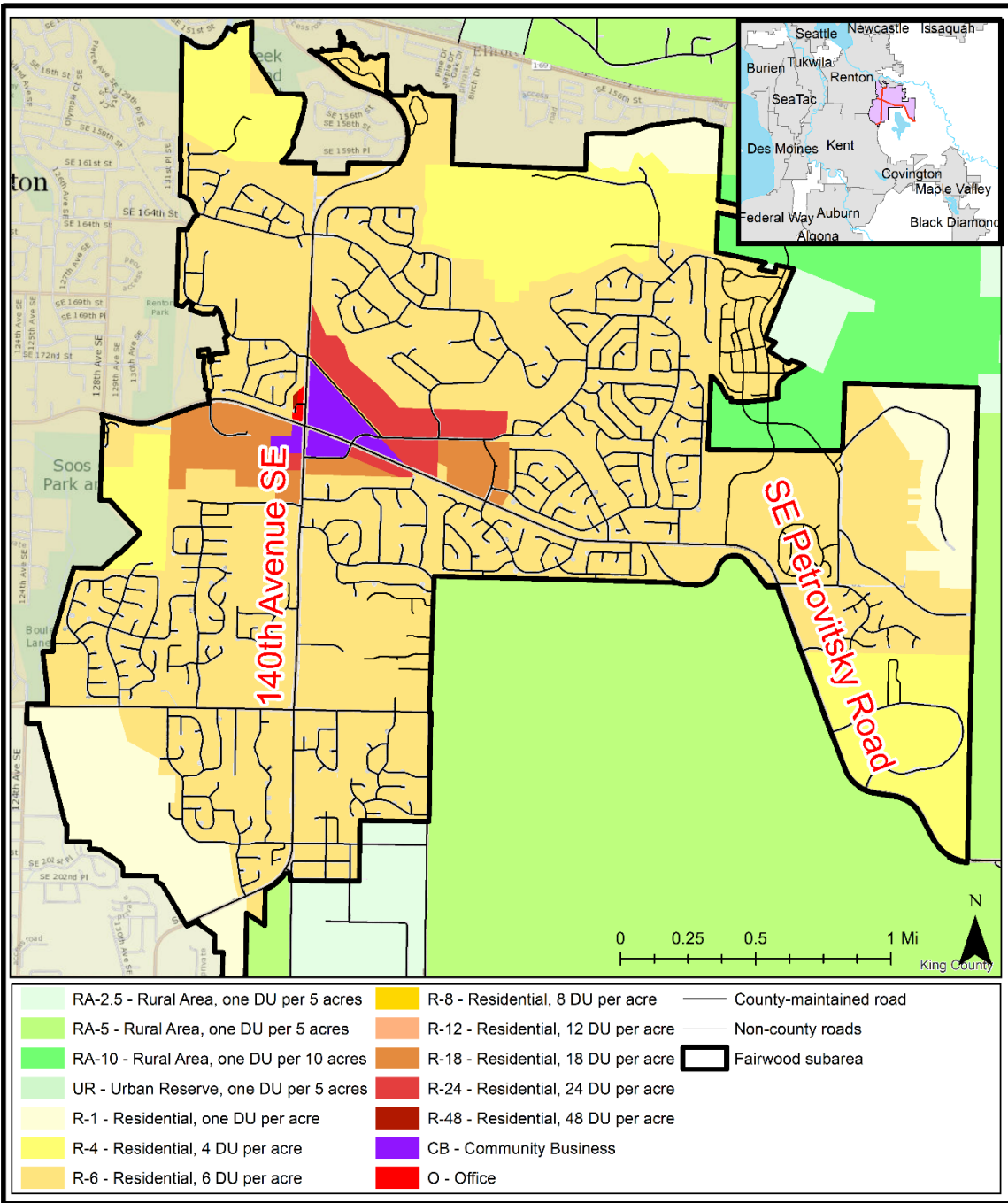


Figure 2: Fairwood Zoning



The unincorporated portion of 140th Avenue SE extends from the Kent city limits at its southern end to the Renton city limits at its northern end. The road terminates at State Route 169 less than a mile north of the Renton city limits. The county-maintained portion of 140th Avenue SE carries an average of 15,000 trips per day at its southern end and 27,000 at its northern end.

SE Petrovitsky Road extends from the Renton city limits at its western end to rural unincorporated King County and State Route 18 to the east. The road carries an average of 10,000-14,000 trips per day at either end of Fairwood, rising to around 23,000 trips per day near 140th Avenue SE.

Transit is limited to the northern half of the Fairwood area. It is comprised of Metro's 102 peak-only route, the 906 Dial-A-Ride flexible-service area route, and the 148 all-day route. The Nativity Lutheran Church Park & Ride is located on 140th Avenue SE south of SE Petrovitsky and is served by the 148 route.

Traffic Safety at the Road Services Division

The Strategic Plan for the Road Services Division identifies safety as the highest priority for the Division.²⁰ The Division's maintenance and operations activities, such as repair or replacement of damaged signs and signals, inspection and replacement of street lighting and pavement markings, and storm and snow response activities, are the foundation of its safety work. Capital projects that improve safety, such as guardrail installation, roundabout construction, replacement of culverts to prevent standing water and roadway collapse, and replacement of deteriorated bridges are prioritized for locations where they will provide the greatest benefit and are constructed when funding is available. The Division's traffic-safety programs use a data-driven, risk-management approach to prioritize operational and capital investments across its dispersed road network.

The Road Services Division's ability to construct capital projects is severely limited by the County's road funding crisis. The cost of providing road services is rising faster than the revenue the County is allowed to collect. As a result, dedicated contributions from the Road Fund to the capital program are projected to end by 2029. Within this same timeframe, basic maintenance and operations services would also be reduced. The Division continues to seek grant funding to address the highest priority needs on the road network as it pursues sustainable funding solutions.

Traffic Safety at KCSO

KCSO enforces traffic laws as part of regular patrol operations within unincorporated King County. In 2023, KCSO deputies in unincorporated King County spent approximately 25 percent of their time on traffic-related incidents, including investigations and enforcement. KCSO traffic enforcement is informed by Chapter 4.09 of its General Orders Manual. The manual identifies two objectives for traffic contacts: ensure public safety by stopping unsafe motorists and favorably alter the violator's future driving behavior.²¹ Regular-patrol traffic enforcement is partially funded through a biennial transfer of \$15 million from the Road Fund to the General Fund.

KCSO experienced high attrition and low recruitment rates beginning in 2020. Since that time, KCSO has significantly reduced the number of vacancies. As of September 23, 2024, KCSO had 67 commissioned officer vacancies, 58 of which were deputies. Notably, training takes approximately nine to 12 months from the time a new employee accepts an entry level deputy position until they can work on their own in the field ("deployed"). While the necessary training creates a lag between hiring and deployment, overall traffic enforcement will increase as new hires complete their training. As of September 23, 2024, there were 501 deployed deputies, which was 79 percent of the budgeted deputy full-time employee (FTE) positions.

²⁰ Strategic Plan for Road Services July 2014 Update, [\[LINK\]](#) (accessed October 29, 2024)

²¹ KCSO General Orders Manual Section 4.09.015, [\[LINK\]](#) (accessed October 29, 2024)

KCSO deployed a traffic enforcement emphasis patrol for more than 10 years, until it was disbanded at the end of July 2012 due to financial constraints. The emphasis unit was within the KCSO Special Operations Division's Selective Traffic Enforcement Program (STEP). STEP consisted of 10 FTEs: nine motorcycle deputies and one sergeant. Motorcycles were used, instead of routine patrol vehicles, because they allowed deputies to monitor traffic from more locations by being both faster and more maneuverable. STEP focused traffic enforcement on roadway segments under Road Services Division guidance, which was informed in part by complaints from the public. STEP provided additional traffic enforcement emphasis in school zones.

Within STEP, seven of the motorcycle deputies focused on major roadways and arterials with one in the southwest precinct, three in the southeast precinct, and three in the north precinct. Two STEP motorcycle deputies focused on residential roads, with one north and one south of Interstate 90 under a "Neighborhood Traffic Safety Program" (NTSP). Approximately twice per year, STEP deployed a traffic enforcement emphasis deputy on Vashon Island.

Based on available data from January 1, 2012, to July 31, 2012, STEP issued an average of 113 citations per month per deputy. Over the same period, NTSP issued an average of 39 citations per month per deputy. Using this data, had the program continued in 2012, the estimated number of citations that would have been issued by end of year would have been over 10,000.

