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SKAGIT COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE MEETING

February 5, 2026 – 1:30 p.m.
Skagit Council of Governments Conference Room
315 South Third Street, Suite 100, Mount Vernon, WA 98273

AGENDA

1. **Call to Order and Roll Call**
2. **January 8, 2026 Technical Advisory Committee Meeting Minutes**
3. **February Regional Transportation Improvement Program Amendments** – *Mark Hamilton*
4. **Regional Safety Action Plan** – *Grant Johnson*
5. **2026 Regional Highway Safety Performance Targets** – *Grant Johnson*
6. **National Highway Freight Program Call for Projects** – *Grant Johnson*
7. **Regional Transportation Plan** – *Mark Hamilton*
8. **2026 Obligation Authority Plan** – *Mark Hamilton*
9. **Roundtable and Open Topic Discussion**
10. **Next Meeting:** March 5, 2026, 1:30 p.m.
11. **Adjourned**

Please contact Mark Hamilton at (360) 416-7876 if there are any other items that need to be brought up for discussion.

Meeting Packet

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TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

VOTING MEMBERS

Anacortes.....1
Burlington 1
Mount Vernon 1
Sedro-Woolley 1
Skagit County 3
Skagit Transit.....1
WSDOT.....1
Ports 1

- Port of Anacortes
- Port of Skagit

Towns.....1

- Concrete
- Hamilton
- La Conner
- Lyman

Tribes 1

- Samish Indian Nation
- Swinomish Indian Tribal Community

NON-VOTING MEMBERS

Skagit PUD

QUORUM REQUIREMENT

A quorum consists of half the total votes (5), with Skagit County consisting of one seat toward the quorum calculation. Formal recommendations to the Transportation Policy Board can only be made when a quorum is present.

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SKAGIT COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

January 8, 2026
Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Burlington ..... Brian Dempsey, Tyler Stamey
- City of Mount Vernon .....Frank Reinert
- City of Sedro-Woolley .....Peter Lane
- Skagit County .....Given Kutz, Tom Weller
- Skagit PUD.....Mark Semrau
- Skagit Transit ..... Crystle Stidham, Maleah Kuzminsky, Rebekah Tuno
- Town of La Conner .....Scott Thomas
- Washington State Department of Transportation .....Mehrdad Moini, Erica Nolan, Ryan Clemens

STAFF PRESENT

- Skagit Council of Governments ..... Jill Boudreau, Mark Hamilton, Grant Johnson, Sarah Reuther

OTHERS PRESENT

No members of the public attended the meeting.

AGENDA

1. Call to Order: 1:32 p.m.

   Roll Call: Roll was taken with a quorum present.

2. December 4, 2025 Technical Advisory Committee Meeting Minutes: Mr. Dempsey moved to approve December 4, 2025 Technical Advisory Committee meeting minutes and Mr. Reinert seconded the motion. The motion carried unanimously.

3. January Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that the Statewide Transportation Improvement Program (STIP) has not been approved yet, but approval is anticipated within the next week. This is the first round of monthly amendments to the Regional Transportation Improvement Program (RTIP). Two amendments were submitted by Burlington, and one amendment was submitted by WSDOT. The Burlington amendment for the Burlington Blvd Overlay projects adds this project to the RTIP. The

project has 100% federal funding with no local match, for a total estimated project cost of $2,206,000. The Burlington amendment for the SR20 Nonmotorized and Safety Improvements project adds the project to the RTIP. This project was awarded $3,395,000 in funding through the state Pedestrian & Bicycle Program with a local match of $500,000. Total estimated project cost is $4,706,248. The WSDOT amendment for the SR 536/Skagit River Bridge – Painting project adds the project to the RTIP. The construction phase was programmed in 2025 and is being reprogrammed in 2026 with a mix of federal, state and local funds. Total estimated project cost is $15,254,562. Mr. Hamilton stated that with these amendments the RTIP remains fiscally constrained.

Mr. Weller moved to approve the January Regional Transportation Improvement Program Amendments as presented and Mr. Reinert seconded the motion. The motion carried unanimously.

4. National Highway Freight Program Call for Projects: Mr. Johnson presented this agenda item. He explained that in November of 2025 WSDOT requested that SCOG coordinate a regional process and submit eligible National Highway Freight Program (NHFP) project applications to WSDOT by February 27, 2026. The proposed call for projects is very similar to the process that was used for the regional NHFP call for projects in 2022. Mr. Johnson then gave an overview of the call for projects and the timeline for submission.

   Mr. Lane moved to recommend that the Transportation Policy Board approve the National Highway Freight Program Call for Projects as presented, and Mr. Weller seconded the motion. The motion carried unanimously.

5. Anacortes Transportation Element Certification: Mr. Johnson presented this agenda item. He explained that the Growth Management Act (GMA) requires regional transportation planning organizations (RTPOs) to certify comprehensive plan transportation elements. Anacortes submitted their draft transportation element to SCOG staff on July 10, 2025. After reviewing the draft, SCOG staff notified Anacortes that the transportation element met the requirements for certification on September 9, 2025. On December 15, 2025 the Anacortes City Council adopted the 2025 Anacortes Comprehensive Plan.

   Mr. Reinert moved to recommend that the Transportation Policy Board adopt a resolution to certify the 2025 Anacortes Comprehensive Plan Transportation Element as presented. Mr. Stamey seconded the motion, and it carried unanimously.

6. 2026 Regional Highway Safety Performance Targets: Mr. Johnson presented this agenda item. He explained that these targets come to the Transportation Policy Board (TPB) every year and are related to federal performance measures. He stated that the TPB has two courses of action to choose from for safety targets: (1) set quantifiable targets for the region; or (2) agree to plan and program projects to assist with meeting statewide targets for highway safety. The TPB has always opted to agree to plan and program projects when provided these two options. Mr. Johnson then gave an overview of the safety targets, and displayed data both statewide and for the Skagit region. He stated that next month the 2026 Highway Safety Targets would be coming back to the Technical Advisory Committee for a recommendation to the TPB.

7. FFY 2025 Federal Local Obligation Authority Delivery Summary: Mr. Hamilton presented this agenda item. He stated that because SCOG exceeded its Obligation Authority (OA) target, it received approximately $705,000 in sanctioned funds from other parts of the state that failed to meet their

targets. Approximately $86,000 in redistributed OA also went to Burlington. He then gave an overview of the statewide target and SCOG's role in helping meet that target.

8. 2026 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He explained that the OA plan had just been updated a few days before this meeting. The STIP has not been approved yet, so project sponsors are unable to obligate projects at this time, but once the STIP is approved projects can begin to obligate federal funds. He then gave an overview of the 2026 Obligation Authority Plan and the deadlines for obligation. He then went over the extension and appeals process. He stated that currently the 2026 target is expected to be around $400,000 because of the amount obligated in the previous year, and that we will probably know our final target by March. He concluded his presentation by stating that the region is looking to be well positioned to seek redistributed OA if it is available.

9. Upcoming Schedule for Regional Transportation Plan: Mr. Hamilton presented this agenda item. He gave an overview of the project timeline and stated that staff are currently working with the consultants to finalize the list of projects for the Plan. The draft materials will be sent out to the TAC at the same time they are sent to the Transportation Policy Board for their meeting this month. The Plan will come back to the TAC in February as a discussion item, with adoption anticipated in March.

10. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

11. Next Meeting: In person meeting at the SCOG Conference Room on February 5, 2026, 1:30 p.m.

12. Adjourned: 2:32 p.m.

Attest:

_____ Date: _____

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

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ACTION ITEM X.X. – FEBRUARY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	02/05/2026	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/18/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendments:

- Burlington
    - SR20 Intersection Control Evaluation: this amendment adds a project to the RTIP. Project includes $259,500 in federal Surface Transportation Block Grant Program funds with $40,500 local match. Total estimated cost of the project is $300,000.
- Concrete
    - School Secondary Access: this amendment revises a project already programmed in the RTIP. Funding for the construction phase is moved from 2028 to 2030 to maintain fiscal constraint by year for 2026–2029. Full funding to complete this phase has not yet been secured. Total estimated cost of the project is $3,542,051.
- Sedro-Woolley
    - SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgin Street: this amendment adds a project to the RTIP. An appeal to reprogram the construction phase of this project, with $408,742 in federal Transportation Alternatives Set-aside funds and other funds, was approved by the Transportation Policy Board at the January 2026 meeting. Construction phase is programmed across 2028 and 2029 to maintain fiscal constraint by year for 2026–2029. Total estimated cost of the project is $2,024,218.
- Skagit Council of Governments
    - SCOG Administration: this amendment revises a project already programmed in the RTIP. Funding from 2026, 2028 and 2029 is moved to 2030 to maintain fiscal constraint by year for 2026–2031. Total estimated cost of the project is $2,170,872 (total of six years of funding for 2026–2031).

- Skagit Transit
    - Purchase Transit Coaches: this amendment adds a project to the RTIP. This project was selected by the Federal Transit Administration to receive $9,368,853 in Buses and Bus Facilities Program funds in January 2026. Total estimated cost of the project is $11,022,180.

FISCAL CONSTRAINT

Regional Transportation Improvement Program is fiscally constrained in the 2026–2029 program years.

PUBLIC PARTICIPATION

A public comment period began on January 30 and ended on February 6.

ADMINISTRATIVE MODIFICATIONS

Administrative modifications to the Regional Transportation Improvement Program do not require Transportation Policy Board approval, and are submitted to the Washington State Department of Transportation along with any amendments for the month. Administrative modifications are provided below for informational purposes only.

- Sedro-Woolley
    - John Liner Road Arterial Improvements: this administrative modification revises a project already programmed in the RTIP. An appeal to reprogram the right-of-way phase of this project, with $210,089 in federal Surface Transportation Block Grant Program funds and local match, was approved by the Transportation Policy Board at the January 2026 meeting. The preliminary engineering phase is moved from 2026 to 2027 to maintain fiscal constraint by year for 2026–2029. Total estimated cost of the project is $2,617,111.
- Skagit Transit
    - Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design: this administrative modification revises a project already programmed in the RTIP. Funding for the preliminary engineering phase is moved from 2026 to 2027 to maintain fiscal constraint by year for 2026–2029. Total estimated cost of the project is $105,398.

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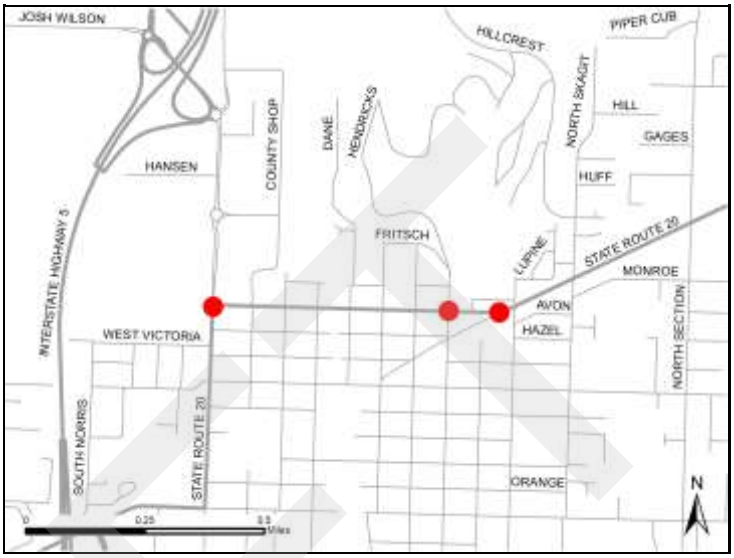
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Burlington

Project Title SR20 Intersection Control Evaluation

Description Evaluate alternatives to determine best possible intersection type and design at Avon and Cascade Highway where they intersect SR20.



Road Name State Route 20

Begin Termini Burlington Boulevard

End Termini North Regent Street

Total Project Length 0.64

Improvement Type Planning

Functional Class Other Principal Arterial

Environmental Type Categorical Exclusion

Priority Number 7

Amendment Number

Amendment Date

Total Project Cost $300,000

Regionally Significant ☐ **Right-of-Way Required** ☐

STIP ID WA-16430

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 12/18/2025

Adoption Date 12/18/2025

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PL	2027	STBG(UM)	$259,500		$0	$40,500	$300,000	2/18/2026
Total			**$259,500**		**$0**	**$40,500**	**$300,000**	

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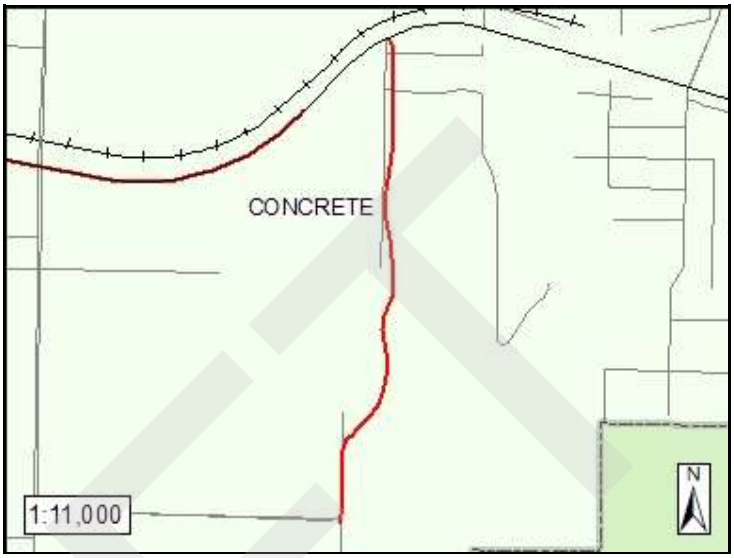
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency	Concrete
Project Title	School Secondary Access
Description	Construction of a second access road to school and airport to include traffic lanes, shoulder, traffic curb and gutter, planter strip, and bicycle/pedestrian path as well as possible storm drainage, sewer and water facilities and fire hydrant improvements. PE done under C293(001).
Road Name	
Begin Termini	SR 20
End Termini	Airport Way
Total Project Length	0.47
Improvement Type	New Construction Roadway
Functional Class	Major Collector
Environmental Type	Categorical Exclusion
Priority Number	8
Amendment Number	
Amendment Date	
Total Project Cost	$3,542,051



Regionally Significant ☑ **Right-of-Way Required** ☑

STIP ID	WA-03707
WSDOT PIN	
Federal Aid Number	C293(002)
SCOG ID	
Agency ID	
Hearing Date	6/23/2025
Adoption Date	7/14/2025
Resolution Number	2025-08

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2028		$0		$0	$400,000	$400,000	10/15/2025
CN	2028		$0	TIB	$395,431	$0	$395,431	10/15/2025
CN	2028	STBG(R)	$1,063,022		$0	$166,978	$1,230,000	10/15/2025
Total			**$1,063,022**		**$395,431**	**$566,978**	**$2,025,431**	

CN Funding Moved to 2030

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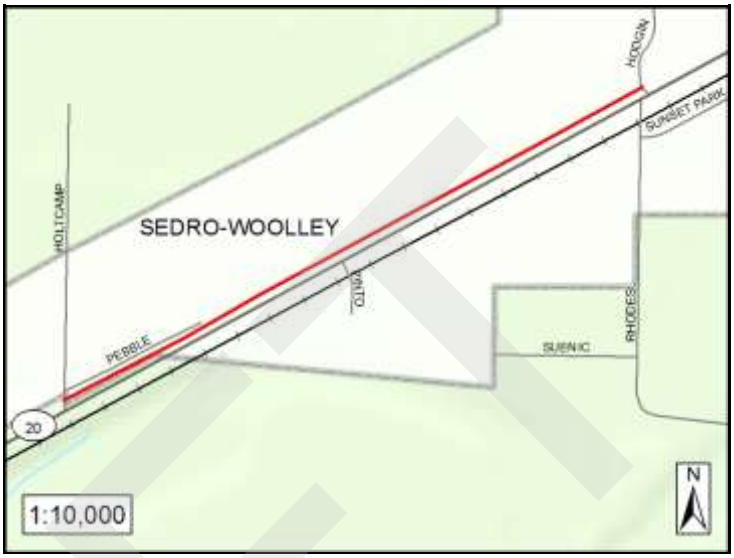
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency	Sedro Woolley
Project Title	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgin Street
Description	Construct a shared use path along the north side of SR20 from Holtcamp Road to Hodgin Street.



Road Name	SR 20
Begin Termini	MP 63.64 Holtcamp Rd
End Termini	MP 64.21 Hodgin Street
Total Project Length	0.57
Improvement Type	Facilities for Pedestrians and Bicycles
Functional Class	Other Principal Arterial
Environmental Type	Categorical Exclusion
Priority Number	2
Amendment Number	
Amendment Date	
Total Project Cost	$2,024,218

Regionally Significant ☑ **Right-of-Way Required** ☑

STIP ID	SW42
WSDOT PIN	
Federal Aid Number	0020(200)
SCOG ID	
Agency ID	S14C
Hearing Date	6/12/2024
Adoption Date	6/26/2024
Resolution Number	1146-24

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2028	TA(UM)	$204,371	TIB	$431,800	$31,896	$668,067	2/18/2026
CN	2029	TA(UM)	$204,371	TIB	$431,800	$31,896	$668,067	2/18/2026
Total			**$408,742**		**$863,600**	**$63,792**	**$1,336,134**	

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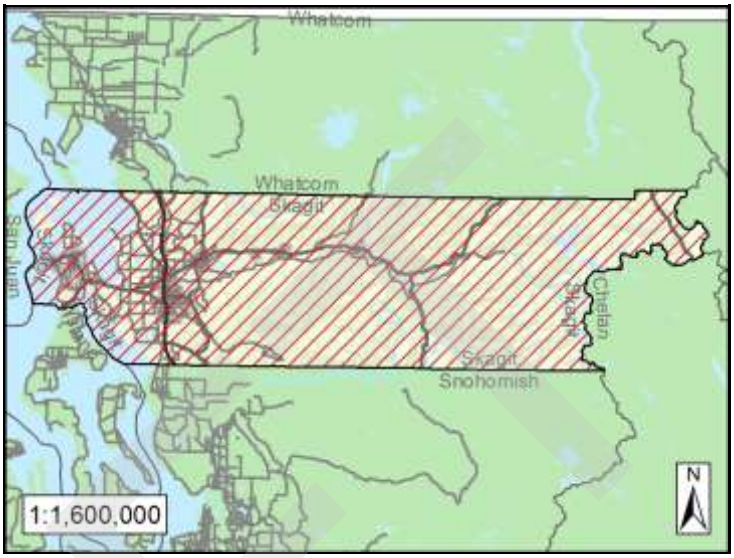
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency SCOG

Project Title SCOG Administration

Description Surface transportation planning program support of the agency.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length

Improvement Type Planning

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $2,170,872

Regionally Significant ☐ **Right-of-Way Required** ☐

STIP ID SCOG Admin

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 10/15/2025

Adoption Date 10/15/2025

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PL	2027	STBG(UM)	$312,967		$0	$48,845	$361,812	10/15/2025
Total			**$312,967**		**$0**	**$48,845**	**$361,812**	

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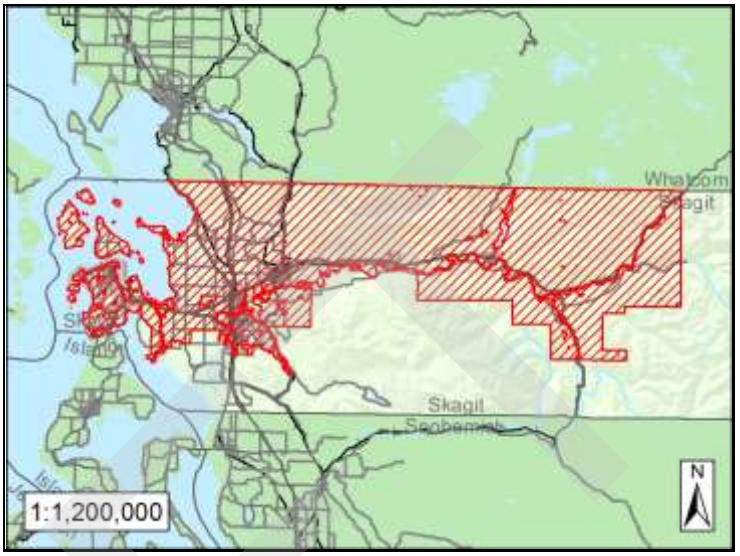
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Transit

Project Title Purchase Transit Coaches

Description Purchase new medium- and heavy-duty coaches to replace aging vehicles and facilitate service expansion, including for paratransit customers.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $11,022,180

Regionally Significant ☐ **Right-of-Way Required** ☐

STIP ID WA-16920

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/20/2025

Adoption Date 8/20/2025

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
ALL	2026	5339(b)	$9,368,853		$0	$1,653,327	$11,022,180	2/18/2026
Total			**$9,368,853**		**$0**	**$1,653,327**	**$11,022,180**	

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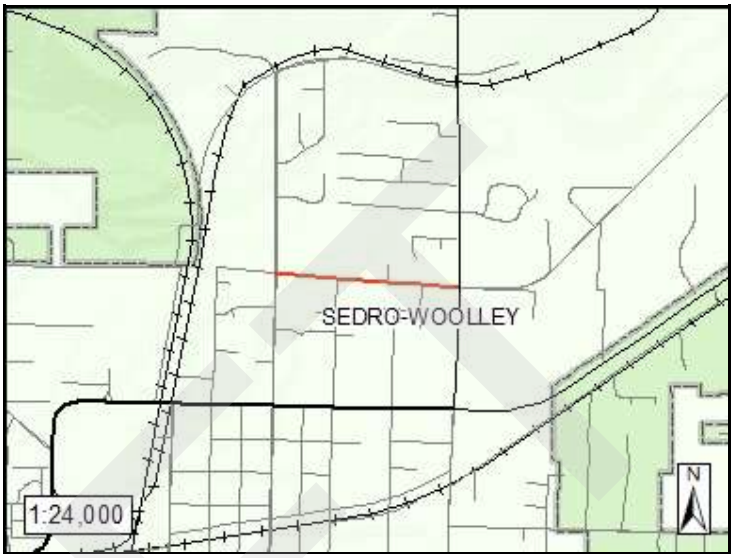
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Sedro Woolley

Project Title John Liner Road Arterial Improvements

Description Reconstruct John Liner Road including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination.



Road Name John Liner Road

Begin Termini N Reed Street

End Termini SR9/Township Street

Total Project Length 0.38

Improvement Type Reconstruction, No Added Capacity

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $2,617,111

Regionally Significant ☑ **Right-of-Way Required** ☑

STIP ID SW59

WSDOT PIN

Federal Aid Number 7390(003)

SCOG ID

Agency ID C1D

Hearing Date 6/12/2024

Adoption Date 6/26/2024

Resolution Number 1146-24

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PE	2027	STBG(UM)	$173,598		$0	$27,094	$200,692	10/15/2025
RW	2027	STBG(UM)	$210,089		$0	$32,788	$242,877	10/15/2025
CN	2028	STBG(UM)	$617,956		$0	$96,444	$714,400	10/15/2025
Total			**$1,001,643**		**$0**	**$156,326**	**$1,157,969**	

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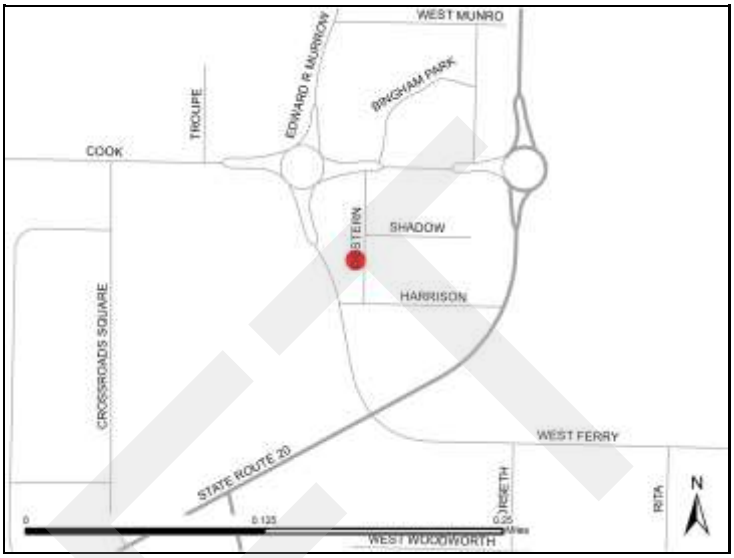
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Transit

Project Title Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design

Description Operator breakroom addition to existing building at Sedro-Woolley Park & Ride and attached shelter for transit users.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 9

Amendment Number

Amendment Date

Total Project Cost $105,398

Regionally Significant ☐ **Right-of-Way Required** ☐

STIP ID WA-16432

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/20/2025

Adoption Date 8/20/2025

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PE	2027	STBG(UM)	$91,169		$0	$14,229	$105,398	10/15/2025
Total			**$91,169**		**$0**	**$14,229**	**$105,398**	

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2026-2029 Regional Transportation Improvement Program

Financial Feasibility Table

1/30/2026

		2026			2027			2028			2029					
Funding Program	Carrryover	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	4-Year Allocation	4-Year Pro-grammed	4-Year Difference
Regionally Managed Federal Funds	**-$2,465**	**$2,650**	**$185**	**$358**	**$2,650**	**$2,477**	**$1,372**	**$2,650**	**$3,756**	**$3,459**	**$2,650**	**$2,947**	**$2,743**	**$8,136**	**$7,931**	**$205**
CRP	$550	$294	$844	$83	$294	$1,055	$121	$294	$1,228	$770	$294	$753	$0	$1,727	$974	$753
STBG	-$3,365	$2,086	-$1,278	$0	$2,086	$808	$1,177	$2,086	$1,718	$1,860	$2,086	$1,944	$2,538	$4,981	$5,575	-$594
TA	$349	$270	$619	$275	$270	$614	$74	$270	$810	$829	$270	$251	$204	$1,428	$1,382	$46
Other Federal Funds & State Funds	**$0**	**$67,574**	**$67,574**	**$67,574**	**$38,062**	**$38,062**	**$38,062**	**$52,608**	**$52,608**	**$52,608**	**$6,779**	**$6,779**	**$6,779**	**$165,023**	**$165,023**	**$0**
5307	$0	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$14,000	$14,000	$0
5339(b)	$0	$9,369	$9,369	$9,369	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,369	$9,369	$0
BR	$0	$4,812	$4,812	$4,812	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,812	$4,812	$0
FTA Discretionary	$0	$0	$0	$0	$0	$0	$0	$2,500	$2,500	$2,500	$0	$0	$0	$2,500	$2,500	$0
HIP(S)	$0	$7,402	$7,402	$7,402	$5,434	$5,434	$5,434	$0	$0	$0	$0	$0	$0	$12,835	$12,835	$0
HSIP	$0	$13,257	$13,257	$13,257	$564	$564	$564	$0	$0	$0	$0	$0	$0	$13,821	$13,821	$0
NHFP	$0	$4,895	$4,895	$4,895	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,895	$4,895	$0
NHPP	$0	$9,956	$9,956	$9,956	$11,203	$11,203	$11,203	$20,374	$20,374	$20,374	$1,525	$1,525	$1,525	$43,058	$43,058	$0
STBG(S)	$0	$2,101	$2,101	$2,101	$0	$0	$0	$579	$579	$579	$0	$0	$0	$2,680	$2,680	$0
CRAB	$0	$1,279	$1,279	$1,279	$0	$0	$0	$3,841	$3,841	$3,841	$0	$0	$0	$5,120	$5,120	$0
CWA	$0	$260	$260	$260	$10,481	$10,481	$10,481	$17,393	$17,393	$17,393	$1,317	$1,317	$1,317	$29,450	$29,450	$0
MAW	$0	$9,767	$9,767	$9,767	$634	$634	$634	$0	$0	$0	$0	$0	$0	$10,401	$10,401	$0
MVA	$0	$976	$976	$976	$2,851	$2,851	$2,851	$37	$37	$37	$5	$5	$5	$3,870	$3,870	$0
Other	$0	$0	$0	$0	$0	$0	$0	$2,964	$2,964	$2,964	$0	$0	$0	$2,964	$2,964	$0
Ped/Bike Program	$0	$0	$0	$0	$3,395	$3,395	$3,395	$0	$0	$0	$0	$0	$0	$3,395	$3,395	$0
TIB	$0	$0	$0	$0	$0	$0	$0	$1,421	$1,421	$1,421	$432	$432	$432	$1,853	$1,853	$0
Matching Funds	**$0**	**$10,404**	**$10,404**	**$10,404**	**$4,446**	**$4,446**	**$4,446**	**$5,652**	**$5,652**	**$5,652**	**$5,848**	**$5,848**	**$5,848**	**$26,350**	**$26,350**	**$0**
Local	$0	$10,404	$10,404	$10,404	$4,446	$4,446	$4,446	$5,652	$5,652	$5,652	$5,848	$5,848	$5,848	$26,350	$26,350	$0
Total	**-$2,465**	**$80,628**	**$78,163**	**$78,336**	**$45,158**	**$44,985**	**$43,879**	**$60,911**	**$62,016**	**$61,719**	**$15,277**	**$15,574**	**$15,370**	**$199,509**	**$199,304**	**$205**

Note: All figures in this table are expressed in thousands.

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
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ACTION ITEM X.X. – RESOLUTION 2026-XX TO ADOPT SKAGIT REGIONAL SAFETY ACTION PLAN

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	12/17/2025	Action (Release)	Grant Johnson	(360) 416-6678
Technical Advisory Committee	02/05/2026	Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	02/18/2026	Action (Adoption)	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and the Technical Advisory Committee recommend adoption of Resolution 2026-XX to approve the Skagit Regional Safety Action Plan and appendices.

DISCUSSION

In July 2023, SCOG applied for a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant to develop a regional safety action plan. In December 2023 SCOG was awarded $300,000 in federal SS4A funding, with a local match of $75,000 to complete the Skagit Regional Safety Action Plan (RSAP).

SCOG hired WSP, USA Inc. in December 2024 to assist with preparation of the Plan. The planning process lasted throughout 2025 and involved extensive outreach to agency partners, public safety agencies throughout the region and the community. At their December 17, 2025 meeting, the Transportation Policy Board (TPB) released the RSAP for a four-week public comment period.

PUBLIC COMMENT

There was a four-week public comment period for the RSAP from December 19, 2025 through January 16, 2026. Notice was posted on the SCOG website and in the Skagit Valley Herald on December 23, 2025 and January 6, 2026. Nine comments were received from other government agencies and members of the public. All public comments are recorded in Appendix C, and wherever possible addressed within the final plan.

MOVE SKAGIT
REGIONAL SAFETY ACTION PLAN

~~DRAFT~~ Regional Safety Action Plan

Prepared for

SCOG
Skagit Council of Governments

Prepared by

WSP

~~Draft~~ Date: ~~December~~ February ~~10~~9, 2025

Regional Safety Action Plan Narrative Style

Transportation safety action plans address sensitive topics related to serious injuries and deaths resulting from crashes within the transportation system. The Safe System Approach (SSA) is promoted by the United States Department of Transportation (USDOT) as a framework for understanding and prioritizing reductions to serious injuries and deaths. Industry best practices inform the narrative style and terminology of a safety action plan, taking into account the sensitivity of impacts on the community and the technical precision required for understanding transportation system safety performance. Best practices for narrative style and terminology when discussing transportation safety performance include:

- The term “crash” will be used instead of “accident” when referring to instances of a collision. Collision may also be used.
- Focus on victims. A victim refers to an injured person or a person who suffered death as a result of a crash.
- Crashes are complex, and recorded information about the crash can be incomplete, failing to tell the whole story of the incident.
- Survivorship bias exists. In crashes involving multiple people where one participant dies, survivor accounts can often lead to inaccurate conclusions. This is particularly evident in bike and pedestrian fatalities, where the victim is assigned a violation-based contributing factor nearly 2.5 times more often than in cases of minor injuries.

Table of Acronyms and Abbreviations

Abbreviation	Definition
AADT	Average Annual Daily Traffic
ACS	American Community Survey
HCL	High Crash Location
HIN	High Injury Network
IIHS	Insurance Institute of Highway Safety
IIJA	Infrastructure Investment and Jobs Act
FHWA	Federal Highway Administration
NRSS	National Roadway Safety Strategy
RCW	Revised Code of Washington
RSAP	Regional Safety Action Plan
SCOG	Skagit Council of Governments
SHSP	Strategic Highway Safety Plan
SSA	Safe System Approach
SS4A	Safe Streets and Roads for All
TAC	Technical Advisory Committee
TPB	Transportation Policy Board
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation
WTSC	Washington Traffic Safety Commission
Crash Data Abbreviations	**Definition**
K	Death or Fatality
A	Suspected Serious Injury (SI)
B	Suspected Minor Injury
C	Possible Minor Injury
O	Crashes Resulting in Property Damage Only
KABC	Deaths, Serious Injuries, and Minor Injuries
KABCO	All Reported Injury Classifications including Deaths, Serious Injuries, Minor Injuries and Property Damage Only
KSI (KA)	All Serious Injuries and Deaths

MOVE SKAGIT
REGIONAL SAFETY ACTION PLAN

Table of Contents

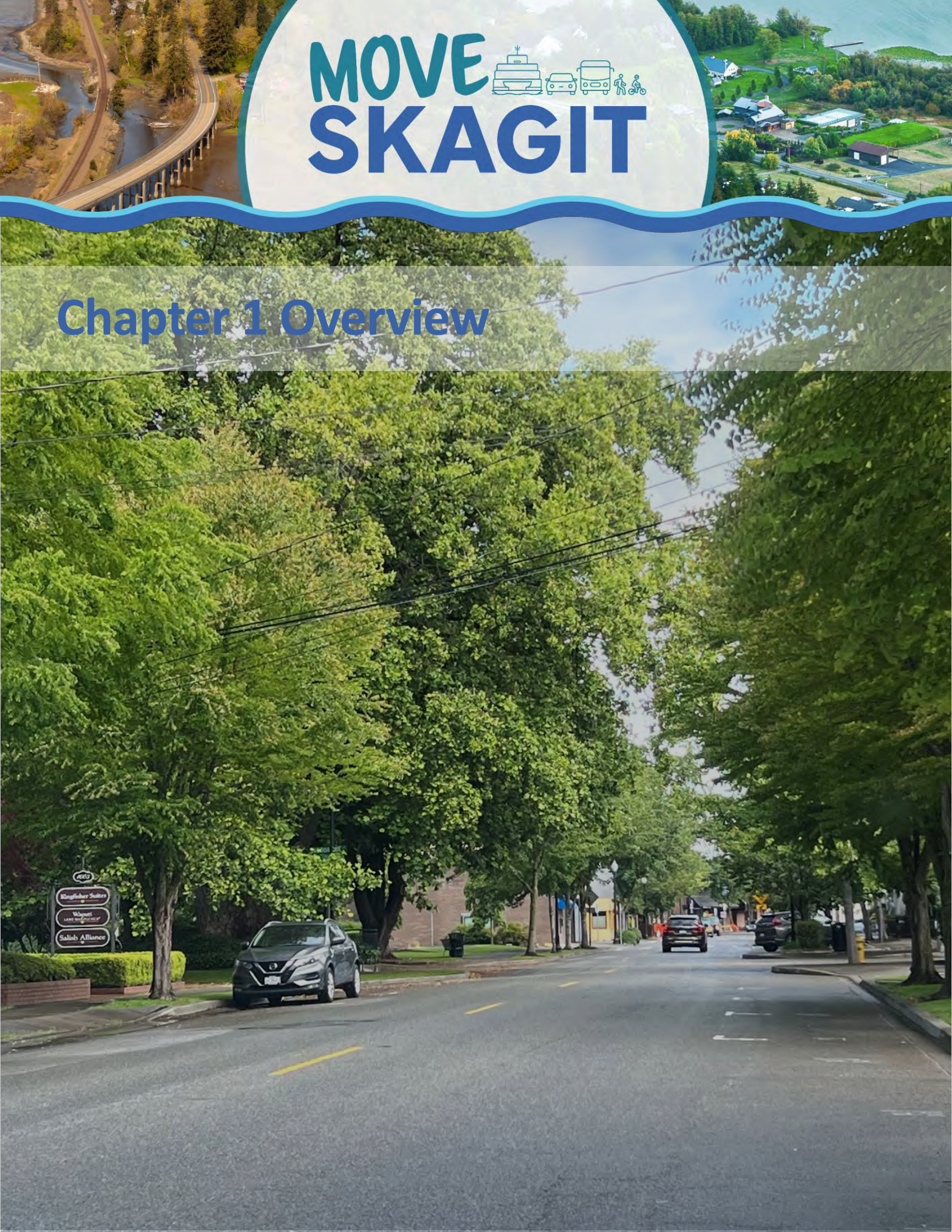
List of Figures

List of Tables

List of Appendices

MOVE SKAGIT

Chapter 1 Overview



Introduction

The Skagit Council of Governments (SCOG) pursued and was awarded Safe Streets and Roads for All (SS4A) funding through the U.S. Department of Transportation (USDOT) to develop a Regional Safety Action Plan (RSAP). This SCOG RSAP is a strategic plan for communities in Skagit County to improve the safety of the transportation system by taking a systematic and data driven approach to reducing roadway deaths and serious injuries. The SCOG RSAP follows the USDOT National Roadway Safety Strategy principles and elements of the Safe System Approach.

~~Purpose~~Move Skagit SCOG Plan Development

SCOG connects Skagit County's leaders to build a stronger Skagit County region and plan for future growth. As Skagit County's federal- and state-designated transportation planning organization, SCOG coordinates decision-making and policy development in transportation and regional growth management. Made up of 15 local and tribal jurisdictions, SCOG works with partner agencies to administer programs and develop long-term solutions for the region's challenges. Move Skagit is the multimodal planning ~~process~~ effort connecting three concurrent planning processes including the Regional Transportation Plan update, Regional Safety Action Plan and Transportation Resilience Improvement Plan. The purpose of the Regional Safety Action Plan is to reduce or eliminate deaths and serious injuries in Skagit County. The Regional Safety Action Plan and the Transportation Resilience Improvement Plan inform the Regional Transportation Plan in key areas related to roadway safety and resilience~~The Regional Safety Action Plan and the Transportation Resilience Improvement Plan inform the Regional Transportation Plan in key areas related to roadway safety and resilience~~.

