Target Zero Engagement Board

KENT TARGET ZERO ACTION PLAN

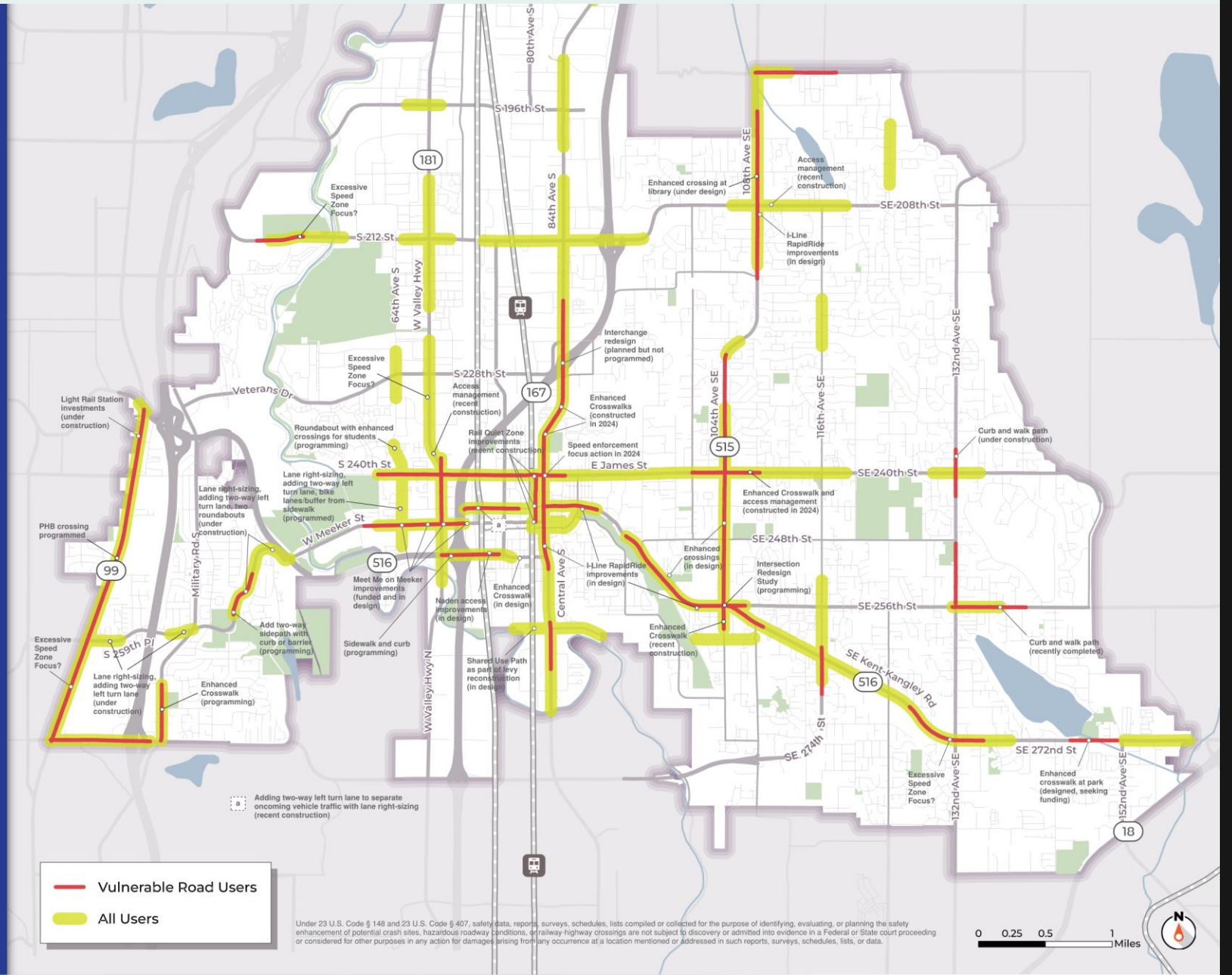
DRAFT HIGH INJURY NETWORK (HIN)

A High Injury Network (HIN) helps identify corridors with the highest levels of severe injuries and fatalities.