Traffic Safety-Related Comprehensive Plan Policies and Motion 16648

The County's unincorporated traffic safety strategies are informed by several Comprehensive Plan policies and other policy guidance, including:

- **2022 King County Comprehensive Plan Policy T-305**, which calls for funding safety, essential regulatory compliance, and maintenance and preservation needs of the existing road system prior to funding mobility and capacity improvements to ensure that the most vital components of the County's road system are kept operational.²² This directive is reinforced by the Strategic Plan for Road Services (2014), which identifies the Division's highest priority as the prevention and response to immediate operational life safety and property damage hazards.²³
- **Committee-Recommended Version of the 2024 King County Comprehensive Plan and Motion 16648** endorse the Safe System approach to traffic safety.²⁴ The Safe System seeks to eliminate fatal and serious injury crashes through collaboration between road system managers, public health organizations, law enforcement agencies, emergency responders, road users, and others. The approach considers strategies to encourage safe vehicles, safe speeds, safe roads, safe road users, and post-crash care.

Report Methodology

This report was prepared jointly by Road Services Division and KCSO staff.

The Road Services Division collected traffic speed and volume data on the study corridors in August 2024. The Division reviewed this data and six years of collision data (2018-2023) to identify corridors

²² 2022 King County Comprehensive Plan, p.8-28, [\[LINK\]](#) (accessed October 22, 2024)

²³ Strategic Plan for Road Services July 2014 Update [\[LINK\]](#) (accessed October 22, 2024)

²⁴ Committee Recommended Version of the 2024 King County Comprehensive Plan [\[LINK\]](#) (accessed October 22, 2024); King County Motion 16648, [\[LINK\]](#) (accessed October 22, 2024)

with higher crash risks and to develop potential countermeasures. The identified potential countermeasures reflect traffic engineering expertise, as informed by the Manual on Uniform Traffic Control Devices (MUTCD) and other state and federal guidance from the American Association of State Highway and Transportation Officials, the Federal Highway Administration (FHWA), and others.²⁵ The Division's review also considered the existing roadway design, surrounding land uses, and current traffic camera regulations.

KCSO compiled and analyzed recent traffic-enforcement related data along 140th Avenue SE and SE Petrovitsky Road, assessed its staffing levels and needs, reviewed historic STEP data, and developed cost estimates to provide full-time traffic enforcement emphasis patrols in the Fairwood community.

III. Report Requirements

This report is organized to follow the structure of Motion 16649.

A. The council requests the King County executive address the recent increase in traffic related injuries and deaths along 140th Ave SE, and at nearby intersections and roadways, by evaluating all available strategies to improve traffic safety along the county-maintained portion of 140th Ave SE and SE Petrovitsky Rd. corridors in and around the Fairwood community of unincorporated King County and prepare a report.

DLS and KCSO completed a planning-level evaluation of available strategies to improve traffic safety through the collection and evaluation of traffic speed and volume data, collision data, KCSO traffic-related enforcement incident data, financial data, analysis of recent state traffic camera legislation (RCW 46.63.210 through 46.63.260), input from Seattle-King County Public Health, and a review of previous traffic enforcement programs.

Capital and operational countermeasures were identified and evaluated by a team of Road Services' traffic engineering staff, with input from maintenance staff regarding cost and long-term maintenance considerations. The team reviewed traffic data to identify patterns of collisions that could be corrected through accepted engineering practices, as informed by state and federal guidance. Correlations between speed data and roadway design were evaluated (see Section III.C.1.). Many of the countermeasures consist of lower-cost improvements that could be implemented at multiple locations to provide a cumulative traffic safety benefit throughout the corridors' extents. This evaluation reflects planning-level, preliminary findings; additional evaluation, planning, and design would be required to ensure feasibility. Strategies were evaluated regardless of whether funding is available for implementation.

Available strategies are summarized in Table 4, followed by maps of lower cost and interim improvement concepts (Figure 3) and of a long-term corridor improvement concept (Figure 4). This section concludes with a summary of the typical crash reductions and difficulty of implementation for each type of improvement.

²⁵ The MUTCD is published by the FHWA, and defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel. [\[LINK\]](#) (accessed October 23, 2024)

Several of the following strategies are discussed in more detail in sections III.B and III.C, as directed by the Motion 16649. Table 4 includes projects that are planned for implementation in 2024 at the time of the writing of this report (see Section III.C.2). If additional funding becomes available, the remaining strategies on Table 4 would be evaluated further to assess cost, effectiveness, and priority relative to other traffic safety needs countywide.

Table 4: Available Strategies to Improve Traffic Safety on Unincorporated Portions of 140th Avenue SE and SE Petrovitsky Road

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
Traffic Enforcement Cameras		
Traffic enforcement cameras (See Section III.B.1. for details.)	<ul style="list-style-type: none"> Traffic enforcement cameras could deter drivers from speeding by issuing tickets without on-site law enforcement. Ten potential locations for cameras were identified on 140th Avenue SE and SE Petrovitsky Road. 	<ul style="list-style-type: none"> Statutory authority for use Analysis of feasibility, privacy, equity, and cost at county scale Program development Funding for staffing, equipment, and ongoing maintenance
Lower Cost and Interim Roadway Capital or Operational Improvements		
Physical barriers in unused center two-way left turn lane using plastic posts	<ul style="list-style-type: none"> Plastic post “islands” could be installed at 16 locations where the center two-way left turn is not needed for turning movements to discourage unsafe passing. 	<ul style="list-style-type: none"> Partial funding for equipment and ongoing maintenance
Signal improvements	Traffic safety could be enhanced through improvements to signals, such as: ²⁶ <ul style="list-style-type: none"> Adding leading pedestrian intervals to signals (giving pedestrians the opportunity to enter crosswalks at signalized intersections several seconds before vehicles are given a green light) to increase visibility of pedestrians and increase the likelihood of drivers yielding to pedestrians.²⁷ Installing countdown pedestrian signal heads to inform pedestrians 	<ul style="list-style-type: none"> Funding for equipment, installation, and ongoing maintenance for countdown pedestrian signal heads, pedestrian push buttons, and advance signal head

²⁶ Applicable improvements vary by signal.

²⁷ FHWA. “Proven Safety Countermeasures: Leading Pedestrian Interval.” [\[LINK\]](#) (accessed October 22, 2024)

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
	<p>of the duration of their crossing phase and prohibit pedestrian crossings when conflicting traffic may impact pedestrian safety.²⁸</p> <ul style="list-style-type: none"> Upgrading pedestrian push buttons to current Americans with Disabilities Act (ADA) standards to help people with visual or auditory disabilities more easily locate crosswalks at signalized intersections and be aware of the pedestrian crossing phase.²⁹ Adding an advance signal head to increase signal visibility to approaching drivers. 	
Radar speed feedback signs	<ul style="list-style-type: none"> Ten radar speed feedback signs could be installed to measure vehicle speed and encourage drivers to slow down by displaying feedback to those drivers who exceed a predetermined speed threshold.³⁰ 	<ul style="list-style-type: none"> Partial funding for equipment, installation, and ongoing maintenance for radar speed feedback signs.
Speed limit signs	<ul style="list-style-type: none"> Six additional speed limit signs could be installed to improve driver awareness of the speed limit. 	<ul style="list-style-type: none"> None
Speed limit reduction	<ul style="list-style-type: none"> The posted speed limit will be reduced to 35 mph on 140th Avenue SE to slow drivers. A study to evaluate the posted speed on SE Petrovitsky Road will be completed in 2025. 	<ul style="list-style-type: none"> None
Sightline improvements	<ul style="list-style-type: none"> Removing obstructions located over or adjacent to the roadway could improve sightlines at three locations. 	<ul style="list-style-type: none"> Funding for staff and equipment

²⁸ FHWA. "Pedestrian Safety Guide and Countermeasure Selection System: Pedestrian Signals." [\[LINK\]](#) (accessed October 22, 2024)

²⁹ Upgrades could be required with implementation of other identified strategies.