~~SS4A~~ Safe Streets and Roads for All

The Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) discretionary grant program administered through USDOT. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program was funded for federal fiscal years 2022 through 2026. The SS4A Program supports the USDOT National Roadway Safety Strategy to eliminate roadway deaths and serious injuries using the Safe System Approach.

SS4A Components

The primary goal of the SS4A program is to support the development and implementation of holistic, well-defined strategies to prevent roadway deaths and serious injuries in a locality, region, or on Tribal Lands through comprehensive safety action plans. USDOT provides some flexibility to achieve a successful Regional Safety Action Plan by requiring jurisdictions to complete fundamental SS4A components, while allowing agencies to complete three out of five of the other SS4A components. The required components include robust safety analysis, strategy and project selections, and completing the Regional Safety Action Plan within five years. SS4A Safety Action Plan components are described below:

1. **Leadership Commitment and Goal Setting.** An official public commitment to an eventual goal of zero roadway deaths and serious injuries.
2. **Planning Structure.** A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
3. **Safety Analysis.** Data-driven analysis of existing conditions and historical trends provides a baseline level of crashes involving deaths and serious injuries across a jurisdiction, locality, Tribe or region. It includes crash severity, types, contributing factors, involved road users, systemic and location-specific safety needs, and geospatial identification of high-risk locations.
4. **Engagement and Collaboration.** Robust engagement with the public and relevant and regional partners.
5. **Policy and Process Changes.** Assessment of current local policies, plans, guidelines, or standards to identify opportunities to improve how processes prioritize transportation safety.
6. **Strategy and Project Selections.** Identification of a comprehensive set of projects and strategies informed by data, the best available evidence, and noteworthy practices, and community input that will address the safety problems described in the Regional Safety Action Plan.
7. **Progress and Transparency.** Methods to measure progress over time after a Regional Safety Action Plan is developed or updated, including crash outcomes and ensure ongoing transparency is established with residents and regional partners.

Safe System Approach

USDOT adopted the Safe System Approach as the guiding framework to address roadway safety. The Safe System Approach has been embraced by the transportation community and state and local agencies as an effective way to address and mitigate the risks in our transportation system. It works by building and reinforcing multiple layers of protection to prevent crashes from happening, and minimizing harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make roadways safer for people. The Safe System Approach is a shift from the conventional safety approach because it focuses on both human mistakes and human vulnerability and prioritizes a transportation system with many redundancies to protect everyone.

Safe System Principles

The Safe System Approach incorporates the following principles:

1. **Death and Serious Injuries are Unacceptable.** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
2. **Humans Make Mistakes.** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.
3. **Humans Are Vulnerable.** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
4. **Responsibility is Shared.** All stakeholders—including governments at all levels, industry, non-profit/advocacy, researchers, and the public, are vital to preventing deaths and serious injuries on our roadways.
5. **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and react afterwards.
6. **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one element fails, the other elements still protect people.

Figure 1. Principles of a Safe System Approach

Safe System Elements

A Safe System Approach suggests multiple and redundant protective layers are needed in transportation to both lower crash frequency and reduce their severity when they occur. This redundancy is modeled in a "Swiss Cheese" model as shown in Figure 2. Swiss Cheese Model of Roadway Safety noting the importance of adding layers of protection to achieve roadway safety.

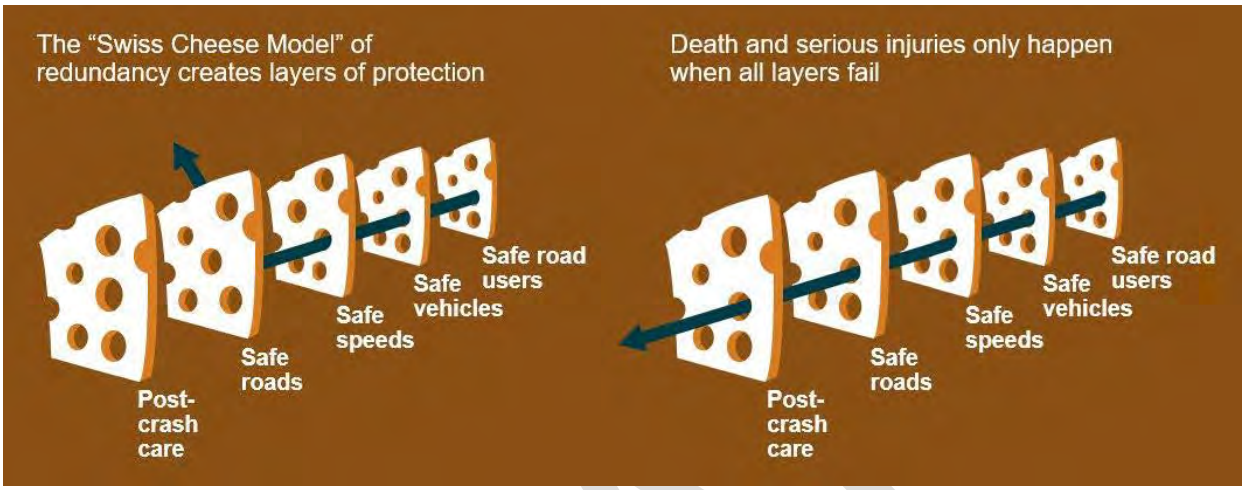


Figure 2. Swiss Cheese Model of Roadway Safety

A Safe System Approach incorporates the following elements:

1. **Safer People.** Encourage safe, responsible driving and behavior by people who use our roads through education and training. Strategies can include driver education, appropriate car-seat use and training.
2. **Safer Roads.** Design roadways that are orderly and intuitive following uniform design guidance. Strong design can minimize human mistakes while encouraging safer behaviors, specifically where systems include vulnerable road users – people walking, biking or rolling. Strategies can include roadway modifications to reduce speeds and designs that minimize crash conflicts such as roundabouts.
3. **Safer Vehicles.** Encourage transition of vehicles to those that are safer, minimizing blind spots and including safety features such as sensors and cameras. As an example, the Insurance Institute of Highway Safety (IIHS) has updated its testing criteria to prioritize safety for passengers in the back seat and pedestrians, requiring automakers to score a good rating in side crash tests and pedestrian crash prevention tests. These updates aim to improve the overall safety of vehicles and reduce the risk of pedestrian fatalities.
4. **Safer Speeds.** Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
5. **Post-Crash Care.** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for first responders, and prevent secondary crashes through robust traffic incident management practices.

Washington Strategic Highway Safety Plan (Target Zero)

In 2024, the State of Washington updated their Strategic Highway Safety Plan (SHSP) titled Target Zero. The plan outlines the state's goal of eliminating traffic-related deaths and serious injuries by 2030. Despite past successes in reducing fatalities through new laws and safety measures, recent years have seen a troubling rise in crashes, prompting a renewed commitment to the Target Zero goal. The plan commits to the Safe System Approach while modifying the approach slightly to integrate safer road users, speeds, roads, vehicles, post-crash care, and new element, safer land use planning.

Safer Land Use

The Washington State Target Zero Plan introduces "safer land use" as a distinct sixth element of its Safe System Approach. This addition emphasizes the importance of designing communities where people can live, work, attend school, and shop with minimal reliance on long vehicle trips. By encouraging shorter travel distances and supporting safe access to all modes of transportation, including walking, rolling, biking, transit, and shared vehicles, safer land use planning aims to reduce exposure to crash risks and promote equitable mobility. The approach recognizes that thoughtful land use decisions can significantly influence travel behavior and safety outcomes, making it a critical strategy for achieving the state's goal of zero traffic deaths and serious injuries by 2030.

Figure 3. Washington State Strategic Highway Safety Plan Safe System Approach Wheel

How to Use this Plan

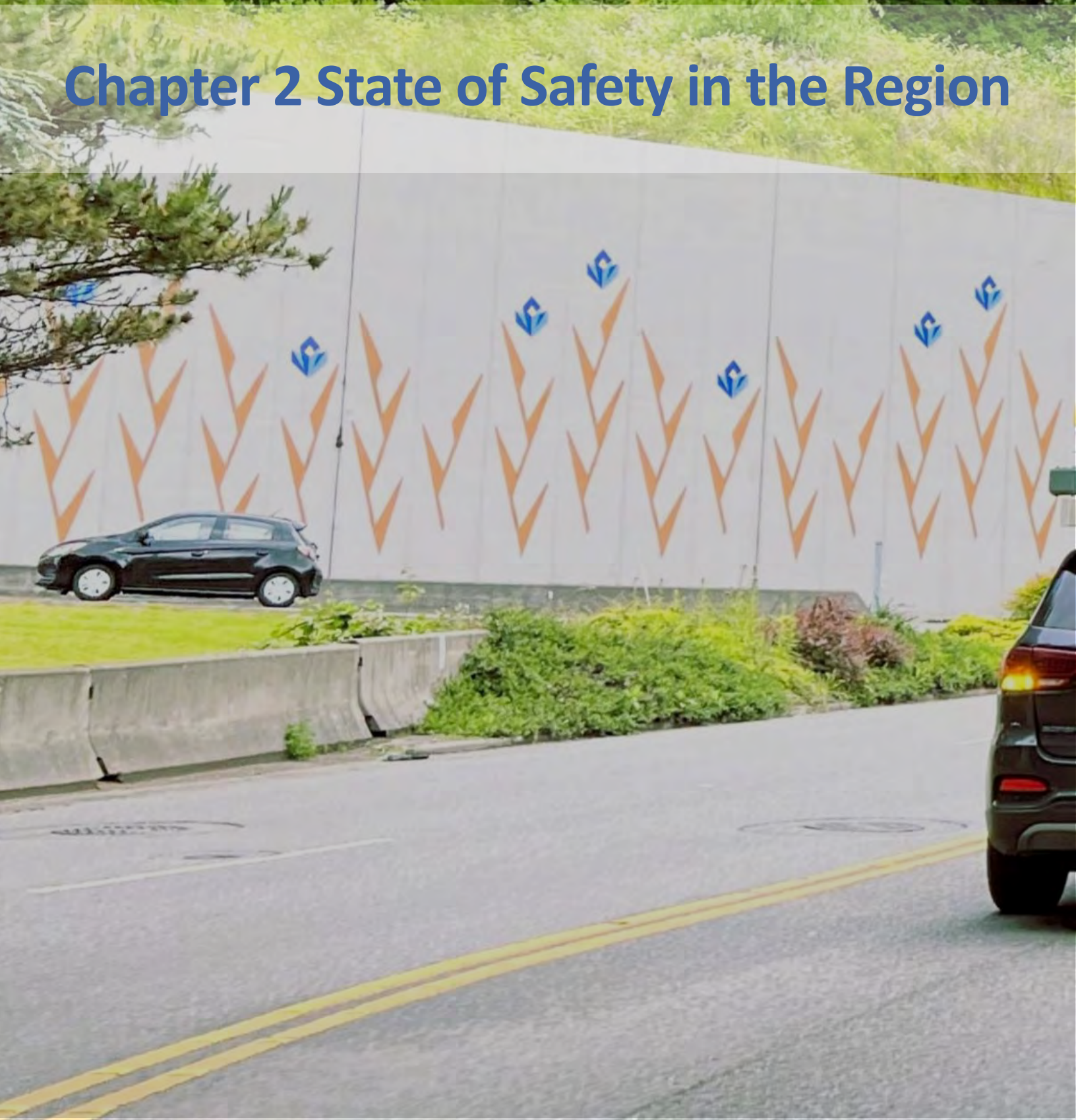
This RSAP uses a data-driven approach to identify key safety issues through analysis of crash trends, contributing factors, crash types, and high-risk locations. This initial assessment is then validated and expanded through robust community engagement to surface additional concerns and priorities. This RSAP leverages geographic crash analysis to develop tools that support agencies and regional partners in understanding safety challenges spatially. Building on these insights, the plan provides a follow-up guide with targeted strategies and countermeasures to address identified safety issues and improve roadway safety outcomes across the region.

The plan is organized into 5 sections, each representing different phases in identifying tools, strategies, and implementation steps to eliminate roadway deaths and serious injuries. Chapter 2 provides a summary of partner agencies regional roadway safety-related plans, policies, and programs and an analysis of trends and findings in Skagit County based on crash data. Issues identified in Chapter 2 are used to inform tools and strategy recommendations Chapter 4 and 5. Additionally, Chapter 3 outlines a series of public engagements and outreach activities that have informed the plan. Chapter 4 details strategies to improve safety across both the High Injury Network and crash focus areas. Chapter 5 considers strategies that could be applied across the High Injury Network (HIN) and in concert with current transportation improvements and outlines implementation steps and next actions. Chapter 6 includes safety-related goals and policies for consideration of including within the Regional Transportation Plan.

This RSAP is supplemented by four appendices including Appendix A, State of Safety Practice identifies current safety-related plans, policies, and strategies impacting Skagit County and aligned with the Safe System Approach. Appendix B, State of the Region Report provides a data-driven analysis that identifies safety conditions, trends and key findings in Skagit County. Appendix C, Engagement and Collaboration includes a summary of the engagement and collaboration conducted to in the development of the Regional Safety Action Plan. Appendix D, Transportation Equity Review identifies disparities in transportation safety outcomes among historically underserved and overburdened communities in Skagit County.

MOVE SKAGIT

Chapter 2 State of Safety in the Region



Introduction

This chapter provides a summary of the region's roadway safety-related plans, policies, and programs from twelve jurisdictions across Skagit County. Table 1 notes these partner agencies that have safety-related existing plans, policies or programs. Partner agencies not included in the inventory, as they do not oversee roadway traffic safety, are the Ports of Skagit and Anacortes, as well as the Skagit Public Utilities District. This chapter also presents a summary analysis based on data that outlines safety conditions, trends, and findings in Skagit County. It lays the groundwork for the development of the crash focus areas to assist in defining potential strategies that form the core of the Regional Safety Action Plan.

Table 1. SCOG Partner Agencies Audited for Safety Plans, Policies, and Programs

SCOG Jurisdictions		
City of Anacortes	Swinomish Indian Tribal Community	Town of Concrete
City of Burlington	Samish Indian Nation	Town of Hamilton
City of Mount Vernon	Skagit County	Town of La Conner
City of Sedro Woolley	Skagit Transit	Town of Lyman

*__Note__: Port of Skagit, Skagit PUD, and Port of Anacortes do not have responsibility for roadway traffic safety.

State of Safety Data Key Findings

The following key findings provide critical insights into transportation safety trends and conditions within Skagit County:

1. **Rising Injuries and Deaths:** While total injuries related to roadway crashes including deaths, serious injuries and non-serious injuries have not changed over the last decade, there was a slight increase since the COVID-19 global pandemic of 27%. More prominent is the rise in deaths on the county's roadways which more than doubled from8 in 2016 to 17 in 2018 and stayed in the teens including 2023 when there were 15 deaths.
2. **Crash severity, deaths and injuries are higher in areas where there are income disparities:** Low-income census tracts experience 13% more injuries and deaths than the county average. Similarly, census tracts with an above average proportion of people with disabilities experience 21% more injuries and deaths than the county average, and 8% more serious injuries and deaths.

3. **Urban cities experience a higher proportion of injury crashes**: Urban incorporated cities had higher rates for all injuries and deaths than other non-urban areas in Skagit County. Overall, Skagit County has an average of 2,787 all injuries and deaths per 100K population. Burlington had a rate of 71% higher than the county average, while Lyman had 68% higher than the county average based on population size. The town of Hamilton had a lower rate of overall injuries and deaths compared to the county average, but an 8% higher rate when considering serious injuries and deaths.
4. **In the jurisdictions of La Conner and Burlington, injuries involving pedestrians and bicyclists result in a higher proportion of serious injuries and deaths**: Normalized for population size, the Town of La Conner had the highest rate of pedestrian and bicyclist serious injuries and deaths at 145% above the county average. Burlington has the second-highest rate of pedestrian and bicyclist serious injuries and deaths, at 83% above the county average. Burlington also had an 83% higher rate of pedestrian and bicyclist deaths. It should be noted that Burlington and La Conner may experience higher volumes of traffic compared to the population size as they are regional destinations which may contribute to the increased severity of pedestrian and bicycle crashes.
5. **Injury crashes involving pedestrians and bicyclists have more severe outcomes in unincorporated areas:** Although less than a quarter (21%) of crash-related pedestrian and bicycle injuries occur on roadways in unincorporated parts of the county, deaths are 33% higher than the County average. One in five of all crashes in unincorporated parts of the region and resulting in injuries (known as KABC crashes) results in a victim's death, compared to one in 21 in incorporated cities.
6. **Crashes resulting in fatalities are more prevalent in unincorporated communities compared to incorporated cities**: 75% of crash-related deaths occur in unincorporated areas, while only 25% happen in incorporated cities. The death rate is significantly higher in unincorporated areas, with one death for every 29 crash-related injuries, compared to one death for every 99 injuries in urban areas.
7. **State maintained divided and limited access highways have a greater propensity for serious injuries compared to local arterials**: Serious injuries and deaths occur more frequently on State Routes. While state roads account for only 13% of the centerline of roads, they account for 60% of deaths and 49% of deaths and serious injuries.
8. **Cars and light duty trucks are involved in the majority of injury crashes**: The majority of crashes resulting in injuries involve passenger cars and light duty trucks. However, although motorcycles, moped and scooters only account for 7% of crash-related injuries, one in three of those injuries results in a serious injury or death.
9. **Impairment leads the contributing factors for serious injuries**: Impairment, speeding, distraction, and recklessness are the most frequent factors resulting in serious injuries and deaths.
10. **Areas with a higher proportion of elderly people experience higher rates of fatal and serious injuries:** Census tracts with higher populations of elderly residents have a 12% higher rate of traffic related deaths than other areas of the county.

State of Practice Review Key Findings

The following section presents findings from a comprehensive review of current safety plans, policies, and programs across local jurisdictions. These findings represent a foundational step in understanding the regional safety context at the local level. Among the 12 jurisdictions reviewed, all have adopted or are in the process of updating a long-range plan. Eight jurisdictions include safety policies within their comprehensive plans. However, there is a lower prevalence of more targeted safety plans, such as those addressing Safe Routes to School, active transportation, and enforcement strategies. A detailed breakdown of each policy or plan type is provided in Figure 4. For a full analysis, refer to Appendix B, which contains the complete State of Practice Review, including in-depth descriptions of identified safety plans, policies, and programs.

Figure 4. Summary of Safety Plans Policies and Programs with Partner Agencies

Crash Data Analysis Methodology

Crash analysis and trends were developed using crash data from 2013 to 2023 provided by the Washington State Department of Transportation (WSDOT). WSDOT compiles this data from local law enforcement and Washington State Patrol accident reports, as well as the federal Fatality Analysis Reporting System (FARS) database.

Please Note:

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Transportation Safety Performance Reporting Terminology

This Comprehensive Safety Action Plan assesses transportation system safety performance by traffic-related injury classifications. The following section introduces industry-standard acronyms for various traffic-related injury information

KABC (All Injuries and Deaths)

KABC refers to the quantity of people that died or were injured in any way (including seriously injured victims) resulting from a crash.

KSI (Deaths and Serious Injuries)

KSI refers to the quantity of people that died or were seriously injured resulting from a crash. KSI is the injury classification used for reporting if the victim died or received a serious injury as result of the crash.

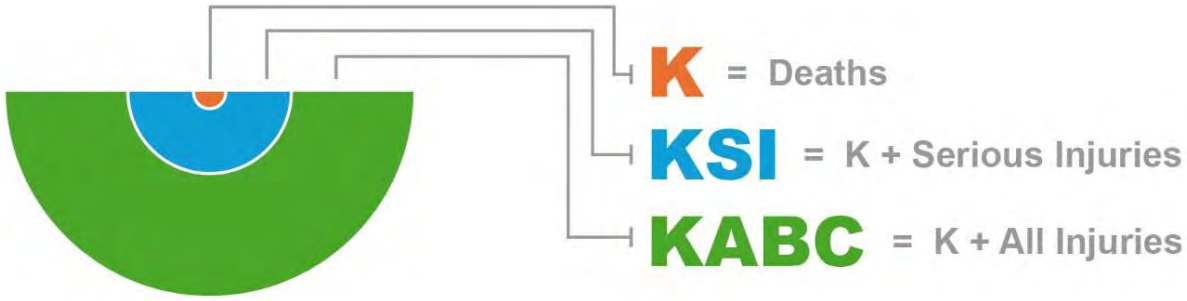
K (Deaths/Fatalities)

K refers to the quantity of traffic-related deaths resulting from a crash. K is the injury classification used for reporting if the victim dies as result of injuries received in a traffic crash at the scene of the crash, dead on arrival to medical facility, or died at the hospital after arrival.

Traffic Injury Data Groupings and Methodologies

Figure 5 shows the hierarchy of crashes, crashes indicating the scale of KABC crashes (including all injuries) to KSI crashes including serious injuries to K (deaths). Specifically, injury count data is nested according to their level of severity starting with the largest group, all injuries and deaths (KABC) includes every portion of the colored half circles in Figure 5. The second-level data group is KSI and includes a subset of KABC crash-related outcomes including serious injuries and deaths. In Figure 5, KSI includes only the blue and orange colored half circles whereas the green portion of the half circle is excluded. The third-level data group contains only traffic-related deaths or the orange portion alone of the half circles in Figure 5. This plan uses proportions of KSI to KABC, K to KSI, and K to KABC ratios to understand which crash attributes have the most severe outcomes.

Figure 5. Injury Class Grouping



WSDOT Crash Data

WSDOT collects and maintains crash-related data for the state of Washington. This dataset includes information for each person involved in reported injury crashes (KABC crashes). It also includes records for all crashes including those where there are no injuries (KABCO crash records). Other pertinent information is provided for motor vehicle drivers, motor vehicle passengers, and pedestrians and bicyclists. Other types of information such as location, date and time, roadway conditions, quantities of vehicles, pedestrians and bicyclists involved, injuries, as well as driver actions and impairment information help in analyzing trends. Crash data for Skagit County roadways covers eleven years of data, from 2013 through 2023. While the 2013 through 2023 data supported review of regional trends, a more focused analysis of data starting from 2019 through 2023 (five full years of data) was conducted to assess existing conditions including contributing factors, crash types, high crash locations, High Injury Network, and crash focus areas.

Regional Network

Crash data was connected to a regional network for analysis. This network is comprised of two WSDOT roadway data sets consisting of interstates, State Routes, principal arterials, and minor arterials that serve transit. More detailed analysis considers the more recent five years of data (2019 through 2023). For the analysis period of this study, 89% of crash-related injuries, which include crash-related serious injuries and deaths in Skagit County, occurred on this regional network.

Crash Trend Analysis Findings (2013-2023)

Crash-related injuries and death victims from 2013 through 2023 were aggregated at the census tract level to examine regionwide trends. County population estimates from the 2010 and 2020 census, and 2021-2023 American Community Survey (ACS) data were used to control population growth over time.

Crash Trends for All Crash Victims

Figure 6 shows that the total quantity of KABC victims has remained relatively flat during the 11-year study period. KABC victims peaked in 2015 at 947 and have generally decreased year over year. However, since 2020 KABC victims have increased annually but have remained lower than those prior to 2020. KSI victims have trended upwards since 2019 with a peak in 2022, which is more than double the amount of KSI victims in the best performing year within the study period. Deaths or K crash victims have remained fairly constant in the latter half of the study period but are higher than much of the earlier half of the study period.

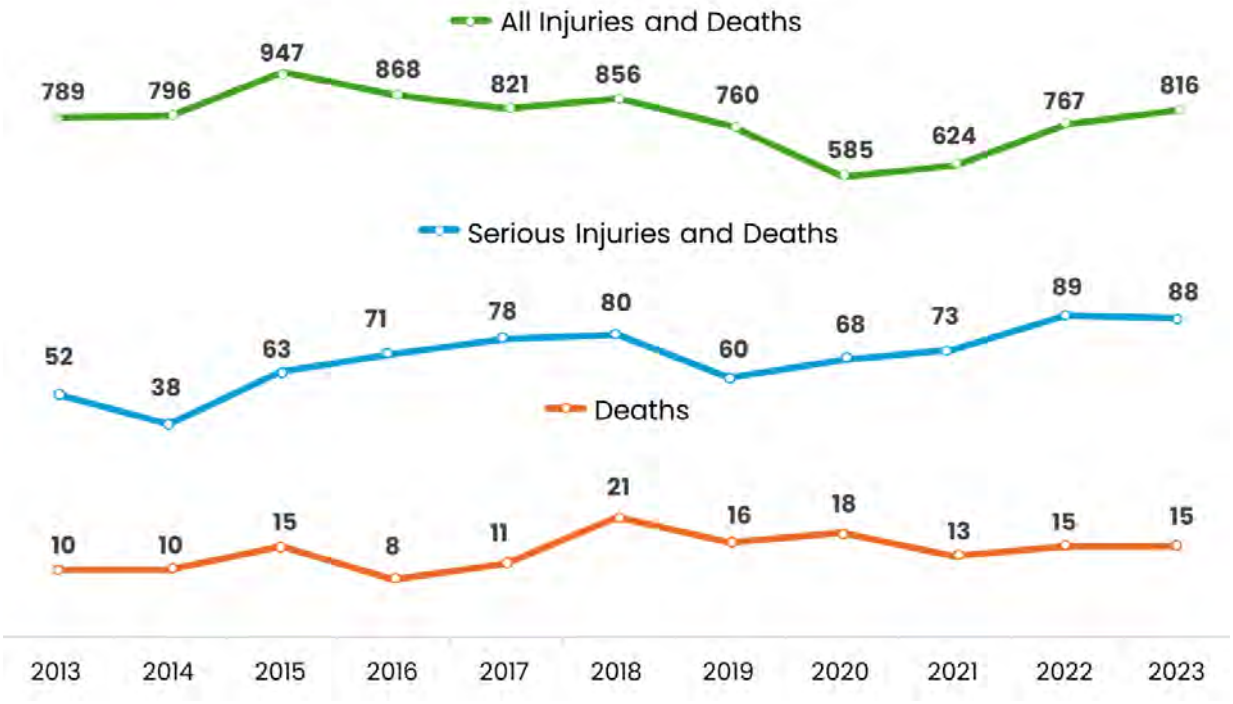


Figure 6. Annual Injuries and Deaths for All Crash Victims in Skagit County (2013-2023)

Crash Trends for Pedestrians and Bicyclists

Pedestrians and bicyclists are the most vulnerable road users. Table 2 shows that pedestrians were more affected by crashes of all severity levels from 2013-2023. Figure 7 shows that pedestrian and bicyclist KABC outcomes remained relatively stable during the study period, with a gradual decline after 2018 reaching a low of 29 victims in 2020 and 2021, a 44% decrease from the 2014 peak of 52. The year 2021 marked the best overall safety performance across all severity levels. Similarly, KSI and fatal outcomes declined after peaking in 2019, with KSI dropping to three and zero recorded deaths in 2021, a significant improvement from eight deaths in 2019. These improvements may reflect reduced travel during the 2020 COVID-19 pandemic. Since 2021, crash outcomes across all severities have returned to average levels.

Table 2. Comparison of Injury Severity by Mode for Pedestrian and Bicyclist Victims (2013-2023)

	Total KABC	Total KSI	Total K	K to KABC	KSI to KABC	K to KSI
Bicyclist	199	29	2	1 in 100	1 in 7	1 in 15
Pedestrian	260	80	23	1 in 11	1 in 3	1 in 3
Bicyclist and Pedestrian	459	109	25	1 in 18	1 in 4	1 in 4

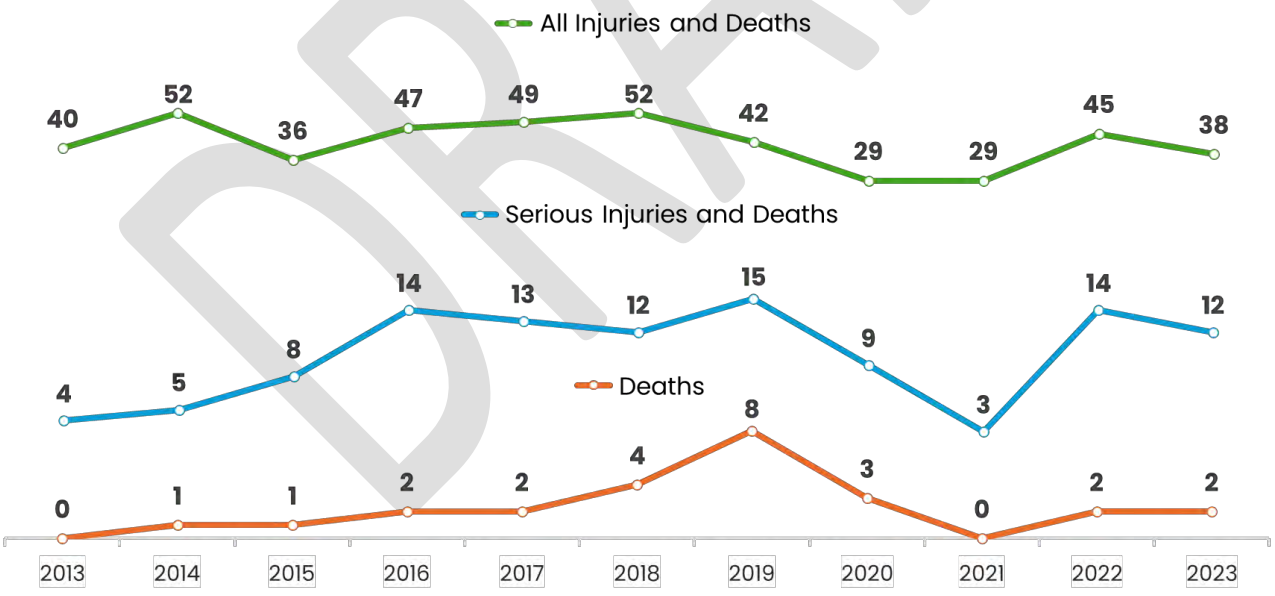


Figure 7. Annual Injuries and Deaths for Pedestrian and Bicyclist Victims in Skagit County (2013-2023)

Crash Analysis Findings (2019-2023)

Crash Contributing Factors

The National Roadway Safety Strategy (NRSS) considers that humans are vulnerable and that they make mistakes[1]. To the extent crash records provide insight into transportation system user behaviors, trends in these contributing factors can provide insight into crash types resulting in serious injuries and deaths and potential strategies to ameliorate these deaths.

A contributing factors analysis focuses on identifying the specific behaviors, conditions, and circumstances that lead to traffic injuries. Unlike Vision Zero Focus Areas, which highlight other crash descriptive attributes, contributing factors dig deeper into the underlying reasons crashes occurred. This analysis isolates motor vehicle driver behavior and examines how these actions contribute to the severity of collisions.

All Road Users

Table 3 provides a summary of the top five crash contributing factors by severity. Alcohol and/or drug impairment significantly increases traffic injury risks and is the top contributing factor to deaths in Skagit County. Impaired drivers exhibit poor judgment, compromised motor skills, and reduced reaction times ("Impaired" includes people under the influence of drugs or alcohol or people under the influence of both drugs and alcohol). Impaired drivers are responsible for 39% of KABC outcomes in Skagit County, with 1 in 16 victims resulting in death.

Excessive speed significantly contributes to fatal crashes, as this factor accounts for the second-largest share of all crash-related deaths in Skagit County (25%). When drivers exceed posted speed limits, they compromise their ability to react to sudden obstacles or changes in traffic conditions.

Distractions, such as mobile phone use, divert attention from the road. This metric persists as a high contributing factor to crashes, with a 20% share of KABC outcomes, and results in 14% of deaths.

Reckless driving behaviors include aggressive maneuvers and racing. These are dangerous to everyone on the road. Notably this behavior makes up 10% of deaths, with one death resulting from every four KABC outcome. Full table of all noted contributing factors are provided in Appendix A.

[1] USDOT, National Roadway Safety Strategy, 2022

Table 3. Top 5 Contributing Crash Factors and Their Severity for all Crash Victims (2019-2023)

Contributing Factor	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	K to KABC	KSI to KABC	K to KSI
Impaired Driver	470	13%	125	33%	30	39%	1 in 16	1 in 4	1 in 4
Speeding Driver	609	17%	84	22%	19	25%	1 in 32	1 in 7	1 in 4
Distracted Driver	714	20%	58	15%	11	14%	1 in 65	1 in 12	1 in 5
Reckless Driver	96	3%	26	7%	8	10%	1 in 12	1 in 4	1 in 3
Failure to Yield to Vehicle	553	16%	36	10%	7	9%	1 in 79	1 in 15	1 in 5

Pedestrians and Bicyclists

Table 4 provides a summary of the top five crash contributing factors, by severity, related to pedestrians and cyclists. Failure to Yield to Non-Motorists is the most common contributing factor, making up 34% of KABC victims and 15% of KSI victims. Impaired Driving accounts for 2% of KABC, but it has a high severity rate; 1 in 2 of all injuries (KABC) involving impaired drivers results in a death. Speeding is the least common factor compared to the other top contributing factors at 1% of KABC, but like impaired driving, it results in a high severity rate, with half of all KABC injuries resulting in a death. Notably, compared to Table 3, Reckless Driving is not included when considering pedestrian and bicycle victims. A full table of all noted contributing factors are provided in Appendix A.

Table 4. Top 5 Contributing Crash Factors and Their Severity for Pedestrian and Bicyclist Victims (2019-2023)

Contributing Factor	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	K to KABC	KSI to KABC	K to KSI
Distracted Driver	31	17%	7	13%	2	13%	1 in 16	1 in 4	1 in 4
Impaired Driver	4	2%	3	6%	2	13%	1 in 2	1 in 1	1 in 2
Failure to Yield to Non-Motorist	63	34%	8	15%	1	7%	1 in 63	1 in 8	1 in 8
Speeding	2	1%	1	2%	1	7%	1 in 2	1 in 2	1 in 1
Other	19	10%	9	17%	3	20%	1 in 6	1 in 2	1 in 3

Crash Type Analysis

Table 5 provides a summary of the top five crash types with a full summary of crashes in Appendix A. When considering crash types, fixed object crashes are the most common, claiming responsibility for 29% of KABC outcomes, accounting for the highest KSI share 45%, and 56% of deaths. Angle crashes are the second most common, causing 26% of all injuries and contributing to 20% of serious injuries and 19% of deaths. Pedestrian and bicycle crashes show a disproportionately high severity, accounting for 14% of KSI victims and 19% of deaths. Head-on crashes make up 3% of KABC, yet they still contribute to 10% of KSI and 12% of deaths. This crash type also has a high rate of severe outcomes, with 1 in 12 of KABC injuries leading to a death.

Overall, while fixed object and angle crashes are the most frequent, pedestrian/bicycle and head-on crashes often lead to more severe outcomes.

Table 5. Top 5 Crash Types and Their Severity for all Crash Victims (2019-2023)

Crash Type	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	K to KABC	KSI to KABC	K to KSI
Fixed Object	1,026	29%	169	45%	43	56%	1 in 24	1 in6	1 in 4
Angle	924	26%	75	20%	15	19%	1 in 62	1 in 12	1 in 5
Pedestrian/Bicycle	190	5%	52	14%	15	19%	1 in 13	1 in 4	1 in 3
Head-On	107	3%	36	10%	9	12%	1 in 12	1 in 3	1 in 4
Rollover	380	11%	63	17%	7	9%	1 in 54	1 in 6	1 in 9

Crash Analysis by Location

Crashes occurring from 2019 through 2023 were analyzed spatially to identify regional hotspots with serious injuries and fatalities and to identify corridors producing more frequent crash-related deaths and serious injuries. In Skagit County, High Crash Locations were identified through geographic clustering, allowing for the detection of critical intersections and spot locations with elevated crash occurrences. Building on this, a High Injury Network analysis was conducted to identify and rank roadway segments with a high concentration of fatal and serious injury crashes across the Skagit Regional Roadway Network. Together, these two complementary approaches provide a comprehensive understanding of safety issues such as high-risk intersections, and systemic concerns, such as hazardous curves along key corridors.

High Crash Locations

Serious injuries and fatalities are aggregated based on the physical location of the crash, specifically if it is within 45 meters (about 148 feet) of another crash on the same street. Crashes that occurred on State Routes were differentiated from those that did not due to their distinct roadway characteristics, such as higher speeds, limited access, and differing jurisdictional responsibilities. For visualization purposes, high serious injury and death locations are defined as locations with at least four serious injuries or fatalities over the 2019 to 2023 study period. A more detailed map of High Crash Locations in the west, more urban section, of the county is shown in Figure 9. The broader full county High Crash Location map is shown in Figure 10.