Corridors highlighted in ***YELLOW*** see the highest levels of traffic related injuries and fatalities for ***ALL USERS***.

Corridors highlighted in ***RED*** see the highest levels of traffic related injuries and fatalities for ***VULNERABLE ROAD USERS***. A vulnerable road user is someone walking, rolling, or using a motorcycle or bicycle.

68% of fatalities and serious injuries involving vulnerable road users occur on **4.3%** of Kent's roads.	51% of fatalities and serious injuries involving all road users occur on **7.5%** of Kent's roads.



Project Packages Example:

All Segments

a. Safer Crossings for Vulnerable Road Users

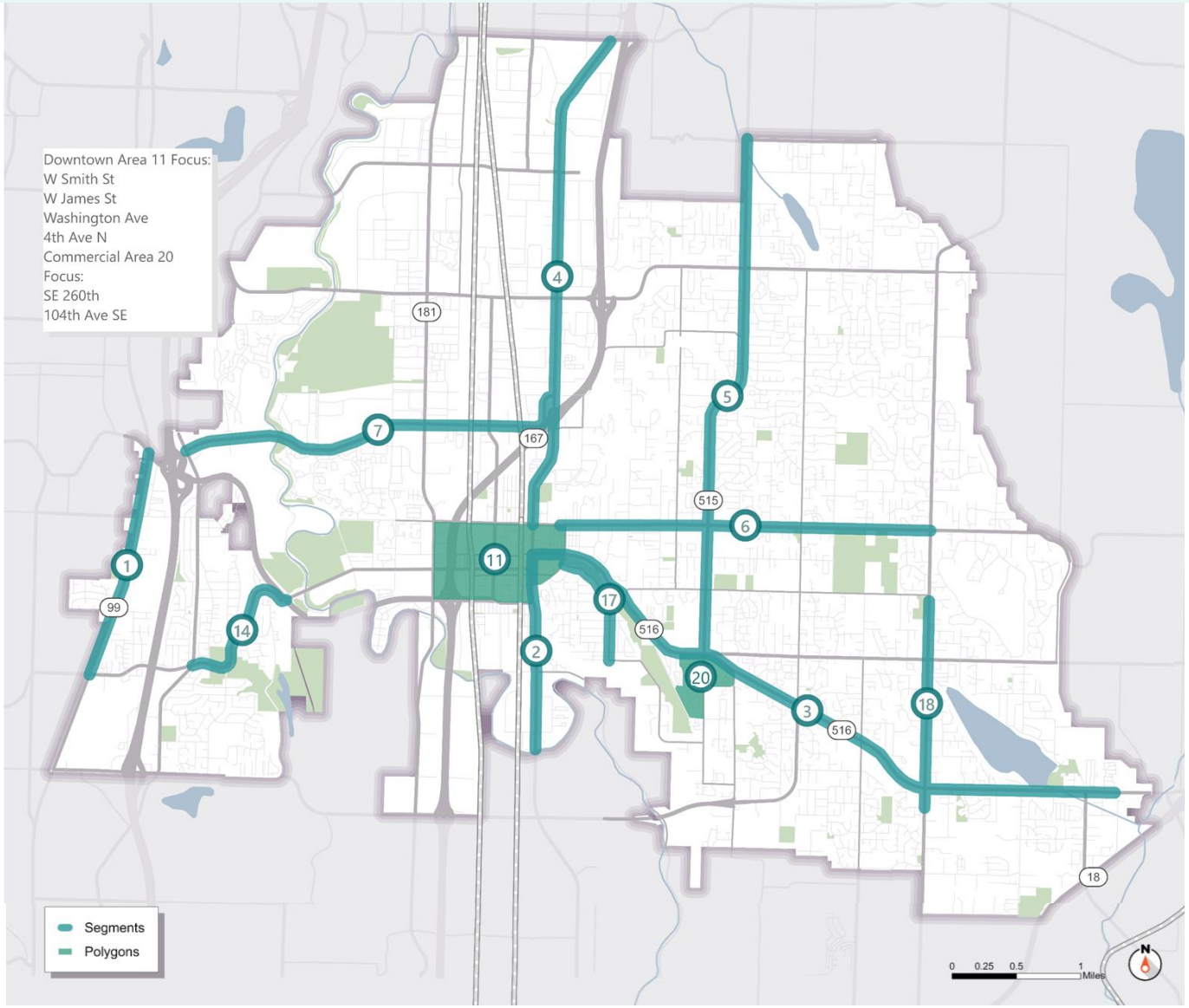
Multilane, arterial streets with high traffic volumes and posted speed limits of 35 miles per hour and over where VRUs are crossing without enhanced treatments. Streets overlap with VRU HIN.