³⁰ National Highway Traffic Safety Administration. "Countermeasures That Work: Dynamic Speed Display/Feedback Signs." [\[LINK\]](#) (accessed October 22, 2024)

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
Right turn access control	<ul style="list-style-type: none"> Working with property owners to allow only right turns from select commercial driveways could simplify vehicular movements and reduce the number of intersecting travel paths.³¹ 	<ul style="list-style-type: none"> Funding for staff, materials, on-going maintenance
Guardrail visibility enhancements	<ul style="list-style-type: none"> Installing reflective guideposts along an existing guardrail could increase its visibility to drivers. 	<ul style="list-style-type: none"> Funding for staff, installation, equipment, on-going maintenance
Channelization adjustments	<ul style="list-style-type: none"> Changes to how the roadway is marked (e.g., reconfiguring turn lanes, using wider (eight inch) stripes for existing bike lanes, and enhancing existing markings with plastic posts) could enhance roadway safety.³² 	<ul style="list-style-type: none"> Funding for staff, installation, materials, on-going maintenance
Rumble strips	<ul style="list-style-type: none"> Rumble strips milled into the pavement at several key locations could alert inattentive drivers through vibration and sound that their vehicle has left the travel lane or alert them of a need to slow down or stop.³³ 	<ul style="list-style-type: none"> Funding for staff and installation
Lighting studies and upgrades	<ul style="list-style-type: none"> Lighting studies could identify opportunities to increase nighttime visibility.³⁴ 	<ul style="list-style-type: none"> Funding for staff, installation, equipment
School zone expansions	<ul style="list-style-type: none"> The length of the 20 mph school zones for Carriage Crest Elementary and Northwood Middle schools could be expanded. 	<ul style="list-style-type: none"> Funding for staff and materials
Sidewalk accessibility upgrades	<ul style="list-style-type: none"> Constructing curb ramps that meet current Americans with 	<ul style="list-style-type: none"> Funding for staff and construction

³¹ FHWA. "Proven Safety Countermeasures: Corridor Access Management." [\[LINK\]](#) (accessed October 22, 2024)

³² FHWA. "Proven Safety Countermeasures: Dedicated Left- and Right-Turn Lanes at Intersections." [\[LINK\]](#) (accessed October 22, 2024)

³³ FHWA. "Proven Safety Countermeasures: Longitudinal Rumble Strips and Stripes on Two-Lane Roads." [\[LINK\]](#) (accessed October 22, 2024); FHWA. "Roadway Departure Safety: Rumble Strips and Rumble Stripes Roads." [\[LINK\]](#) (accessed October 22, 2024)

³⁴ FHWA. "Proven Safety Countermeasures: Lighting." [\[LINK\]](#) (accessed October 22, 2024)

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
	Disabilities Act standards would make it easier for pedestrians to cross the street at desirable locations. ³⁵	
Lane reduction (“road diet”) (See Section III.C.2.)	<ul style="list-style-type: none"> Reducing the number of lanes on 140th Avenue SE is not recommended due to the likely significant increase in delay during peak travel hours. 	<ul style="list-style-type: none"> n/a
Higher Cost and Long-Term Roadway Improvements		
Physical barriers in unused center two-way left turn lane using curbed islands and medians	<ul style="list-style-type: none"> Concrete islands and medians could be installed where the center two-way left turn is not needed for turning movements to discourage unsafe passing. 	<ul style="list-style-type: none"> Funding for staff and construction
Roundabouts	<ul style="list-style-type: none"> Roundabouts could improve traffic safety by calming traffic and eliminating conflicting travel paths most likely to lead to serious injury or fatal crashes.³⁶ They can reduce delay and queuing when compared to other intersection alternatives and can improve access from local streets to arterials. Roundabouts are often cost-effective, but planning, design, right-of-way acquisition, construction, and other elements typically require several years to implement and \$4 million to \$6 million in funding. Five two-lane roundabouts on 140th Avenue SE and one one-lane roundabout on SE Petrovitsky Road would be needed for corridor-length traffic calming. 	<ul style="list-style-type: none"> Funding for staff and construction

³⁵ Upgrading crossings for ADA-compliance would likely be required with implementation of other identified strategies.

³⁶ FHWA. “Proven Safety Countermeasures: Roundabouts.” [\[LINK\]](#) (accessed October 22, 2024)

Available Strategy	Summary Evaluation	Additional Staff and Resources Required
Painted buffer for existing bike lane on 140th Avenue SE	<ul style="list-style-type: none"> If roundabouts were installed on 140th Avenue SE, a painted buffer could be installed to provide greater separation between the existing bicycle lane and general traffic.³⁷ 	<ul style="list-style-type: none"> Funding for staff, installation, materials, on-going maintenance
Enforcement		
Traffic enforcement through regular patrol (See Section III.B.3.)	<ul style="list-style-type: none"> Enforcement of traffic laws through regular patrol is conducted to stop unsafe drivers and alter their future behavior. Traffic enforcement will increase as KCSO addresses its staffing levels. 	<ul style="list-style-type: none"> None
Traffic enforcement through emphasis patrols (See Section III.B.3.)	<ul style="list-style-type: none"> Coordinated and visible traffic enforcement emphasis patrols could intercept unsafe drivers and have a deterrent effect on others 	<ul style="list-style-type: none"> Funding for staff and equipment
Education		
Driver education and community engagement (See Section III.C.2.)	<ul style="list-style-type: none"> Training and engagement could alter driver behavior 	<ul style="list-style-type: none"> None

³⁷ FHWA. "Proven Safety Countermeasures: Bicycle Lanes." [\[LINK\]](#) (accessed October 22, 2024)
Traffic Safety on 140th Avenue SE and SE Petrovitsky Road
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Figure 3: Lower Cost and Interim Improvement Concepts

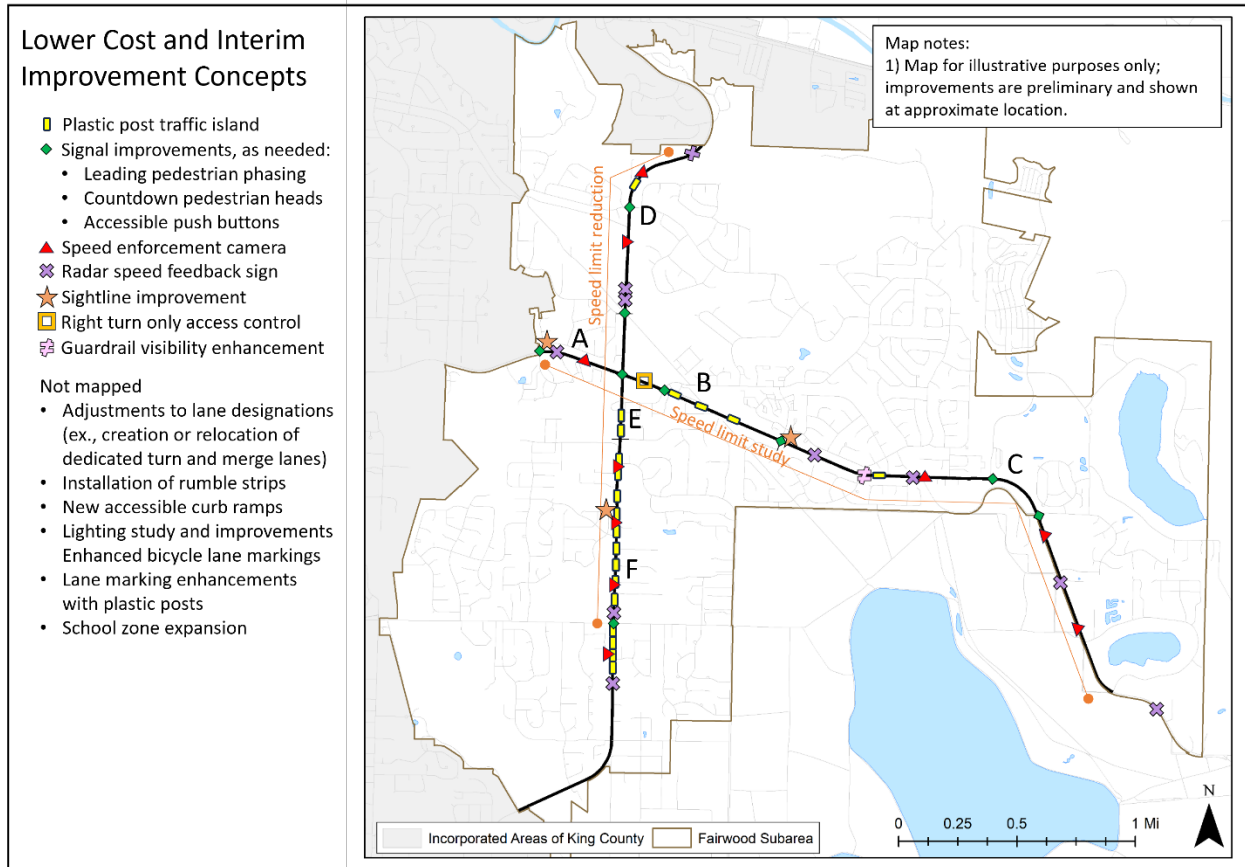
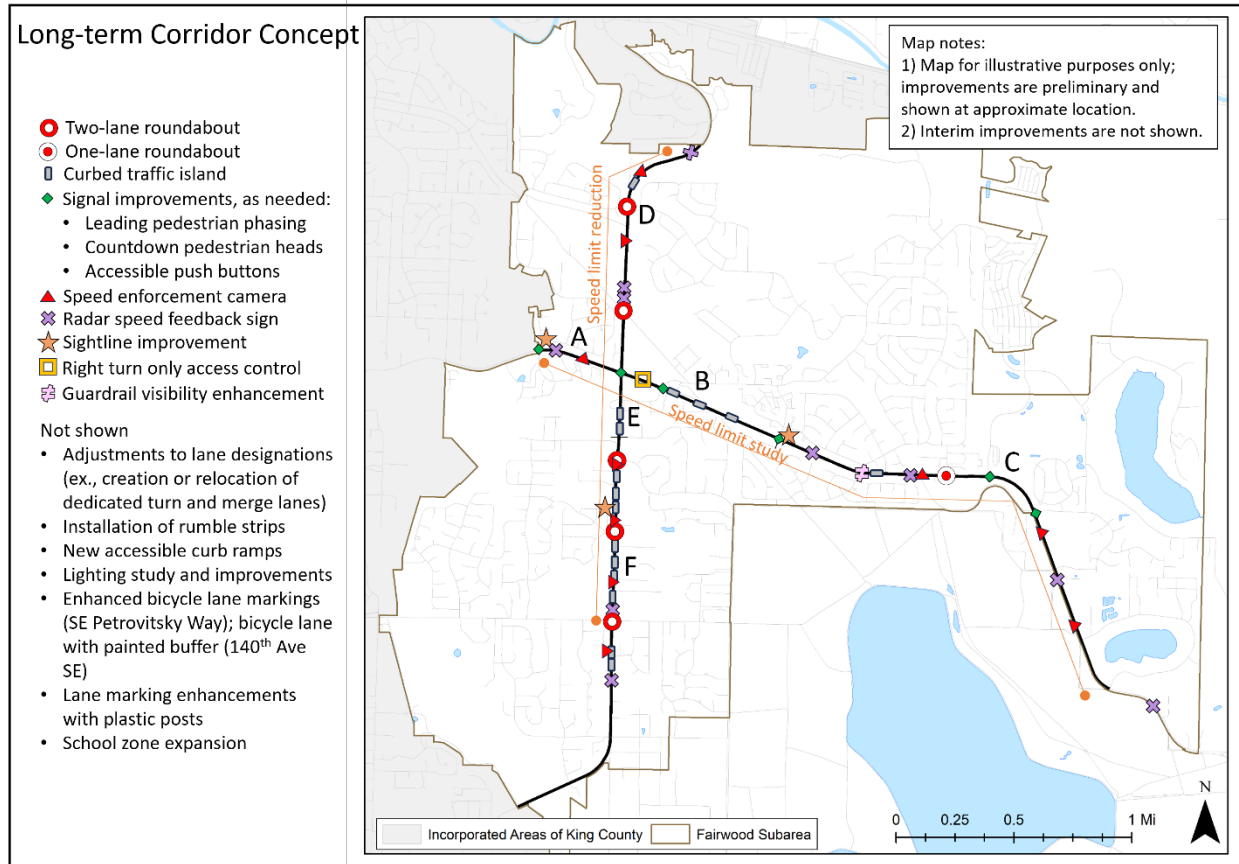


