



140th Ave SE / 132nd Ave SE Corridor Project

Corridor Location: 140th/132nd AVE SE Corridor

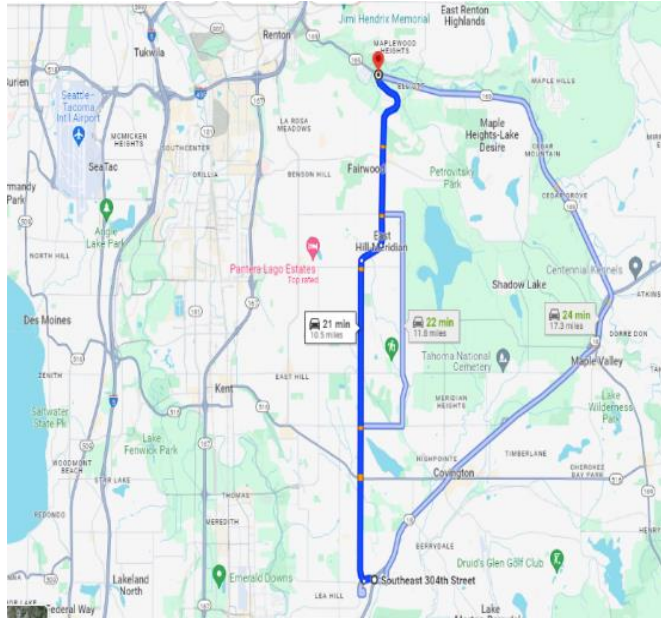
Contract Recipient: City of Kent WA

Grant Amount: \$125,000

Project Dates: October 1, 2024-September 30, 2025.

Scope of Work

This project seeks to reduce speeding and the number of injuries and deaths among King County community members and other travelers along the 140th Ave SE/132nd Ave SE corridor between Renton, Unincorporated King County, Kent, and Auburn. This 10.5-mile corridor has consistently been identified as a critical zone due to problematic driving behaviors, highlighted in the [latest study](#) by Michelin Mobility Intelligence and the [Washington Traffic Safety Commission \(WTSC\)](#). Strategies that will be utilized for this corridor are a combination of best practice recommendations from the [National Highway Traffic Safety Administration's \(NHTSA\) "Countermeasures That Work"](#) and successes with previous corridor projects in our state such as [Lake City Way](#). Strategies include education for various age groups, media/marketing campaign, engineering, enforcement, and community outreach.



Corridor Community Meeting:

Date: March 27th, 2025

Time: 6:00 – 8:00 pm

Location: Sunrise Elementary School, Kent, In-Person Only (no remote option)

Project Strategies



Project strategies are based on the Safe System Approach, which was adopted by the US Department of Transportation, the Washington State Department of Transportation, the Washington Traffic Safety Coalition, and the King County Target Zero Coalition. This approach to road safety acknowledges that death and serious injuries are unacceptable, people make mistakes, responsibility is shared, and road safety is a priority, multidisciplinary effort. The core tenants of Washington's Safe Systems Approach include the following:

1. **Safer Road Users: Education:** Create and deploy a robust educational campaign to support the information and awareness of local communities to the dangers of speeding.
 - a. Yard Signs for residents; bumper stickers, flyers/posters for partners and businesses
 - b. School specific programming including Teen Target Zero, [Teens in the Drivers Seat](#) and [Safest Ride](#)
2. **Safer Speeds: Enforcement and Media/Marketing:** Conduct media and messaging campaigns on speeding in support of high visibility enforcement (HVE) to be coordinated on this roadway each month.
3. **Safer Roads: Engineering:** Work with local jurisdictions to develop and deploy engineering solutions to reduce speed, injuries and deaths along the corridor
 - a. Convene partners to identify engineering priorities
 - b. Identify and purchase signage solutions
 - c. Identify and support additional funding strategies as appropriate**Safer Land Use, Safer Vehicles, and Post Crash Care:** Engage with our coalition members across various disciplines with a focus on this roadway.
4. **Community Engagement Event:** Invite residents and community members to hear and give feedback about work being done on the corridor.
 - a. Provide resources from partners via booth setups
 - b. Hear from residents
 - c. Share educational materials and distribute yard signs

For more information, please contact Sara Hallstead, Target Zero Manager at shallstead@kentwa.gov.