What is the driver doing?

Going Straight Ahead
Vehicle hits pedestrian/bicyclist
Speeding

What is happening?

Dark- Streetlights On
Under the Influence (driver or ped)



Year of Analysis: 2018-2022
Roadways Removed: I 5, SR 516, SR 167

Project Packages Example:

All Segments

a. Safer Crossings for Vulnerable Road Users

b. **Appropriate Speeds**

c. Safer Signals

ENGINEERING SOLUTIONS

Evaluate and design for appropriate speed limits for all road users*
Upgrade existing markings to thermoplastic pavement markings*
Crosswalk visibility enhancements*
Leading Pedestrian Intervals (LPIs)*
Pedestrian refuge islands*
Lane width reduction*
Roadside design features
Install road diet
Adjust traffic signal timing to encourage appropriate speeds
Access management
Rectangular Rapid-Flashing Beacons
Pedestrian hybrid beacons
Variable speed limits in school zones
Buffered sidewalks
Separated bikeways

* low cost, high effectiveness engineering solutions

NON-ENGINEERING SOLUTIONS

Automated enforcement for speeding and red light running
Speed Enforcement
Road Safety Audit
Countermeasure- specific educational outreach
Safety campaigns and messaging for motorists and motorcyclists
Safety training for children, older adults, and people with disabilities
Dynamic speed feedback signage
Automated speed warnings
High-Visibility Enforcement
Media and Progressive Ticketing

Year of Analysis: 2018-2022
Roadways Removed: I 5, SR 516, SR 167

Project Packages Example:

All Segments

a. Safer Crossings for Vulnerable Road Users

b. Appropriate Speeds

c. **Safer Signals**

ENGINEERING SOLUTIONS

Increase all red clearance intervals at signalized intersections*
Evaluate left turn phase improvements at signalized intersections*
No right-turn on red *
Yellow phase change intervals *
Reflective backplates and supplemental signal heads*
Leading pedestrian intervals*
Accessible Pedestrian Signals*
Lower speed limits
Bike Boxes
~~Dedicated left- and right-turn lanes at intersections~~ .
Corridor access management
Raised crosswalks or raised intersection
Protected intersections
Reduced left-turn conflict intersections (e.g. Restricted Crossing U-turn and Median U-turn)

** low cost, high effectiveness engineering solutions*

NON-ENGINEERING SOLUTIONS

Outreach and education
Automated enforcement for speeding and red light running
Speed enforcement
Targeted yielding enforcement
Countermeasure-specific educational outreach
Safety campaigns and messaging for motorists
Safety training for children, older adults, and people with disabilities
Dynamic speed feedback signage
Automated speed warnings
High-Visibility Enforcement
Media and Progressive Ticketing

Year of Analysis: 2018-2022
Roadways Removed: I 5, SR 516, SR 167