Figure 4: Long-Term Corridor Improvement Concept



Typical Crash Reduction and Project Complexity and Cost

Road Services staff assessed each identified roadway traffic safety countermeasure based on its typical effectiveness of reducing crashes and the cost and complexity of implementation. This assessment is summarized in Table 5. Typical effectiveness was informed by a review of the FHWA Crash Modification Factors database.³⁸ Complexity of implementation is a factor of the legal, policy, or programmatic challenges associated with the countermeasure.

³⁸ FHWA. "Crash Modification Clearinghouse." [\[LINK\]](#) (accessed November 1, 2024)

Table 5: Roadway Countermeasures Categorized by Typical Crash Reduction Effectiveness and Cost and Complexity to Implement

		Typical Crash Reduction Effectiveness			
		Lower	Medium	Higher	
Cost and Complexity to Implement	Higher		<ul style="list-style-type: none"> Signal to two-lane roundabout conversion 	<ul style="list-style-type: none"> Speed enforcement camera one-lane roundabout two-lane roundabout Buffered bike lane using striping and posts (between roundabouts) Curbed median in two-way left-turn lane (between roundabouts) 	
	Medium	<ul style="list-style-type: none"> Lighting study/improvement Curb ramp ADA upgrade 	<ul style="list-style-type: none"> Marking enhancements with plastic posts Outside lane restriction (striping, posts, signs) 	<ul style="list-style-type: none"> Transverse rumble strip Centerline rumble strip Median island (curb/landscape) Countdown pedestrian signal head Sightline clearing Lane realignment through median removal and restriping 	
	Lower	<ul style="list-style-type: none"> Right-turn-only from commercial driveways Advance signal head Dedicated left-turn and merge lanes Through lane to right turn-only conversion Pedestrian pushbutton ADA upgrade 	<ul style="list-style-type: none"> Leading pedestrian/bicycle signal phase Improved guardrail visibility Wider bike lane stripe 	<ul style="list-style-type: none"> Median island (plastic posts) Permanent radar speed sign 	

B.1. Utilizing traffic enforcement cameras at the intersection of 140th Ave SE and 192nd St, on 140th Ave SE in front of Carriage Crest Elementary School, and at other high-risk locations along the 140th Ave SE and the SE Petrovitsky Rd corridors in the Fairwood community of unincorporated King County in accordance with Chapter 307, Laws of Washington 2024, the recently adopted state law

DLS is not currently authorized by statute to install traffic enforcement cameras on King County roads. State law (RCW 46.63.210 through 46.63.260) regulates the use of traffic enforcement cameras on roads in Washington.³⁹ The law requires local jurisdictions to adopt an ordinance authorizing the use of traffic enforcement cameras before deployment; an authorizing ordinance has not been adopted for unincorporated King County.⁴⁰ It also dictates the types of infractions that can be enforced using cameras, the locations and number of traffic enforcement cameras that can be deployed, the location and duration of advance public notification, the type and use of collected data, and the allowable uses of collected revenue.⁴¹

Several types of locations where state law allows traffic enforcement cameras are found on 140th Avenue SE and SE Petrovitsky Road, including intersections of two or more arterials with traffic control signals that meet specified yellow phase durations, school speed zones, school walk zones, and potentially locations deemed by the local legislative authority to experience higher crash risks due to excessive vehicle speeds.^{42, 43, 44, 45} Importantly, state law limits the number of cameras that can be deployed in the last category — locations deemed by the local legislative authority to experience higher crash risks due to excessive vehicle speeds — to one camera per 10,000 population.⁴⁶ Given these requirements, only approximately 25 traffic cameras could be deployed across the entire 1,500-mile-long county road network.

Multiple legislative, programmatic, and financial steps would need to take place before traffic enforcement cameras could be deployed in the Fairwood area. These are described in Table 6.

Table 6: Steps to Implement Traffic Cameras in Fairwood

Process Step	Rationale
Complete feasibility assessment of countywide traffic enforcement camera program	<p>Countywide assessment would be needed to:</p> <ul style="list-style-type: none"> ensure that cost-effective traffic safety countermeasures are available to all unincorporated road users ensure limited funding is invested where and how it will provide the most benefit identify costs to all agencies and any economies of scale assess equity, operational impacts, and financial sustainability

³⁹ RCW 46.63.210 through 46.63.260

⁴⁰ RCW 46.63.220

⁴¹ RCW 46.63.220 through 46.63.260

⁴² RCW 46.63.230

⁴³ RCW 46.63.250

⁴⁴ RCW 46.63.250

⁴⁵ RCW 46.63.250

⁴⁶ RCW 46.63.250

Process Step	Rationale
Develop and adopt County ordinance	Required by RCW 46.63.220
Develop a countywide traffic enforcement camera program	Implementing a new program would require: <ul style="list-style-type: none"> • Staffing • New technical requirements, program policies, financial processes, and privacy and data management safeguards • Coordination between the court system, the Prosecuting Attorney’s Office, the Road Services Division, and KCSO • Contracting and equipment procurement • Equity evaluation • Reporting
Rank potential locations for traffic enforcement cameras across the unincorporated county road network	Financial constraints and RCW 46.63.220 limit the number of cameras that could be deployed in unincorporated King County. Countywide prioritization would be needed to ensure locations with the greatest need are addressed.
Acquire funding for traffic enforcement camera program management and installation, maintenance, and operation of traffic cameras	Current funding does not include resources to manage a traffic enforcement program or install and maintain camera equipment.
Complete location-specific analysis for each camera	RCW 46.63.220 requires an assessment of equity — including the impact of the camera placement on livability, accessibility, economics, education, and environmental health — and documentation of need at each traffic enforcement camera location.
Notify the public	RCW 46.63.220 requires notification signs to be posted at each location for at least 30 days before activation.