Current State in King County

The latest data on traffic incidents in King County reveals a stark increase in fatalities and serious injuries. In 2022, there were 154 deaths (a 97% rise from 2013) and 698 serious injury crashes (a 49% rise from 2014). Alarming, deaths from alcohol/drug impairment rose by 85%, fatalities among pedestrians and cyclists by 129%, and unrestrained occupant casualties by 100%, compared to 2013/2014. These tragic incidents disproportionately affect American Indian/Alaskan Native, Asian/Pacific Islander, Black, and Hispanic communities.

King County is facing a critical public health and public safety challenge with traffic safety. The annual societal cost of traffic collisions for the county is estimated at \$6.7 billion (in 2023 dollars), alongside the irreplaceable loss of life. Funding from WTSC grants will support efforts to address these issues, offering a collective opportunity to reverse the trends in fatalities and serious injuries and to reduce disparities among different populations in the community.

King County Target Zero Coalition:

The King County [Target Zero Coalition](#) was formed by Public Health – Seattle & King County in 1998 with limited funding from the [WTSC](#) and flexible state public health funding. It is currently supported through state-funded grants from WTSC and foundational public health services. Target Zero is a statewide program administered through the WTSC with the goal of reducing the number of serious injuries and fatalities, among those walking, rolling, driving, and traveling on Washington roadways, to zero by 2030. For additional information, you can follow our social media pages on [Facebook](#) or [Instagram](#).

Corridor Community Meeting - Question and Answer

Meeting Date: 3/27/2025

Note: These questions were asked in-person during the community meeting's Q&A session. Questions have been edited for clarity and context. Additional details and links have also been included at the end of the answers for further reference.

In-Person Q&A

1. Speeding on 132nd Ave

Q: Why aren't cars being impounded? Where is tax money going for traffic safety?

A: Vehicle impounds. The law allows law enforcement officers to impound vehicles in certain circumstances, such as DUI, racing, or driving without a valid license. ([RCW 46.55.113](#)). However, speeding that results in a ticket does not typically meet the criteria for impoundment.

Traffic Safety Funding. The Washington Traffic Safety Commission (WTSC) receives tax funding to conduct behavioral traffic safety projects. The federal portion of this funding comes from gas tax, with the majority allocated to infrastructure projects like building roads and bridges. A small portion (about 2%) is returned to the state highway safety offices such as the WTSC for behavioral traffic safety initiatives, including DUI reduction and seatbelt compliance campaigns.

Holding Speeders Accountable. In response to concerns about reckless driving, a new bill ([HB1596](#)) was passed by the Washington State Legislature and signed by the Governor during the 2025 legislative session. Effective January 1, 2029, this law mandates the installation and use of speed-limiting devices for drivers convicted of reckless driving or those with multiple traffic violations.

2. Has shifting from law enforcement to a "Safe System Approach" helped reduce fatalities?

Q: Can law enforcement be prioritized again?

A: The Safe System Approach is a comprehensive framework designed to address all factors contributing to traffic deaths and serious injuries. Law enforcement remains a key component of traffic safety despite increasing emphasis on additional strategies such as roadway design, DUI prevention, and public awareness campaigns.

King County Target Zero funding for enforcement is at an all-time high (\$380K), and law enforcement staffing levels—previously affected from various issues since 2020—are actively being rebuilt.

Since 2021, when fatalities spiked, WTSC has increased funding to law enforcement agencies to support expanded traffic safety enforcement efforts.

3. **Can your materials better highlight enforcement efforts and their benefits?**

A: Yes, we will improve communication surrounding High Visibility Enforcement (HVE) and its effectiveness.

4. **On the intersection of 192nd--- Can adding a right-turn only lane reduce collisions?**

A: The King County Road Services Division is continuing its assessment of this intersection, including modeling the traffic impacts of restricting the right lane to right-turns only from southbound 140th Avenue SE onto SE 192nd Street. Traffic volume, road width, and other factors must be analyzed before implementing changes.

5. **Pylons are causing issues – Do speed feedback signs work?**

A: Data collection is ongoing to measure their impact. Radar speed feedback signs have been shown to be effective at reducing speeding in most cases while also providing valuable traffic data.

6. **Do officers document warnings? Are repeat offenders identified?**

A: Yes, warnings are recorded when officers check license plates. The SECTOR system allows officers to document warnings, although not all officers use this system consistently.

7. **Why are so many warnings issued instead of tickets?**

A: Officers are encouraged to issue tickets, especially in High Visibility Enforcement (HVE) efforts. Discussions regarding the balance of warnings vs. citations are ongoing.

8. **Do traffic cameras capture street racers doing donuts? Can they be used for enforcement?**

A: Under ([RCW 46.62.220](#)) automated traffic safety enforcement cameras can only record images of vehicles and license plates when a speed violation occurs. The law prohibits using these images for other enforcement purposes, meaning that footage of street racing cannot be used to issue citations. To change this, legislation would need to be updated.