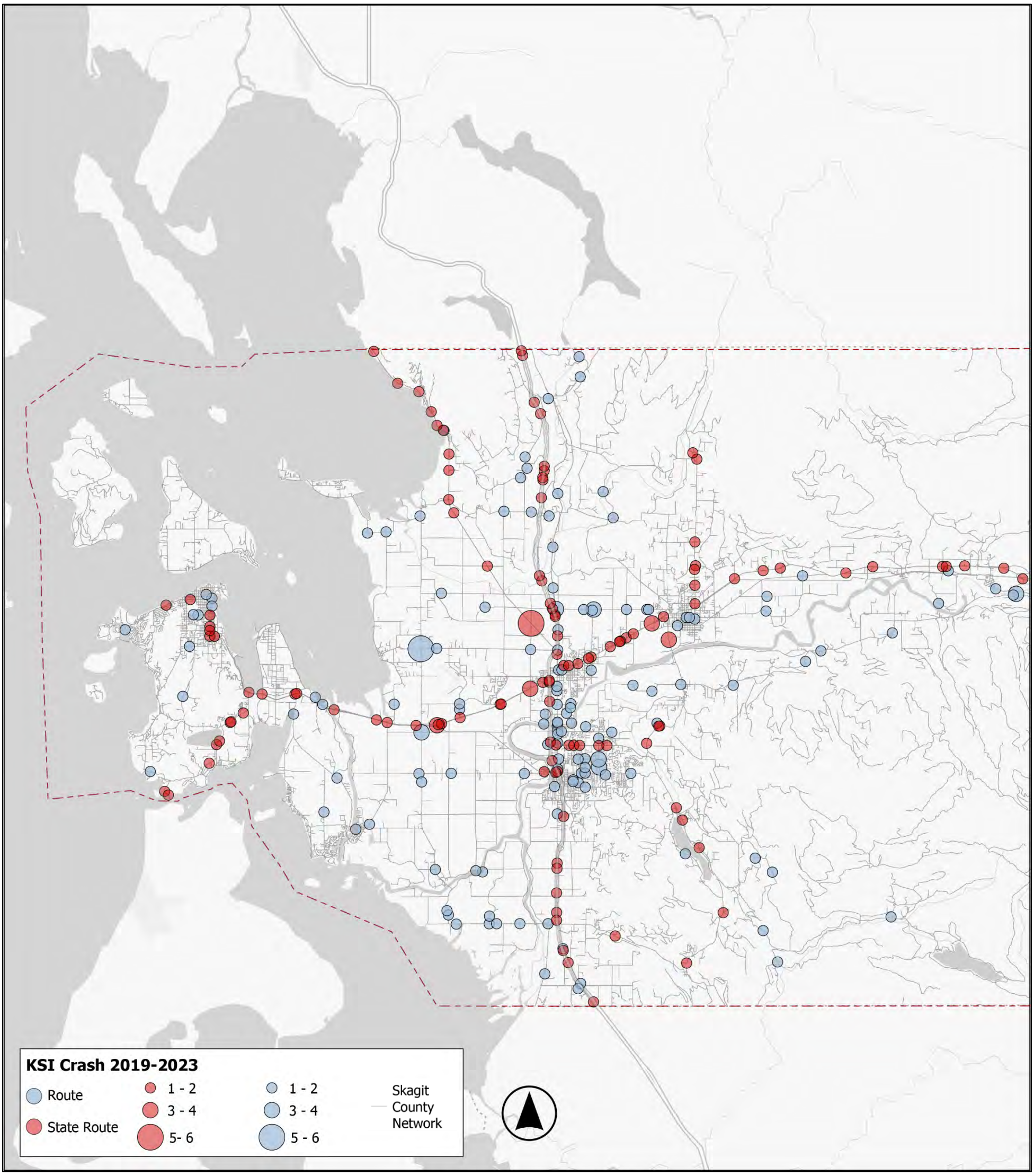


Figure 8. High Crash Locations in west Skagit County, from 2019-2023

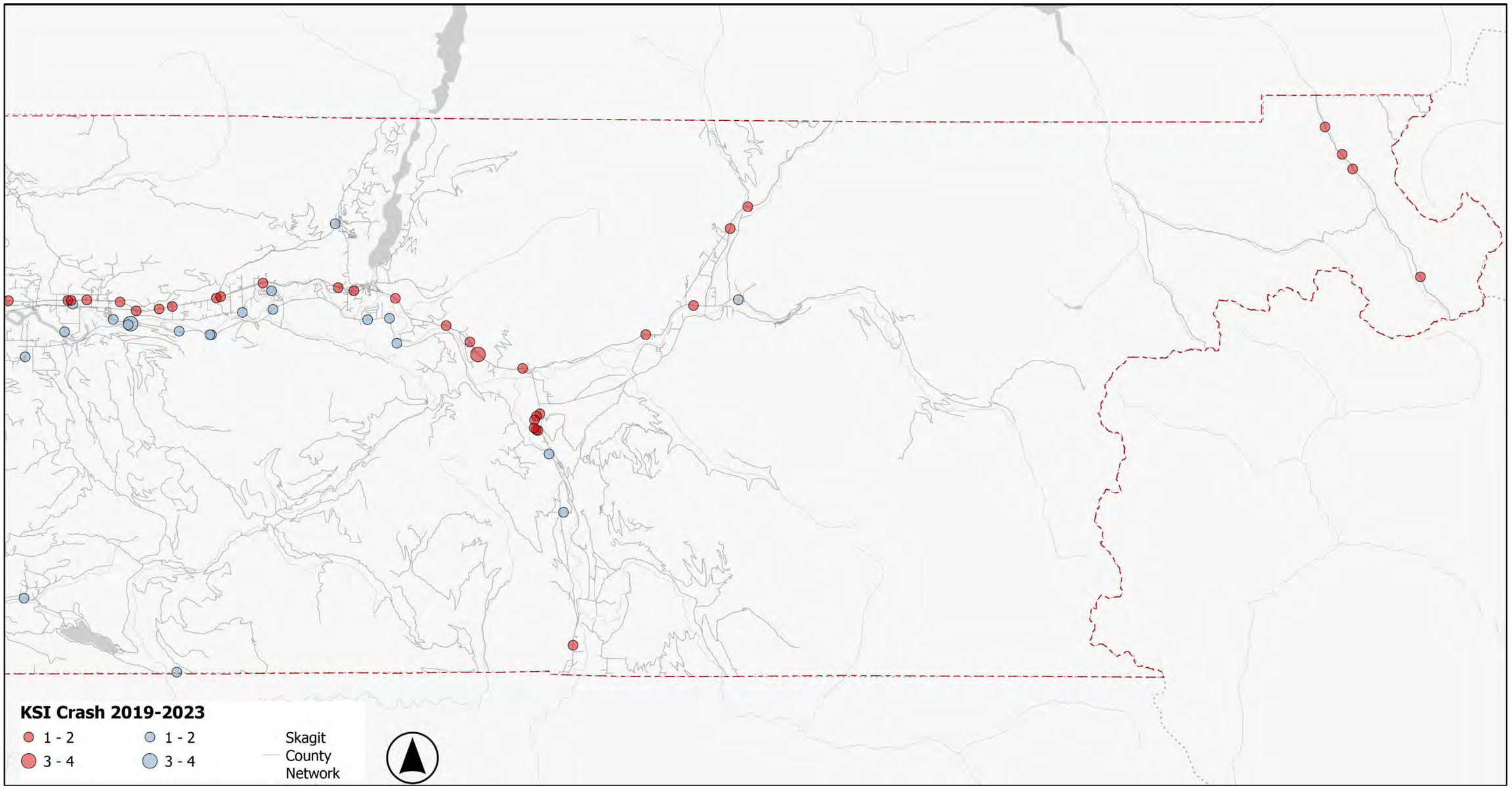


Figure 9. High Crash Locations in east Skagit County, from 2019-2023

High Injury Network

The High Injury Network (HIN) analysis identifies roadway corridors in Skagit County with the highest concentrations of fatal and serious injury (KSI) crashes between 2019 and 2023, as shown in Figure 10. Corridors were ranked based on the average number of KSI crashes per mile. The underlying roadway network is based on the WSDOT Functional Classification system for both State and Non-State Routes, segmented into 10-meter intervals to enable precise spatial attribution of KSI crashes. Then a sliding window algorithm was applied to compute average KSI values across contiguous 1,000-meter (approximately 0.6-mile) segments. The resulting HIN maps highlight corridors that exceed defined KSI per mile thresholds, which are 1.5 for both surface streets and controlled-access highways. These thresholds help isolate the most critical segments in need of targeted safety interventions.

This analysis ultimately identified the most injury-prone segments of the regional roadway network, offering a data-driven foundation for prioritizing safety improvements. While the current High Injury Network represents only 9% of the total network, it accounts for 44% of all fatal and serious injury crashes in Skagit County. Ongoing updates using future crash data will enable continued safety performance monitoring and support efforts to track progress along HIN corridors over time.

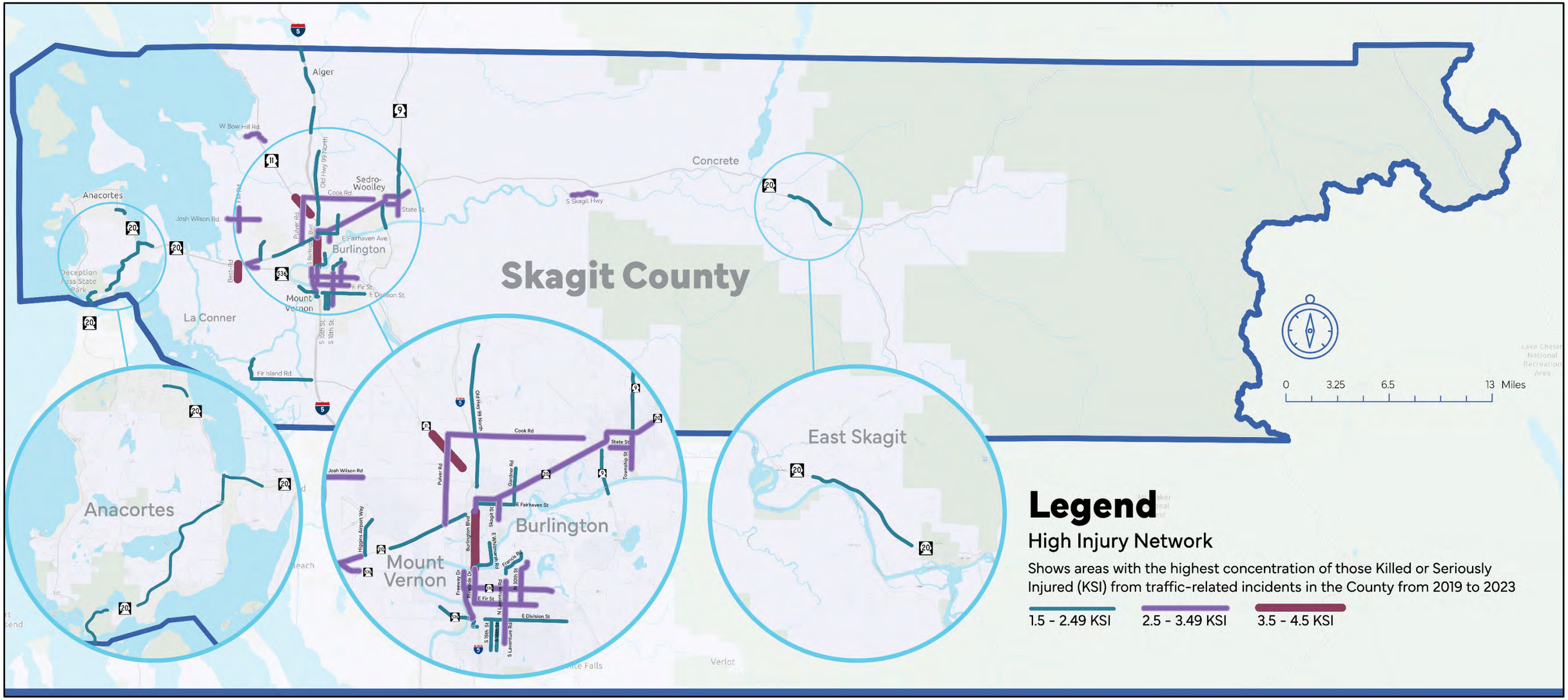


Figure 10. High Injury Network (HIN) of Skagit County, from 2019-2023

Contrast with State Target Zero Emphasis Areas

Analysis of crash data, a statewide driver survey, and public engagement shaped the primary emphasis areas for the Washington State 2024 Strategic Highway Safety Plan (SHSP). To identify these areas, KSI crashes were categorized by attributes such as road user behavior, age, vehicle type, and location. The emphasis areas were selected by examining the most common crash attributes during 2020 to 2022. A comparison between Skagit County and statewide data highlights both alignment and differences to statewide emphasis areas, and crash focus areas of Skagit County to be addressed in Chapter 4 and 5.

High Risk Behavior

The Washington State SHSP indicates that high-risk road user behavior includes factors of impairment, speeding, unrestrained occupants, and distracted driving are emphasis areas throughout the state. Of the high-risk behaviors, Skagit County also experiences impairment, speeding, and distracted driving as among the top identified behavioral factors resulting in KSI injuries. However, unrestrained occupants were not identified as a top issue within Skagit County.

Road Users Age Groups

The SHSP identifies driver age as an emphasis area, highlighting two categories particularly prone to KSI injuries: young drivers ages 15 to 24 and older drivers ages 70 and above. In Skagit County, this trend is also evident, though the age groups are defined slightly differently, with young drivers categorized as ages 16 to 24, and older drivers as 65 and older.

Crash Types/Location

Statewide, KSI crashes are emphasized by lane departure crash types and crashes that occur at intersections. Within Skagit County, roadways in unincorporated parts of the county are a major issue, producing 75 percent of all crash-related deaths in the county. Deaths on roadways unincorporated parts of the county were 1.33 times the county average for pedestrians and cyclists. Additionally, head-on collisions, angle crashes and lane departures were among the crash types reported as being particularly deadly. State routes were also among the worst performing segments in the county, with similar outcomes for pedestrians and cyclists, and similar crash types.

Road Users by Mode of Travel

The Washington State SHSP identifies road users by mode of travel as an emphasis area calling attention to higher rates of death and serious injuries among motorcycle riders, bicyclists, pedestrians and crash victims involved with heavy vehicles. This pattern is also evident in Skagit County, where these groups face an elevated risk of being killed or seriously injured in crashes. Motorcyclists, pedestrians and bicyclists are much more prone to KSI injuries in both unincorporated and urban contexts within Skagit County.

MOVE SKAGIT

Chapter 3 Engagement and Collaboration

Introduction

As noted in Chapter 1, safety across the roadway transportation system is the responsibility of many including planners and engineers, law enforcement, emergency responders, system designers and maintenance crews. A safe transportation system benefits the entire traveling community. Community engagement plays a vital role in the development of a regional safety action plan by ensuring that the voices, concerns, and perspectives of residents and stakeholders are actively integrated into the planning process. Through a combination of public meetings, focus groups, online platforms, and direct outreach, engagement efforts gather diverse insights from those who use the transportation systems firsthand. These contributions help planners identify not only the most pressing safety issues, but also the unique challenges faced by specific communities within the region.

Engagement for the SCOG Regional Safety Action Plan was coordinated with other regional planning efforts, specifically – the Regional Transportation Plan and a regional Transportation Resilience Improvement Plan. Effective engagement fosters collaboration between agencies, tribal governments, and community organizations to enable any plan, and especially one targeted to improve safety to share priorities and leverage local knowledge. Feedback from the community helped shape the identification of crash focus areas, guided the prioritization of interventions, and helped ensure that the Regional Safety Action Plan is both comprehensive and responsive to the realities of Skagit County's communities. Aligning engagement for the Regional Safety Action Plan with the Regional Transportation Plan and Transportation Resilience Improvement Plan helps clarify transportation strategies that address various community objectives and present a unified regional perspective on the transportation system.

Move Skagit 2050 Branding

Move Skagit is branding associated with SCOG's planning efforts for 2025 including the Regional Transportation Plan, Regional Safety Action Plan, and Transportation Resilience Improvement Plan. SCOG has conducted public engagement for the three plans concurrent to each other as initiated with a strategy plan provided in Appendix C. Move Skagit branding helped to link the planning and engagement efforts while reducing confusion about the separate but related planning efforts.~~Move Skagit branding helped to consolidate engagement efforts while eliminating potential public engagement burnout for the larger community~~.

Coordination with Agency Partners

Through its role as a voluntary organization of local governments, the Skagit Council of Governments (SCOG) seeks to foster a cooperative effort in resolving problems, policies and plans that are common to the membership and region. SCOG efforts address issues across the county. The following are voluntary members,

participating in regularly scheduled committee meetings. SCOG member jurisdictions are shown in the Table 6 below:

Table 6. SCOG Membership Jurisdictions

SCOG Member Jurisdictions	
City of Anacortes	Skagit County
City of Burlington	Skagit PUD
City of Mount Vernon	Skagit Transit
City of Sedro Woolley	Town of Concrete
Port of Anacortes	Town of Hamilton
Port of Skagit	Town of La Conner
Swinomish Indian Tribal Community	Town of Lyman
Samish Indian Nation	

Notably, two of the region's Tribes are voluntary members. The Swinomish Indian Tribal Community are a federally recognized Indian tribe with reservation lands of over 15 square miles. The Samish Indian Nation is also a federally recognized Indian tribe located within Anacortes. Other federally recognized Indian tribes within Skagit County include the Sauk-Suiattle Indian Tribe and Upper Skagit Indian Tribe. While these other two tribes are not voluntary members of SCOG the safety data analysis aggregates this data for tribal areas. All tribal areas are also assessed in a transportation analysis of equity focused areas (Appendix D)

Transportation Policy Board

The Transportation Policy Board is the governing body within SCOG that directs the transportation work program. The Transportation Policy Board approves the Regional Safety Action Plan and will oversee updates and revisions in the future. Their work program items are primarily related to SCOG's role as the federal enabled metropolitan planning organization and state-enabled regional transportation planning organization in Skagit County. Transportation Policy Board voting members consist of appointed elected officials from member governments, as well as WSDOT. Non-voting members include elected state Senators and Legislators serving Skagit County communities and. All meetings are open to the public. Approval and adoption of this Regional Safety Action Plan is being coordinated through review by the Transportation Policy Board. Aligned with the Safe System Approach, SCOG is leading the region's effort to reduce or eliminate serious injuries and deaths on the region's highway's vetting elements of the plan with partners at regularly scheduled meetings as noted below:

March 19, 2025 – Review of the Crash Data

December 17, 2025 – ~~Tentative~~ Draft Released for Public Review and Comment

~~January 21~~February 18, 2026 – Tentative Adoption of Regional Safety Action Plan

Technical Advisory Committee

SCOG also hosts a Technical Advisory Committee (TAC) consisting of engineers, planners and other representatives from SCOG member jurisdictions in Skagit County. These planners and engineers oversee transportation safety within their jurisdictions and provide unique perspectives on the Regional Safety Action Plan including providing technical input to inform SCOG Transportation Policy Board decisions.

Technical aspects of the Regional Safety Action Plan development were described at the following meetings:

May 6, 2025 – Review of Crash Analysis and Methods

November 6, 2025 – Preview of Draft Plan recommendations including plans and policies.

~~*January*~~ *February ~~8~~5, 2026 – Tentative Revised Draft Review and Recommendation of Regional Safety Action Plan*

Non-Motorized Advisory Committee

SCOG also facilitates a Non-Motorized Advisory Committee (NMAC) as a subcommittee to the TAC to support development of an integrated transportation system with a focus on non-motorized components within the Skagit County region. The purpose of the committee is to elicit a dialog between levels of government, public agencies and private groups, and to consider transportation alternatives which are cost effective and incorporate non-motorized modes of travel. The Regional Safety Action Plan specifically addresses safety for those vulnerable road users, specifically those walking and biking. The NMAC's mission supports an integrated, effective, and affordable transportation system for Skagit County, emphasizing the system's non-motorized components. The Regional Safety Action Plan was discussed at the February 25, 2025 NMAC meeting.

Public Engagement

Coordinating community engagement for Move Skagit 2050 — including feedback for the resilience, safety and the long-range transportation efforts — was centered in the development of an online public website and engagement, and augmented with focus groups and tabling at community fairs and festivals.

Online Public Website and Public Comment Period

As part of the broader Move Skagit combined transportation planning efforts, an engaging public website was developed called Move Skagit 2050. The website supported broad public engagement and provided details of each of the planning efforts including the Regional Safety Action Plan. Within the website, the High Injury Network was displayed which showed where higher density of serious injuries and fatalities occurred. The High Injury Network served as the base map for a Social Pinpoint interactive web map, where the public was invited to place comments related to safety, transportation congestion, modal needs and resilience. This

website was used to gather feedback on the draft plan prior to final approval. The Social Pinpoint interactive web map was published from June 5, 2025 to October 3, 2025, and received a total of 204 discrete comments. Of the comments, 65 related to safety concerns, and 122 comments related to potential improvement for walking, biking and rolling. Additionally, a public comment period was held from December 19, 2025 through January 16, 2026 ~~will start on date~~ to collect feedback on the Draft Regional Safety Action Plan. All comments received are included in Appendix C.

Focus Groups

During the Move Skagit 2050 planning process, targeted focus groups were formed to gather specific feedback. Recruitment and discussion guides were prepared for these groups. Two key focus groups—law enforcement/first responders and WSDOT—offered in-depth perspectives on roadway safety. Law enforcement/emergency responders discussed topics like emergency response in unincorporated areas and adapting to new legislation. The WSDOT group shared expert insights on state planning and strategies that informed other plans. Summaries of these discussions can be found in Appendix C.

Community TablingEvents

Fairs and festivals serve as established gatherings that bring people together in celebration, learning and exchange. These pub~~lic community events are two-way information sharing opportunities for SCOG and community membersThese public community ev~~ents are two-way information sharing opportunities for SCOG and can be catalysts for community engagement. Move Skagit 2050, representing all three plans, was present at the following community events:

Figure 11 Tabling at Cascade Days

- August 15, 2025, Cascade Days in Concrete;
- August 16, 2025, Mount Vernon Block Party; and
- August 21, 2025, Burlington Senior Day in the Park.

At these tabling events the community was presented with information from the safety plan, specifically the High Injury Network, and invited to provide feedback on a range of transportation topics. Tabling resulted in 328 comments related to the three transportation plans and 94 unique comments gathered regarding transportation safety within Skagit County. In general, people agreed with the routes reflected in the HIN map and noted areas of specific safety concerns. These are reflected in Appendix C.

Figure 12 Tabling at Senior Day in the Park, Burlington

Feedback Reflected in the Plan

Engagement was a central element of the plan, with community input directly shaping priorities, countermeasure selection, and strategies. including:

- Concurrence with the High Injury Network as a network with a high concentration of serious injury crashes;
- Consideration of upgraded and expanded pedestrian and bicycle facilities;
- Safe driving education programs;
- Emergency response times and access; and
- Speed management and automated enforcement.

MOVE SKAGIT

Chapter 4 Crash Countermeasures and Strategies

Introduction

This chapter includes strategies and design techniques for improving transportation safety in Skagit County. The strategies and design techniques identified in this chapter have been shown to be effective at reducing transportation related deaths and serious injuries~~This chapter provides a practical guide to improve roadway safety in Skagit County through a toolbox of design and engineering strategies, and a set of planning, policy, and programmatic safety improvement strategies that are effective at reducing roadway deaths and serious injuries~~. Together, the tools and strategies form the foundation for the development of safety initiatives which regional partners can take to consistently implement similar treatments, policies, infrastructure, enforcement, and education strategies to reduce impact of crashes and severity of crashes on the Skagit County community. It is important to note that the tools and strategies identified in this chapter are not meant to replace engineering studies, feasibility assessments or design processes that identify context-sensitive intervention appropriately. Chapter 5 takes these strategies with the needs and challenges defined in the data review and safety analysis in Chapter 2 and provides implementation strategies for communities in Skagit County. This chapter includes two broad categories of strategies, including:~~There are two broad categories of strategies within this toolbox including~~:

- **Design and engineering strategies.**
  - FHWA's Proven Safety Countermeasures include an evidence-based approach to roadway design strategies with crash modification factor (CMF) including estimated safety benefit. FHWA Countermeasures are potential design interventions that address safety focus areas.
- **Planning, policy and program strategies.**
  - Planning strategies involve working with SCOG and its member agencies through regional transportation planning processes, managing funding and fiscal matters, and coordinating with WSDOT on areas for investment~~investment area plans~~.
  - Education and prevention programs aim to reduce crashes by increasing road user awareness and promoting safe driving, pedestrian, and cyclist practices, including speed management and seatbelt use. These programs communicate standards for safe behavior and help develop the skills needed to practice them. They also foster a culture of safety, shared responsibility, and equip individuals to make safer choices.
  - Enforcement helps reduce traffic crashes by promoting compliance with traffic laws and discouraging dangerous behaviors. By using targeted and equitable enforcement strategies, such as human or automated speed enforcement and monitoring, law enforcement agencies can address high-risk behaviors that contribute to severe crashes.
  - Emergency response aims to improve outcomes for people involved in roadway crashes. Rapid, coordinated, and well-equipped responses can significantly reduce injury severity and fatalities. This includes timely dispatch of EMS, fire, and law enforcement, as well as effective communication and trauma care protocols. The Safe System Approach recognizes

that while crashes may still occur, swift emergency response can help mitigate their consequences.

Design and Engineering Strategies

Transportation agencies and professionals are strongly encouraged to consider widespread implementation of FHWA's Proven Safety Countermeasures initiative to reduce traffic-related deaths and serious injuries. Proven Safety Countermeasures are evidence-based strategies endorsed by FHWA to reduce roadway deaths and serious injuries. Crash countermeasures are sorted into five safety focus areas, including:

- **Speed Management –** Focus on reducing vehicle speeds.
- **Pedestrian and Bicyclist –** Focus on improving safety for vulnerable road users.
- **Roadway Departure –** Focus on drivers to maintain lane.
- **Intersections –** Focus on reducing conflicts and improving visibility.
- **Crosscutting –** Focus on multiple focus areas and address multiple crash types.

Each Proven Safety Countermeasure (countermeasures) is supported by a Crash Modification Factor (CMF) which is a statistical estimate of its safety benefit for the given countermeasure based on empirical studies. Proven Safety Countermeasures and the affiliated Crash Modification Factors are published on FHWA's Crash Modification Factor Clearinghouse.[2] The CMF Clearinghouse is an official USDOT database that serves a searchable repository of CMFs for transportation safety professionals with information regarding the effectiveness when considering a particular roadway treatment intervention and provides results from a range of implementations and combinations based on actual crash data results. CMFs are expressed as a multiplicative factor, therefore a CMF assigned to a Proven Safety Countermeasure of less than one is anticipated to reduce the quantity of crashes after its implementation from the previous condition. Countermeasures and associated CMFs can apply to all crashes. However, CMFs can range in effectiveness based on factors such as crash type and severity of crashes individually and together, therefore it is important for safety professionals to consider the type of crash and the severity level when determine the countermeasure to implement. Below are the FHWA Proven Safety Countermeasures reflecting a range of strategies for a variety of conditions for SCOG's agency partners to consider when planning roadway investments to address traffic safety and reduce deaths and serious injuries. CMFs in the CMF Clearinghouse can also address combined countermeasures when implemented together.

[2] FHWA, Crash Modification Factors Clearinghouse, https://cmfclearinghouse.fhwa.dot.gov/index.php

Speed Management

Speed-Limit Reduction

Description: Lower posted speed limits.

Prior Condition: No prior condition.

Category: Speed management.

CMF: 0.6993 – 0.9505 | CMF ID: 11288 / 11290 / 11289 / 11291

Variable Speed Limits

Description: Install Variable Speed Limit (VSL) system where posted speed limits change in real time according to traffic and/or weather conditions.

Prior Condition: No prior condition.

Category: Advanced technology and ITS.

CMF: 0.34 - 1.78 | CMF ID: 11002 / 11005 / 11003

Install Dynamic Speed Feedback Sign

Description: System consisting of a speed measuring device and a message sign that displays feedback to those drivers who exceed a predetermined threshold. It may be the actual speed, a message such as SLOW DOWN, or activation of a warning device, such as beacons or a curve warning sign.

Prior Condition: High-crash curve sites with identified speeding problem.

Category: Advanced technology and ITS.

CMF: 0.93 – 0.95 | CMF ID: 6885 / 6886 / 6887 / 6888

Speed Safety Cameras

Description: Implement automated speed enforcement cameras.

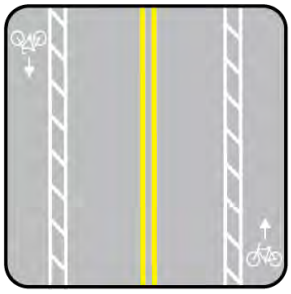
Prior Condition: No automated speed enforcement demonstration program; no photo radar.

Category: Advanced technology and ITS.

CMF: 0.46 – 0.85CMF ID: 7718 / 2915 / 2921 / 7582 / 10648

Pedestrian and Bicyclist

Bicycle Lanes



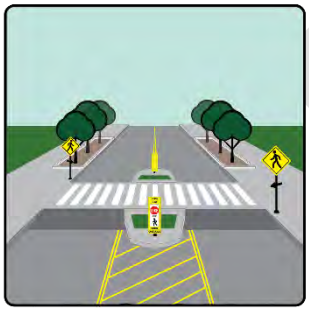
Description: Install bicycle lanes.

Prior Condition: No bicycle lane.

Category: Bicyclists.

CMF: 0.1639 – 2.24 | CMF ID: 10738 / 10742 / 9258

Crosswalk Visibility Enhancements



Description: High-visibility crosswalks aim to increase awareness of pedestrians at intersections by using highly visible marking patterns. The markings used in this study included a series of longitudinal white stripes constructed from thermoplastic material.

Prior Condition: No advanced yield or stop markings and signs.

Category: Pedestrians.

CMF: 0.6 - 0.81 | CMF ID: 4123 / 4124

Hardened Centerlines

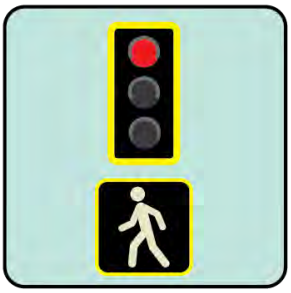
Description: small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns.

Prior Condition: No condition.

Category: Pedestrians.

CMF: All Crashes (at left turns): 0.90 (Source: ODOT Crash Reduction Factor Manual, 20238)

Leading Pedestrian Interval



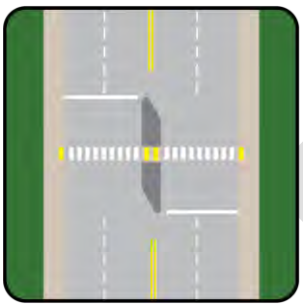
Description: Modify signal phasing (implement a leading pedestrian interval) allowing pedestrians to go in advance of vehicles turning at intersections.

Prior Condition: Signal phasing without leading pedestrian interval.

Category: Intersection traffic control; pedestrians.

CMF: 0.54 – 1.09 | CMF ID: 9901 / 9902 / 9903 / 9918

Medians and Pedestrian Refuge Islands



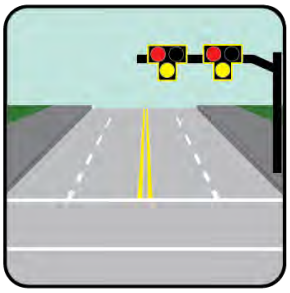
Description: Install raised medians or pedestrian refuge islands in curbed sections of urban and suburban multilane roadways.

Prior Condition: Marked crosswalks with no raised median at an uncontrolled pedestrian crossing.

Category: Pedestrians.

CMF: 0.54 – 0.81 | CMF ID: 175/ 7789 / 2220 / 2219

Pedestrian Hybrid Beacons



Description: Install a pedestrian hybrid beacon (PHB) or HAWK Signal.

Prior Condition: No pedestrian hybrid beacon.

Category: Pedestrians.

CMF: 0.309 – 0.883 | CMF ID: 9020 / 2911 / 2917

Rectangular Rapid Flashing Beacons (RRFB)

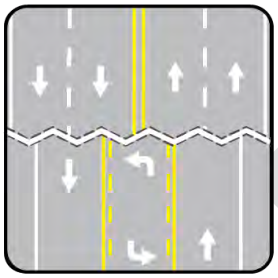
Description: Install rectangular rapid flashing beacon (RRFB).

Prior Condition: Marked crosswalks with no RRFB installation.

Category: Pedestrians.

CMF: 0.27 – 1.18 | CMF ID: 11171 / 9024 / 11158

Roadway Reconfiguration



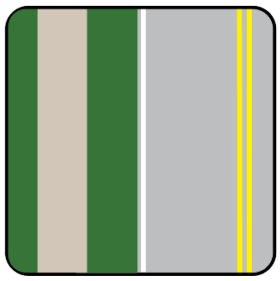
Description: Conversion of road segments from a four-lane to a three-lane cross-section with two-way left-turn lanes/center turn lane.

Prior Condition: Four-lane undivided roadway.

Category: Roadway.

CMF: 0.53 - 0.812 | CMF ID: 2841 / CMF ID: 5554

Walkways/Sidewalks



Description: Install defined space or pathway for use by a person traveling on foot or using a wheelchair.

Prior Condition: No prior condition.

Category: Pedestrian.

CMF: 0.75[3] | CMF ID: N/A[4]

Roadway Departure

Enhanced Delineation for Horizontal Curves

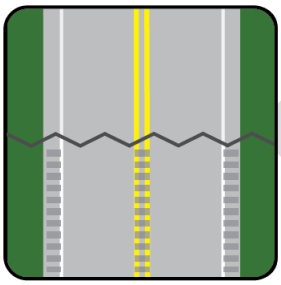
Description: Treatments can include new chevrons, horizontal arrows, and advance warning signs as well as the improvement of existing signs using fluorescent yellow sheeting.

Prior Condition: No sign; Smaller (12x18 inch) or (24x30 inch) signs.

Category: Signs.

CMF: 0.65 – 0.96 | CMF ID: 10613 / 2438 / 2431

Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Description: Install milled or rolled rumble strips.

Prior Condition: No centerline rumble strips; No prior condition.

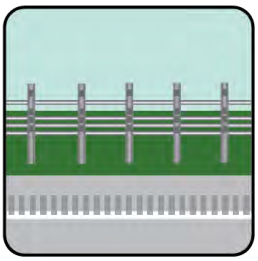
Category: Roadway.

CMF: 0.51-0.91 | CMF ID: 6974 / 6975 / 6850 / 10413

[3] Note: Pedestrian crash modification factors fluctuate between negative and positive numbers indicating that installing sidewalks may increase crashes involving a pedestrian. However, installing pedestrian infrastructure can increase the number of pedestrians using the roadway, which in turn increases the propensity for pedestrian-involved crashes.

[4] Source used by FHWA, Florida DOT, 'Update of Florida Crash Reduction Factors Countermeasures to Improve the Development of District Safety Improvements Projects', pg. 112, 2005, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/research/reports/fdot-bd015-04-rpt.pdf

Median Barriers



Description: Install raised medians.

Prior Condition: Roadways without median barriers.

Category: Roadside.

CMF: 0.04 – 2.6 | CMF ID: 47 / 9126 / 9129

Roadside Design Improvements at Curves

Description: Includes multiple improvements located at horizontal curves including, clear zones, slope flattening, adding/widening shoulders, adding cable barriers and guardrails.

Prior Condition: No prior condition.

Category: Roadside.

CMF: CMF ID: 4627/ 4632/ 35/ 36

Install Safety Edge Treatment

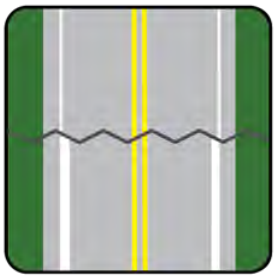
Description: The safety edge is a low-cost treatment that is implemented in conjunction with pavement resurfacing and is intended to help minimize drop-off-related crashes.

Prior Condition: Drop-off pavement edge.

Category: Shoulder treatments.

CMF: 0.59 – 2.317 | CMF ID: 9205 / 9211 / 9217

Wider Edge Lines



Description: Widen edge lines from 4 inches to 6 inches

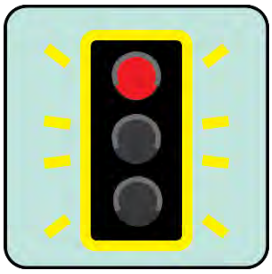
Prior Condition: 4-inch-wide edge lines.

Category: Delineation.

CMF: 0.63 – 0.87 | CMF ID: 4736 / 4737

Intersections/Signals

Backplates with Retroreflective Borders



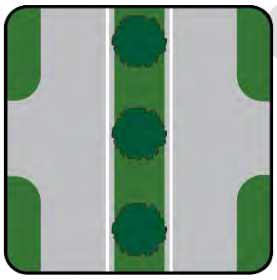
Description: Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.

Prior Condition: No prior condition.

Category: Intersection.

CMF: 0.85 | CMF ID: 1410

Corridor Access Management



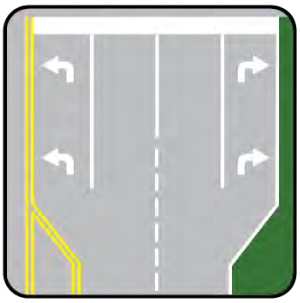
Description: Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.

Prior Condition: No prior condition.

Category: Intersections.

CMF: 0.69 - 0.75 | CMF ID: 178/ 179

Dedicated Left- and Right- Turn Lanes at Intersections



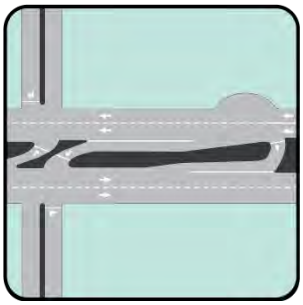
Description: Addition of left- or right-turn bypass lanes.

Prior Condition: No prior condition; left turn lanes with negative offset.

Category: Intersection geometry.

CMF: 0.81 – 1.25 | CMF ID: 296 / 297 / 295

Reduced Left-Turn Conflict at Intersections



Description: Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur.

Prior Condition: Conventional unsignalized intersection; conventional signalized intersection; two-way stop-controlled intersection.

Category: Intersections.

CMF: 0.37 - 0.78 | CMF ID: 4884/ 5556/ 9985/ 10867

Roundabouts

Description: Conversion of stop-controlled intersection to single-lane roundabout. Conversion of signal-controlled intersection to modern roundabout.

Prior Condition: No prior condition.

Category: Intersection geometry.

CMF: 0.12 – 0.42 | CMF ID: 207 / 210 / 211 / 226

Implement Signing and Marking Improvements at Stop-Controlled Intersections

Description: Involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at stop-controlled intersections.

Prior Condition: Stop-controlled intersections without systemic signing and marking improvements.

Category: Intersection traffic control.

CMF: 0.734 – 1.095 | CMF ID: 8867 / 8916 / 8900

Yellow Change Intervals

Description: Improve signalized intersection safety and reduce red-light running by reviewing and updating traffic signal timing policies and procedures concerning the yellow change interval.

Prior Condition: No prior condition.

Category: Intersection traffic control.

CMF: 0.88 - 0.92 | CMF ID: 380 / 384

Crosscutting

Increased Lighting

Description: Provide intersection illumination.

Prior Condition: No prior condition / Rural 2-lane intersection with no lighting.

Category: Crosscutting, Highway lighting.