Four potential school speed zone locations and six additional locations where cameras could potentially lower speeds (see Table 7) were identified. If the steps in Table 6 were completed, the locations would be reviewed to ensure they were compliant with the authorizing county ordinance, were among the highest priority locations countywide, and met the camera system technical requirements.

Table 7: Potential Traffic Enforcement Camera Locations

	School Speed Zone Cameras	Excessive Speed Location Cameras*
140th Avenue SE	<ul style="list-style-type: none"> • Carriage Crest Elementary School approaches (2) 	<ul style="list-style-type: none"> • Near SE 197th Place • Between SE 190th Street and SE 188th Street • Between SE Fairwood Boulevard and SE 171st Way • Between SE 158th Street and SE Fairwood Boulevard
SE Petrovitsky Road	<ul style="list-style-type: none"> • Northwood Middle School approaches (2) 	<ul style="list-style-type: none"> • Near SE Old Petrovitsky Road • Near SE 192nd Drive

* Due to the limited number of traffic enforcement cameras allowed by state law, cameras would only be installed at these locations if analyses determined they were the highest priority countywide.

Preliminary unit cost estimates for traffic enforcement cameras

Using data provided by the City of Seattle and camera vendors, the Road Services Division generated a preliminary, planning-level cost estimate to install and maintain a traffic enforcement camera and support on-going ticket processing costs (see Table 8). The Division did not have available staff resources during the production of this report to determine the administrative costs to develop and manage a traffic enforcement camera program, to identify any associated costs to other agencies, or to evaluate whether ticket fee revenue would be sufficient to recoup installation and operating expenses.

Table 8: Preliminary Traffic Enforcement Camera Unit Cost Estimates

Program Element	Preliminary Cost Estimate (in 2024 dollars)
Program start-up, ongoing program administration, annual reporting, and associated costs to court system and Prosecuting Attorney’s Office	Unknown
Data collection and analysis	\$40,000 per camera
Equipment and installation costs	\$40,000 per camera
On-going contractor fees for ticket processing ⁴⁷	\$50,000 per camera per year

B.2. Assessing the feasibility of various traffic calming capital improvements on 140th Ave SE, at the entrances to the Windham Ridge Neighborhood, and in other high-risk areas along the 140th Ave SE and the SE Petrovitsky Rd corridors in the Fairwood community in unincorporated King County including, but not limited to, roundabouts, road diets, physical barriers in unused center two-way left-turn lanes, leading pedestrian intervals, and other appropriate roadway countermeasures

The Road Services Division completed a planning-level evaluation of the feasibility of various traffic calming capital improvements throughout the unincorporated 140th Avenue SE and SE Petrovitsky Road corridors. The evaluation considered traffic speed and volume data collected in August 2024, the most recent six-years of collision data (2018-2023), and the design of the roadway itself (see Section II.C.1.).

Feasible traffic calming capital improvements were identified in the context of the County’s road funding crisis, and therefore include both improvements that could be implemented for lower cost on an interim or shorter-term basis and higher cost improvements that could be implemented over a longer time frame if funding became available.

Many of the identified countermeasures are lower-cost improvements that could be implemented at multiple locations to provide a cumulative traffic calming effect throughout the corridors’ extents. A single large capital project or a subset of the lower cost improvements would be unlikely to have significant corridor-length traffic calming effects.

⁴⁷ Ticket processing estimates are based on sample data from the City of Seattle. Costs to process tickets would vary based on the selected contractor, the volume of traffic at each camera location, and the rate of infractions.

A preliminary list of feasible traffic calming capital improvements is shown in Table 9. If funding were to become available, additional evaluation, planning, and design would be required to ensure final feasibility.

Table 3: Feasibility of Roadway Traffic Calming Capital Improvements

Traffic Calming Capital Improvements	Summary Description	Additional Staff and Resources Required
Lower Cost and Interim Roadway Improvements		
Physical barriers in unused center two-way left turn lane using plastic posts	Plastic posts could be installed where the center two-way left turn is not needed for turning movements to discourage unsafe passing.	Partially funded
Signal improvements	Traffic safety could be enhanced through improvements to signals, such as: <ul style="list-style-type: none"> • Adding leading pedestrian intervals to signals (giving pedestrians the opportunity to enter crosswalks at signalized intersections several seconds before vehicles are given a green light) to increase visibility of pedestrians and increase the likelihood of drivers yielding to pedestrians. • Adding an advance signal head to increase signal visibility to approaching drivers. 	Partially funded
Radar speed feedback signs	Radar speed feedback signs could be installed to measure vehicle speed and encourage drivers to slow down by displaying feedback to those drivers who exceed a predetermined speed threshold	Partially funded
Channelization adjustments	Changes to how the roadway is marked (ex., reconfiguring turn lanes, using wider (8”) stripes for existing bike lanes, and enhancing existing markings with plastic posts) could calm traffic.	Partially funded
Rumble strips	Rumble strips milled into the pavement at key locations could alert drivers through vibration and sound that their vehicle has left the travel lane or alert drivers of a need to slow down or stop.	Yes
Lane reduction (“road diet”)	Reducing the number of lanes on 140th Avenue SE is not recommended due to the likely significant increase in delay during peak travel hours.	n/a
Higher Cost and Long-Term Roadway Improvements		
Physical barriers in unused center two-way left turn lane using curbed islands and medians	Concrete islands and medians could be installed where the center two-way left turn is not needed for turning movements to discourage unsafe passing.	Yes

Traffic Calming Capital Improvements	Summary Description	Additional Staff and Resources Required
Roundabouts	Roundabouts could improve traffic safety by calming traffic and eliminating conflicting travel paths most likely to lead to serious injury or fatal crashes. Multiple roundabouts would be needed for corridor-length traffic calming.	Yes
Painted buffer for existing bike lane on 140th Avenue SE	If roundabouts were installed on 140th Avenue SE, a painted buffer could be installed to provide greater separation between the existing bicycle lane and general traffic.	Yes

Feasibility of a lane reduction (“road diet”)

Road Services staff also reviewed the feasibility of restriping segments of 140th Avenue SE to reduce the number of lanes, also known as a “road diet.” The Division used current traffic volumes in its preliminary lane reduction analysis. While projections of future volumes were not available at the time of this analysis, the Division anticipates traffic volumes on the corridor to grow as the region’s population grows. The Division does not recommend a lane reduction strategy on 140th Avenue SE due to the likely significant increase in delay during peak travel hours.

Intersection level of service is measured on an A-F scale, where “A” represents an intersection delay of 10 seconds or less per vehicle, and “F” represents a delay of over 80 seconds per vehicle. Currently, the northbound and southbound movements at the SE Fairwood Boulevard signal experience little delay, operating at “A” level of service during peak morning travel times and at “B” during peak afternoon travel times. If lanes were removed, the current traffic volumes would degrade the level of service for northbound and southbound movements to “E” during both peak morning and afternoon travel times. During the morning peak, northbound vehicle queues at the intersection would be greater than 1,300 feet long. During the afternoon peak, southbound vehicle queues would be greater than 1,800 feet long. Average delay per vehicle would reach 73 seconds for northbound travel in the morning peak and 69 seconds for southbound movements in the afternoon peak.

The assessment also raised concerns regarding the level of service at the SE 192nd Street intersection. Overall, the intersection currently operates at “C” level of service during the peak morning travel times and at “D” during the peak afternoon travel times. Removing lanes would lower the overall level of service to “D” for both peak morning and afternoon travel times (delay would increase during the afternoon peak travel times but would remain in the “D” range). Additionally, the westbound and northbound movements currently operate just above a level of service of “F.” Small increases in traffic volumes for these movements would drop their level of service to “F.”

B.3. Coordinating emphasis patrols by law enforcement officers along 140th Ave SE and other areas in and around the Fairwood community in unincorporated King County known to experience excessive speeding or higher crash risks

KCSO enforces traffic laws as part of regular patrol within unincorporated King County. As the agency recovers from the high attrition and low recruitment rates it experienced beginning in 2020, and more deputies are deployed to regular patrol, the number of traffic enforcement incidents is expected to increase.