9. **Why announce high visibility enforcement (HVE)? Does it actually work?**

A: Research shows that deterrence—the belief that violators will be stopped and ticketed—is key to compliance with traffic laws. Announcing HVE efforts ahead of enforcement increases deterrence and encourages safer driving behavior. Studies confirm that HVE is most effective when paired with regular, proactive enforcement rather than isolated campaigns.

To learn more, visit: [High Visibility Enforcement \(HVE\) Toolkit | NHTSA](#)

10. **Can at least one roundabout be installed now instead of waiting for all six?**

Q: Why is there no roundabout at SE 192nd & 140th Ave SE yet?

A: Roundabouts cost \$5M-\$7M each, and resources are limited. Studies are ongoing to prioritize placements, with considerations including design, potential land acquisition, and funding availability.

For more details visit: [Traffic Safety in Fairwood - King County, Washington](#)

Post-meeting Written/Emailed Submissions:

Note: These questions were submitted **after** the community meeting and were not read aloud during the event. To streamline responses, similar questions have been grouped for clarity.

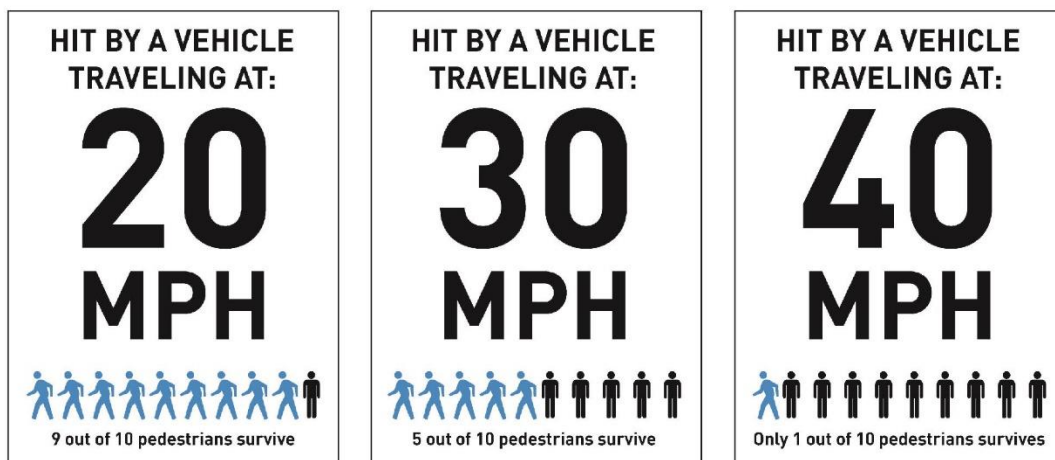
1. Where can we access the traffic studies from the presentation?

A: The Q&A will be posted on the [King County Target Zero website](#), alongside links to partner sites:

- [Kent Police Department](#)
- [Renton Police Department](#)
- [Auburn Police Department](#)
- [King County Road Services Division](#) & [Fairwood Traffic Safety Projects](#)
- [King County Sheriff's Office](#)
- [Washington Traffic Safety Commission](#) & [Data Collaborations](#)

2. Lowering speed limits doesn't stop excessive speeders—why was it done?

A: Lowering speed limits has been shown to reduce crashes and injuries (see image below). Studies confirm that speed reductions improve road safety when combined with enforcement efforts.



For more information, visit [King County Target Zero](#).

3. Can traffic cameras be installed? Will they help reduce speeding?

A: King County Code does not currently allow for traffic enforcement cameras in unincorporated King County. State law (RCW 46.63.170) also restricts installations, allowing cameras only at signals, railroad crossings, and special speed zones (such as school zones).

4. What's causing delays in roadway safety improvements?

A: The primary factor is budget constraints. Funding must be balanced across multiple projects in unincorporated King County. Efforts continue through engineering, enforcement, speed studies, pylons, radar signs, and speed limit reductions.

5. **Are there any planned construction improvements to slow traffic on 140th/132nd?**

A: A recent speed study led to lowering the speed limit from 40MPH to 35MPH. Further improvements are under evaluation. King County Roads has installed pylons—a first step towards potential additional roadway changes.

6. **How will these efforts improve school zone safety?**

A: School safety falls under the discretion of each jurisdiction. Traffic safety programs such as Teens in the Driver's Seat and Teen Target Zero can be introduced at local schools—contact Christina Riley (criley@kingcounty.gov) for details.