CMF: 0.58 - 0.72 | CMF ID: 436/ 433/ 192/ 2376

Local Road Safety Plans

Description: A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.

Prior Condition: No prior condition.

Category: Crosscutting.

CMF: NA[5]

Pavement Friction Management

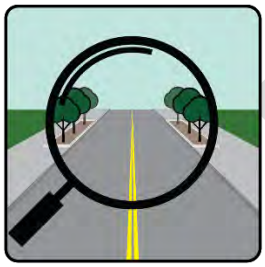
Description: Install high friction surface treatment (HFST).

Prior Condition: Curves/Ramps without High Friction Surface Treatment, or sections of pavement with both a high proportion (35-40%) of wet-road crashes and low friction numbers (<32).

Category: Roadway.

CMF: 0.124 – 1.086 | CMF ID: 10352 / 10342 / 2259

Road Safety Audit



Description: Conduct a Road Safety Audit (RSA) with multidisciplinary teams to consider all road users, account for human factors, and road user capabilities. Results are documented in a formal report and require a formal response from the road owner.

Prior Condition: No prior condition.

Category: Crosscutting.

CMF: N/A.[6]

[5] 17% reduction in fatal and serious injury crashes observed on county-owned roads in Washington State. FHWA Proven Safety Countermeasures, https://highways.dot.gov/safety/proven-safety-countermeasures/local-road-safety-plans
[6] 10%-60% reduction in total crashes, FHWA, Proven Safety Countermeasures, https://highways.dot.gov/safety/proven-safety-countermeasures/local-road-safety-plans

Planning, Policy, and Programmatic Strategies

The following section presents planning, policy, and programmatic strategies to reduce traffic-related deaths and serious injuries.

Planning Strategies

Plan Updates and Monitoring

Maintaining up-to-date crash analysis is imperative to monitoring traffic-related safety performance over time. Continually tracking safety performance metrics could include comparing trends at the regional, state, and national level of traffic-related deaths and serious injuries for all roadway victims and pedestrians and bicyclists alone. Additionally, tracking key performance indicators such as deaths and serious injuries (KSI) per mile on the regional road network at regularly occurring intervals (such as five years) could be used to updates to the High Injury Network, and show progress made on poorly performing roadway sections. Additionally, monitoring safety performance on the regional road network could be used as a prioritization framework for the Regional Transportation Plan fiscally constrained transportation improvements.

Complete Streets Policy

Washington State required WSDOT to consider Complete Streets for state transportation projects over $500,000 that started design on or after July 1, 2022. However, in the 2025 legislative session, the threshold was revised to $1 million or more for projects that started design on or after August 1, 2025. Complete Streets requirements are focused on the design of safe, accessible, and integrated transportation networks for all users, including pedestrians, bicyclists, transit riders, and motorists on state highways with multi-modal enhancements. Given that State Routes carry a significant proportion of the county's traffic-related deaths and serious injuries, SCOG can collaborate with WSDOT and local jurisdictions to develop Complete Streets policies or prioritization of Complete Streets strategies on corridor redesigns including State Routes with an interest in implementing tools and strategies from this RSAP where possible.

Education Program Strategies

Driver Education Programs

The Washington State Department of Licensing (DOL) requires young drivers aged 16 to 17 to complete a driver education program with 30 hours of classroom instruction and 6 hours behind-the-wheel. These driver education programs are expensive and out of reach for lower income youth. Studies have shown young driver education programs have resulted in safer drivers not only in their youth, but over the course of their lives. House Bill 1878 would expand the mandatory driver education to drivers up to 21 years old by 2030.[7] There are DOL approved driver education schools in Anacortes, Mount Vernon and Sedro-Woolley which can be

[7] Washington State Legislature, HB 1878-2025-26, https://app.leg.wa.gov/billsummary/?BillNumber=1878&Year=2025&Initiative=false

found on the Driver Training Schools and Testing Locations Website.[8] Additionally, the Washington State Transportation Commission is considering ways to improve young driver safety through a partnership with the Washington State DOL and Washington State University identified in the Improving Young Driver Safety Implementation Plan (ESSB 5583). In the second phase of the implementation plan, expanded access and capacity is called out with scholarship and grant programs rolling out for those without access.[9]

Peer-to-Peer Teen Traffic Safety Program

The Peer-to-Peer Teen Traffic Safety Program Guide is an educational program where teenagers and young adults are charged with identifying traffic safety problems in their schools and community and take action to address them.[10] The educational program guide is developed for adults tasked with setting up the program as a framework and is flexible based on the particular safety issues identified and how the young adults want to address issues. This program is supported by adults who provide resources, equipping young adults with information while empowering teens to identify problems and act, and by embedding peer accountability to promote safer roadway behaviors. Programmatic pillars include:

- **Teen led:** Teens are in charge, providing youth opportunities to engage in meaningful discussion and share opinions and experiences.
- **Inclusive:** Peer-to-peer programming is intended to engage all teens, attracting youth from different backgrounds, ethnicities, abilities, and genders is fundamental to the program.
- **Sustainable:** Adult support is essential for the success of peer-to-peer programs. While student turnover is high, funding, guidance, and educational resources are needed to support long-term program health.
- **Facilitated Training:** Training for teens and adults is important for content such as information about teen traffic safety. However, youth also need training and guidance related to team dynamics and the importance of active listening, communication, and resource management.
- **Defined Learning Objectives:** Program participants need to understand crash and citation outcomes most age-range related, before they can educate their peers. Additionally, learning outcomes or goals should be tied to the issues most prevalent among teen drivers.
- **Positivity:** Research indicates that positive teen learning experiences and messaging are more likely to encourage teens to choose safe driving behaviors.
- **Incentives and Recognition:** Incentives and recognition work in the short-term to incentivize good driving behavior but the program also acknowledges that additional strategies such as social norming are important to help teens recognize personal benefit to safe driving behaviors.

[8] Washington State Department of Licensing, the Driver Training Schools and Testing Locations, https://dol.wa.gov/driver-licenses-and-permits/driver-training-schools-and-testing-locations?type=Driver
[9] Washington State Department of Licensing, Improving Young Driver Safety (ESSB 5583) Implementation Plan, https://dol.wa.gov/sites/default/files/2024-11/ESSB-5583-Implementation-Plan.pdf
[10] USDOT, National Highway Traffic Safety Administration , Peer-to-Peer Teen Traffic Safety Program Guide, https://www.nhtsa.gov/document/peer-peer-teen-traffic-safety-program-guide

- **Program Evaluation:** A final touchpoint of the program evaluation is encouraged to assess whether learning outcomes and goals were achieved.

Safe Routes to School

Safe Routes to School (SRTS) is a federal, state, and locally supported initiative with the expressed goal of making it safer for children to walk and bike to school.[11] Nine jurisdictions within Skagit County currently utilize SRTS programs. SRTS programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to make walking and biking more attractive modes for commuting to school. Programmatic elements include:

- **Education:** For children and caregivers, education and training are focused on how to choose the safest routes for walking or biking to and from school, safe walking and biking behaviors, how to use common engineering treatments such as crosswalks and sidewalks, and traffic laws compliance.
- **Engineering:** Includes upgrades to sidewalks, crosswalks, bikes lanes, and traffic calming to encourage walking and biking while providing safer facilities.
- **Encouragement:** A complementary strategy to increase the number of children that walk and bike to school. Encouragement campaigns can include special events as well as regularly scheduled bike and pedestrian commuting groups.
- **Enforcement:** SRTS enforcement involves a network of community members working together to promote safe walking, biking, and driving practices. Includes localized accountability actions such as crossing guards, neighborhood watch programs, and school personnel working with law enforcement.

Community Walk Audits

A community walk audit is a collaborative form of public engagement that serves as an on-the-ground assessment of traffic related safety with the goal of identifying issues pedestrians face within a given area. During the audit, participants can include community members, advocates, and sometimes public officials to identify and document strengths and challenges related to safety, comfort, and accessibility for traversing the given location(s). Walk audits can be a first step towards policy, system, and environment change, and are primarily focused on community needs benefiting from broad perspectives. Elements of a community walk audit include:

- Organization and coordination on selecting the site.
- Outreach and engagement to advertise and entice community participation.
- Focus on elements including existing conditions of sidewalks, crosswalks, intersections, public transit access, driver behavior, and safety.

[11] Pedestrian and Bicycle Information Center, FHWA, National Highway Traffic Safety Administration, Safe Routes to School Guide, https://www.guide.saferoutesinfo.org

- Collaboration in identifying existing conditions in relation to community needs.
- Documentation of conditions to be shared with local government.

High Visibility Enforcement (HVE)

USDOT National Roadway Safety Strategy (NRSS) recognizes the importance of law enforcement officers as critical in preventing and reducing roadway deaths and serious injuries. High Visibility Enforcement (HVE) is a universal traffic safety approach designed to deter drivers from dangerous driving behavior and increase compliance with traffic laws.[12] Enforcement elements include:

- **Saturation Patrol:** Involves conducting visible patrols in targeted areas to gain voluntary compliance with traffic laws.
- **Checkpoints:** Involves stopping vehicles, or a sequence of vehicles at a predetermined fixed location to detect drivers who are impaired by alcohol or drugs. (Note: Washington State does not currently permit DUI checkpoints for enforcement.)
- **Wave:** Includes increased enforcement of a particular type of traffic violation such as speeding.
- **Automated Enforcement Enhancements:** When co-locating HVE with speed safety cameras such as placing photo enforced signage, it can expand the coverage area of the speed safety camera.

Safety Camera Policy – Automated Enforcement

Automated enforcement such as speed, and red-light cameras have been shown to reduce the quantity of traffic violations where implemented. Washington state law RCW 46.63.220 has given counties and cities explicit authority to authorize and oversee automated enforcement programs, which they must approve through local legislative authority.

Road Safety Audits

Road Safety Audits (RSAs) are a formal, systematic method of safety assessment that differs significantly from other kinds of safety studies, often referred to in the sources as traditional safety reviews, standards compliance checks, or crash investigations. A focused road safety audit assembles a team of planners and engineers with safety credentials to review locations within the county with high crash frequencies and no current plans for improvements and countermeasures. Through a focused workshop environment that includes a field visit, they identify a range of improvements and strategies to address safety issues.

[12] USDOT, National Highway Traffic Safety Administration, High Visibility Enforcement Toolkit, https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit

MOVE SKAGIT

Chapter 5 Implementation Strategies

Introduction

This chapter provides an implementation framework to advance roadway safety throughout Skagit County. It details the development of countermeasures in response to crash data trends, establishes processes for monitoring and performance measurement—particularly within the High Injury Network —and emphasizes reflective evaluation of investments and their impact on safety outcomes. Key metrics are defined to ensure alignment with agency values while embedding equity considerations, such that improvements benefit communities historically most affected by roadway deaths and serious injuries. As part of the coordinated Move Skagit process, this safety plan supports the Regional Transportation Plan. The Regional Transportation Plan defines potential for grant-eligible projects and considers a clear implementation schedule and delineates roles and responsibilities to ensure effective execution.

These countermeasures and strategies are intended as a resource to all agencies as they consider known and perceived safety issues in their communities. The in-depth crash analysis defined in Chapter 2, the equity analysis describing areas more disproportionately impacted by roadway death and serious injuries discussed in Appendix D and the crash countermeasures described in chapter 4 provide context for developing performance measures and evaluation metrics, development of implementation and investment strategies and prioritization processes that move Skagit County communities closer to eliminating deaths and serious injuries on roadways across the region.

This Chapter provides an assessment of countermeasures that respond to the region's crash focus areas, evaluates the highest density of segments of the High Injury Network as well as segments of the High Injury Network where there are proposed improvements. This chapter also defines evaluation metrics and measures that reflect on agency values, and addresses roles and responsibility and evaluation for prioritization.

Skagit County Crash Focus Areas

Chapter 2 describes 10 key focus areas based on safety data analysis and policy challenges within Skagit County and identifies plan and policy gaps for safety in the region. This Regional Safety Action Plan addresses some plan and policy gaps including:

- The development of a High Injury Network identifying priority segments of the regional roadway network experiencing the highest level of deaths and serious injuries. This network provides a regional focus for investments and a metric for comparison over time to test the efficacy of strategies and improvements.
- Agencies within the region have developed plans and policies that can be used as models to improve safety, including active transportation plans, ADA Transition Plans and have speed limit policies. Only one local agency has an adopted Target Zero Action Plan; however, the SCOG RSAP sets a policy that seeks to achieve Zero Deaths and Serious Injuries in line with the State of Washington Target Zero plan. Additionally, some agencies have also adopted safe routes to school plans and established speed

policies. These plans and policies can serve as models for other communities. Model plans and policies can be found in Appendix A.

- While no agencies in Skagit County are currently implementing automated enforcement for speeding or red-light running, automated enforcement could assist local agencies in reducing angle crashes at urban intersections and reduce speeds in school zones. The Washington State Legislature has made significant changes to the use of automated enforcement cameras. House Bill 2384 allows cities and counties to use automated traffic safety cameras to detect stoplight and speed zone violations, which is a change for jurisdictions. Notably, the bill states that 25% of revenues from cameras must be deposited into the Cooper Jones Active Transportation Safety Account. In the focus areas, State Routes are a challenge for local agencies. Cities can deploy cameras on State Routes classified as city streets and in work zones, with specific placement requirements to minimize impacts on drivers. These changes aim to enhance roadway safety and improve traffic enforcement across Washington state.

To address the top 10 focus areas that result in deaths and serious injuries, countermeasures are discussed in the following section. Recommended strategies include design treatments from FHWA's Proven Safety Countermeasures for segments and intersections, as well as planning, policy and programmatic approaches. Together, these strategies form the foundation for safety initiatives that can be implemented within Skagit County, consistent with the Safe System Approach. The toolkit also includes a comprehensive set of policy, infrastructure, enforcement, and education strategies to reduce quantity of crashes and severity of crashes within Skagit County.

Countermeasures and Strategies Addressing Crash Focus Areas

Based on findings in the State of Safety in the Region Report (Appendix B), Crash Focus Areas were identified for the region. Crash Focus Areas were developed from the most common and severe crash outcomes within Skagit County. Crash Focus Areas are listed below with crash countermeasures most associated with reducing the Crash Focus Area components. For reference, Crash Modification Factors (CMFs) are reference specific safety emphasis areas and are detailed in Chapter 4.

High Fatality and KSI Rates in Unincorporated Areas

- Problem: 75% of deaths occur in unincorporated areas; fatality rate is much higher than in urban areas.
- Recommended Countermeasures:
  - Rumble strips (shoulder and centerline) – CMF: ~0.65–0.75
  - Wider Edge Lines: (4 inches to 6 inches) – CMF: ~0.63 – 0.87
  - Paved shoulders (widening to 4ft+) – CMF: ~0.70
  - Access management / driveway consolidation – CMF: ~0.71
- Recommended Plan and Policy Strategies:
  - Enforcement: Speed feedback signs, and speed enforcement zones on higher speed rural roadways.
  - Education: Public Campaign on Rural Speeds.

Safety Performance of State Routes (accounting for 13% regional roadway network, but 60% of deaths)

- Problem: Overrepresentation of severe crashes on high-speed state-maintained routes.
- Recommended Countermeasures:
  - Median barriers on divided highways – CMF: ~0.30–0.50 (for head-on crashes)
  - Roundabouts on rural highways at intersections – CMF: ~0.26 (for converting stop-controlled intersection into a single lane roundabout); CMF: ~0.78 (for converting signalized intersection to a roundabout)
  - Systemic lane departure countermeasures (rumble strips, enhanced markings and signage, guardrail infill) – CMF: ~0.63–0.71
  - Speed management through gateway treatments or dynamic signs – CMF: ~0.93–0.95
- Recommended Strategies:
  - Enforcement: Speed feedback signs, and speed enforcement zones on higher speed rural roadways. Include speed enforcement zones and potential automated enforcement.
  - Education: Public Campaign on Rural Speeds.

Disproportionately High Fatalities on Tribal Lands (8× higher death rate)

- Problem: Very small population, yet significantly elevated death rates.
- Recommended Countermeasures:
  - Community-based speed enforcement and awareness campaigns – CMF: ~0.85 (education enforcement bundles)
  - Street lighting at intersections and crossings – CMF: ~0.65
  - Enhanced crosswalks with RRFBs or pedestrian refuge islands – CMF: ~0.40
- Recommended Strategies:
  - Enforcement: Establish speed enforcement zones.
  - Education Campaign: Focused driver education program for Tribal youth.

Vulnerable Road Users (VRU) at High Risk in Burlington, La Conner, Rural Roads

- Problem:
  - High KSI and death rates among pedestrians and bicyclists, especially in unincorporated contexts.
- Recommended Countermeasures:
  - Pedestrian hybrid beacons (HAWK signals) – CMF: ~0.49
  - Rectangular Rapid Flashing Beacon (RRFB) – CMF: ~0.47 (for pedestrian crashes)
  - Road diets (4-to-3 lane conversions) – CMF: ~0.70 (for all crashes)
  - Separated bike lanes / side paths – CMF: ~0.55–0.65
  - Paved shoulders (widening to 4ft+) – CMF: ~0.70
  - In-street pedestrian signs or curb extensions – CMF: ~0.70
- Recommended Strategies:
  - Education Campaigns: Community Walk Audits.
  - Develop Active Transportation Plans.

Impairment, Speeding, and Distracted Driving Are Top Contributing Factors

- Problem: Leading behavioral factors in fatal and serious injury crashes.
- Recommended Countermeasures:
  - Automated speed enforcement (ASE) – CMF: ~0.70 (especially in high-risk corridors)
  - Dynamic speed feedback signs – CMF: ~0.85
  - High-visibility enforcement combined with public education – CMF: ~0.80
- Recommended Strategies:
  - Enforcement: Establish speed enforcement zones, automated enforcement.
  - Education Campaigns and driver education programs.

High Severity in Fixed Object, Head-On, and Angle Crashes

- Problem: These crash types account for most severe injuries and deaths.
- Recommended Countermeasures:
  - Clear zone improvements / object removal – CMF: ~0.75
  - Roundabout installation at high-angle crash intersections – CMF: ~0.35 (for fatal/injury crashes)
  - Cable median barriers for head-on crashes – CMF: ~0.55
- Recommended Strategies:
  - Enforcement: Automated enforcement.

Motorcycle and Light Truck Involvement in Severe Crashes

- Problem: Disproportionate share of KSI and fatalities.
- Recommended Countermeasures:
  - Motorcycle-specific safety campaigns and enforcement – CMF: ~0.85 (behavioral focus)
  - Install skid-resistant surfaces on curves – CMF: ~0.60
  - High friction treatments to reduce motorcyclist run-off road crashes on curves – CMF: ~0.48
  - Widen edge lines – CMF: ~0.60

Older Adults and Disabled Persons Overrepresented in Severe Injuries

- Problem: Age and disability correlate with higher fatal and serious injury rates.
- Recommended Countermeasures:
  - ADA-compliant infrastructure upgrades – CMF: ~0.60 (esp. tactile warnings, signal timing)
  - Advance stop lines for pedestrian crossings – CMF: ~0.80
  - Leading pedestrian intervals (LPI) – CMF: ~0.85

Top High Injury Network Corridors and Strategies (3 KSI Per Mile and Greater)

The High Injury Network is a subset of roadways identified within Skagit County that experiences a disproportionately high number of severe traffic crashes, resulting in deaths or serious injuries. The purpose of identifying these networks is to prioritize safety interventions and improvements in areas where traffic injuries are concentrated. In Skagit County, the HIN and crash analysis included study period of 2019 through 2023 and is described in Chapter 2. The High Injury Network highlights segments with higher densities of deaths and serious injuries. In Skagit County, segments of the High Injury Network with at least 3 death or serious injury victims per mile were evaluated. Of the seven segments meeting this criteria, ~~one~~ two projects ~~was~~ have been ~~already~~ identified on the 2045 Regional Transportation Plan including the Riverside Drive Safety Improvements and Josh Wilson Road Phases 2, 2A, 3 & 4, leaving six segments where improvements were not identified in the Regional Transportation Plan. These six are noted in Table 7 including the level of deaths and serious (KSI) per mile. These top segments are noted in Table 7 noting seven deaths on these segments and 30 deaths and serious injuries. The top segments are described on the following page with potential countermeasures and improvements.

Table 7. Top HIN Corridors Victim Summary

HIN Roadway	From Street / MILEPOST	To Street / MILEPOST	LENGTH Mile	KABC Count	KABC PER MILE	KSI COUNT	KSI PER MILE	K COUNT	K PER MILE
Chuckanut Drive /SR 11	0.7	2.1	1.46	21	14.33	6	4.11	1	0.68
Best-Rd	Young Road	State Route 20	0.97	10	10.31	4	4.11	1	1.03
S Burlington Blvd	East/West Rio Vista Avenue	Skagit River	1.87	137	73.26	7	3.75	2	1.07
N 30th Street	Loch Ness Loop	East Fir Street	1.47	21	14.30	5	3.39	2	1.36
N Laventure Street	Sigmar Lane	E Division Street	1.25	43	34.40	4	3.19	0	N/A
Township Road	SR 20/ Moore Street	Dunlop Street	1.18	39	33.05	4	3.40	1	0.84

Notes:
KSI are deaths and serious injury outcomes; KSI Per Mile (KSI PM) are deaths and serious injuries per mile
KABC are all deaths and injury outcomes; KABC Per Mile (KABC PM) are deaths and injuries per mile.

Chuckanut Drive/SR 11

Existing Conditions

Shown in Figure 13, Chuckanut Drive/SR 11 from milepost 0.7 to milepost 2.1 is an arterial segment south of Cook Road to South of Packard Lane. On the state highway system map, this segment is designated as a Collector. It is located within the unincorporated area of Skagit County with one lane in each direction and shoulders. The paved roadway is 30' wide. Lanes are roughly 11' wide with shoulders that are 4' feet wide to accommodate pedestrians and bicyclists. The posted speed on this segment is 45 MPH.

Figure 13. Chuckanut Drive at Pulver Road HIN Segment

Figure 14. Streetview of Chuckanut Drive/SR 11

This 1.46-mile segment of Chuckanut Drive had six fatal and serious injuries (KSI) outcomes in the five-year period between 2019 and 2023. None of these KSI crashes involved pedestrians or people riding bicycles, however, this corridor is a popular bicyclist route leading to Larrabee State Park.

Over a 5-year period, 13 fatal or injury (KABC) crash incidents occurred along this corridor, resulting in 21 victims. Among these, 4 were fatal or serious (KSI) crashes, accounting for 6 victims, including 1 crash that resulted in a single death (K).

Please Note:

Table cell values may not add up to the sum of a column's values; this is due to the crash information falling into one or more categories as seen in Table 8, in addition to crash record marked as an angle crash 4 crashes were also rollover, and 5 crashes were fixed object. Additionally, it may be the case that a single crash was marked as an angle crash, with a fixed object, and the vehicle rolled over.

Table 8 shows that while angle-related crashes are not the only collision types on this corridor, they are the only crash type present in all injury and fatal crashes and contribute to 100% of KABC, KSI, K outcomes.

Table 8. All Victim Counts by Collision Types on Chuckanut Drive/SR 11 from MP 0.7 to 2.1

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	21	100%	6	100%	1	100%	1 in 4	1 in 21	1 in 6
Fixed Object	4	19%	1	17%	0	0%	1 in 4	N/A	N/A
Rollover	5	24%	3	50%	1	100%	1 in 2	1 in 5	1 in 3
All Crashes	**21**		**6**		**1**		**1 in 4**	**1 in 21**	**1 in 6**

Spatially, KSI crashes occurred exclusively at or near intersections (Table 9) and are highly concentrated at a single location: the intersection of Chuckanut Drive and Pulver Road. In fact, this intersection experienced the highest number of crashes for any stop-controlled intersection.~~is identified as the most dangerous intersection in Skagit County in the high-crash location analysis.~~ When overlaying this finding with the contributing factors (Table 10), disobeying signs and failure to yield appear to be the top contributing factors at this high crash intersection.

Table 9. All Victim Counts by Junction Types on Chuckanut Drive/SR 11 from MP 0.7 to 2.1

JUNCTION RELATIONSHIP	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
At Driveway	3	14%	0	0%	0	0%	N/A	N/A	N/A
At Intersection and Related	18	86%	6	100%	1	100%	1 in 3	1 in 18	1 in 6
All Crashes	**21**		**6**		**1**		**1 in 4**	**1 in 21**	**1 in 6**

Table 10. All Victim Counts by Contributing Factors on Chuckanut Drive/SR 11 from MP 0.7 to 2.1

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	9	43%	4	67%	0	0%	1 in 2	N/A	N/A
Distracted	2	10%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Vehicle	12	57%	2	33%	1	100%	1 in 6	1 in 12	1 in 2
Speeding	3	14%	1	17%	0	0%	1 in 3	N/A	N/A
All Crashes	**21**		**6**		**1**		**1 in 4**	**1 in 21**	**1 in 6**
Crashes with Contributing Factor	**21**	**100%**	**6**	**100%**	**1**	**100%**	**1 in 4**	**1 in 21**	**1 in 6**

Though not pronounced, Table 11 shows that 2 KSI outcomes occurred in darkness, with no street light conditions. Installing street lighting may be one of the safety countermeasures applicable to study area.

Table 11. All Victim Counts by Lighting Conditions on Chuckanut Drive/SR 11 from MP 0.7 to 2.1

LIGHTING CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dark-No Street Lights	8	38%	1	17%	0	0%	1 in 8	N/A	N/A
Dark-Street Lights Off	2	10%	1	17%	0	0%	1 in 2	N/A	N/A
Daylight	11	52%	4	67%	1	100%	1 in 3	1 in 11	1 in 4
All Crashes	**21**		**6**		**1**		**1 in 4**	**1 in 21**	**1 in 6**

Physical Roadway Countermeasures

As the findings point to crashes heavily concentrating at a single intersection, a controlled intersection, such as a roundabout at the intersection of Chuckanut Drive and Pulver Road, could be the most effective long-term solution. WSDOT in coordination with Skagit County recently installed turn-restrictions on Pulver Road at Chuckanut Drive/SR 11 along with other speed management and flashing stop signs. WSDOT recently reconfigured Chuckanut Drive and Pulver Road intersection by preventing left turns and through movements from Pulver Road, only allowing right turn movements onto Chuckanut Drive. WSDOT will monitor the recent improvements and assess whether future intersection improvements should be completed.

Policy and Enforcement Strategies

Additionally, the corridor's long, straight design likely contributes to risky driving behaviors~~unsafe driving behaviors~~ such as speeding, distraction, and failure to obey signals or signage. These risks are especially concerning given that this is not a limited-access highway facility, and conflicts with local traffic. Implementing enforcement strategies, such as Automated Speed Enforcement (ASE), High Visibility Enforcement (HVE) and dynamic speed feedback signs, can be effective in reducing these risky behaviors and improving overall safety along the corridor. Interviews with law enforcement suggest speeding along the corridor contributing to severity of crashes and remote location with circuitous alternative routing as contributing to severity of outcomes when a crash blocks the road and victims need to be taken to the hospital.

Best Road

Existing Conditions

Best Road is a 0.97-mile arterial segment extending from south of SR 20 and is located in unincorporated Skagit County as shown in Figure 15. It is classified as a Collector according to the WSDOT functional classification map. In May 2020, traffic data indicated an average daily volume of 2,362 vehicles along the corridor. The roadway consists of one lane in each direction with 4-foot shoulders, totaling a paved width of approximately 34 feet. Each lane is roughly 13 feet wide, and the posted speed limit is currently 35 MPH.

Figure 15. Best Road at SR 20 HIN Segment

Between 2019 and 2023, five KABC crashes were recorded along this HIN segment, resulting in 10 victims. Among these, there were four KSI victims, including one death, all resulting from a single serious injury or fatal crash. None of the KSI crashes involved pedestrians or bicyclists.

According to Table 12, angle crashes are the most severe collision type on this corridor, as they are present across all crash severity levels. Notably, there is 1 crash that resulted in 4 KSI victims, 1 of which was fatal. This crash occurred at the intersection of Young Road and Best Road (Table 13). This entering-at-angle crash involved a collision with a fixed object and was associated with impaired driving and failure to obey a stop sign (Table 14).

Table 12. All Victim Counts by Collision Types on Best Road from South of SR 20 to South of Young Road

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	10	100%	4	100%	1	100%	1 in 3	1 in 10	1 in 4
Fixed Object	4	40%	4	100%	1	100%	1 in 1	1 in 4	1 in 4
Parked car	1	10%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**10**		**4**		**1**		**1 in 3**	**1 in 10**	**1 in 4**

Table 13. All Victim Counts by Junction Types on Best Road from South of SR 20 to South of Young Road

JUNCTION RELATIONSHIP	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
At Driveway	1	10%	0	0%	0	0%	N/A	N/A	N/A
At Intersection and Related	9	90%	4	100%	1	100%	1 in 2	1 in 9	1 in 4
All Victims	**10**		**4**		**1**		**1 in 3**	**1 in 10**	**1 in 4**

Table 14. All Victim Counts by Contributing Factors on Best Road from South of SR 20 to South of Young Road

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	7	70%	4	100%	1	100%	1 in 2	1 in 7	1 in 4
Distracted	1	10%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Vehicle	3	30%	0	0%	0	0%	N/A	N/A	N/A
Impaired	4	40%	4	100%	1	100%	1 in 1	1 in 4	1 in 4
All Victims	**10**		**4**		**1**		**1 in 3**	**1 in 10**	**1 in 4**
Victims with Contributing Factor	**10**	**100%**	**4**	**100%**	**1**	**100%**	**1 in 3**	**1 in 10**	**1 in 4**

Lighting conditions in Table 15 indicate that this angle crash occurred in darkness, with no street lighting present, further compounding the severity and emphasizing the need for visibility improvements at this location. Additionally, the corridor's long, straight design and the lack of traffic controls likely contribute to poor speed management.

Table 15. All Victim Counts by Lighting Conditions on Best Road from South of SR 20 to South of Young Road

LIGHTING CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dark-No Street Lights	4	40%	4	100%	1	100%	1 in 1	1 in 4	1 in 4
Daylight	3	30%	0	0%	0	0%	N/A	N/A	N/A
Dusk	3	30%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**10**		**4**		**1**		**1 in 3**	**1 in 10**	**1 in 4**

Physical Roadway Countermeasures

Based on these findings, a combination of intersection control improvements (e.g., upgraded signage or conversion to a roundabout), lighting installation, and speed management could reduce crash frequency and severity along this short corridor.

Policy and Enforcement Strategies

With failure to obey traffic signals and signage identified as a leading contributing factor, enhancing the visibility of enforcement, through measures such as targeted patrols, public education campaigns, or automated enforcement, can help deter violations and improve compliance.

South Burlington Boulevard

Existing Conditions

S Burlington Boulevard is a 1.87 mile five-lane arterial from East Rio Vista Avenue to the Skagit River. This segment shown in Figure 16, includes two travel lanes in each direction, a center two-way left-turn lane and sidewalks on both sides. The paved roadway is approximately 55’ wide and this almost 2-mile segment includes ten signal-controlled intersections. The posted speed on this segment is 35 MPH with fronting commercial and residential development.

Figure 16. South Burlington Boulevard HIN Segment

Figure 17. Streetview of South Burlington Boulevard

This 1.87-mile HIN segment recorded 7 KSI victims in the five-year period between 2019 and 2023. Out of 105 KABC crashes, 17 involved pedestrians or people riding bicycles, resulting in 3 vulnerable road users seriously injured or killed. The segment had crashes that resulted in 2 deaths, including one pedestrian. There was also one crash resulting in a seriously injured bicyclist.

Crashes resulting in KSI outcomes on this corridor primarily involved either pedestrians/bicyclists or fixed objects, accounting for 43% and 29% of all KSI victims, respectively. Of the 2 fatal crashes, one was a rear-end collision, while the other involved a pedestrian being struck (Table 16).

Table 16. All Victim Counts by Collision Types on Burlington Boulevard Road from East Rio Vista Avenue to the Skagit River

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	64	47%	0	0%	0	0%	N/A	N/A	N/A
Fixed Object	3	2%	2	29%	0	0%	1 in 2	N/A	N/A
Head-on	1	1%	0	0%	0	0%	N/A	N/A	N/A
Opposite direction – Other	3	2%	0	0%	0	0%	N/A	N/A	N/A
Parked car	1	1%	0	0%	0	0%	N/A	N/A	N/A
Pedestrian/Bike	17	12%	3	43%	1	50%	1 in 6	1 in 17	1 in 3
Rear End	47	34%	1	14%	1	50%	1 in 47	1 in 47	1 in 1
Rollover	2	1%	1	14%	0	0%	1 in 2	N/A	N/A
Same direction – Other	3	2%	0	0%	0	0%	N/A	N/A	N/A
Sideswipe	4	3%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**137**		**7**		**2**		**1 in 20**	**1 in 69**	**1 in 4**

While Table 17 shows no clear pattern in the junction relationships of fatal crashes, there is a notable concentration of KABC crashes at intersections, particularly at South Burlington Boulevard and Gilkey Road, a location also identified as a high-crash hotspot.

Table 17. All Victim Counts by Junction Types on Burlington Boulevard Road from East Rio Vista Avenue to the Skagit River

JUNCTION RELATIONSHIP	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
At Driveway	22	16%	0	0%	0	0%	N/A	N/A	N/A
At Driveway within Major Intersection	8	6%	0	0%	0	0%	N/A	N/A	N/A
At Intersection and Not Related	4	3%	2	29%	1	50%	1 in 2	1 in 4	1 in 2
At Intersection and Related	59	43%	2	29%	0	0%	1 in 30	N/A	N/A
Intersection Related but Not at Intersection	19	14%	0	0%	0	0%	N/A	N/A	N/A
Not at Intersection and Not Related	25	18%	3	43%	1	50%	1 in 8	1 in 25	1 in 3
All Victims	**137**		**7**		**2**		**1 in 20**	**1 in 69**	**1 in 4**

Table 18 highlights the top behavioral factors such as speeding and reckless driving as the predominant contributing factors of KSI outcomes. Interviews with law enforcement suggested poor lane changing, and pedestrians crossing outside the protected crosswalks as contributing to crashes.

Table 18. All Victim Counts by Contributing Factors on Burlington Boulevard Road from East Rio Vista Avenue to the Skagit River

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	11	8%	0	0%	0	0%	N/A	N/A	N/A
Distracted	37	27%	0	0%	0	0%	N/A	N/A	N/A
Drowsy	1	1%	0	0%	0	0%	N/A	N/A	N/A
Equipment	2	1%	0	0%	0	0%	N/A	N/A	N/A
Failure to Use Due Care / Reckless	4	3%	2	29%	0	0%	1 in 2	N/A	N/A
Failure to Yield to Non-Motorist	6	4%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Vehicle	34	25%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	34	25%	0	0%	0	0%	N/A	N/A	N/A
Impaired	8	6%	2	29%	0	0%	1 in 4	N/A	N/A
Improper Passing	1	1%	0	0%	0	0%	N/A	N/A	N/A
Improper Turn/Merge	18	13%	0	0%	0	0%	N/A	N/A	N/A
Lane Violation	4	3%	0	0%	0	0%	N/A	N/A	N/A
Overcorrecting / Oversteering	1	1%	0	0%	0	0%	N/A	N/A	N/A
Speeding	16	12%	3	43%	1	50%	1 in 5	1 in 16	1 in 3
All Victims	**137**		**7**		**2**		**1 in 20**	**1 in 69**	**1 in 4**
Victims with Contributing Factor	**128**	**93%**	**4**	**57%**	**1**	**50%**	**1 in 32**	**1 in 128**	**1 in 4**

Lighting conditions appear to play a role in crash severity, with 71% of KSI victim-involved crashes occurring in the dark, despite the presence of street lighting (Table 19).

Table 19. All Victim Counts by Lighting Conditions on Burlington Boulevard Road from East Rio Vista Avenue to the Skagit River

LIGHTING CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dark-No Street Lights	7	5%	1	14%	0	0%	1 in 7	N/A	N/A
Dark-Street Lights On	32	23%	5	71%	2	100%	1 in 6	1 in 16	1 in 3
Daylight	90	66%	1	14%	0	0%	1 in 90	N/A	N/A
Dusk	8	6%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**137**		**7**		**2**		**1 in 20**	**1 in 69**	**1 in 4**

Physical Roadway Countermeasures

The corridor's physical design, characterized by long blocks, wide lanes, and no medians likely encourage higher speeds and risk-taking behavior. To address these issues and enhance safety for all road users, several countermeasures should be considered. Dynamic feedback signs could be used along the corridor to alert drivers to their speed. A road diet including lowering speeds could modify the existing roadway configuration to calm traffic. Accommodating cyclists with buffered bike lanes may be considered as part of road narrowing. This method has proven to slow the drivers down and provide a safer space for vulnerable road users. Consider implementing pedestrian hybrid beacons or Rectangular Rapid Flashing Beacons (RRFBs) at mid-block locations to enhance pedestrian connectivity, facilitate safe roadway crossings, and promote traffic calming by introducing regular controlled crossing points along extended roadway segments.

Additional pedestrian countermeasures at intersections could include leading pedestrian intervals (LPIs), high visibility crosswalks, extending curbs at intersections and medians that provide pedestrian refuge may be considered in future improvements along the corridor. Medians also reduce vehicle conflict points at driveways.

Policy and Enforcement Strategies

With reckless driving and speeding identified as the top contributing factors in KSI crashes, automated traffic enforcement and improved high visibility of law enforcement could be effective strategies for deterring risky driving behavior and enhancing overall corridor safety. Red-light running cameras could reduce angle crashes.

Dynamic feedback signs could be used along the corridor to alert drivers to their speed. Additionally, outreach and education could help reduce dangerous driving behaviors.

N 30th Street

Existing Conditions

Shown in Figure 18, N 30th Street is a 1.47-mile HIN segment in Mount Vernon extending from Loch Ness Loop in the north to East Fir Street in the south. N 30th Street is a Collector, according to the Mount Vernon Transportation Map.[13] N 30th Street consists of one travel lane in each direction with parking lanes and sidewalks on both sides north of Martin Road. South of Martin Road to the Kulshan Trail crossing, one travel lane in each direction continues throughout the segment; however, parking and sidewalks are located on the east side of the road. From Kulshan Trail crossing to East Fir Street, one travel lane in each direction is present with sidewalk on the west side of the road until Schuller Place where sidewalks are located on both sides of the roadway.