More significant increases in traffic enforcement could occur through traffic emphasis patrols. These patrols can be effective at improving traffic safety by making it visible to the public that traffic laws are being enforced. This can cause changes in drivers' behavior, leading them to slow down, reduce distractions when driving, be more cognizant of stop signs and lights, etc. Traffic enforcement emphasis creates visibility that can deter crime and affords opportunity to intercede in other crimes that involve vehicles or rely on vehicles as a mode of committing a non-vehicular crime.

Coordinating traffic enforcement with DLS, leveraging data and experience across agencies, can help place deputies at locations where there is a higher potential for incidents. This coordination and intentional deployment can affect people's choices and behavior to reduce the likelihood of collisions and other issues. Traffic enforcement emphasis patrols place deputies in the field where they can respond more quickly to emergency calls when collisions and other traffic issues occur to facilitate aid arriving to a scene more quickly.

Implementing traffic emphasis patrols could involve appropriating overtime for deputies to perform traffic enforcement or appropriating budget (funding and FTEs) for a traffic emphasis patrol unit program. Reestablishing a dedicated traffic enforcement unit program would require coordination with the court system and the Prosecuting Attorney's Office to ensure that all elements of the traffic enforcement process are aligned to create an effective deterrent and fiscal sustainability for all involved agencies.

Traffic-related incident data

KCSO compiled its traffic-related incident data for the County-maintained portions of 140th Avenue SE and SE Petrovitsky Road, in and around the Fairwood community from January 1, 2021 to September 5, 2024 (see Table 10). Overtime funding for traffic enforcement emphasis conducted mid-summer 2024, which will be discussed below, contributed to the increased incidents year-to-date in 2024.

Table 40: KCSO Traffic-Related Incidents on 140th Avenue SE and SE Petrovitsky Road (2021-2024 YTD)

Incident Type	2021	2022	2023	2024 YTD ⁴⁸
411 - Negligent Driving (O)	0	1	0	1
412 - Other Moving Violation (O)	37	28	56	42
413 - Defective Equipment (I)	73	51	26	36
414 - Other Non-Moving Violation (O)	4	42	8	2
416 - Parking Violation (I)	10	15	9	14
417 - Pedestrian/Bicycle Violation (I)	1	0	1	2
418 - Reckless Driving (O)	0	0	2	3
419 - Speeding (Pace) (I)	21	52	24	33
420 - Speeding (Radar) (I)	12	31	17	148
421 - Traffic Complaint Investigation (I)	1	2	13	8
422 - Attempting to Elude (Felony Flight) (O)	0	6	5	3
424 - Driving while License - Revoked/Suspended (O)	2	4	0	3
425 - Operator's License Violations Other (O)	9	8	4	2
426 - Seatbelt Violation (I)	1	0	1	1
427 - Vehicle License Violations (O)	58	57	57	65
429 - Incident, NSC (other than accident) (I)	1	1	0	2
Total	230	298	223	365

Note: (I) indicates a civil or non-criminal infraction. (O) indicates a criminal offense.

Combined, about half of the pace and radar speeding-related incidents over this period resulted in a citation; half resulted in a warning (see Table 11).

Table 5: Outcome of KCSO Speeding-Related Incidents (Types 419 and 420)

Speeding Incident Outcome	2021	2022	2023	2024 YTD
Citation	9	39	21	107
Warning	24	43	20	74
Total	33	82	41	181

Traffic enforcement emphasis patrol costs

KCSO does not currently have adequate staffing to dedicate deputies to traffic enforcement emphasis over other patrol duties. Instead, KCSO has been able to offer limited optional overtime pay to deputies in 2023 and 2024 using one-time funding from grants and other sources.

Reinstating a traffic enforcement emphasis program would require an initial cost of \$64,000 per deputy and sergeant. Ongoing costs are estimated to be \$22,000 per year for equipment per deputy or sergeant, plus annual salary and benefit costs of \$197,000 for each deputy and \$233,000 for a sergeant (in 2024 dollars). Generally, one sergeant would be dedicated to a unit of up to five deputies.

⁴⁸ 2024 data reflects incidents through September 23, 2024.

Based on the former STEP program’s staffing levels, reimplementing a dedicated traffic enforcement emphasis program scaled to the Fairwood community (three FTEs comprised of one sergeant and two deputies) would involve an initial estimated cost of \$192,000 and ongoing costs of nearly \$700,000 per year. Reimplementing a countywide traffic enforcement emphasis program at similar staffing levels to the previous STEP program (11 FTEs comprised of two sergeants and nine deputies) would involve an initial one-time estimated cost of \$704,000 and ongoing estimated costs of \$2.5 million per year. See Section II.C.3 for more discussion of traffic emphasis patrol resource needs.

C.1. A listing and description of segments along the 140th Ave SE and the SE Petrovitsky Rd. in the Fairwood community in unincorporated King County known to experience excessive speeding or higher crash risks and a recommendation for which segments should be prioritized for improvement

This report divides the two corridors into six segments based on the character of the roadway and the surrounding land uses. Table 12 provides the extent of each segment, a description of the typical character of each segment, posted and observed speeds, and average traffic volumes.⁴⁹ Segments are mapped for reference in Figure 5.

Table 6: Description of Road Segments Along 140th Avenue SE and SE Petrovitsky Road

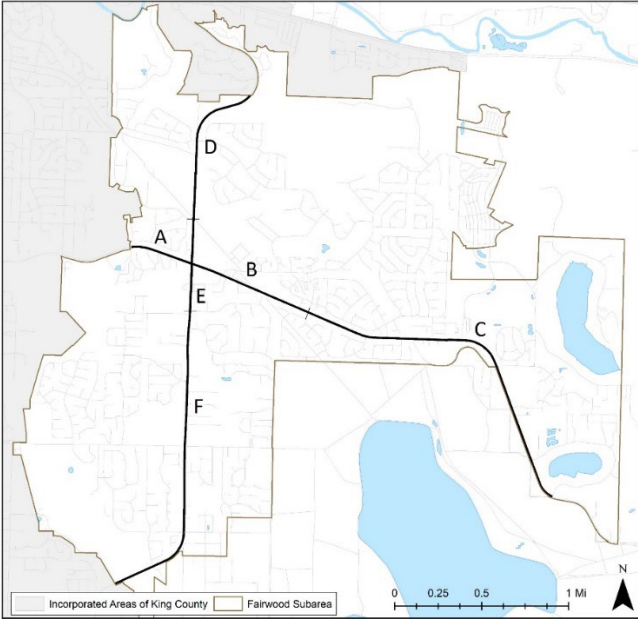
Segment	Corridor	Extent	Description (type)	Speed: Posted/85th Percentile*	Average Daily Trips
A	SE Petrovitsky Rd.	Renton city limits to 140th Ave. SE	4-lane plus intersection turn lanes, sidewalks.	40/45	20,300
B	SE Petrovitsky Rd.	140th Ave. SE to 151st SE	4-lane plus intersection turn lane/center turn lane; sidewalks; bike lanes (eastern half). Commercial/multiunit land uses.	40/49	14,600
C	SE Petrovitsky Rd.	151st Ave. SE to SE 184th St.	2-lane; intersection turn lanes; shoulders. Increasingly rural character.	40/50	14,000
		SE 184th St. to SE 196th Dr		45/53	6,500
D	140th Ave. SE	Renton city limits to SE 171st Way	4-5 lane plus intersection turn lanes; some center turn lane; sidewalks; bike lanes. Hill climb from SR 169.	40/49	20,100

⁴⁹ Speeds are assessed using the 85th percentile speed—the speed at which most people (85%) drive at or below.

Segment	Corridor	Extent	Description (type)	Speed: Posted/85th Percentile*	Average Daily Trips
E	140th Ave. SE	SE 171st Way to SE 179th St.	4-lane plus intersection turn lane/center turn lane; sidewalks; bike lanes. Commercial land uses.	40/42	18,500
F	140th Ave. SE	SE 179th St. to SE 194th St.	4-lane plus intersection turn lane/center turn lane; sidewalks; bike lanes. Residential land use.	40/50	20,900

* The 85th percentile speed is the speed at or below which most (85%) people drive.

Figure 5: Road Segments Along 140th Avenue SE and SE Petrovitsky Road



Based on an examination of the roadway traffic data and collision history, the highest priority for improvements relative to the other segments would be 140th Avenue SE from SE 179th Street to SE 194th Street (Segment F). SE Petrovitsky Road from 151st Avenue SE to SE 196th Drive (Segment C) and 140th Avenue SE from Renton city limits to SE 171st Way (Segment D) would be the next highest priorities. Implementation of improvements would depend on funding availability, priority of other needs across the countywide road network, ability to bundle projects for efficiency, and other factors.

C.2. A listing and description of traffic safety strategies and projects, including capital improvements, that will be developed and implemented to reduce traffic related injuries and deaths along the 140th Ave SE and the SE Petrovitsky corridors in the Fairwood community in unincorporated King County

A selection of strategies identified in Section II.A. will be developed and implemented to reduce traffic related injuries and deaths on 140th Avenue SE and SE Petrovitsky Road. Strategies that will alter the design and operation of the roadway and an initiative to educate drivers are described below.

Roadway improvement strategies and projects

DLS has identified approximately \$205,000 of lower cost or interim improvements that will be developed and implemented. Improvements were selected based on the amount of available funding and their potential to reduce crash risk. At the time of the writing of this report, the DLS expects to implement many of the improvements by the end of 2024 using existing appropriation.⁵⁰ Planned improvements consist of:

- **Physical barriers in unused center two-way left turn lane.** Traffic islands formed by plastic posts will be installed where the center two-way left turn is not needed for turning movements. Eleven islands will be installed on 140th Avenue SE and one will be installed on SE Petrovitsky Road. These islands are intended to discourage unsafe passing in the two-way left turn lane.
- **Radar speed feedback signs.** Radar speed feedback signs will be installed at three locations on 140th Avenue SE and two locations on SE Petrovitsky Road. These signs measure vehicle speed and encourage drivers to slow down by displaying feedback to drivers who exceed a predetermined speed threshold.⁵¹
- **Additional speed limit signs.** Six additional speed limit signs will be installed at selected locations to improve driver awareness of the speed limit.
- **Leading pedestrian intervals.** Signal phases will be adjusted to provide a leading pedestrian interval, giving pedestrians the opportunity to enter crosswalks several seconds before vehicles are given a green light. This can increase visibility of pedestrians and increase the likelihood of drivers yielding to them.⁵²
- **Channelization enhancements.** Plastic posts will be installed to enhance lane markings at selected locations.

Road Services will also reduce the posted speed on 140th Avenue SE from 40 to 35 mph. At the time of writing of this report, the reduction is planned for implementation by the end of 2024. The Road Services Division will monitor traffic safety on 140th Avenue SE and SE Petrovitsky Road and the effectiveness of the implemented improvements. The Division will evaluate the appropriateness of the posted speed on SE Petrovitsky Road in 2025.

Educational strategy

The unincorporated portion of 140th Avenue SE will be included in a traffic safety educational project led by the King County Target Zero Coalition. The Target Zero Coalition is led by Public Health-Seattle & King County and the City of Kent, funded by the Washington Traffic Safety Commission (WTSC), and comprised of representatives from transportation agencies including the Road Services Division, law enforcement, public health, community and human services, liquor control, non-profits, traffic engineers, community-based organization, schools, and others. The project will aim to reduce speeding, serious injuries, and fatalities on the entire 140th Avenue SE/132nd Avenue SE corridor from State

⁵⁰ Selected improvements may change as the planning and design process is finalized. The implementation date may change based on weather and other factors.

⁵¹ National Highway Traffic Safety Administration. "Countermeasures That Work: Dynamic Speed Display/Feedback Signs." [\[LINK\]](#) (accessed October 22, 2024)

⁵² FHWA. "Proven Safety Countermeasures: Leading Pedestrian Interval." [\[LINK\]](#) (accessed October 22, 2024)

Route 169 to State Route 18. The corridor project will enhance driver education, implement the Teen Target Zero traffic safety programming in local schools, promote safety messaging, conduct speed enforcement, and distribute educational materials along the multi-jurisdictional corridor. The project will facilitate collaboration between the WTSC, local road agencies, law enforcement agencies, schools, community-based organizations, residents, and other partners. The project is funded through a \$125,000 federal grant and will be implemented from October 2024 through September 2025.

C.3. An analysis of additional staff and resource needs across King County government departments and agencies to develop and implement traffic safety strategies and projects along the 140th Ave SE and the SE Petrovitsky Rd. corridors in the Fairwood community in unincorporated King County

DLS and KCSO generated preliminary, planning-level cost estimates to implement the strategies and projects identified in this report. The Road Services Division’s traffic enforcement camera estimates are based on high-level pricing information from traffic camera system vendors and published reports from the City of Seattle. The Road Services Division’s capital and operational project cost estimates were generated using unit-costs from recently completed projects. KCSO’s traffic enforcement emphasis patrol estimates are based on the discontinued STEP program staffing structure and current labor and equipment rates. All estimates are provided in 2024 dollars and do not reflect potential inflation.

Staff and Resource Needs for Traffic Enforcement Cameras

The DLS preliminary cost estimate to install four school speed zone cameras and six excessive speed zone cameras is shown in Table 13 below. Annual contractor fees for ticket processing will vary based on the number of tickets issued. This cost assessment did not include an examination of ticketing fee structures or whether ticket fee revenue would be sufficient to recoup installation and operating expenses. No funds are currently available to fund a traffic enforcement camera program.

Table 7: Staff and Resource Needs for Traffic Enforcement Cameras

Program Element	Preliminary Cost Estimate for Ten Cameras (in 2024 dollars)
Estimated One-Time Costs	
Program start-up, ongoing program administration, annual reporting, and associated costs to court system and Prosecuting Attorney’s Office	Unknown
Data collection and analysis	\$400,000
Equipment and installation costs	\$400,000
One-time costs subtotal	\$800,000 + program start-up
Annual Costs	
Program administration and annual reporting	Unknown
Associated Court and Prosecuting Attorney’s Office costs	Unknown
Contractor fees for ticket processing	\$500,000
Annual costs subtotal	\$500,000 + administration

Staff and Resource Needs for Roadway Traffic Safety Projects

The preliminary cost estimate to develop and implement roadway traffic safety projects on 140th Avenue SE and SE Petrovitsky Road is \$39 million; approximately \$205,000 is currently available. Cost estimates for each corridor are shown in Table 14. If additional funds become available in the future, the improvements in this report would be evaluated further to assess cost, effectiveness, and relative priority to countywide traffic safety needs.

Table 84: Traffic Calming and Operational Strategy Preliminary Cost Estimates

	Preliminary Cost Estimate (in 2024 dollars)	
	140th Avenue SE	SE Petrovitsky Road
Lower Cost and Interim Roadway Improvements		
Physical barriers in unused center two-way left turn lane (plastic post traffic islands)	\$210,000	\$50,000
Signal improvements (leading pedestrian phasing, countdown pedestrian heads, accessibility upgrades, advanced signal heads)	\$90,000	\$145,000
Radar speed feedback signs	\$100,000	\$100,000
Sightline improvements	\$30,000	\$65,000
Right turn access control	n/a	\$2,000
Guardrail visibility enhancements	n/a	\$3,000
Channelization adjustments (reconfigured turn lanes, wider (8") stripes for bike lanes, marking enhancements with plastic posts, etc.)	\$345,000	\$105,000
Rumble strips	\$80,000	\$95,000
Lighting studies and upgrades	\$75,000	\$90,000
School zone expansions	<i>Included in traffic camera costs</i>	
Sidewalk accessibility upgrades (curb ramps)	\$310,000	\$335,000
Subtotal	\$1,240,000	\$990,000
Planned improvements	(\$150,000)	(\$55,000)
Resources needed for lower cost and interim roadway improvements	\$1,090,000	\$935,000
Higher Cost and Long-Term Roadway Improvements		
Curbed islands and medians	\$550,000	\$150,000
Roundabouts	\$32,000,000	\$4,100,000
Painted buffer for 140th Avenue SE bike lane	\$45,000	n/a
Resources needed for higher cost and long-term roadway improvements	\$32,595,000	\$4,250,000
Total	\$33,685,000	\$5,185,000

Staff and Resource Needs for Emphasis Patrols by Law Enforcement Officers

KCSO does not currently have adequate staffing to dedicate deputies to traffic enforcement emphasis over other patrol duties. KCSO recommends that existing operational vacancies be filled and priorities for other staffing needs be evaluated, including, but not limited to, deputy staffing levels with different contracting agencies before reestablishment of a unit to emphasize traffic enforcement.

KCSO has concerns related to its ability to staff a dedicated traffic enforcement emphasis unit at this time. If Council decided to establish a dedicated unit for the Fairwood community, KCSO would recommend a staffing model of up to two deputies and one sergeant to provide full-time traffic enforcement emphasis. This model would be consistent with the former STEP program's deployment in the precinct where the Fairwood community is located. The initial costs of this model would be \$192,000 for motorcycles and other equipment and annual routine equipment and personnel costs of \$692,000 per year. A countywide program staffed at levels similar to the STEP program would cost KCSO more than \$700,000 in start-up costs and \$2.5 million per year in annual costs.