Figure 18. North 30th Street HIN Segment

Between 2019 and 2023, 18 KABC crashes were recorded along this HIN segment, resulting in 21 victims. Among these, there were five serious injuries victims, including two deaths. None of the KSI victims were pedestrians or bicyclists. Table 20 shows angle crashes are the most common collision type on the corridor and resulted in five serious injuries, including one death. Additionally, in all instances of the four serious injuries the crash was also a rollover. Table 21 shows that all serious injuries and deaths were related to an intersection. Of the serious injuries, three were assigned a crash contributing factor of impaired driving shown in Table 22.

[13] https://mountvernonwa.gov/DocumentCenter/View/62/Road-Type-Map-

Table 20. All Victim Counts by Collision Types on N 30th Street from South of Loch Ness Loop to E Fir Street

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	14	67%	4	80%	1	50%	1 in 4	1 in 14	1 in 4
Rollover	6	29%	5	100%	2	100%	1 in 1	1 in 3	1 in 3
All Victims	**21**		**5**		**2**		**1 in 14**	**1 in 11**	**1 in 3**

Table 21. All Victim Counts by Junction Types on N 30th Street from South of Loch Ness Loop to E Fir Street

JUNCTION RELATIONSHIP	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
At Intersection and Related	17	81%	4	80%	1	50%	1 in 4	1 in 17	1 in 4
Intersection Related but Not at Intersection	2	10%	1	20%	1	50%	1 in 2	1 in 2	1 in 1
All Victims	**21**		**5**		**2**		**1 in 4**	**1 in 11**	**1 in 3**

Table 22. All Victim Counts by Contributing Factors on N 30th Street from South of Loch Ness Loop to E Fir Street

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	1	5%	1	20%	0	0%	1 in 1	N/A	N/A
Distracted	2	10%	1	20%	1	50%	1 in 2	1 in 2	1 in 1
Impaired	3	14%	3	60%	1	50%	1 in 1	1 in 3	1 in 3
Overcorrecting / Oversteering	1	5%	1	20%	1	50%	1 in 1	1 in 1	1 in 1
All Victims	**21**		**5**		**2**		**1 in 4**	**1 in 11**	**1 in 3**
Victims with Contributing Factor	**20**	**95%**	**5**	**100%**	**2**	**100%**	**1 in 4**	**1 in 10**	**1 in 3**

Physical Roadway Countermeasures

Given that nearly all serious injuries involved intersections, specifically State Route 538 (College Way), this corridor is a prime location for improvements at N 30th Street and East Fir Street. It is notable that it appears that there have been intersection improvements made to N 30th Street at E College Way within the past five years which may reduce the quantity of severe crashes in the future. However, the section of N 30th Street abutting Bakerview Park may benefit from upgrades for pedestrian and bicycle infrastructure and mid-block high visibility pedestrian crossings.

Policy and Enforcement Strategies

Disobeying traffic signs, distracted driving, and impaired driving are leading causes of KSI crashes. Effective countermeasures include high visibility enforcement, automated traffic enforcement, and community education programs, particularly near Centennial Elementary School at N 30th Street and Martin Road.

N Laventure Road

Existing Conditions

N Laventure Road is a 1.25-mile HIN segment in Mount Vernon extending from E Division Street in the south to near Sigmar Lane in the north. Show in Figure 19, N Laventure Road is classified as a Principal Arterial, according to the Mount Vernon Transportation Map.[14] N Laventure Road consists of one travel lane in each direction with parking lanes on and sidewalks on both sides from Division Street to Kushan Drive. North of Kulshan Ave the same conditions are present with a left turn lane present on the street through Sigmar Lane. Notably, La Venture Middle School and Skagit Valley College are located along the corridor.

Figure 19. North Laventure Road HIN Segment

Between 2019 and 2023, 31 KABC crashes were recorded along this HIN segment, resulting in 43 victims. Among these, there were four serious injuries victims, and no deaths. Three of the KSI victims were pedestrians or bicyclists. Table 23 shows angle crashes are the most common collision type on the corridor and resulted in one severe injury. Additionally, eight crashes occurred with pedestrians or cyclists of which two resulted in a serious injury. Table 24 shows that although most injuries occurred at intersections, three of the four serious injuries occurred on the segment and not at an intersection. Of the serious injuries, two were assigned a crash contributing factor of distracted driving (Table 25).

[14] https://mountvernonwa.gov/DocumentCenter/View/62/Road-Type-Map-

Table 23. All Victim Counts by Collision Types on N Laventure Road from South of Sigmar Lane to E Division Street

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	20	47%	1	25%	0	0%	1 in 20	N/A	N/A
Fixed Object	4	9%	2	50%	0	0%	1 in 2	N/A	N/A
Parked car	2	5%	1	25%	0	0%	1 in 2	N/A	N/A
Pedestrian/Bike	8	19%	2	50%	0	0%	1 in 4	N/A	N/A
All Victims	**43**		**4**		**0**		**1 in 11**	**N/A**	**N/A**

Table 24. All Victim Counts by Junction Types on N Laventure Road from South of Sigmar Lane to E Division Street

JUNCTION RELATIONSHIP	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
At Intersection and Related	27	63%	1	25%	0	0%	1 in 27	N/A	N/A
Not at Intersection and Not Related	8	19%	3	75%	0	0%	1 in 3	N/A	N/A
All Victims	**43**		**4**		**0**		**1 in 11**	**N/A**	**N/A**

Table 25. All Victim Counts by Contributing Factors on N Laventure Road from South of Sigmar Lane to E Division Street

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Distracted	9	21%	2	50%	0	0%	1 in 5	N/A	N/A
Overcorrecting / Oversteering	1	2%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**43**		**4**		**0**		**1 in 11**	**N/A**	**N/A**
Victims with Contributing Factor	**41**	**95%**	**4**	**100%**	**0**	**0%**	**1 in 10**	**N/A**	**N/A**

Physical Roadway Countermeasures

Pedestrian and bicycle investments like protected bike lanes and improved delineation around Skagit Valley College located on N Laventure Road and E College Way, could help reduce the quantity of college students prone to serious injuries. Additionally, south of Kulshan Avenue bicycle lanes on N Laventure transition into

parking lanes combined with intersection bulb-outs particularly near La Venture Middle School and the Boys and Girls Club at N Laventure Road and Kulshan Avenue. On one hand, the intersection bulb-outs located near the middle school provide added visibility for students crossing N Laventure and reduced crossing distances. However, students electing to ride bicycles on N Laventure Road have inconsistent bicycle facilities.

Policy and Enforcement Strategies

Given the presence of La Venture Middle School and Skagit Valley College along this corridor, implementing or bolstering safe routes to school programs and educational campaigns has the potential to decrease the severity of collisions on N Laventure Street.

Township Street

Existing Conditions

Shown in Figure 20, Township Street is a 1.18-mile segment in Sedro Woolley extending south from SR 20 / Moore Street to Dunlop Street. Township Street is classified as an arterial from Moore Street to State Street and a Major Collector from State Street to Dunlop Street, according to the Sedro-Woolley transportation element of the 2018 Comprehensive Plan. Township Street consists of one travel lane in each direction with sidewalks on both sides of the street from Moore Street to State Street. South of State Street, complete sidewalks are present on the east side of the street while incomplete sidewalks are present on the west side.

Figure 20. Township Street HIN Segment

Between 2019 and 2023, 31 KABC crashes were recorded along this HIN segment, resulting in 39 victims. Among these, there were four KSI victims, including one death. None of the KSI injuries involved pedestrians or bicyclists.

Table 26 shows angle crashes are the most severe collision type on the corridor, as they are the most common crash type and present across all severity levels including three KSI and one fatality. Additionally, collisions with parked cars accounted for two KSI and one fatality indicating the single death on the roadway was an angle crash involving a parked car.

Table 27 shows that nearly (34 of 39) all injuries on the corridor were located at an intersection and related to all KSI outcomes. Additionally, the single fatality crash was assigned crash contributing factors of failure to use due care/ reckless, impaired, and speeding shown in Table 28. The fatal crash occurred at the intersection of Township Street and Warner Street resulting in one death, one serious injury, and one minor injury.

Table 26. All Victim Counts by Collision Types on Township Street from SR 20/Moore Street to Dunlop Street

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	22	56%	3	75%	1	100%	1 in 7	1 in 22	1 in 3
Parked Car	5	13%	2	50%	1	100%	1 in 3	1 in 5	1 in 2
Rear End	8	21%	1	25%	0	0%	1 in 8	N/A	N/A
All Victims	**39**		**4**		**1**		**1 in 10**	**1 in 39**	**1 in 14**

Table 27. All Victim Counts by Junction Relationship on Township Street from SR 20/Moore Street to Dunlop Street

JUNCTION RELATIONSHIP	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
At Driveway	1	3%	0	0%	0	0%	N/A	N/A	N/A
At Intersection and Related	34	87%	4	100%	1	100%	1 in 9	1 in 34	1 in 4
All Victims	**39**		**4**		**1**		**1 in 10**	**1 in 39**	**1 in 4**

Table 28. All Victim Counts by Contributing Factors on Township Street from SR 20/Moore Street to Dunlop Street

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Failure to Use Due Care / Reckless	4	10%	2	50%	1	100%	1 in 2	1 in 4	1 in 2
Failure to Yield to Vehicle	7	18%	1	25%	0	0%	1 in 7	N/A	N/A
Impaired	12	31%	2	50%	1	100%	1 in 6	1 in 12	1 in 2
Speeding	5	13%	2	50%	1	100%	1 in 3	1 in 5	1 in 2
All Victims	**39**		**4**		**1**		**1 in 10**	**1 in 39**	**1 in 4**
Victims with Contributing Factor	**37**	**95%**	**4**	**100%**	**1**	**100%**	**1 in 9**	**1 in 37**	**1 in 4**

Physical Roadway Countermeasures

Intersection control improvements are recommended as effective safety measures for Township Street intersections. Recent upgrades at major intersections like Moore Street/SR 20 may lower future crash rates, while corridor changes such as speed reductions could further decrease crash frequency and severity.

Policy and Enforcement Strategies

With leading contributing factors on the corridor noted as impairment, failure to use due care/reckless, failure to yield, and speeding, enhancing the visibility of enforcement through measures such as targeted patrols, public education campaigns, or automated enforcement, can help deter violations and improve compliance.

Future or Ongoing Projects on or Near the High Injury Network

The High Injury Network for the RSAP is described in Chapter 2 and detailed in the State of Safety in the Region Memo (Appendix B). Areas where plans, proposed improvements, or studies are ongoing for the HIN provide opportunities for addressing road safety as part of a planned or programmed improvement.

The following 10 projects from the inventory of plans and policies (Appendix A) address critical safety concerns on or near Skagit County's HIN, focusing on corridors with a history of fatal or severe collisions. Projects not directly located on the HIN but adjacent to or influencing high-risk corridors are noted accordingly. Sources for these projects include WSDOT, Skagit Regional Transportation Priorities (January 2025), and Skagit County 2025 – 2030 Six Year Transportation Improvement Program. Updating the Regional Transportation Plan is a part of the Move Skagit planning process. This assessment of plans and policies informed the Regional Safety Action Plan and, in turn, inform the update of the Regional Transportation Plan.

Table 29. List of Ongoing/Future Projects on/near the HIN

PROJECT	LOCATION	DESCRIPTION	PROJECT MEASURES	HIN STATUS	SOURCE
1. Highway Speed Camera Pilot Program	SB I-5 between Cook Road and Bow Hill Road, Skagit County	Pilot project to install automated speed cameras along a rural I-5 segment. Intended to test effectiveness of non-penal automated enforcement.	Automated enforcement cameras	Near HIN – approx. 0.1 mile from the Cook Rd interchange which is on the HIN	WSDOT
2. South Commercial Avenue Corridor Plan	Commercial Avenue SR 20 Spur to 12th Street	Redesign of a principal arterial to incorporate proven safety countermeasures and complete street elements supporting pedestrian, bicycle, and transit access.	Traffic calming (lane narrowing and crossing bulb outs) Install bike lanes Signal upgrades Expand sidewalks to meet ADA standards Install pedestrian refuge islands at major crossings *Driveway consolidation*	Near HIN – approx. 0.1 miles from the nearest HIN-identified collision hotspot on SR 20	Skagit Regional Transportation Priorities (Jan 2025)
3. Riverside Drive Safety Improvements	Riverside Drive, Mount Vernon	Reconstruction project that includes utility relocation, ADA upgrades, and pavement rehabilitation on a key urban corridor.	New ADA-compliant sidewalks Intersection sight-distance fixes Pavement mill-and-overlay Utility undergrounding	On HIN	Skagit Regional Transportation Priorities (Jan 2025)
4. I-5/Kincaid Interchange Vicinity Improvements	I-5/Kincaid Street Interchange, Mount Vernon	Comprehensive redesign of the I-5/Kincaid interchange area to improve mobility and traffic flow into downtown and medical facilities.	Ramp intersection redesign Pedestrian safety near hospital access Capacity/mobility enhancements	On HIN	Skagit Regional Transportation Priorities (Jan 2025)
5. Cook Road /I-5 Interchange Improvements	Cook Road /I-5 Interchange (Exit 232), Skagit County	Upgrades to the Cook Road/I-5 interchange, including ramp signalization and lane	Ramp signal installation New through/right-turn lanes	On HIN	Skagit Regional Transportation Priorities (Jan 2025), Skagit County 2025 –

PROJECT	LOCATION	DESCRIPTION	PROJECT MEASURES	HIN STATUS	SOURCE
		widening to reduce congestion and crashes.	Signalized intersection improvements Coordination for railroad preemptive safety		2030 Six Year Transportation Improvement Program
6. SR 20/Campbell Lake Road - Intersection Improvements	SR 20 and Campbell Lake Road, Skagit	Intersection reconstruction to add a three-legged roundabout at SR 20 and Campbell Lake Road for improved traffic control.	Roundabout construction Elimination of left-turn conflict points Realigned intersection geometry	On HIN	Skagit County 2025 – 2030 Six Year Transportation Improvement Program
7. SR 20 Safe Access Improvements	SR 20 at Casino Drive and Long John Drive, Swinomish Reservation	Intersection upgrades at two access points on SR 20 to enhance visibility, turning safety, and pedestrian infrastructure.	Dedicated turn lanes Multi-use path access Bus stop pullouts & lighting	Near HIN – about 1.3 miles from HIN-mapped segment on SR 20	Skagit Regional Transportation Priorities (Jan 2025)
8a. Francis Road Reconstruction (Section 1 & 3)	Section 1 - Francis Road, milepost 5.05 to 5.66 (between Debay's Isle Road and the Highway 9 roundabout) Section 3 - Francis Road, milepost 2.87 to 3.85, Skagit County (between 0.40 mi. north of Thillberg Road & Francis Lane)	Roadway reconstruction project to bring Francis Road to modern design standards and improve safety on a rural arterial.	Realigning horizontal curve Widen Road Improve clear zone Remove/replace bridge (Section 3 only)	Near HIN – Section 1 is about 2 miles away from HIN and Section 3 is adjacent to HIN	Skagit Regional Transportation Priorities (Jan 2025), Skagit County 2025 – 2030 Six Year Transportation Improvement Program
8b. Francis Road Reconstruction (Section 4)	Francis Road, milepost 1.48 to 2.75 (between Mount Vernon City Limits/Swan Road & 0.28 mi north of Thillberg Road)	Roadway reconstruction project to bring Francis Road to modern design standards and improve safety on a rural arterial.	Reconstruct, widen and re-align the roadway Widen bridge	On HIN	Skagit Regional Transportation Priorities (Jan 2025), Skagit County 2025 – 2030 Six Year Transportation Improvement Program

PROJECT	LOCATION	DESCRIPTION	PROJECT MEASURES	HIN STATUS	SOURCE
9a. Josh Wilson Road Phases 2 & 2a	Josh Wilson Road from Avon Allen Road to SR 11, Skagit County	Phased reconstruction to stabilize the subgrade and bring the corridor up to current rural road standards.	Full-depth road base reconstruction Rural collector standard widening Subsurface drainage installation	Near HIN – About a mile from HIN	Skagit Regional Transportation Priorities (Jan 2025), Skagit County 2025 – 2030 Six Year Transportation Improvement Program
9b. Josh Wilson Road Phases 3 & 4	Phase 3 - Jensen Lane to Emily Lane Phase 4 - Higgins Airport Way to Farm To Market Road	Phased reconstruction to stabilize the subgrade and bring the corridor up to current rural road standards.	Full-depth road base reconstruction Rural collector standard widening Subsurface drainage installation	On HIN	Skagit Regional Transportation Priorities (Jan 2025), Skagit County 2025 – 2030 Six Year Transportation Improvement Program
10. District Line Road Railroad Safety Improvements	District Line Road railroad crossing south of SR 20, Sedro-Woolley	Railroad crossing enhancement project to reduce conflicts at the at-grade crossing and integrate with corridor-wide improvements.	Active warning signals & gates New or improved crossing surface Signal coordination with SR 20 improvements	On HIN	Skagit County 2025 – 2030 Six Year Transportation Improvement Program

Crash Profiles for Plan or Project Extents Near the High Injury Network

Below are the relevant crash profiles for each of the plans/projects listed in Table 29. The purpose of this discussion is to provide context on how relevant projects address the safety context using data between 2019-2023. The crash analysis images are compatible with the HIN, noting that the network is buffered by 10 meters, equivalent to 32.81 feet unless it is a single point that represents an intersection location, which is buffered by 100 feet (30.48 meters). Based on the crash analysis and the improvements proposed by the projects, additional countermeasures may be suggested and could be considered in the further development of those projects.

1. Highway Speed Camera Pilot Program

WSDOT, with support from the Washington State Patrol, is conducting a temporary speed enforcement project on I-5 between Cook Road and Bow Hill Road to address speed-related issues. As part of this pilot program, speed cameras were used, and warnings were issued for drivers exceeding the speed limit of 70 miles per hour southbound. Traffic data indicated an average daily volume of 27,504 vehicles along the corridor. (WSDOT, 2024). While the speed demonstration program has ended, the results of the study are not complete.

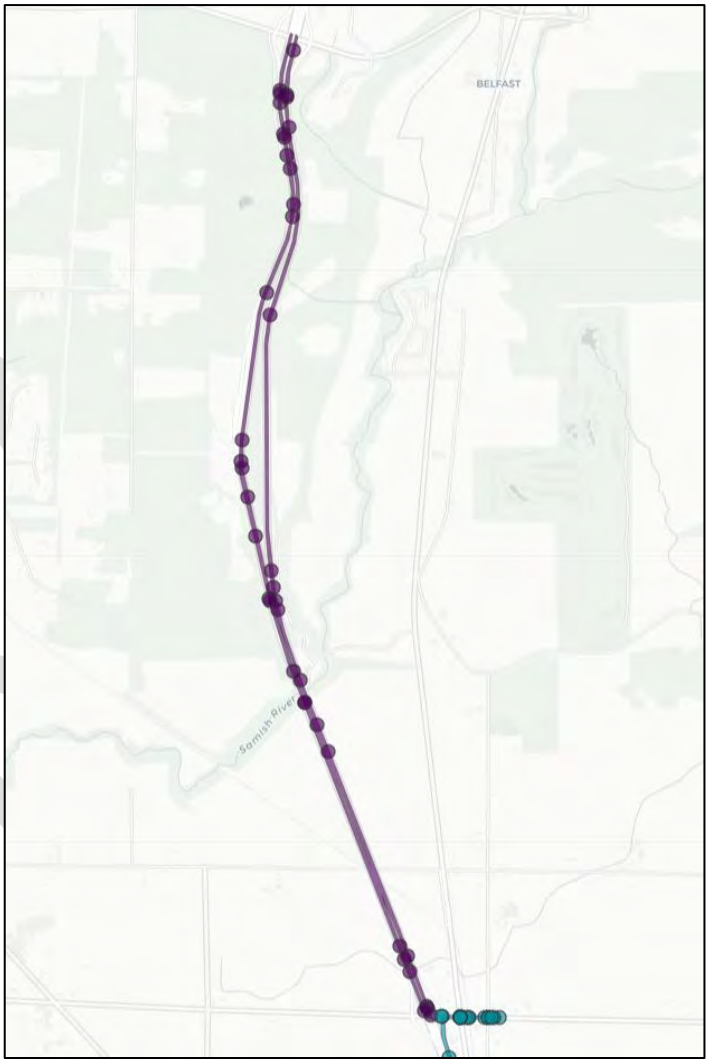


Figure 21. KABC Crash Incidents on Northbound and Southbound I-5 between Cook Road and Bow Hill Road

For the crash analysis on this segment, both northbound and southbound I-5 between Cook Road and Bow Hill Road were considered to allow for data misalignment when collected. Figure 21 shows KABC crash incidents on Northbound and Southbound I-5 between Cook Road and Bow Hill Road.

Based on the data provided in Table 30, speeding is the most common contributing factor on this corridor. Speeding is noted as a casual factor for 44% of all KABC victims and 67% of KSI victims. Furthermore, speeding is generally significantly underreported in crash reports as the assignment of causal factors relies on the opinion of the officer arriving at the scene after the crash, usually without the resources to execute a full-scale post-crash investigation. In fact, “only 53.4% of crashes designated as speeding-related contained narratives which described speeding as a causative factor” (Fitzpatrick, Rakasi &

Knodler Jr., 2017)[15]. Speeding is often only listed as a causal factor when the evidence is undeniable, indicating that not only were drivers speeding, but also, they exceeded the speed limit by a wide and reckless margin. WSDOT's speed enforcement demonstration project to enforce speed on I-5 have ended and results of that study are forthcoming. The speed camera pilot program could deter or reduce speeding on the corridor. Additional strategies for enforcing speeding could include some level of added or automated enforcement.

Table 30. Victim Counts by Contributing factors on both NB and SB I-5 between Cook Road and Bow Hill Road, Skagit County

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Distracted	9	17%	1	33%	0	0%	1 in 9	N/A	N/A
Drowsy	3	6%	0	0%	0	0%	N/A	N/A	N/A
Equipment	4	7%	0	0%	0	0%	N/A	N/A	N/A
Failure to Use Due Care / Reckless	2	4%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	8	15%	0	0%	0	0%	N/A	N/A	N/A
Impaired	9	17%	2	67%	0	0%	1 in 5	N/A	N/A
Improper Passing	1	2%	1	33%	0	0%	1 in 1	N/A	N/A
Improper U-Turn	1	2%	0	0%	0	0%	N/A	N/A	N/A
Overcorrecting / Oversteering	2	4%	0	0%	0	0%	N/A	N/A	N/A
Speeding	24	44%	2	67%	0	0%	1 in 12	N/A	N/A
All Crashes	**54**		**3**		**0**		**1 in 18**	**N/A**	**N/A**
Crashes with Contributing Factor	**53**	**98%**	**3**	**100%**	**0**	**0%**	**1 in 18**	**N/A**	**N/A**

[15] Cole D. Fitzpatrick, Saritha Rakasi, Michael A. Knodler, an investigation of the speeding-related crash designation through crash narrative reviews sampled via logistic regression, Accident Analysis & Prevention, Volume 98, 2017, Pages 57-63, ISSN 0001-4575, https://doi.org/10.1016/j.aap.2016.09.017

Table 31. Victim Counts by Collision Types on both NB and SB I-5 between Cook Road and Bow Hill Road, Skagit County

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Fixed Object	26	48%	1	33%	0	0%	1 in 26	N/A	N/A
Opposite direction – Other	1	2%	0	0%	0	0%	N/A	N/A	N/A
Other	1	2%	0	0%	0	0%	N/A	N/A	N/A
Parked car	1	2%	0	0%	0	0%	N/A	N/A	N/A
Rear End	22	41%	2	67%	0	0%	1 in 11	N/A	N/A
Rollover	22	41%	2	67%	0	0%	1 in 11	N/A	N/A
Same direction – Other	3	6%	0	0%	0	0%	N/A	N/A	N/A
Sideswipe	4	7%	1	33%	0	0%	1 in 4	N/A	N/A
All Crashes	**54**		**3**		**0**		**1 in 18**	**N/A**	**N/A**

2. South Commercial Avenue Corridor Plan (SR 20 Spur to 12th)

The project objectives for the South Commercial Avenue Corridor Plan include redesigning this key arterial to incorporate complete street elements supporting pedestrian, bicycle, and transit access This proposed project is approx. 0.1 miles from the nearest HIN-identified collision hotspot on SR 20. Traffic data indicated an average daily volume of 14,666 vehicles along the corridor. (WSDOT, 2024). Figure 22 shows KABC crash incidents on South Commercial Avenue between 11th Street and 34th Street. In the newly adopted Anacortes Safety Action Plan, Anacortes identified two safety projects on Commercial Avenue, including Project ID 3, which spans from SR 20 to 12th Street, and Project ID 4, which spans from 12th Street to 4th Street. Both projects focus on increasing safety for each segment. Commonalities between projects include traffic calming and upgrades for pedestrians and bicyclists.[16] For the purpose of the Regional Safety Action Plan, South Commercial from SR 20 Spur to 12th Street is included due to its proximity to an HIN segment.

Figure 22. KABC Crash Incidents on South Commercial Avenue Corridor between 11th Street and 34th Street

When victims' outcomes are broken down by contributing factors in Table 32 they do relate to the countermeasures proposed for this project. These enhancements help reduce the severity of the crashes that involve disobeying signs, distraction, failure to yield, and speeding, which have also impacted vulnerable road users. These changes greatly enhance the pedestrian environment, especially by installing pedestrian refuge islands, which can ameliorate Failure to Yield to Non-Motorist crashes. These types of crashes on this corridor have resulted in injury crashes on the corridor as shown in Table 32 and while they are not common when they do occur, they are deadly (1 to 1 K to KABC ratio).

Additional improvements to enhance the environment for those walking biking or rolling along the corridor include Leading Pedestrian Intervals at signal-controlled intersections and additional controlled crossings for pedestrians. Additional improvements at signal-controlled intersections could include signal timing

[16] City of Anacortes, Anacortes Comprehensive Safety Action Plan, https://www.anacorteswa.gov/DocumentCenter/View/32676/Anacortes-Comprehensive-Safety-Action-Plan-2024_1

improvements such as increasing yellow phasing, and additional enforcement including automated enforcement to address red-light running.

Figure 23. Streetview of South Commercial Avenue

Table 32. Victim Counts by Contributing Factors on South Commercial Avenue Corridor

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	1	2%	1	33%	0	0%	1 in 1	N/A	N/A
Distracted	24	36%	0	0%	0	0%	N/A	N/A	N/A
Equipment	2	3%	0	0%	0	0%	N/A	N/A	N/A
Failure to Use Due Care / Reckless	1	2%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Non-Motorist	1	2%	1	33%	1	100%	1 in 1	1 in 1	1 in 1
Failure to Yield to Vehicle	17	26%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	17	26%	0	0%	0	0%	N/A	N/A	N/A
Impaired	8	12%	1	33%	0	0%	1 in 8	N/A	N/A
Improper Turn/Merge	8	12%	0	0%	0	0%	N/A	N/A	N/A
Speeding	2	3%	1	33%	0	0%	1 in 2	N/A	N/A
All Victims	**66**		**3**		**1**		**1 in 22**	**1 in 66**	**1 in 3**
Victims with Contributing Factor	**63**	**95%**	**2**	**67%**	**1**	**100%**	**1 in 32**	**1 in 63**	**1 in 2**

Table 33. Victim Counts by Collision Types on South Commercial Avenue Corridor

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	28	42%	1	33%	0	0%	1 in 28	N/A	N/A
Fixed Object	4	6%	1	33%	0	0%	1 in 4	N/A	N/A
Other	2	3%	1	33%	0	0%	1 in 2	N/A	N/A
Pedestrian/Bike	5	8%	1	33%	1	100%	1 in 5	1 in 5	1 in 1
Rear End	28	42%	0	0%	0	0%	N/A	N/A	N/A
Rollover	2	3%	0	0%	0	0%	N/A	N/A	N/A
Sideswipe	2	3%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**66**		**3**		**1**		**1 in 22**	**1 in 66**	**1 in 3**

3. Riverside Drive Safety Improvements

Riverside Drive from the Skagit River to south of East Fir Street is a four-lane roadway with a center two-way-left-turn lane and sidewalks, posted at 30 miles per hour. Planned improvements are to enhance connectivity and safety for pedestrians and cyclists to meet ADA standards. There are no designated bike lanes or medians; however, there are numerous driveway accesses to local businesses. Crossings are protected at signal-controlled intersections; however, there are intersections without traffic signals where pedestrians may desire to cross. There are also multiple driveways. This project focuses on ADA upgrades with intersection sight-distance fixes, pavement rehabilitation, and utility relocation. Investments that make the corridor accessible to all users may encourage more people to walk, bike, or use mobility devices.

During the analysis period, there were six injury-related crashes involving vulnerable road users, the highest among the ten projects evaluated, including one KSI crash. While no pedestrian or bicyclist fatalities were reported, the data underscores the critical need for inclusive, multimodal safety improvements along the corridor. Figure 24 shows KABC crash incidents on Riverside Drive between Skagit River and south of East Fir Street.

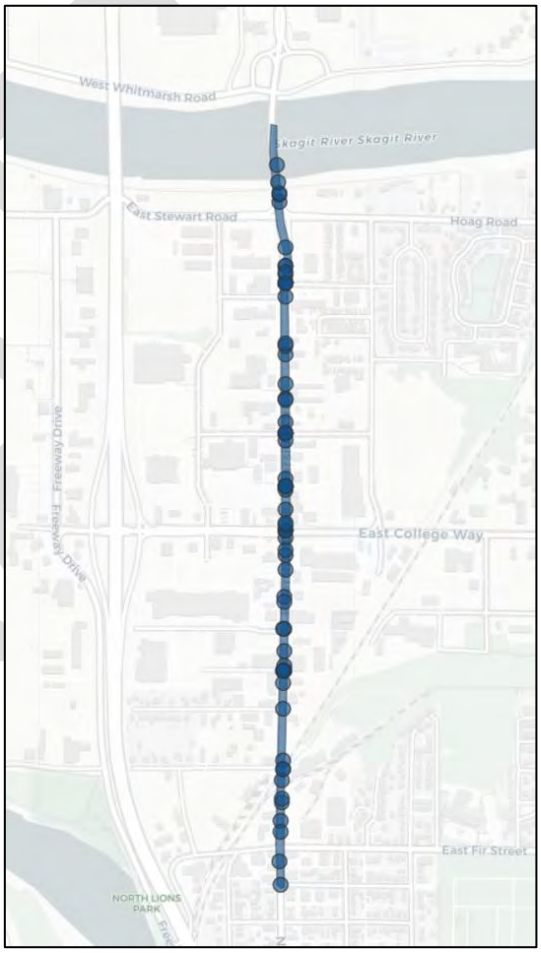


Figure 24. KABC Crashe Incidents on Riverside Drive between Skagit River and south of East Fir Street

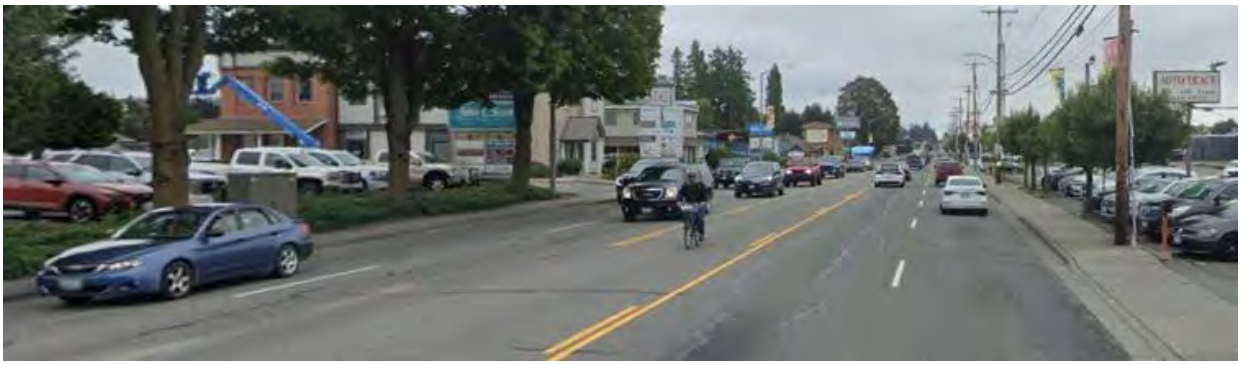


Figure 25. Streetview of Riverside Drive

Figure 25 does not show how the countermeasures directly address the safety of vulnerable road users, but it can be inferred that these upgrades would mitigate the severity of crashes due to distracted drivers (most common, with a share of 27% of all KABC victims) shown in Table 34, especially for bicyclists and pedestrians. While speed is reasonably low at 30 miles per hour, additional protected mid-block crossings may be desirable. Protected with some level of separation between bike lanes and adjacent lanes near or on the corridor may reduce the number of bicycle crashes. Planned ADA improvements along the corridor could help improve safety for those walking or rolling, or biking along the corridor.

Additional improvements to enhance the environment for those walking biking or rolling along the corridor include Leading Pedestrian Intervals at signal-controlled intersections and additional controlled crossings for pedestrians. Additional improvements at signal-controlled intersections could include signal timing improvements such as increasing yellow phasing, and additional enforcement including automated enforcement to address red-light running.

Table 34. Victim Counts by Contributing Factors on Riverside Drive

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	14	16%	0	0%	0	0%	N/A	N/A	N/A
Distracted	24	27%	1	33%	0	0%	1 in 24	N/A	N/A
Drowsy	1	1%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Non-Motorist	2	2%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Vehicle	18	20%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	21	24%	0	0%	0	0%	N/A	N/A	N/A
Impaired	7	8%	0	0%	0	0%	N/A	N/A	N/A
Improper Turn/Merge	4	4%	1	33%	0	0%	1 in 4	N/A	N/A
Speeding	8	9%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**89**		**3**		**0**		**1 in 30**	**N/A**	**N/A**
Victims with Contributing Factor	**87**	**98%**	**2**	**67%**	**0**	**0%**	**1 in 44**	**N/A**	**N/A**

Table 35. Victim Counts by Collision Types on Riverside Drive

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	41	46%	2	67%	0	0%	1 in 21	N/A	N/A
Fixed Object	5	6%	0	0%	0	0%	N/A	N/A	N/A
Opposite direction – Other	4	4%	0	0%	0	0%	N/A	N/A	N/A
Parked car	2	2%	0	0%	0	0%	N/A	N/A	N/A
Pedestrian/Bike	6	7%	1	33%	0	0%	1 in 6	N/A	N/A
Rear End	32	36%	0	0%	0	0%	N/A	N/A	N/A
Rollover	1	1%	0	0%	0	0%	N/A	N/A	N/A
Same direction – Other	1	1%	0	0%	0	0%	N/A	N/A	N/A
Sideswipe	5	6%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**89**		**3**		**0**		**1 in 30**	**N/A**	**N/A**

4. I-5/Kincaid Interchange Vicinity Improvements

This project focuses on improving traffic flow and enhancing pedestrian safety near hospital access points. This section of West Kincaid Street is an arterial and includes an at-grade rail crossing. This project includes a comprehensive redesign of the I-5/Kincaid interchange area to improve mobility and traffic flow into downtown and medical facilities. Traffic data indicated an average daily volume of 16,460 vehicles along the corridor (WSDOT, 2024). Figure 26 shows KABC crash incidents on I-5/Kincaid interchange.

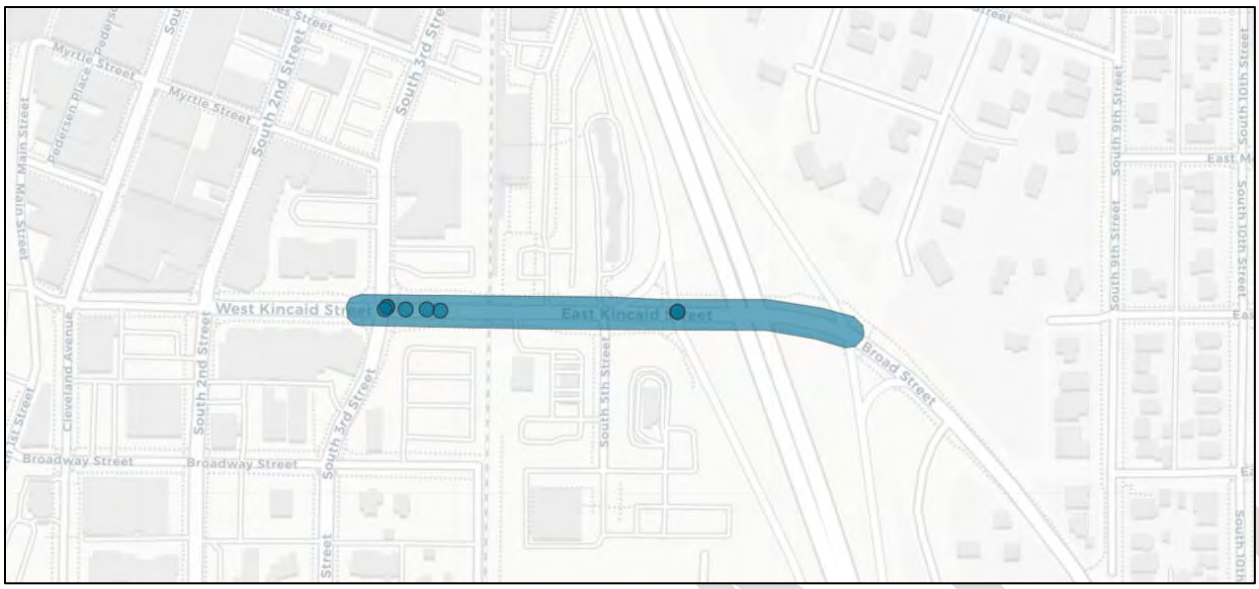


Figure 26. KABC Crash Incidents on I-5/Kincaid Interchange

According to Table 36, rear-end collisions are the most common crash type, accounting for 60% of all KABC victims along this corridor though they are not significant among KSI victims. While the crash data does not directly link the proposed countermeasures to specific collision types, rear-end collisions, when paired with risky behaviors like distraction (top KABC contributing factor in Table 37) are often associated with congestion and traffic flow issues, suggesting that the project's focus on mobility could help mitigate these crash types.

Table 36. Victim Counts by Contributing Factors on I-5/Kincaid Street Interchange

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Distracted	4	40%	0	0%	0	0%	N/A	N/A	N/A
Drowsy	2	20%	0	0%	0	0%	N/A	N/A	N/A
Equipment	1	10%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	2	20%	0	0%	0	0%	N/A	N/A	N/A
Impaired	1	10%	0	0%	0	0%	N/A	N/A	N/A
Improper Turn/Merge	1	10%	0	0%	0	0%	N/A	N/A	N/A
Speeding	1	10%	0	0%	0	0%	N/A	N/A	N/A
All Crashes	**10**		**0**		**0**		**N/A**	**N/A**	**N/A**
Victims with Contributing Factor	**10**	**100%**	**0**	**0%**	**0**	**0%**	**N/A**	**N/A**	**N/A**

Table 37. Victim Counts by Collision Types (1st and 2nd) on I-5/Kincaid Street Interchange

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	2	20%	0	0%	0	0%	N/A	N/A	N/A
Fixed Object	1	10%	0	0%	0	0%	N/A	N/A	N/A
Rear End	6	60%	0	0%	0	0%	N/A	N/A	N/A
Sideswipe	1	10%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**10**		**0**		**0**		**N/A**	**N/A**	**N/A**

5. Cook Road /I-5 Interchange Improvements

This project aims to upgrade the Cook Road/I-5 Interchange through ramp signalization and lane widening to reduce congestion and improve safety. Figure 27**Error! Reference source not found.** shows KABC crash incidents in and around the Cook Road /I-5 Interchange.

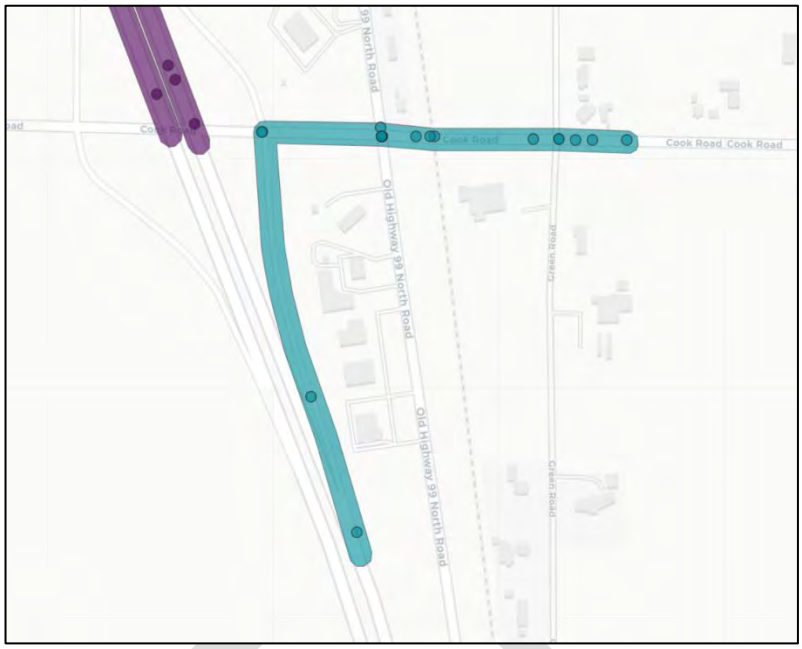


Figure 27. KABC Crash Incidents on Cook Road /I-5 Interchange

Rear-end collisions account for 57% of all KABC victims along this corridor (Table 39) and the leading contributing factors as shown in Table 38, following too closely (30%) and distracted driving (27%), are commonly associated with congested conditions. These patterns highlight the need for ramp signalization and congestion mitigation as targeted strategies to address both traffic flow and crash reduction.

Additionally, pedestrian safety is also a focus on this corridor, though the data is not pronounced. Table 39 indicates that non-motorists are sometimes involved in wrong-way movements, likely due to limited pedestrian network connectivity. This lack of safe infrastructure may encourage pedestrians to take unsafe routes, leading to more severe crashes. Improving signage and enhancing pedestrian facilities could help reduce these risks.

Table 38. Victim Counts by Contributing Factors on Cook Road /I-5 Interchange

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	2	7%	0	0%	0	0%	N/A	N/A	N/A
Distracted	8	27%	1	25%	0	0%	1 in 8	N/A	N/A
Failure to Use Due Care / Reckless	2	7%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Non-Motorist	1	3%	1	25%	0	0%	1 in 1	N/A	N/A
Failure to Yield to Vehicle	5	17%	1	25%	0	0%	1 in 5	N/A	N/A
Follow Too Closely	9	30%	0	0%	0	0%	N/A	N/A	N/A
Impaired	5	17%	2	50%	0	0%	1 in 3	N/A	N/A
Improper Turn/Merge	2	7%	0	0%	0	0%	N/A	N/A	N/A
Speeding	1	3%	1	25%	0	0%	1 in 1	N/A	N/A
Wrong Way / Non-Motorist	2	7%	1	25%	0	0%	1 in 2	N/A	N/A
All Victims	**30**		**4**		**0**		**1 in 8**	**N/A**	**N/A**
Victims with Contributing Factor	**29**	**97%**	**4**	**100%**	**0**	**0%**	**1 in 7**	**N/A**	**N/A**

Table 39. Victim Counts by Collision TYPES on Cook Road /I-5 Interchange

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	10	33%	1	25%	0	0%	1 in 10	N/A	N/A
Pedestrian/Bike	1	3%	1	25%	0	0%	1 in 1	N/A	N/A
Rear End	17	57%	1	25%	0	0%	1 in 17	N/A	N/A
Sideswipe	2	7%	1	25%	0	0%	1 in 2	N/A	N/A
All Victims	**30**		**4**		**0**		**1 in 8**	**N/A**	**N/A**

6. SR 20/Campbell Lake Road - Intersection Improvements

This project involves intersection reconstruction to add a three-legged roundabout at SR 20 and Campbell Lake Road for improved traffic control. Figure 28 shows KABC crash incidents at SR 20/Campbell Lake Road intersection. As shown, there are a low number of reported incidents within 100 feet of the intersection, only 2 KABC victims and no KSI victims. The crash history (Table 40 & Table 41) alone may not justify the improvement. However, since this intersection is not signal controlled, with stop control on the local road intersecting a State Route, a roundabout may be able to address potential conflict points, where entering-at-angle crashes are common, reducing vehicle speeds, and reducing the severity of crashes when they do occur improving safety for all users, especially in a location that may have visibility concerns, complex turning movements, or growth in traffic demand.

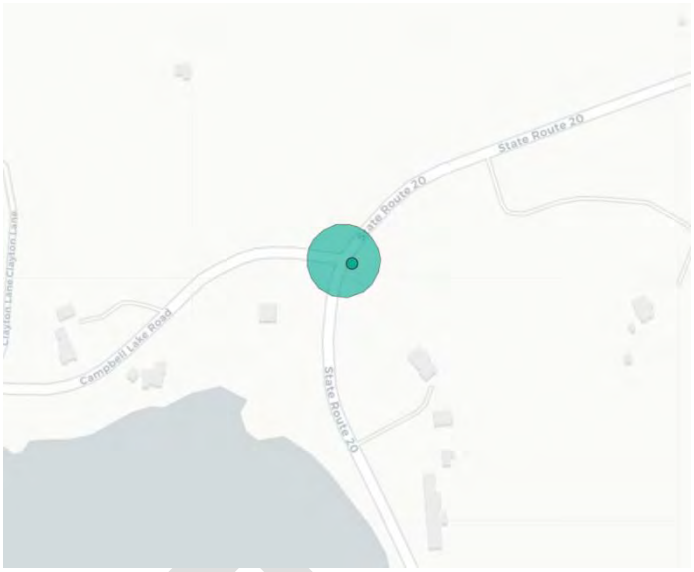


Figure 28. KABC Crash Incidents at SR 20/Campbell Lake Road Intersection

Table 40. Victim Counts by Contributing Factors within 100-foot buffer of the SR 20/Campbell Lake Road Intersection

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	1	50%	0	0%	0	0%	N/A	N/A	N/A
Distracted	1	50%	0	0%	0	0%	N/A	N/A	N/A
Speeding	1	50%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**2**		**0**		**0**		**N/A**	**N/A**	**N/A**
Victims with Contributing Factor	**2**	**100%**	**0**	**0%**	**0**	**0%**	**N/A**	**N/A**	**N/A**

Table 41. Victim Counts by Collision Types within 100-foot buffer of the SR 20/Campbell Lake Road Intersection

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	1	50%	0	0%	0	0%	N/A	N/A	N/A
Fixed Object	1	50%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**2**		**0**		**0**		**N/A**	**N/A**	**N/A**

7. SR 20 Safe Access Improvements

This project involves intersection upgrades at two access points, Long John Drive and Casino Drive, along the controlled-access SR 20, with the goal to enhance visibility, turning safety, and pedestrian infrastructure. Figure 29 shows KABC crash incidents on SR 20 at Casino Drive and Long John Drive access points.

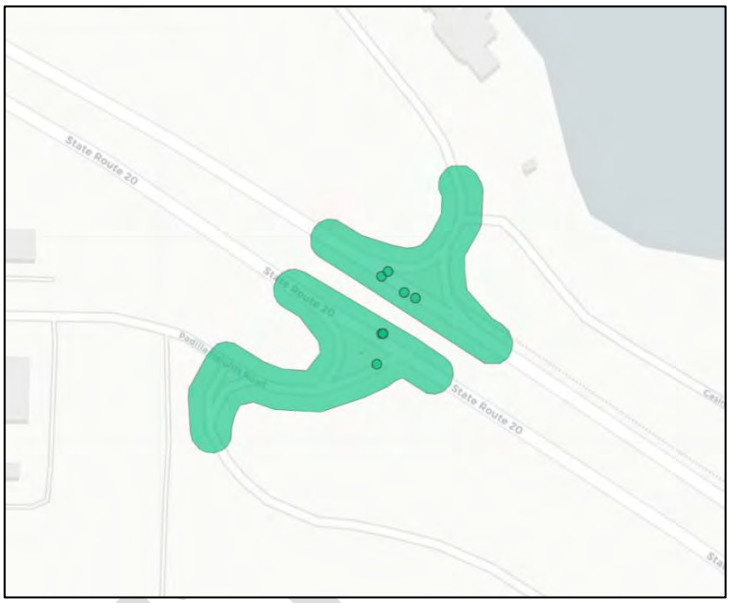


Figure 29. KABC Crash Incidents on SR 20 at Casino Drive and Long John Drive Access Points

The data in Table 42 and Table 43 suggests rear-end crashes are the only reported collision type near these access points, likely resulting from the two most common driving behaviors, distracted driving and tailgating. While these crashes are not severe (0 KSI victims), they occur frequently and result in minor injuries, especially when vehicles are slowing down to turn onto local roads or merging into the fast-moving traffic. Moreover, given the proximity to a high-speed corridor like SR 20, enhancing pedestrian infrastructure is essential to improve safety for non-motorists, especially with several transit stops located nearby. Countermeasures for this intersection location to reduce rear-end crashes could include improved lighting and extending merge lanes onto SR 20.

Table 42. Victim Counts by Contributing Factors on the Access points on SR 20 at Casino Drive and Long John

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Distracted	6	67%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	3	33%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**9**		**0**		**0**		**N/A**	**N/A**	**N/A**
Victims with Contributing Factor	**9**	**100%**	**0**	**0%**	**0**	**0%**	**N/A**	**N/A**	**N/A**

Table 43. Victim Counts by Collision Types on the Access points on SR 20 at Casino Drive and Long John

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Rear End	9	100%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**9**		**0**		**0**		**N/A**	**N/A**	**N/A**

8. Francis Road Reconstruction (Section 1, 3, and 4)

These projects re-align the roadway (Section 4), address drainage concerns (Section 1 and 3), reconstruct, and widen to current design standards. While they primarily target long-term improvements for the motorized vehicle network, broader safety considerations should also be addressed. Figure 30 shows KABC crash incidents on Francis Road.

Figure 30. KABC Crash Incidents on Francis Road (Sections 1, 3, and 4)

As shown in Table 44, distracted driving is the leading contributing factor to injury crashes, accounting for 70% of all KABC victims.

Table 44. Victim Counts by Contributing Factors on Francis Road

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Distracted	7	70%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	1	10%	0	0%	0	0%	N/A	N/A	N/A
Speeding	1	10%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**10**		**1**		**0**		**1 in 10**	**N/A**	**N/A**
Victims with Contributing Factor	**9**	**90%**	**0**	**0%**	**0**	**0%**	**N/A**	**N/A**	**N/A**

Notably, Table 45 shows that there is only one KSI outcome on the corridor, which involved a vulnerable road user under conditions of poor visibility (dark, no street lighting) and a wet road surface (Table 46 and Table 47), factors that significantly worsened crash severity.

Table 45. Victim Counts by Collision Types on Francis Road

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Fixed Object	1	10%	0	0%	0	0%	N/A	N/A	N/A
Head-on	3	30%	0	0%	0	0%	N/A	N/A	N/A
Pedestrian/Bike	2	20%	1	100%	0	0%	1 in 2	N/A	N/A
Rear End	3	30%	0	0%	0	0%	N/A	N/A	N/A
Rollover	1	10%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**10**		**1**		**0**		**1 in 10**	**N/A**	**N/A**

Table 46. Victim Counts by Roadway Surface Conditions on Francis Road

ROADWAY SURFACE CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dry	6	60%	0	0%	0	0%	N/A	N/A	N/A
Wet	4	40%	1	100%	0	0%	1 in 4	N/A	N/A
All Victims	**10**		**1**		**0**		**1 in 10**	**N/A**	**N/A**

Table 47. Victim Counts by Lighting Conditions Condition on Francis Road

LIGHTING CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dark-No Street Lights	1	10%	1	100%	0	0%	1 in 1	N/A	N/A
Dawn	1	10%	0	0%	0	0%	N/A	N/A	N/A
Daylight	5	50%	0	0%	0	0%	N/A	N/A	N/A
Dusk	3	30%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**10**		**1**		**0**		**1 in 10**	**N/A**	**N/A**

Given these observations, these projects should also prioritize pedestrian infrastructure improvements, increase enforcement, and potentially install street lighting to enhance safety for all road users, including non-motorists, particularly in areas with limited visibility.

9. Josh Wilson Road Phases 2, 2A, 3 & 4

This project focuses on stabilizing the subgrade base and bringing the corridor up to current rural road standards. While these improvements target long-term durability and ride quality, the crash history does not strongly suggest that infrastructure degradation is a primary safety concern. Figure 31 shows KABC crash incidents on Wilson Road between Chuckanut Drive/SR 11 and Farm to Market Road.

Figure 31. KABC Crash Incidents on Josh Wilson Road between Chuckanut Drive/SR 11 and Farm to Market Road

As shown in Table 48 and Table 49, most crashes occurred during daylight hours and on dry pavement, indicating that poor road surface conditions or adverse weather were not major contributing factors.

Table 48. Victim Counts by Lighting Condition on Josh Wilson Road

LIGHTING CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dark - Unknown Lighting	1	7%	0	0%	0	0%	N/A	N/A	N/A
Daylight	14	93%	2	100%	0	0%	1 in 7	N/A	N/A
All Victims	**15**		**2**		**0**		**1 in 8**	**N/A**	**N/A**

Table 49. Victim Counts by Roadway Surface Condition on Josh Wilson Road

ROADWAY SURFACE CONDITION	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Dry	15	100%	2	100%	0	0%	1 in 8	N/A	N/A
All Victims	**15**		**2**		**0**		**1 in 8**	**N/A**	**N/A**

Instead, crash patterns point to driver behavior as the primary issue. A significant share of crashes involved angle collisions (Table 50), accounting for 73% of all KABC victims, with the most common contributing factors being failure to yield, distracted driving, and disobeying traffic signs (Table 51). These patterns suggest that while the pavement upgrades are necessary for operational and maintenance reasons, additional countermeasures—such as enforcement, improved signage, visibility enhancements, or access control—may be needed to address the behavioral crash risks.

Table 50. Victim Counts by Collision Types on Josh Wilson Road

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	11	73%	1	50%	0	0%	1 in 11	N/A	N/A
Fixed Object	5	33%	0	0%	0	0%	N/A	N/A	N/A
Rear End	2	13%	0	0%	0	0%	N/A	N/A	N/A
Rollover	3	20%	1	50%	0	0%	1 in 3	N/A	N/A
Sideswipe	1	7%	1	50%	0	0%	1 in 1	N/A	N/A
All Victims	**15**		**2**		**0**		**1 in 8**	**N/A**	**N/A**

Table 51. Victim Counts by Contributing Factors on Josh Wilson Road

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Disobey Signal or Stop Sign	4	27%	0	0%	0	0%	N/A	N/A	N/A
Distracted	6	40%	0	0%	0	0%	N/A	N/A	N/A
Failure to Yield to Vehicle	3	20%	1	50%	0	0%	1 in 3	N/A	N/A
Impaired	2	13%	1	50%	0	0%	1 in 2	N/A	N/A
All Victims	**15**		**2**		**0**		**1 in 8**	**N/A**	**N/A**
Victims with Contributing Factor	**15**	**100%**	**2**	**100%**	**0**	**0%**	**1 in 8**	**N/A**	**N/A**

10. District Line Road Railroad Safety Improvements

This project focuses on enhancing the at-grade railroad crossing to reduce potential conflicts and align with broader corridor-wide improvements. Figure 32 shows KABC crash incidents on District Line Road railroad crossing south of SR 20.

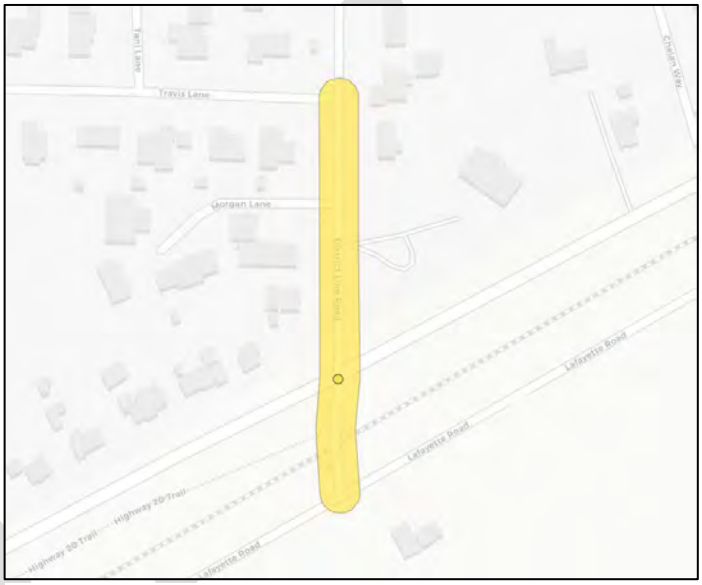


Figure 32. KABC Crash Incidents on District Line Road Railroad Crossing south of SR 20

Although the crash history is limited and does not reveal a clear pattern (Table 52 and Table 53), proactive countermeasures are still important to prevent future incidents at this high-risk location, particularly given that the railroad crossing is near an unsignalized intersection between a highway and a local road. Moreover, the area poses potential safety risks for vulnerable road users, with two transit stops nearby and a trail running along the crossroads. These factors highlight the need for multimodal safety enhancements, such as improved signage, lighting, crossing protection, and pedestrian infrastructure, which could be considered in a future project.

Table 52. Victim Counts by Contributing Factors on Josh Wilson Road

CONTRIBUTING FACTOR	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Failure to Yield to Vehicle	1	100%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**1**		**0**		**0**		**N/A**	**N/A**	**N/A**
Victims with Contributing Factor	**1**	**100%**	**0**	**0%**	**0**	**0%**	**N/A**	**N/A**	**N/A**

Table 53. Victim Counts by Emphasis Areas on Josh Wilson Road

EMPHASIS AREA	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Driver Age 16-25	1	100%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**1**		**0**		**0**		**N/A**	**N/A**	**N/A**
Victims in Emphasis Area	**1**	**100%**	**0**	**0%**	**0**	**0%**	**N/A**	**N/A**	**N/A**

Table 54. Victim Counts by Collision Types on Josh Wilson Road

COLLISION TYPE	TOTAL KABC	SHARE OF KABC	TOTAL KSI	SHARE OF KSI	TOTAL K	SHARE OF K	RATIO OF KSI TO KABC	RATIO OF K TO KABC	RATIO OF K TO KSI
Angle	1	100%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**1**		**0**		**0**		**N/A**	**N/A**	**N/A**

MOVE SKAGIT

Chapter 6 Goals and Policies

Introduction

Regional Safety Goal:

The Skagit Council of Governments will support the State's goal of reducing serious injuries and deaths through its planning and programming processes.

As the regional planning agency for Skagit County, SCOG has an opportunity to take actions that reduce or eliminate deaths and serious injuries on roadways in Skagit County~~opportunity to set safer practices in motion to reduce or eliminate deaths and serious injuries on roadways in Skagit County~~. However, Skagit Council of Governments will not be able to do this alone, and regional collaboration will be ~~highly important~~required to meet this challenge. Similarly, Washington State has developed a goal to reduce the number of traffic deaths and serious injuries on Washington's roadways by the year 2030 through the Washington Strategic Highway Safety Plan: Target Zero and will be dependent on its partners throughout the state to support zero deaths and serious injuries by 2030. The Skagit Council of Governments will support the State's goal of reducing serious injuries and deaths through its planning and programming processes. To achieve this goal, SCOG can advance the following policies to support agency partners in the section below.

Safety Policies~~SCOG Safety Policy Language~~

Advance safety outcomes with regionally funded projects by including proven safety countermeasures. In addition to meeting other regional objectives, applications for regional funding should consider the project location's severe and injury crashes as presented on the High Crash Location map. Applicants for regional funding should include appropriate countermeasures and investments defined in Chapter 4.

> **Policy Statement**: **Funding Safety Countermeasures.** Regional funding for transportation projects should prioritize the advancement of safety outcomes by requiring consideration of the incorporation of proven safety countermeasures. In addition to fulfilling other regional objectives, all applications for regional funding should take into account the severity and frequency of injury crashes at the proposed project location, as identified on the High Crash Location map. Applicants are expected to include, as appropriate, countermeasures and investments as defined in Chapter 4 to effectively address identified safety concerns and contribute to the reduction of fatal and serious injury crashes within the region.

Support agencies in the consideration of automated enforcement strategies specifically in locations where speeding or other contributing factors suggest they have resulted in deaths and serious injuries. Work with agencies to develop model policies and strategies for enforcement that consider equity and fairness, allow for independent review of camera data. The statutes in RCW 46.63.210-.260 regulate city and county use of automated traffic safety cameras to detect certain traffic violations. These laws were passed by the Legislature in 2024 and replace RCW 46.63.170, the now-repealed law addressing this topic. RCW 46.63.220(2) requires every jurisdiction seeking to use traffic cameras to first adopt an ordinance authorizing their use.

Jurisdictions with ordinances already in effect before enactment of the new laws should consider amending the ordinances to replace any RCW 46.63.170 references with applicable references to the new laws.

Automated enforcement strategies should come with considerations related to Automated License Plate Readers (ALPRs). ALPRs raise privacy and civil liberties concerns due to their continuous, indiscriminate capture of images of all passing vehicles, including drivers and passengers, not just those suspected of wrongdoing. Concerns about privacy, government overreach, and mass surveillance are issues that will need to be addressed as automated enforcement is considered in the future. The Washington state legislature continues to weigh in on automated cameras and privacy and their potential for reducing fatalities and serious injuries.

Policy Statement: Support for Automated Enforcement by Local Agencies. The Skagit Council of Governments (SCOG) supports the use of automated enforcement strategies by local agencies within Skagit County as a tool to enhance roadway safety and reduce traffic-related deaths and serious injuries. Automated enforcement, such as speed and red-light cameras, should be considered in locations where data indicates that speeding or other high-risk behaviors have contributed to severe or fatal crashes. SCOG encourages local agencies to adopt model policies and procedures that emphasize equity, transparency, and fairness in the deployment of automated enforcement. These policies should ensure compliance with current state statutes (RCW 46.63.210-.260), require independent review of camera data, and include community engagement to address public concerns. By facilitating the responsible use of automated enforcement, SCOG aims to support member agencies in implementing evidence-based strategies that target the root causes of crashes and advance the Vision Zero goal of eliminating deaths and serious injuries on Skagit County roadways.

Implementation

To achieve the Safety Action Plan's goal of eliminating traffic-related deaths and serious injuries, the Skagit Council of Governments will need to address identified safety concerns with tangible countermeasures and consistently evaluate safety performance over time. SCOG does not own or maintain transportation infrastructure, so SCOG cannot implement safety projects on its own. However, SCOG will work with member agencies and regional safety partners, including local governments, tribal governments, transit agencies, law enforcement, public health officials, community organizations, and the public, to ensure safety efforts are aligned throughout the region ~~and implementation~~.

Project Evaluation and Prioritization

Skagit Council of Governments will approach a project evaluation and prioritization framework with the goal that the most impactful safety interventions within Skagit County are advanced. SCOG will evaluate and prioritize projects using criteria related to project locations in relation to the High Injury Network and High Crash locations, as well as content of project proposal including use of federally recognized proven safety countermeasures, or strategies to reduce the quantity of fatal or serious injury producing crashes identified in Chapter 4 and aligned with identified crash focus areas or Washington State Highway Safety Plan Emphasis Areas. Proposed evaluation criteria include:

Is statement, related to project location:

- Is the project located on the most severe Section of HIN (> 3.5 KSI Per Mile)?
- Is the project located on or near any section of HIN (> 1.5 KSI Per Mile)?
  - *Note: Near is defined as within one mile of limited access highways; 0.25 miles from surface streets.

Or statement, related to project location:

- Is the project located at a high-crash location?

And statement, related to project contents and intended outcomes:

- Does the proposed project align observed crash history with USDOT proven safety countermeasures or harm reduction strategies? (P/F)

Challenges

Anticipated costs to meet ~~Meeting~~ regional and state safety will likely exceed the region's available financial resources~~goals is constrained by significant funding challenges that fall short of addressing the scale of need~~. Safety projects rely on limited federal, state, and local resources, yet programs such as SS4A and HSIP are oversubscribed and cannot keep pace with demand. Even when funding is awarded, rising construction costs and inflation erode its impact, forcing agencies to delay or reduce the scope of improvements. Match requirements for federal grants create additional barriers for smaller jurisdictions and underserved communities, which often face the highest crash risks but lack the financial capacity to participate. These limitations result in a persistent gap between available funding and the investments required to deliver meaningful safety improvements, leaving critical infrastructure needs unmet and slowing progress toward zero deaths and serious injuries.

Many critical safety strategies fall outside SCOG's direct authority and require state-level leadership or legislative action. Decisions about statewide funding allocations and program flexibility, such as how HSIP and SS4A funds are distributed, are made at the state leWith vel and significantly influence regional capacity to

deliver projects. Enforcement and education campaigns, including high-visibility impaired driving enforcement, speed management initiatives, and distracted driving crackdowns, are led by state agencies and law enforcement. Other impactful measures include adopting lower speed limits on state highways, expanding automated enforcement programs, and strengthening seat belt and child restraint laws. These policy and enforcement actions complement infrastructure improvements and are essential to achieving Target Zero, but they depend on coordination and commitment beyond the regional level.

SCOG Roles and Responsibilities

Achieving an aggressive reduction in the number traffic-related deaths and serious injuries are a shared responsibility. As such, SCOG's implementation efforts will include providing member agencies with information related to crash outcomes that have already been collected and share potential strategies to be deployed to reduce deaths and serious injuries. Additionally, SCOG will be responsible for tracking, evaluating, and updating the crash trends information of all victim deaths and serious injuries, and pedestrian and bicyclist serious injuries and deaths. Similarly, SCOG will update the High Injury Network and High Crash Locations coinciding with future updates to the Regional Transportation Plan, so that member agencies are aware of the region's most fatal and serious injury producing roadways.

SCOG Implementation Schedule

The implementation of the RSAP is structured to guide ~~phased~~ deployment of safety strategies over multiple years as funds become available~~the five-year horizon period~~. In early 2026, updates to the Regional Transportation Plan's project evaluation and prioritization framework will include additions from recommendations of the Regional Safety Action Plan, including prioritization and evaluation criteria for the fiscally constrained Regional Transportation Plan list. Additionally, SCOG will continue to monitor and track safety performance of the High Injury Network and High Crash Locations within a fixed interval of five years coinciding with the next Regional Transportation Plan update in 2031.

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ACTION ITEM X.X. – 2026 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/08/2026	Discussion	Grant Johnson	(360) 416-6678
Transportation Policy Board	01/21/2026	Discussion	Grant Johnson	(360) 416-6678
Technical Advisory Committee	02/05/2026	Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	02/18/2026	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving Resolution 2026-XX – agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of Washington State Department of Transportation (WSDOT) statewide safety performance targets.

DISCUSSION

Since 2018, the Skagit Council of Governments has agreed to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. SCOG must set regional safety performance targets for each calendar year.

SCOG is continuing the process of setting performance targets for the region's transportation system. Metropolitan planning organizations (MPOs), such as SCOG, have been implementing a performance-based approach to transportation decision-making over the past few years that was introduced through the 2012 Moving Ahead for Progress in the 21st Century federal transportation law. Many of the final rules implementing the new framework went into effect in 2016 with related responsibilities starting for MPOs in 2017.

An updated folio from WSDOT describes the process for establishing safety performance targets across Washington state and includes statewide targets for 2026. SCOG, along with all other MPOs in Washington, are continuing the annual process of setting regional performance targets for safety.

MPOs across the U.S. are given a choice through applicable federal regulations when setting regional safety targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT safety target for that performance measure; or

2. Commit to quantifiable targets for performance measures in SCOG's metropolitan planning area (Skagit region).

The five regional safety performance measures are in the following table.

Number	Name	Description
1	Fatalities	Five-year (2020–2024) rolling average of fatalities on all roadways in Skagit region
2	Fatality Rate	Five-year (2020–2024) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region
3	Serious Injuries	Five-year (2020–2024) rolling average of serious injuries on all roadways in Skagit region
4	Serious Injury Rate	Five-year (2020–2024) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year (2020–2024) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit region

Note: data sources used in calculating statewide safety performance targets come from the Washington State Traffic Safety Commission – Fatality Analysis Reporting System, WSDOT Highway Performance Monitoring System and Crash Database.

Regional performance targets for these safety measures must be set by February 27, 2026 for calendar year 2026. SCOG needs to set safety performance targets for each calendar year by February 27 of that year. There is no penalty to SCOG for missing any safety performance target and no reward for attaining a target.

SCOG staff received updated safety data from WSDOT in November 2025. From safety data received, charts have been produced showing statewide safety data and targets set by WSDOT, and data for the Skagit region.

The Federal Highway Administration makes statewide safety performance targets available through their website. A clickable map at the bottom of FHWA's safety performance management webpage shows Washington's statewide safety targets, and targets for all the other states.

Transportation Performance Management & Highway Safety

WSDOT submits TPM Safety performance targets to FHWA

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets. Page 3 highlights the official statewide safety targets for 2026, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of Transportation Performance Management (TPM) rulemaking.

Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

No. 1 - Number of fatalities on all public roads (due June 30)

No. 2 - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads (due June 30)

No. 3 - Number of serious injuries on all public roads (due June 30)

No. 4 - Number of serious injuries per 100 million VMT on all public roads (due August 31)

No. 5 - Number of non-motorist (e.g. bicyclists and pedestrians) fatalities and serious injuries on all public roads (due August 31)

- Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.
- Overlapping measures/targets in the Highway Safety Plan:
- Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for TPM compliance on August 31 as part of the HSIP. See the Timelines section inside for details.
- TPM Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.
- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due August 31)

WSDOT's target adoption

For the 2025 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

TPM Safety Target Setting
Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2024 Baseline	2026 Official Targets
		Statewide TPM Target (Target Zero)
No. 1 - Fatalities	705.2	470.1
No. 2 - Fatality rate	1.123	0.800
No. 3 - Serious injuries	3,034.0	2,022.7
No. 4 - Serious injury rate	5.214	3.476
No. 5 - Non-motorist fatalities & serious injuries	700.0	466.7

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office.

FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress. To make significant progress overall, a state must achieve at least four out of the five targets above. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2020 to 2024 had to be:

- At or below the target set in 2023 for the 2024 year, OR
- At or below the baseline level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions.

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Per TPM, states are required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which is used as the foundation for the target setting process (http://www.targetzero.com).

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk. From 2013 to 2023, fatal and serious crashes generally increased due to high risk behaviors, lower levels of enforcement, and economic growth. Beginning in 2024, there has been a decrease in fatal and serious injury crashes. With this changing trend, WSDOT is hopeful that significant progress toward achievement of the safety targets will be possible. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries,and select crash countermeasures that it believes will provide a high return on investment.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2020-2024 creates the value of the rolling average in 2024—705.2 fatalities.
- The rolling 5-year average value for 2026 is set as the baseline performance (annual average of 2020 through 2024).

States are then free to develop targets using methods determined by the state. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline for fatalities in 2026 (in this case 470.1) becomes the target for the performance measure in 2026 as shown on the following page.

WSDOT employs multifaceted approach to improve traveler safety

WSDOT is working to reduce fatal and serious crashes by using:

Roundabout first policy - WSDOT has updated its design guidance so roundabouts are the primary consideration when implementing intersection improvements.

Speed management/injury minimization - WSDOT is also updating its design guidance to promote self-enforcing roads and reduce travel speeds.

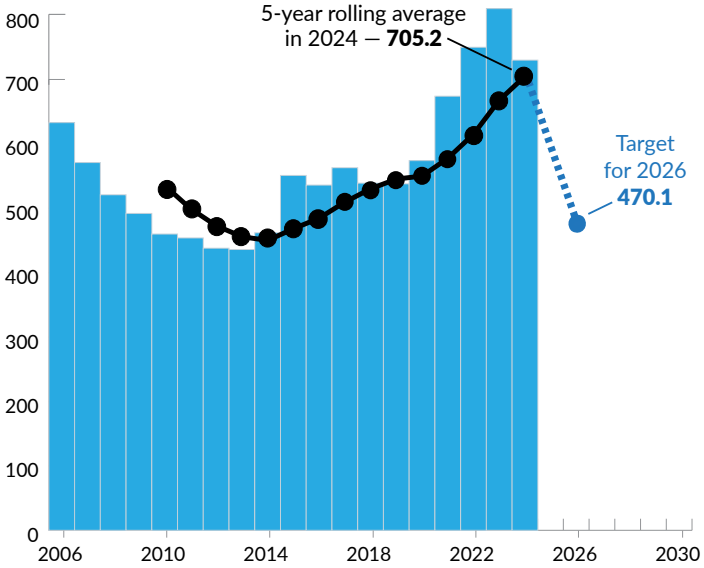
Crash reduction program - WSDOT uses statistical analysis to identify project locations that have the highest potential to reduce fatal and serious crashes with investment of project funds. WSDOT programs its HSIP funding to improve these project locations.

About these graphs

These graphs display the final 2026 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities

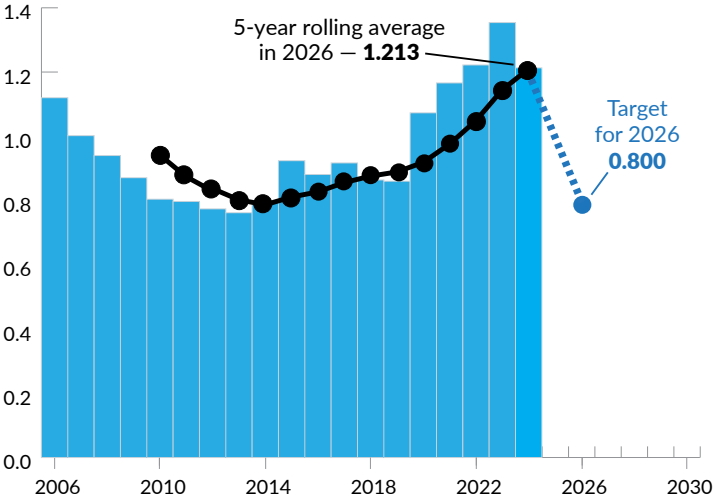
2006 through 2030



Data source: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary).

Measure No. 2 - Fatality rate per 100 million VMT

2006 through 2030

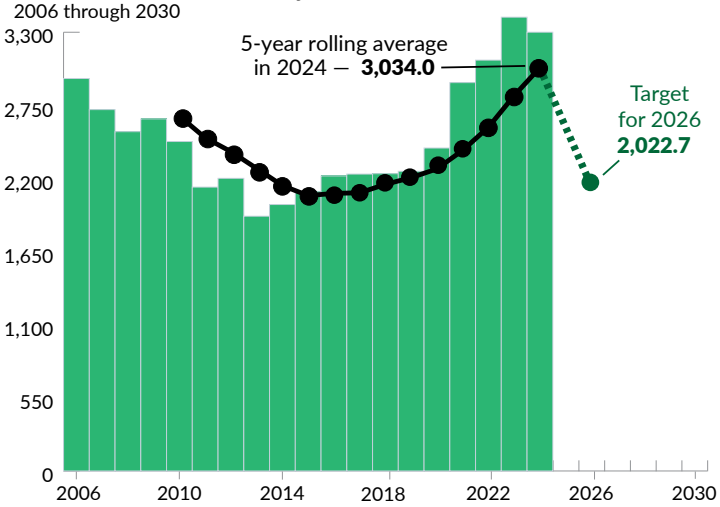


Data sources: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary); Washington State Department of Transportation - Highway Performance Monitoring System.