Reestablishment of the program would also entail costs to the court system and the Prosecuting Attorney's Office. KCSO would coordinate with those agencies to assess associated costs, ensure that the program was fiscally sustainable for all involved agencies, and that the system created an effective deterrent.

IV. Conclusion

The County's road funding crisis severely constrains DLS's ability to construct capital projects and to meet the Roads Services Division's infrastructure preservation service goals. Expenditures are increasing at a greater rate than the revenues the County is authorized to collect, which is compounded by the County's ongoing responsibility for areas intended to receive urban levels of service through annexation to incorporated cities. Without new and sustainable funding, no dedicated funding will be available for a Road Services Division capital program within six years. Within this same timeframe, basic maintenance and operations services would also be reduced. In this context, the Executive will continue to direct that limited and diminishing funds be directed where they are needed most across the 1,500-mile road network. The Division will continue to hold safety as its highest priority, seeking systemic traffic safety solutions and increased partnerships with KCSO, city and state agencies, and others, as the County continues to pursue sustainable funding solutions.

As KCSO addresses its current staffing deficit and additional deputies are deployed, total traffic enforcement will increase. When overtime funding is available specifically for traffic enforcement (for example, through state grants), KCSO will coordinate with deputies willing to accept traffic enforcement overtime assignments. KCSO recommends deploying any traffic enforcement emphasis in coordination with the Road Services Division, informed by observed and reported traffic safety and related concerns.

KCSO discontinued its previous traffic enforcement emphasis patrol program in 2012 due to financial constraints and does not currently have adequate staffing to dedicate deputies for traffic emphasis patrols. KCSO reports that implementation of a traffic enforcement emphasis patrol program for the Fairwood community would cost an estimated \$192,000 in start-up costs and \$692,000 in estimated annual equipment and personnel costs. A countywide program staffed at levels similar to the STEP program would cost KCSO more than \$700,000 in start-up costs and \$2.5 million per year in annual costs. Development of a traffic enforcement emphasis patrol program would also require coordination

[Traffic Safety on 140th Avenue SE and SE Petrovitsky Road](#)

with the court system and the Prosecuting Attorney's Office to assess associated costs to those departments and develop judicial and financial processes.

Instead, KCSO recommends that existing operational vacancies be filled and priorities for other staffing needs be evaluated. Until such time that King County reestablishes an emphasis unit, KCSO deputies will continue to enforce traffic laws as part of their patrol duties, including responding to other calls for service.

V. Appendix: Motion 16649



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Motion 16649

Proposed No. 2024-0166.2

Sponsors Dunn

1 A MOTION requesting the King County executive to
 2 evaluate strategies to improve traffic safety along county-
 3 maintained roads and roadway segments in and around the
 4 Fairwood community of unincorporated King County and
 5 to prepare a report.

6 WHEREAS more than one million trips are taken on King County's
 7 unincorporated one-thousand-five-hundred-mile road network each day, and

8 WHEREAS many county agencies have responsibilities for the safety of drivers
 9 and pedestrians using the county's unincorporated roads. The road services division of
 10 the department of local services is responsible for the safety and maintenance of the
 11 county's roadway network, the King County sheriff's office is responsible for
 12 enforcement of traffic laws, the King County district court is responsible for adjudicating
 13 and processing traffic enforcement citations, and the department of public health is
 14 responsible for monitoring safety and public health risks including those related to traffic
 15 safety, and

16 WHEREAS, the Washington Traffic Safety Commission reports that 2023
 17 recorded over eight hundred traffic related fatalities across the state of Washington, the
 18 most the state has seen since 1990, and

19 WHEREAS, traffic crashes are a significant source of injuries and fatalities in
 20 King County each year. The Washington Traffic Safety Commission and the road

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21 services division of the department of local services report that from 2018 to 2022, six
22 hundred twenty people died in King County in a motor vehicle-related crashes, seventy of
23 which occurred on county-maintained roads and an additional three thousand three
24 hundred seven people were seriously injured, two thousand four hundred ninety-two
25 occurring on a county-maintained road, and

26 WHEREAS, the department of public health reports that speeding is a major
27 cause of traffic crashes, particularly in those crashes resulting in injury or fatality. From
28 2018 to 2022, speeding contributed to one hundred ninety fatalities and seven hundred
29 eighty-one injuries, and

30 WHEREAS, the centers for Disease Control and Prevention and the National
31 Traffic Safety Institute have identified automated traffic safety cameras as an evidence-
32 based best practice for reducing speed and speeding-related crashes, along with related
33 property damage, injuries, and fatalities, and

34 WHEREAS, the Washington state Legislature enacted engrossed substitute house
35 bill 2384 in March 2024 that allows local jurisdictions greater flexibility in the placement
36 and use of automated traffic safety cameras to detect speed violations, and

37 WHEREAS, Chapter 307, Laws of Washington 2024, requires that revenues
38 generated from automated traffic safety cameras be used for traffic safety activities
39 related to construction and preservation projects and maintenance and operations
40 purposes, and

41 WHEREAS, the Fairwood community in unincorporated King County has voiced
42 its concerns regarding reckless driving and speeding on 140th Ave SE and recently
43 voiced those concerns in a community meeting attended by King County councilmember

Motion 16649

44 Reagan Dunn, King County sheriff Patti Cole-Tindall, manager of the road services
45 division of the department of local services Tricia Davis, and others, and

46 WHEREAS, a couple was hit and tragically killed by a head-on collision in 2022
47 on 140th Ave SE;

48 WHEREAS, in March 2024, a crash at the intersection of SE 192nd St and 140th
49 Ave SE by a vehicle reportedly traveling at speeds in excess of one hundred twelve miles
50 per hour took the lives of a mother and three children, and seriously injured two more
51 children;

52 NOW, THEREFORE, BE IT MOVED by the Council of King County:

53 A. The council requests the King County executive address the recent increase in
54 traffic related injuries and deaths along 140th Ave SE, and at nearby intersections and
55 roadways, by evaluating all available strategies to improve traffic safety along the
56 county-maintained portion of 140th Ave SE and SE Petrovitsky Rd. corridors in and
57 around the Fairwood community of unincorporated King County and prepare a report.

58 B. The King County executive should consider strategies including, but not
59 limited to:

60 1. Utilizing traffic enforcement cameras at the intersection of 140th Ave SE and
61 192nd St, on 140th Ave SE in front of Carriage Crest Elementary School, and at other
62 high-risk locations along the 140th Ave SE and the SE Petrovitsky Rd corridors in the
63 Fairwood community of unincorporated King County in accordance with Chapter 307,
64 Laws of Washington 2024, the recently adopted state law;

65 2. Assessing the feasibility of various traffic calming capital improvements on
66 140th Ave SE, at the entrances to the Windham Ridge Neighborhood, and in other high-

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67 risk areas along the 140th Ave SE and the SE Petrovitsky Rd corridors in the Fairwood
68 community in unincorporated King County including, but not limited to, roundabouts,
69 road diets, physical barriers in unused center two-way left-turn lanes, leading pedestrian
70 intervals, and other appropriate roadway countermeasures; and

71 3. Coordinating emphasis patrols by law enforcement officers along 140th Ave
72 SE and other areas in and around the Fairwood community in unincorporated King
73 County known to experience excessive speeding or higher crash risks.

74 C. The report should include, but not be limited to:

75 1. A listing and description of segments along the 140th Ave SE and the SE
76 Petrovitsky Rd. in the Fairwood community in unincorporated King County known to
77 experience excessive speeding or higher crash risks and a recommendation for which
78 segments should be prioritized for improvement;

79 2. A listing and description of traffic safety strategies and projects, including
80 capital improvements, that will be developed and implemented to reduce traffic related
81 injuries and deaths along the 140th Ave SE and the SE Petrovitsky corridors in the
82 Fairwood community in unincorporated King County; and

83 3. An analysis of additional staff and resource needs across King County
84 government departments and agencies to develop and implement traffic safety strategies
85 and projects along the 140th Ave SE and the SE Petrovitsky Rd. corridors in the
86 Fairwood community in unincorporated King County.

87 D. The executive should electronically file the report no later than December 31,
88 2024, with the clerk of the council, who shall retain an electronic copy and provide an

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- 89 electronic copy to all councilmembers, the council chief of staff, and the lead staff for the
- 90 local services and land use committee, or its successor.

Motion 16649 was introduced on 5/21/2024 and passed by the Metropolitan King County Council on 8/20/2024, by the following vote:


Yes: 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Upthegrove, von Reichbauer and Zahilay

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Signed by


Dave Upthegrove, Chair

ATTEST:

Signed by


Melani Hay, Clerk of the Council

Attachments: None