Notes: Fatality data for 2023 is finalized as of January 2025, serious injury count for 2023 is as of June 2024. All data for 2023 is preliminary as of June 2024. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

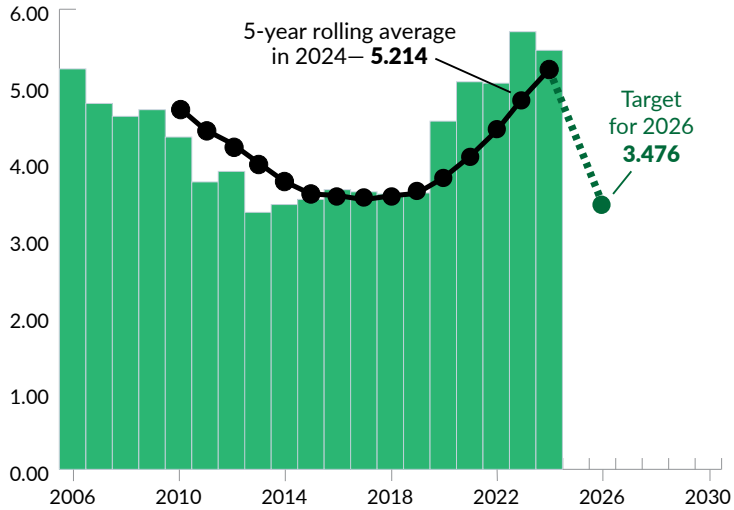
2006 through 2030



Data source: Washington State Department of Transportation - Crash Database.

Measure No. 4 - Serious injury rate per 100 million VMT

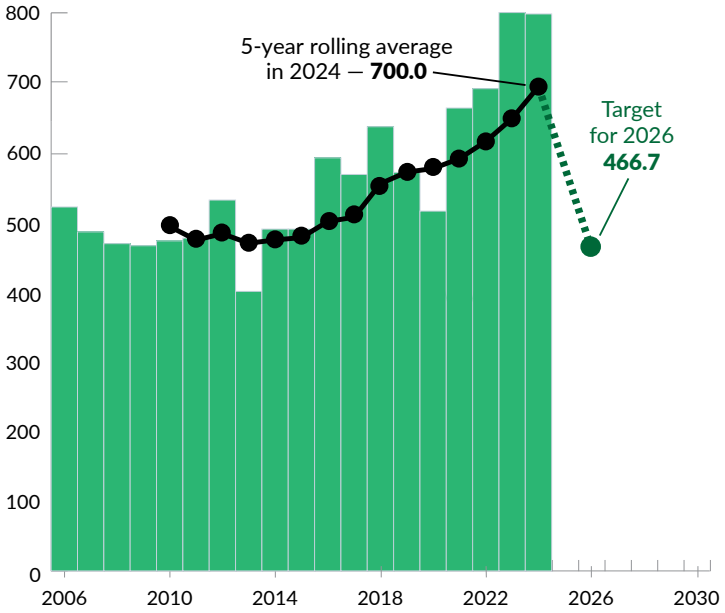
2006 through 2030



Data sources: Washington State Department of Transportation - Crash Database, Highway Performance Monitoring System.

Measure No. 5 - Non-motorist fatalities and serious injuries

2006 through 2030



Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Crash Database, Highway Performance Monitoring System.

Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary will determine if a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's TPM Funding and Performance Penalties folio for full details, including special rule penalties.

Data used for target setting

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads[1]
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads[1]
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads[2]
- Fatality and serious injury data for drivers and pedestrians age 65 and older[3]
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)[1 3]

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. 1 The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled.
2 This data is required as part of the FY2015 Omnibus Appropriations Bill. 3 This data satisfies a TPM special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

What is the current distribution of HSIP funds?

Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes.
For the Federal Fiscal Year 2026 reporting period it is anticipated that the State of Washington will receive approximately $55.5 million for the HSIP program, which will be split 70/30 between local and state roadways. As a result, approximately $38.9 million will be allocated to local roadways and $16.6 million will go to state roadways. The state will receive an additional estimated amount of $16.5 million in Section 164 (repeat offender) penalty. This is a required transfer of funds from other sources (National Highway Performance Program) that would be assigned to the state, but now must be spent on HSIP eligible activities. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

Data collection

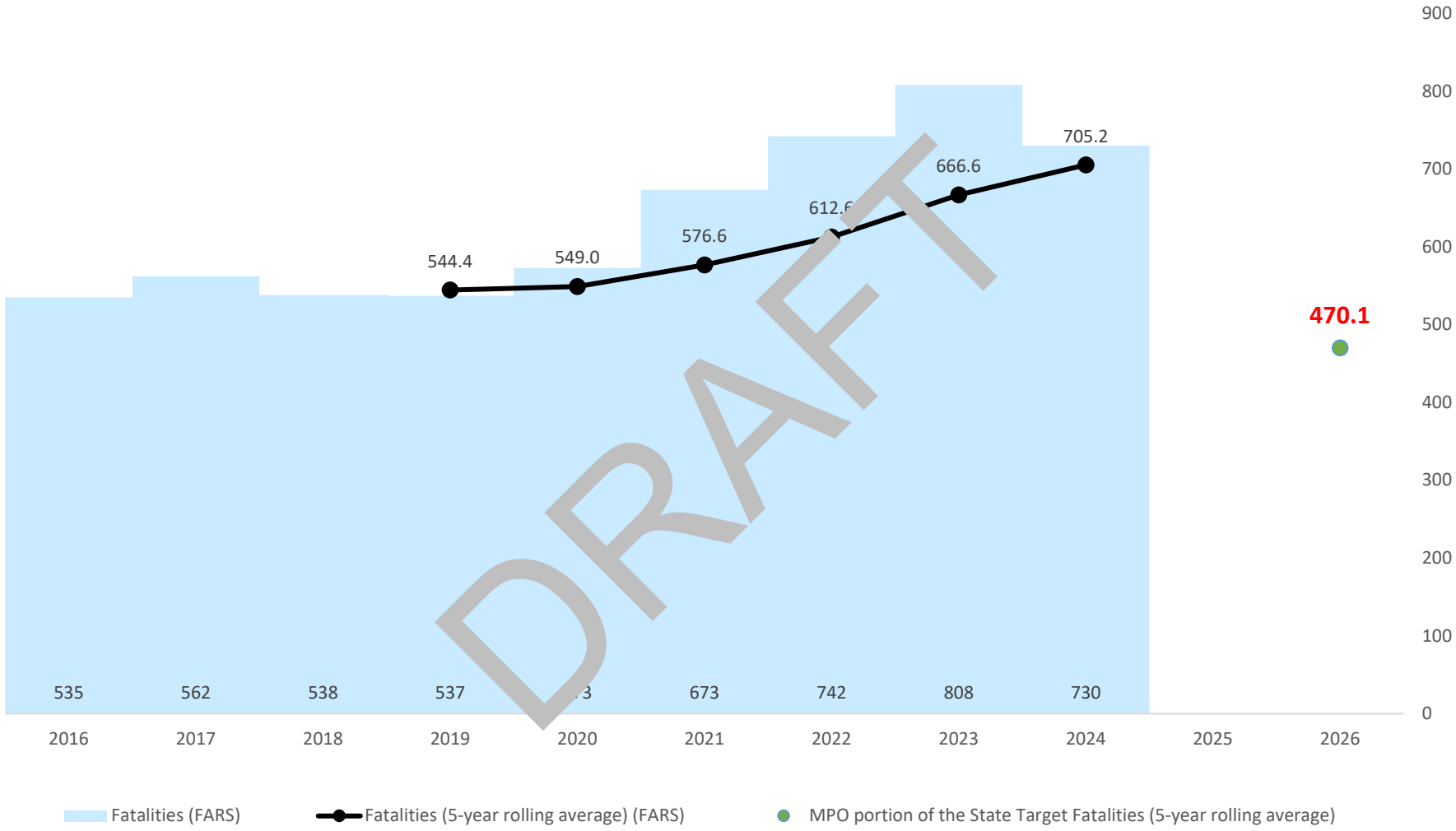
- TPM requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- TPM requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

For more information

TPM safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or John.Milton@wsdot.wa.gov.
Traffic crash fatal and serious injury data: Yi Wang at (360) 570-2420, Yi.Wang@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

Measure No. 1 - Fatalities

Statewide

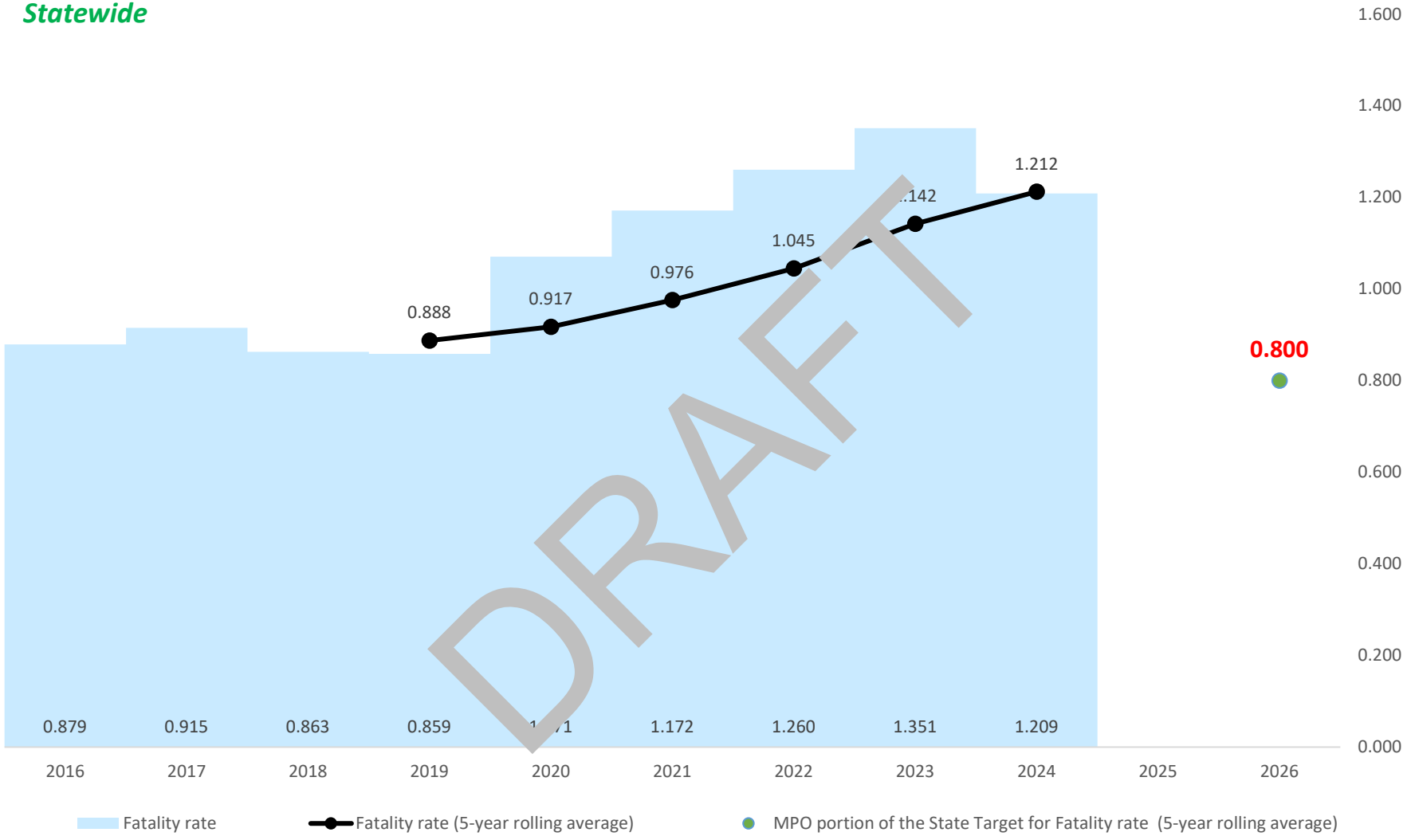


Data Source: Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

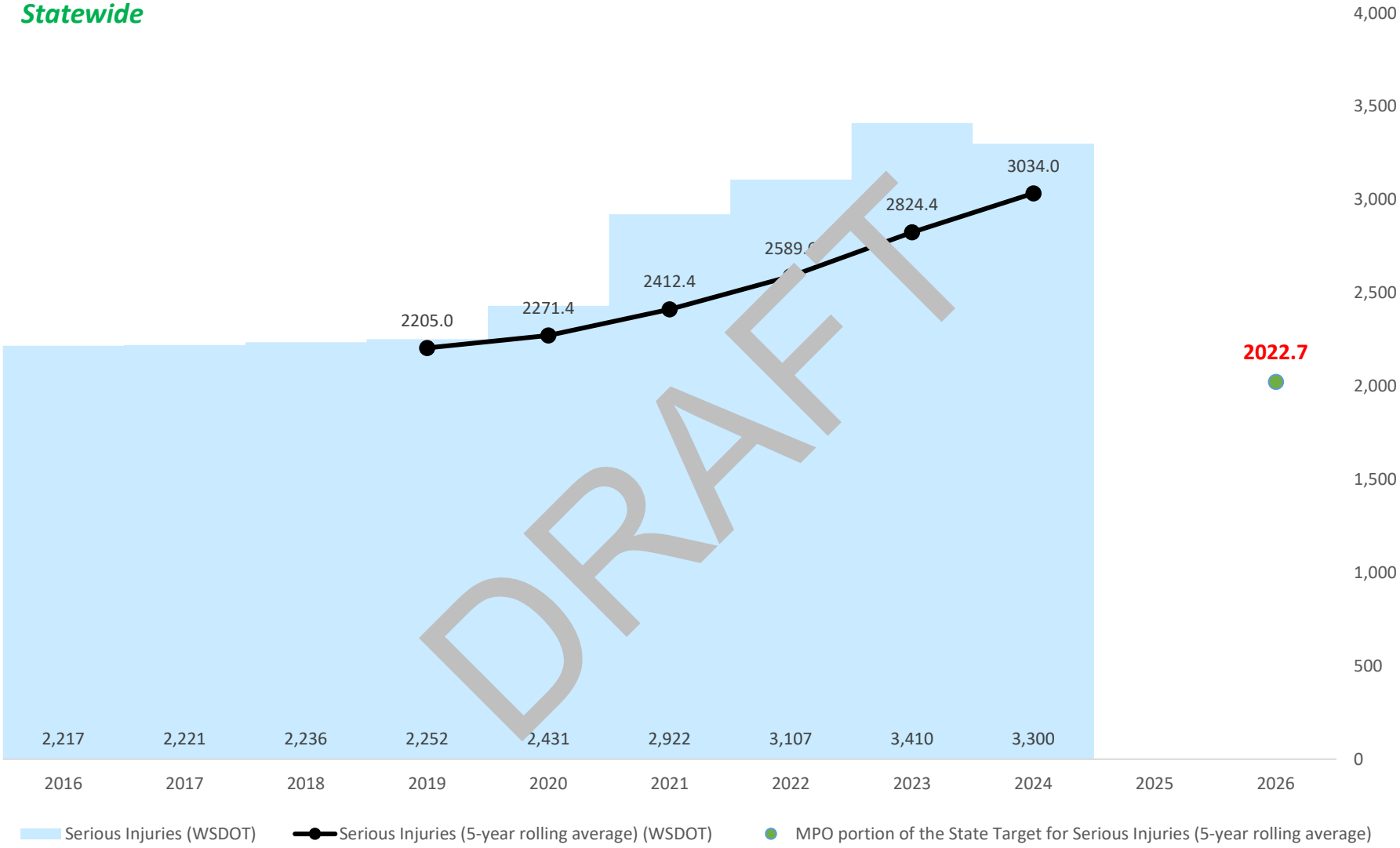
Statewide



Data Source: Washington Coded Fatal Crash (CFC) data files, CFC, Washington Traffic Safety Commission.
VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Measure No. 3 - Serious injuries

Statewide

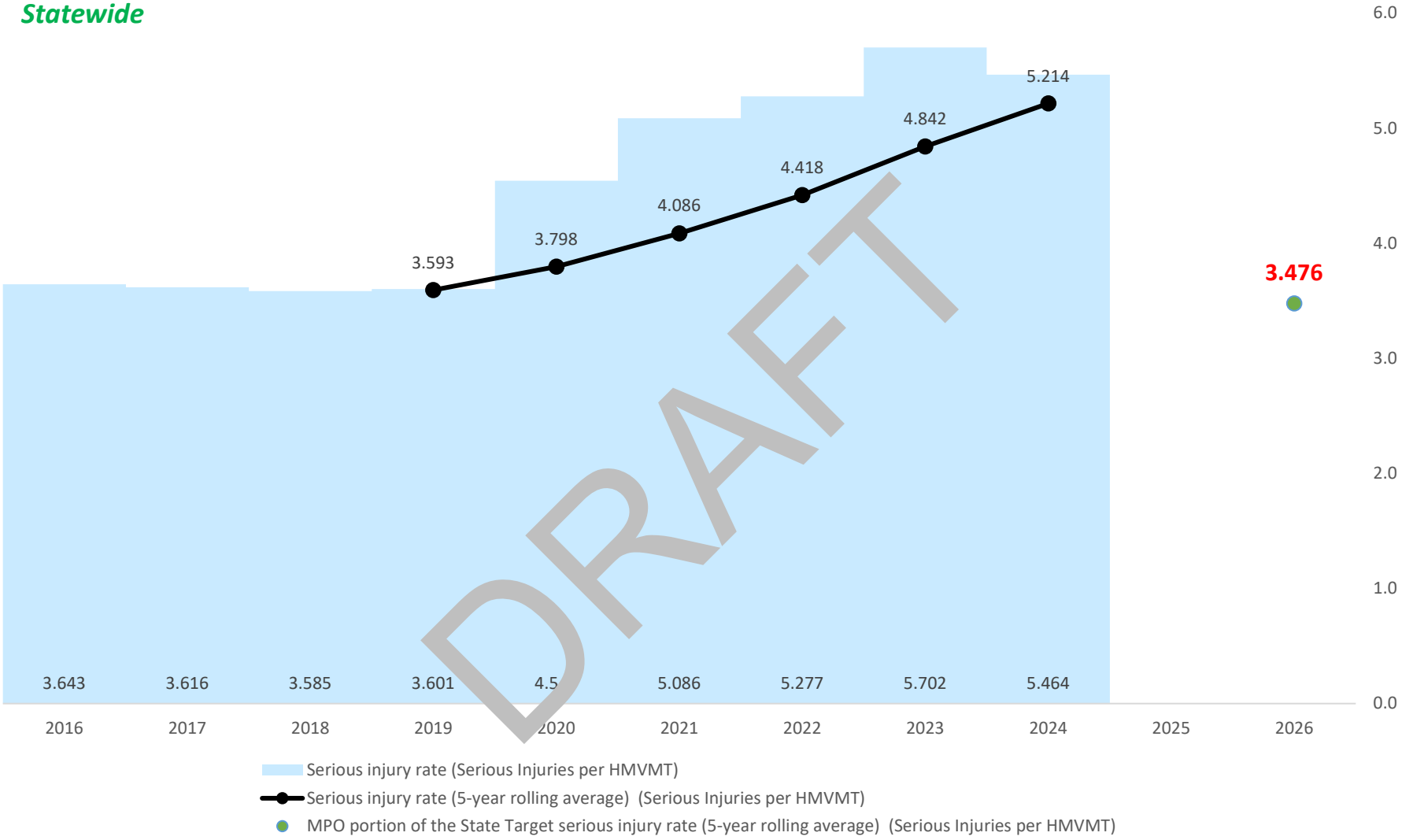


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

Statewide

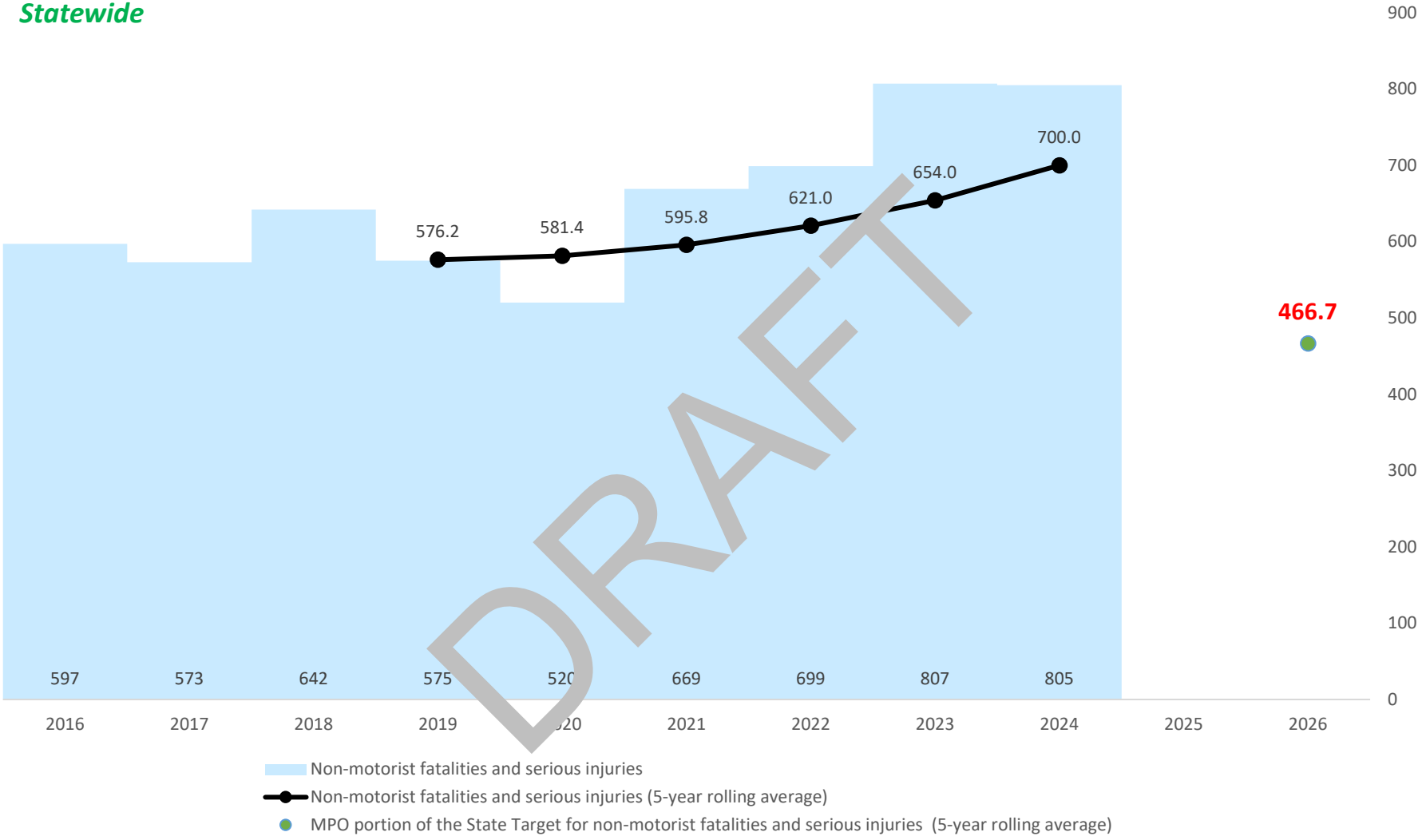


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 5 - Non-motorist fatalities and serious injuries

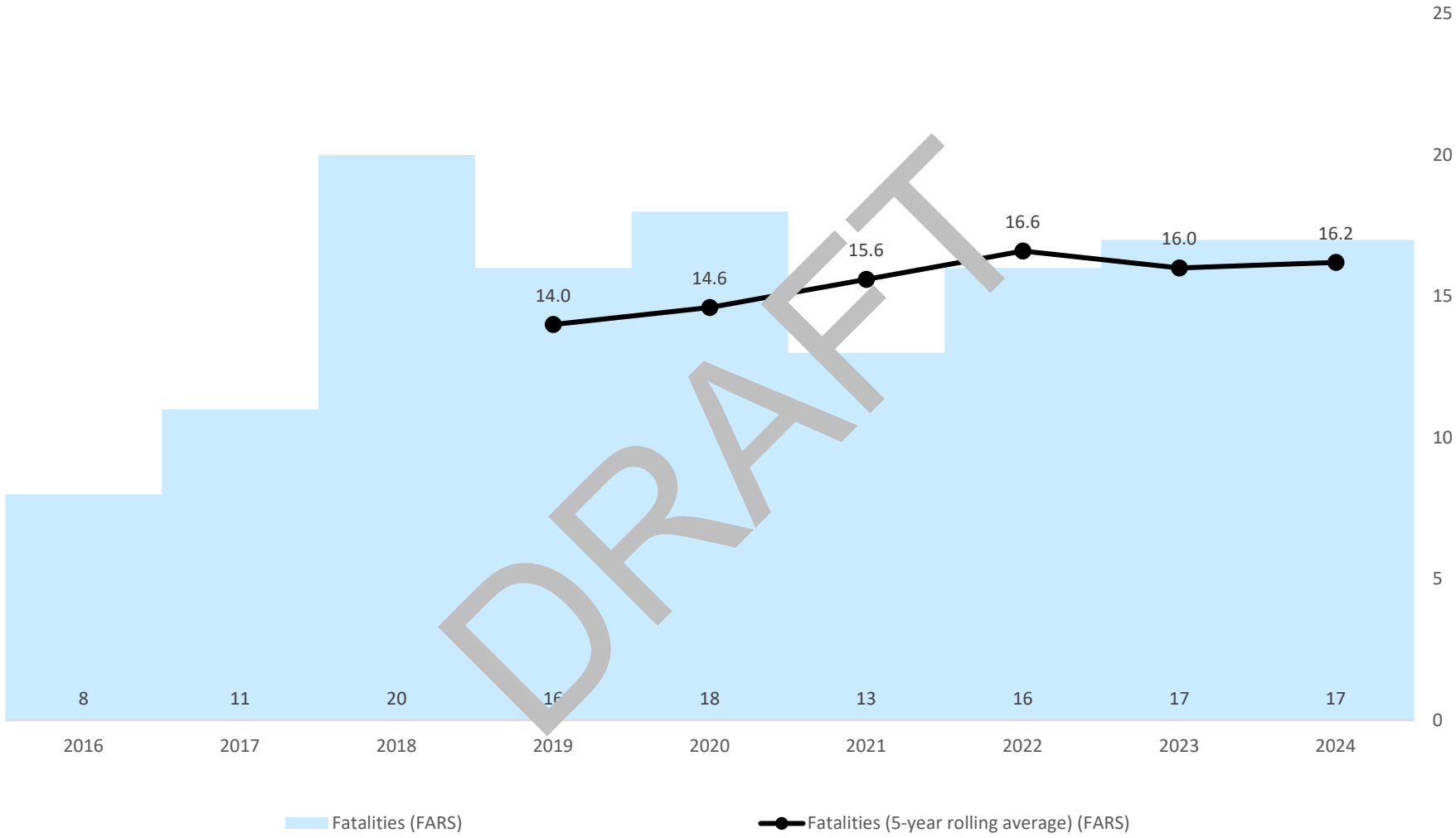
Statewide



Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Measure No. 1 - Fatalities

Skagit

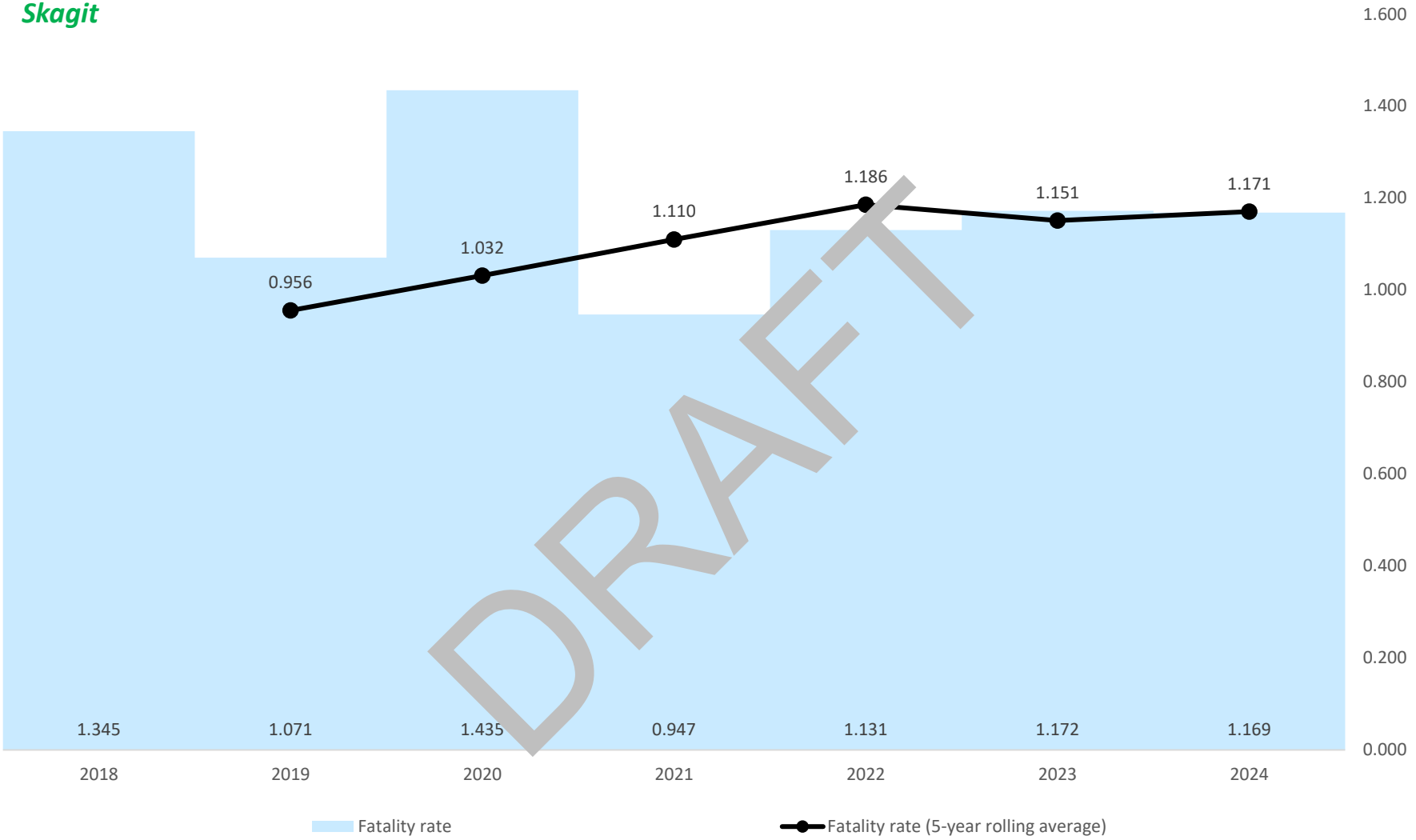


Data Source: Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

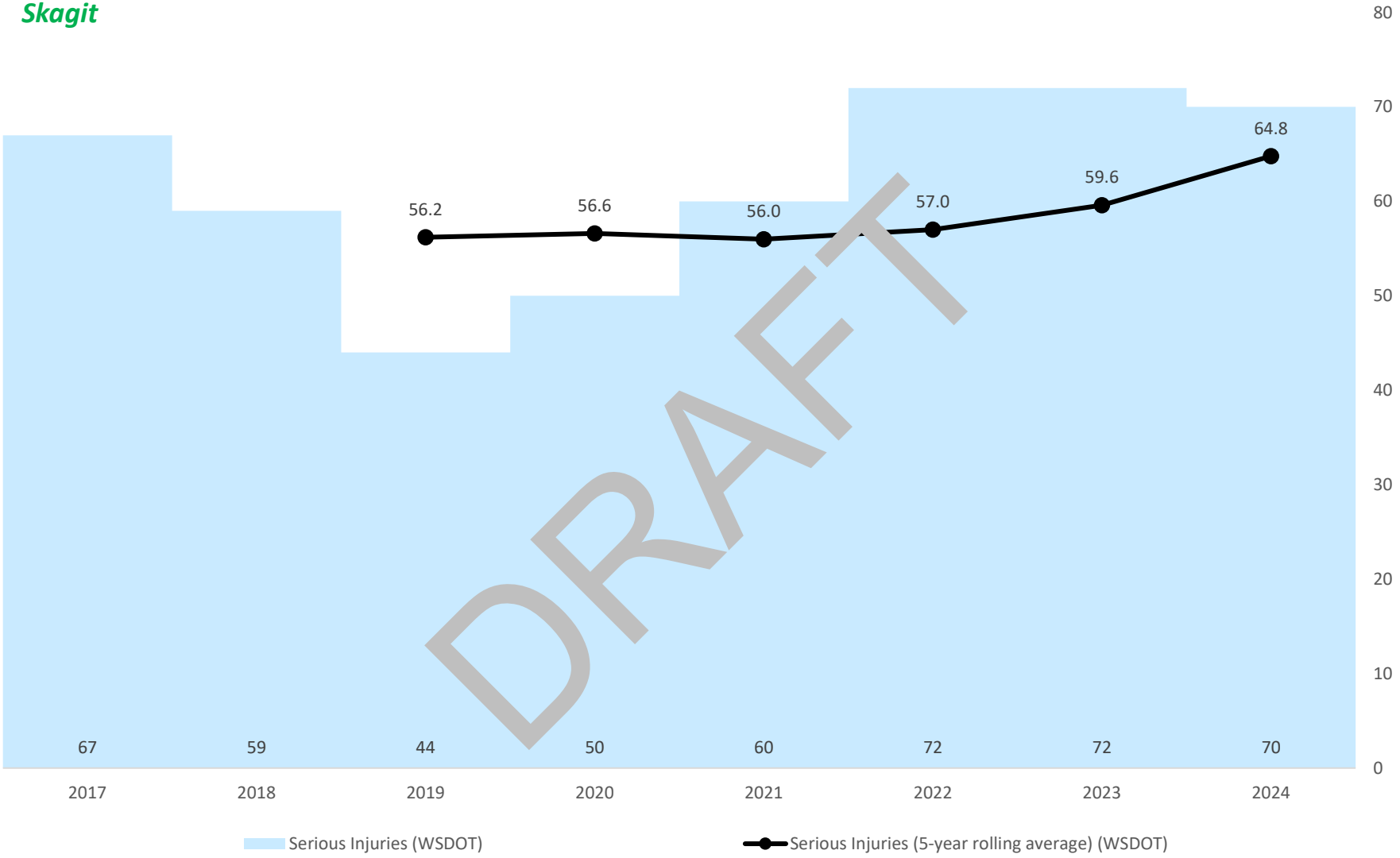
Skagit



Data Source: Washington Coded Fatal Crash (CFC) data files, CFC, Washington Traffic Safety Commission.
VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Measure No. 3 - Serious injuries

Skagit

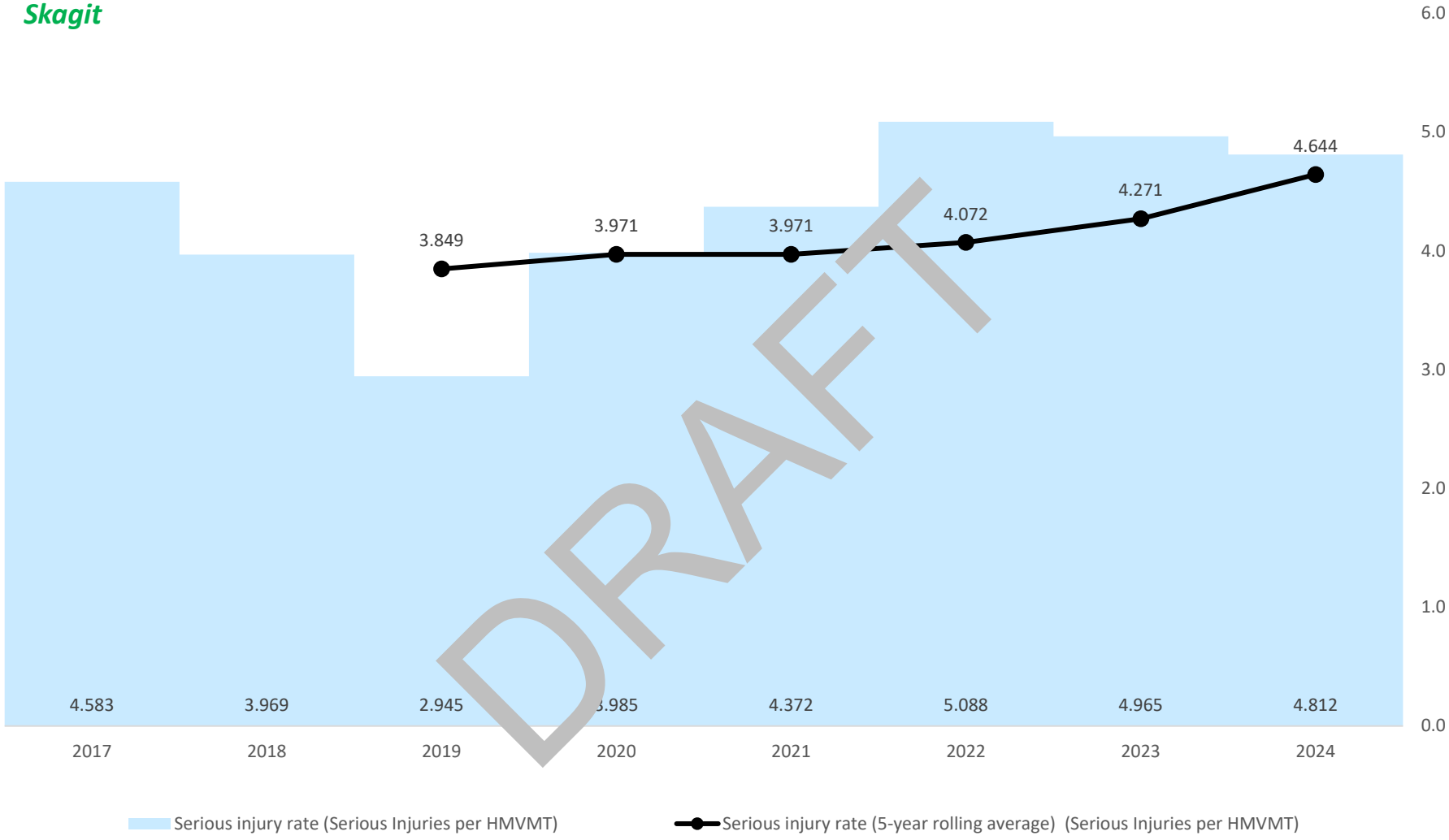


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

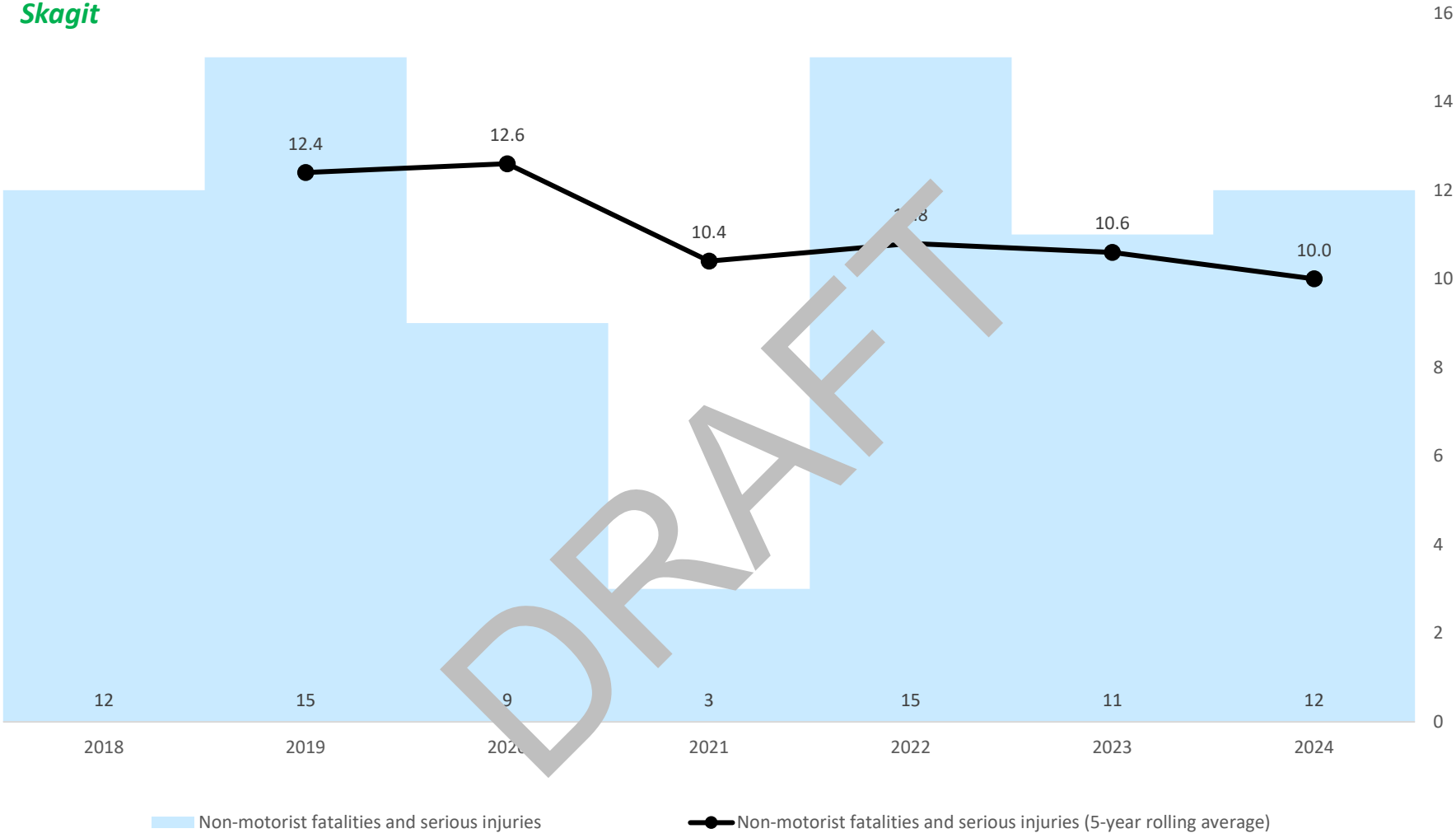
Skagit



Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Measure No. 5 - Non-motorist fatalities and serious injuries

Skagit



Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

SCOG
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ACTION ITEM X.X. – NATIONAL HIGHWAY FREIGHT PROGRAM REGIONAL LIST OF PROJECTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/08/2026	Review and Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	01/21/2026	Action	Grant Johnson	(360) 416-6678
Technical Advisory Committee	02/05/2026	Review and Recommendation on List of Projects	Grant Johnson	(360) 416-6678
Transportation Policy Board	02/18/2026	Action on List of Projects	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving the proposed National Highway Freight Program Regional List of Projects.

DISCUSSION

On November 5, 2025, the Washington State Department of Transportation requested that SCOG, along with other metropolitan planning organizations and regional transportation planning organizations in Washington state, coordinate a regional process and submit eligible National Highway Freight Program project applications to WSDOT by February 27, 2026.

SCOG will not be selecting projects for funding, nor prioritizing projects through this process. Instead, SCOG will compile projects from the region and submit a list of projects, along with application materials, to WSDOT. WSDOT will then select projects for funding with the aid of a statewide project selection committee.

NEXT STEPS

Following approval of a regional list of projects, SCOG staff will submit projects to WSDOT for inclusion in the statewide selection process.

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
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DISCUSSION ITEM – REGIONAL TRANSPORTATION PLAN

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	01/21/2026	Release for Public Comment	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	02/05/2026	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

Following Transportation Policy Board approval of the scope of work for the Move Skagit 2050 Regional Transportation Plan (Plan), SCOG staff has proceeded through the planning process on updating this federal- and state-compliant long-range transportation plan. Consultant support has been provided by RSG, Inc. and WSP USA, Inc.

SCOG has until March 2026 to adopt the Plan to remain in federal compliance. The last Plan update was in March 2021, and it needs to be updated no less than every five years.

PUBLIC PARTICIPATION

Public participation has been ongoing throughout the planning process, utilizing many opportunities for virtual engagement during the planning process and consulting with interested parties as the draft Plan has been prepared.

Following a public comment period, SCOG staff anticipates presenting comments received to the Transportation Policy Board in February. In addition to the public comment process, SCOG undertakes an environmental review process under Washington state law. These processes began in January.

APPENDICES

Appendix A: Compliance Checklist
Appendix B: System Performance Report
Appendix C: Regionally Significant Criteria
Appendix D: Fish Passages
Appendix E: Public Involvement Plan
Appendix F: Engagement and Collaboration Summary
Appendix G: Public Comment Tracker *(reserved)*
Appendix H: Regional Roadway Volumes and Level of Service
Appendix I: Existing Transportation Facilities
Appendix J: State Environmental Policy Act Checklist
Appendix K: Financial Assessment

ENVIRONMENTAL REVIEW

State Environmental Policy Act Register

Move Skagit 2050

Regional Transportation Plan

Table of Contents

List of Figures

List of Tables

List of Appendices

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CAC	Community Advisory Committee
CFR	Code of Federal Regulations
County	Skagit County
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas Emissions
GMA	Washington State Growth Management Act
LOS	Level-of-service
MMLOS	Multi-Modal Level-of-service
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NMAC	Non-Motorized Advisory Committee
OFM	Washington State Office of Financial Management
PAPI	Precision Approach Path Indicators
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
REIL	Runway End Indicator Lights
RSAP	Regional Safety Action Plan
RTP	Move Skagit 2050 Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SCOG	Skagit Council of Governments
SEPA	Washington's State Environmental Protection Act
SHSP	Strategic Highway Safety Plan
SR	State Route
STIP	Statewide Transportation Improvement Program
TAM	Transit Asset Management
TBDs	Transportation Benefit Districts
TIP	Transportation Improvement Program
TPB	Transportation Policy Board
TRIP	Transportation Resiliency Improvement Plan
VMT	Vehicle Miles Traveled
VPD	Vehicles per Day
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

1: Introduction

What is the RTP?

The Move Skagit 2050 Regional Transportation Plan (RTP) is a long-range transportation plan that establishes a framework for meeting the Skagit region's existing and future transportation needs. The Plan includes regional priorities and serves as a link between local government comprehensive plans, tribal transportation plans, Skagit Transit plans, and the Washington Transportation Plan (WTP). This plan is an update to Skagit 2045 and is intended to guide the region's transportation needs through 2050.

Federal law requires preparation of a metropolitan transportation plan (MTP) for the Skagit region, while the Washington state Growth Management Act (GMA) sets forth the requirements for the regional transportation plan (RTP). The RTP addresses both federal and Washington state transportation planning requirements.

The RTP builds on strategies identified by Washington state and local agencies to address short-, mid-, and long-term transportation needs for the Skagit region. The projects in the Plan are constrained by available funding and therefore, the RTP identifies the goals and policies for defining and prioritizing improvements. The Plan is multimodal, with individual projects and strategies serving multiple travel modes and meeting a range of regional priorities. Strategies for expanding funding for regional transportation needs are also identified.

Regional Transportation Planning

Skagit Council of Governments (SCOG) has a federal- and state-enabled role in transportation planning in the Skagit region. SCOG is the authorized metropolitan planning organization (MPO) in Skagit County. Established as the MPO in 2003, SCOG is responsible for continuous, cooperative, and comprehensive transportation planning in the metropolitan area. The metropolitan planning area for the MPO is Skagit County, which is also the federally designated metropolitan statistical area (see Figure 1). The MPO was established in Skagit County following the 2000 decennial census when the urbanized area surrounding Mount Vernon, Burlington, and Sedro-Woolley reached over 50,000 people, a requirement for the establishment of an MPO.

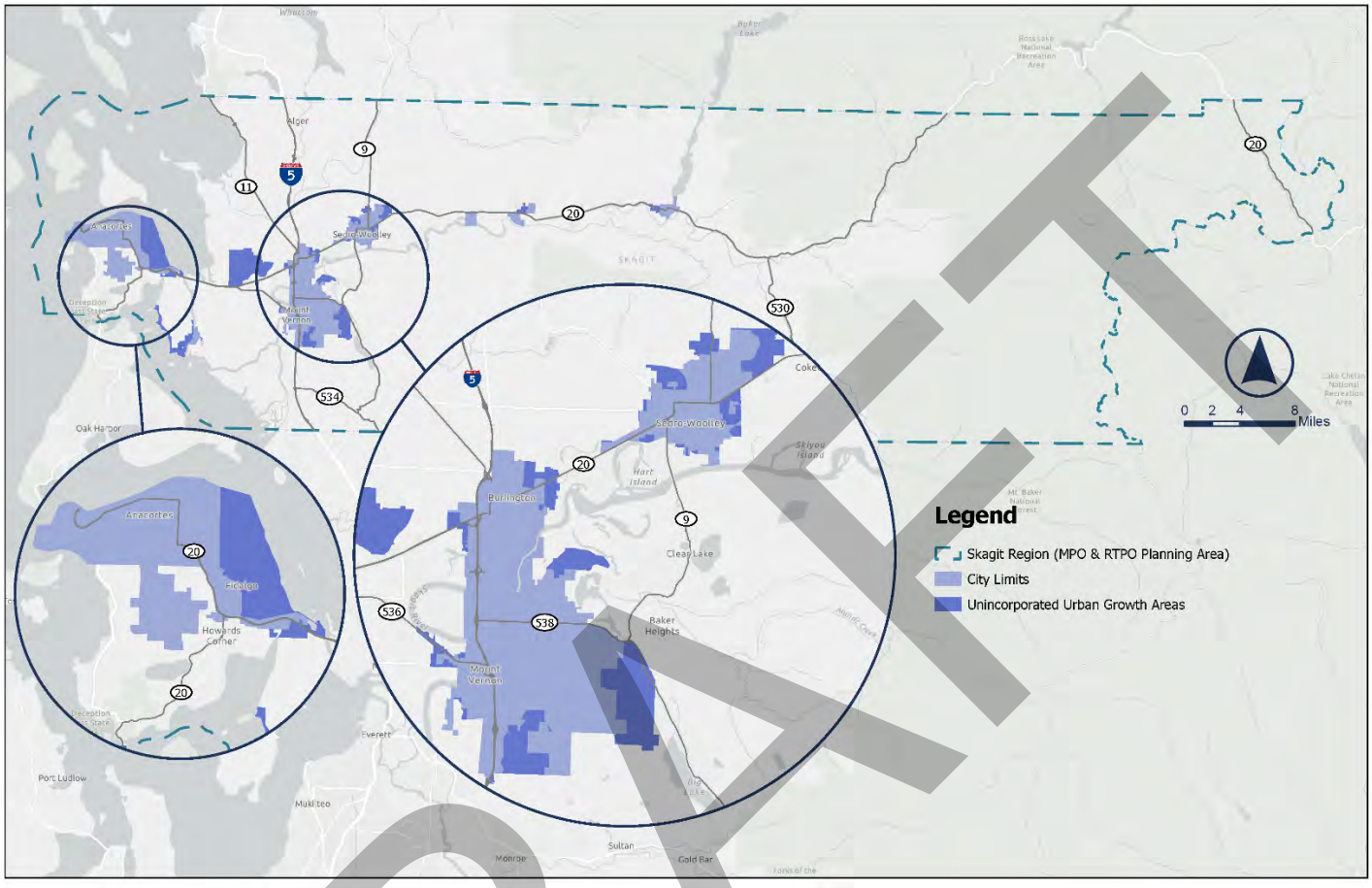


Figure 1. MPO and RTPO Planning Area

SCOG is also the authorized regional transportation planning organization (RTPO) in Skagit County. The authority for RTPOs was included in Washington state's GMA of 1990. Soon after, in 1991, Skagit County joined Island County to establish a two-county RTPO. RTPOs coordinate transportation planning at all jurisdiction levels, including the state, to ensure an interconnected regional transportation system. The RTPO statute indicates that in urbanized areas, the RTPO is to be the same as the MPO. SCOG became a single-county RTPO after the Skagit–Island Regional Transportation Planning Organization dissolved in 2015. The MPO and RTPO boundaries are now the same for SCOG.

For the RTP, the term "Skagit region" is used for SCOG's planning area, which is the same as the metropolitan planning area under federal law and planning area under Washington state law. The boundaries of Skagit County and the Skagit region are the same. "Skagit County" is not used in RTP to describe the planning area boundaries to avoid confusion with Skagit County government and its jurisdictional boundaries.

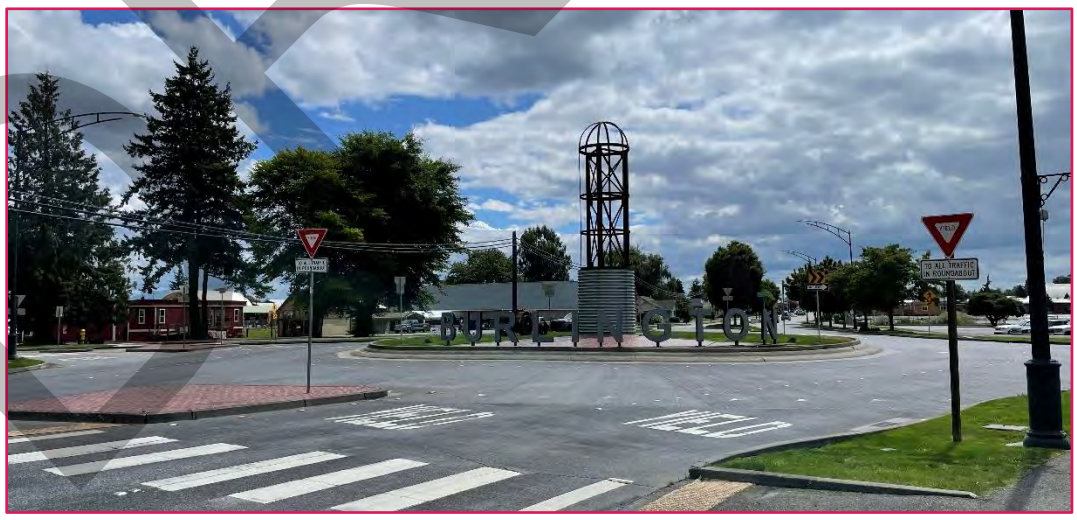
SCOG is governed by a Board of Directors and the Transportation Policy Board (TPB) comprised of elected officials representing 15 member jurisdictions (see Table 1).

Table 1. SCOG Member Jurisdictions

SCOG Member Jurisdictions	
City of Anacortes	Skagit County
City of Burlington	Skagit PUD #1
City of Mount Vernon	Skagit Transit
City of Sedro-Woolley	Town of Concrete
Port of Anacortes	Town of Hamilton
Port of Skagit	Town of La Conner
Swinomish Indian Tribal Community	Town of Lyman
Samish Indian Nation	

Washington state legislators from the 10th, 39th, and 40th legislative districts are ex-officio members of the Transportation Policy Board. Representatives from Washington State Department of Transportation (WSDOT) and a major employer representative also sit on the TPB.

In addition to the governing bodies, development of the RTP and regional transportation planning is supported by SCOG's Technical Advisory Committee (TAC) and SCOG's Non-Motorized Advisory Committee (NMAC). The TAC provides technical advice to the TPB and is comprised of staff from SCOG member jurisdictions, including: public works directors; transportation planners and engineers; and other staff. This committee provides input on plans, programs, projects, and priorities used to support the development of Move Skagit 2050. The NMAC is a committee of volunteers with interests in modes of non-motorized transportation that provides advice to the TAC.



Federal and State Transportation Planning Requirements

Federal law requires that MTPs be developed in coordination with statewide transportation planning and local land use planning. Under 23 Code of Federal Regulations (CFR) § 450, MTPs must: use a 20-year (or longer) horizon; consider all modes and major facilities; address capital, operations, and management strategies; and include a financial plan demonstrating fiscal constraint.

At the state level, coordination is guided by the GMA (Revised Code of Washington [RCW] 36.70A) and regional planning requirements in RCW 47.80.030. SCOG works closely with WSDOT to ensure consistency with the WTP 2040 and Beyond, as well as corridor and modal plans. Recent updates, including HB 1181 (2023), which added climate change and resiliency into the GMA, and the HEAL Act (RCW 70A.02), which requires evaluation of environmental health disparities, reinforce the need to address greenhouse gas emissions (GHGs), climate adaptation, and environmental justice within this Plan. The HEAL Act does not directly apply to SCOG and the RTP but is a consideration in regional transportation planning, as it applies to WSDOT.

Coordination also extends across county boundaries, recognizing strong commuting, freight, and tourism connections with neighboring Whatcom, Snohomish, and Island counties, and with the Puget Sound Regional Council. At the local level, the RTP incorporates land use assumptions from adopted comprehensive plans and population and employment projections prepared by the Washington State Office of Financial Management (OFM), aligning transportation strategies with growth patterns and concurrency requirements.

Federal and Washington state requirements for the RTP guide much of its content. Federal requirements apply to the RTP as a MTP and include:

- A 20-year planning horizon;
- Coverage of all major modes and facilities;
- Identification of capital projects and operations/management strategies that preserve and enhance system performance and safety; and
- A financial plan showing how improvements can be implemented with reasonably expected revenues.

At the state level, per RCW 47.80.030, the RTP must be prepared in cooperation with WSDOT, ports, transit operators, and local governments in the region. Skagit 2050 is required to:

- Be based on a least-cost planning methodology that provides the most cost-effective transportation facilities, services, and programs;
- Identify existing and planned transportation facilities and programs that should function as an integrated regional transportation system;
- Establish level-of-service standards for certain state highways and ferry routes, to be developed jointly with WSDOT;
- Include a financial plan showing how the regional transportation plan can be implemented;
- Assess regional development patterns, capital investment, and other measures; and
- Set forth a proposed regional approach to guide development of the integrated, multimodal regional transportation system.

WSDOT provides standards and guidelines to assist RTPOs with preparing the RTP, including data identification and use, project identification, financial evaluations, and coordination activities.

Plan Development Process

RTP is prepared on a five-year cycle to comply with federal requirements and to ensure that transportation priorities remain aligned with the region's needs. The planning process is continuous, involving data collection, forecasting, policy development, and public engagement.

For this update, SCOG followed a structured process that included:

- Review of existing conditions and trends. Staff compiled data on travel demand, freight movement, system performance, and demographic change. This work established a baseline for identifying future needs.
- Integration with related planning efforts. The RTP builds upon parallel initiatives such as the Regional Safety Action Plan (RSAP) and the Transportation Resiliency Improvement Plan (TRIP), ensuring that safety and climate adaptation are fully incorporated into the regional vision.
- Coordination with federal, state, and local partners. SCOG worked with WSDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), member jurisdictions, and neighboring regions to ensure that regional strategies support broader policy goals and maintain consistency with state and federal plans.
- Public and stakeholder engagement. Community input was gathered through public meetings, surveys, and consultation with advisory committees. This outreach shaped the plan's priorities and ensured that diverse perspectives were represented.
- Fiscal analysis. SCOG assessed available revenues and funding programs, including federal and state grants, to determine the level of investment that can reasonably be expected through 2050. This financial framework guided the identification of projects and strategies that are both needed and achievable.

Summary of Compliance Requirements

Federal:

- IIJA emphasis areas (resiliency, safety, system reliability, carbon reduction, emerging technology)
- Performance-based planning and programming
- Consideration of fiscal constraint
- 20-year horizon
- Consistency with statewide plans and targets

State:

- GMA integration (RCW 36.70A)
- RTPO requirements (RCW 47.80.030)
- HB 1181 (2023) climate/resiliency requirements
- WSDOT plan consistency
- OFM-based growth assumptions.
- State Environmental Policy Act compliance

A detailed federal/state compliance crosswalk is provided in Appendix A.

The planning process is iterative. Early findings on needs and priorities were refined through discussion with partners and stakeholders, leading to the final set of goals, policies, and projects included in the plan. This approach ensures that the RTP is both forward-looking and grounded in the realities of implementation.

2: Planning Context

Coordination with Other Planning Efforts

The RTP has been prepared alongside plans led by SCOG's members and partners so that assumptions, priorities, and timing are consistent across the region. Coordination uses the same baseline inputs throughout the planning cycle: population and employment forecasts from the OFM, adopted local comprehensive plans and transportation elements, and the most current system condition information maintained by member agencies and WSDOT. Technical review and interagency coordination occur through SCOG's established TAC and NMAC, so that data, modeling assumptions, project concepts, program needs, and fiscal assumptions align before they are advanced in this plan.

To connect the 2050 vision with near-term delivery, this plan identifies regionally significant capital projects and programmatic investments that have a reasonable path to funding in the first decade, states the lead agency for each, and explains the intended outcomes regarding safety, reliability, resiliency, and multimodal access (see Section 7 for the project and program list). The project and program list serves the implementation functions described in RCW 47.80.030, including least-cost planning, development of an integrated multimodal system, and an implementable financial plan prepared in cooperation with WSDOT, ports, transit operators, and local governments.

Travel and goods movement in the Skagit region are closely linked with Whatcom, Snohomish, and Island counties and with the central Puget Sound. SCOG coordinates with adjacent MPOs/RTPOs and regional partners where corridors cross jurisdictional boundaries, where transit services interface across jurisdictional boundaries, and in matters related to ferry access and freight routes affecting regional mobility. This collaboration also covers emergency detours and incident management and includes exchanging modeling assumptions, comparing performance measures, and coordinating project sequencing on shared facilities. The sections below describe partner agency and SCOG planning efforts that helped shape the RTP.

Washington Transportation Plan

In 2025, the State of Washington updated the Washington Transportation Plan. The WTP Vision 2050 is a 20-year vision and transportation policy plan for all of Washington State. It provides an overarching transportation policy framework along with strategies for use by state, regional, and local jurisdictions and entities statewide. The RTP was developed in close collaboration with the WTP and incorporates regional priorities within WTP. Additionally, federally mandated performance measures are incorporated into the RTP

policy framework and implementation strategies outlined in Section 4 and in Appendix B, System Performance Report.

Washington State Strategic Highway Safety Plan: Target Zero

In 2024, the State of Washington updated their Strategic Highway Safety Plan (SHSP) titled Target Zero. The plan outlines the state's goal of eliminating traffic-related deaths and serious injuries by 2030. Despite past successes in reducing fatalities through new laws and safety measures, recent years have seen a troubling rise in crashes, prompting a renewed commitment to the Target Zero goal. The plan commits to the Safe System Approach while modifying the approach slightly to integrate safer road users, speeds, roads, vehicles, post-crash care, and a new element, safer land use planning. In addition to the commitment to the Target Zero goal, the SHSP also reports on the five federally required safety performance measures documented in Section 4 and expanded upon in Appendix B.

Regional Safety Action Plan

The RSAP uses the USDOT Safe Systems Approach as the guiding framework to address roadway safety in the Skagit region. The RSAP evaluates crash trends and safety performance to understand locations and systemic factors associated with serious injuries and deaths and developed the High Injury Network (HIN) as a statistical method to determine the region's roadways that experience the most serious injuries and fatalities. The RSAP compiled a list of USDOT proven safety countermeasures for the consideration of SCOG's member jurisdictions and applied countermeasures to the top eight issues throughout the region. Additionally, the plan provided SCOG with additional criteria for determining regional significance for the RTP. The new criteria are listed in Section 6 and within the RSAP and included in Appendix C of this plan.

Transportation Resilience Improvement Plan

The TRIP evaluates vulnerabilities on the regional network, including flooding, seismic risk, landslide-prone slopes, and other disruptions that can sever access to critical facilities. Findings from the TRIP are reflected here through resilience-oriented design considerations for regionally significant projects, programmatic investments that reduce vulnerability on identified segments, coordination with emergency management and lifeline partners, and documentation of incident diversion routes where appropriate. Additionally, TRIP informed the RTP regionally significant criteria related to resilience and priority locations and recommended measures from the TRIP, as shown in Appendix C and located in the TRIP.

Related Planning Efforts

The RTP is coordinated with planning efforts that shape travel demand, access needs, and project timing. These include Skagit Transit's service and facilities planning; port planning by the Port of Anacortes and the Port of Skagit related to marine, industrial, and freight access; active transportation planning by cities, towns, and the county for bikeway and walkway networks, regional trails, and access to schools; transportation systems management and operations work such as incident response, traveler information, and intelligent transportation systems; and aviation or ferry planning where it affects regional connectivity.

Concurrency with standards under the GMA framework are set and applied by local jurisdictions. This plan supports concurrency by coordinating OFM-based forecasts and adopted land use assumptions across jurisdictions, identifying regionally significant constraints and mitigation strategies, advancing multimodal investments that improve access to planned growth areas, and aligning the timing of regionally significant investments with local capital facilities plans.

Transportation strategies in this plan are linked with non-transportation planning that drives demand and access requirements. Housing elements in city, town, and county comprehensive plans inform where units and services will be located and what types of access will be needed into the future. Economic development strategies identify employment centers, industrial and commercial areas, and freight and tourism access needs that the transportation system must serve. Climate and hazard planning identifies greenhouse-gas reduction and adaptation strategies and maintains access to critical facilities. The RTP reflects these connections so that regional transportation investments support adopted growth and economic goals while maintaining a system that is reliable and safe.

SCOG convenes cities, towns, Skagit County, Skagit Transit, the ports, and tribal governments to identify shared priorities, align funding strategies, and coordinate delivery. WSDOT, FHWA, and FTA provide policy guidance and technical review. Through committee work and interagency consultation, concepts are vetted regionally, sequenced for delivery, and incorporated into the fiscally constrained program.

Additionally, the RTP supports regional planning efforts which intersect with transportation related issues, including recovery plans for Chinook and Steelhead. These plans guide recovery efforts in the Skagit River watershed and in Puget Sound and require roadway owners to account for a plan for future fish-passage structures that follow a set of performance measures related to fish passage and environmental upkeep. Additionally, Steelhead are listed as threatened under the federal Endangered Species Act. As such, careful consideration is given to road improvements that could impact Steelhead population. See Appendix D for additional information related to fish passages corrections in the Skagit Region to improve fish passage along the state and regional highway system.

Projected Growth and Travel Demand

While the history of the Skagit region establishes the background for the Plan, forecast growth patterns also affect priorities, with forecast population and employment growth affecting transportation needs throughout the region and connections outside the region.

Local population dynamics are highly influenced by an area's employment climate. Generally, population growth is based primarily on immigration, driven by people moving into an area in search of, or taking, new jobs. In large part, population growth depends on how favorable an area's employment opportunities are in relation to other areas. Stated simply, people follow jobs and in turn create demand for local goods and services, such as housing. While natural increases and decreases in population growth have an effect, due to births and deaths, these trends tend to be steady influences on population dynamics, unlike the swings associated with people moving into and out of an area.

Historical Population Growth

Between 2010 and 2025, Skagit County has experienced steady and sustained population growth. The county added over 17,000 residents, representing a 15 percent increase over the period. This growth has been strongest in the region's urban centers, where Sedro-Woolley and Burlington saw the greatest percentage gains, followed by Anacortes and Mount Vernon. Mount Vernon added the most overall residents (4,307), reflecting its continuing role as the region's primary population and employment hub.

As stated above, most population growth between 2010 and 2025 has occurred within designated urban growth areas. Approximately 70 percent of new residents during that timeframe located in the County's incorporated areas, with the remaining growth occurring in rural or unincorporated places. The distribution of growth has varied across specific communities. Larger cities saw the greatest increases in both absolute and relative terms, while some smaller towns had fewer than 500 residents and Hamilton showed a slight decrease in population. Overall, the long-term trend shows continuing movement toward the region's urban centers, with growth patterns broadly aligned with local goals to direct most new development into incorporated areas and urban growth areas.

Regional Growth Projections

As in past decades, projected growth in the Skagit region is closely linked to economic opportunities – people tend to move where jobs are available. By 2050, the region is expected to experience substantial increases in population, housing, and employment:

- Population (2050): ~164,000 residents (a 27% increase from 128,635 in 2022);
- Housing Units (2050): ~65,000 units (a 31% increase from 49,919 in 2022, expanding the housing stock to accommodate growth); and
- Employment (2050): ~85,000 jobs (a 43% increase from 59,572 in 2022).

Local growth management policies direct the bulk of this growth into established urban centers. This focused growth pattern not only supports efficient land use but also makes it easier to serve new development with infrastructure and transit.

The expected increase in residents and jobs will have a direct impact on regional travel demand. More people and employment centered in and around communities such as Mount Vernon, Burlington, and Sedro-Woolley means more trips on the transportation network. Key regional arterials and state highways in these areas are forecast to see increased traffic volumes, which, without system improvements, could strain capacity and increase congestion.

To support the anticipated growth and preserve mobility, strategic transportation investments will be needed across all modes. Expanding capacity and upgrading key roadways (where necessary), or improving their efficiency through operational strategies, will help accommodate additional vehicular travel. Equally important is a robust multimodal approach, such as, enhancing public transit services, expanding bicycle and pedestrian networks, and other measures to reduce reliance on single-occupancy vehicles. By proactively investing in a balanced transportation system, the Skagit region can support its 2050 growth while preserving regional mobility and access for both residents and commerce through the plan horizon.

Regional Travel Patterns and Emerging Challenges

In 2021, SCOG surveyed Skagit County households to gather travel behavior data for regional transportation planning. Over 600 households and 1,300 residents participated in the "Skagit Travel Survey," using smartphones, computers, and a call center. The survey collected weekday travel diaries and demographic details. The following summary outlines key travel patterns and emerging challenges for the local transportation network.

Household Characteristics and Trip Rates

Skagit County households are generally small and automobile-oriented, with most households having access to one or more vehicles. Household composition plays a major role in shaping daily travel demand. Households with multiple workers and/or children generate significantly higher trip volumes than non-working or single-person households. These patterns indicate that employment, school, and household-serving activities are the primary drivers of regional travel demand. The following section provides an overview of household characteristics and trip rates based on data collected from the survey:

- Most households consist of one or two people and have at least one vehicle available for use, with many having two or more cars.
- Households averaged roughly 1.3 workers per household and about 0.4 students (school-aged children) per household, indicating that a significant portion of homes include working adults and some have children in school.
- On average, Skagit area residents made about 3.8 trips per person per day. Adults ages 35–64 made the most trips (4.7 trips/day), while those under 18 made the fewest (2.1 trips/day).

- By mode, respondents made about 3.32 trips/day by car and 0.39 trips/day walking. All other modes were below 0.1 trips/day.
- Trip rates by income were broadly similar, with some lower and mid-income groups recording slightly higher trip rates than other income groups.

Trip Purpose and Distance

Most travel in the Skagit region involves short, routine local trips, mainly for shopping and errands. These rely on the area's street and arterial networks. Longer inter-city and inter-county trips are less frequent but place disproportionate demand on regional corridors like I-5 and key state routes. The following summarizes trip purpose and distance based on data collected from the survey:

- The most common trip purpose is returning home (about 1.08 trips per person per day), followed by shopping and errands (0.80 trips per person per day).
- Work trips account for a smaller share of travel (about 0.33 trips per person per day, or roughly 9 percent of all trips), highlighting the importance of non-work travel in shaping system demand.
- Other trip purposes, including school, social, recreational, and escort trips, each represent a modest share individually but collectively contribute substantially to daily travel activity.
- Most trips are short, with a median distance of approximately 2.8 miles, reinforcing the localized nature of travel.
- Median work trips are also relatively short (about 3.2 miles), while school-related trips are shorter still (approximately 1.5–1.6 miles).

Travel Mode

Travel in the Skagit region is dominated by private vehicles, and the survey indicates that transit use remains limited for most residents, even as some residents report that service improvements could increase usage. The following summarizes travel modes based on data collected from the survey:

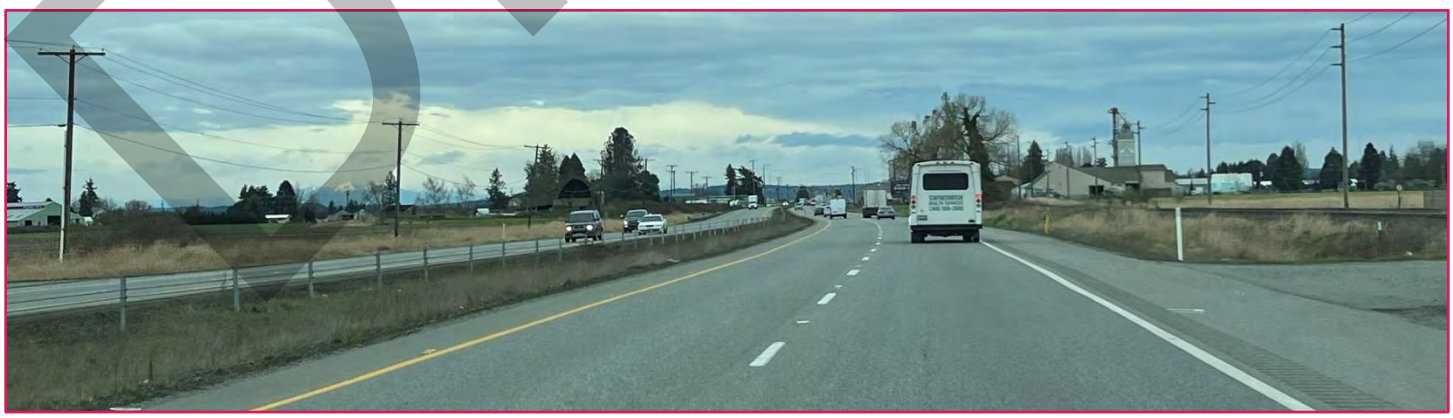
- Automobiles dominate travel: about 87% of all weighted trips were made by car.
- Average vehicle occupancy is approximately 1.6 persons per vehicle trip, reflecting shared household travel, school trips, and some informal carpooling.
- Walking is the next most common mode (about 0.39 trips/day), while all other modes, including bicycling and transit, occur at much lower rates.
- For transit, most adult respondents reported never using transit, with a smaller share using transit less than monthly or monthly or more (patterns vary somewhat by income and age).
- Among respondents who indicated that changes could influence them to use fixed-route transit more often, the top factors were more frequent service, bus stops closer to home, and faster transit travel times.

Commute Patterns

Commute patterns show local connectivity remains essential, even as work habits shift. While mode choice stayed consistent, telework saw a marked rise in 2021, with many employees working from home several days a week. This increase may lessen or alter peak travel demand, though long-term effects are still unclear and likely differ by industry and employer. The following summarizes commute patterns based on data collected from the survey:

- Most employed residents live and work within Skagit County, resulting in generally short commute distances and strong reliance on local transportation facilities.
- Among those who travel to a workplace, the distribution of commute modes changed very little between pre-2020 and fall 2021.
- Inter-county commuting occurs primarily toward the Bellingham area, with more dispersed commute travel toward the broader Puget Sound region to the south.
- Telework increased substantially. The share of workers teleworking four or more days per week rose from 22 percent (pre-2020) to 37 percent (fall 2021), while those teleworking 1 day per week decreased from 16 percent to 5 percent.

The survey findings collectively indicate a range of challenges and opportunities for the regional transportation system. Ongoing dependence on automobiles continues to strain roadway capacity, reliability, and maintenance requirements, especially along key arterials and regional corridors. The prevalence of short-distance trips highlights potential for increased walking, bicycling, and transit usage, provided that safe, connected, and convenient infrastructure is available. The rise in home deliveries emphasizes growth in last-mile freight activities on local streets, supplementing traditional freight transport on highways and arterials. Regional facilities, including I-5, state highways, ferry routes, and tourism corridors, are required to manage an array of functions, from local travel and inter-county commuting to freight movement and seasonal visitor flows. These overlapping demands emphasize the significance of a multimodal, resilient transportation network that optimizes roadway efficiency while expanding travel choices and implementing effective operational strategies.



3: Public Engagement and Collaboration

Engagement for the RTP was coordinated with other regional planning efforts, including the RSAP and the TRIP. The public engagement process was compliant with SCOG, federal and state guidance for engagement related to the RTP development, and followed SCOG's RTP Public Involvement Plan, which was prepared and implemented specifically for the RTP planning process. The Public Involvement Plan guided the identification of Interested Parties and outreach activities during the planning process and is included in Appendix E.

Interested Parties

Consistent with federal law 23 CFR § 450.316, an interested party is considered to be an individual or group potentially affected by Move Skagit, including those who may not be aware they are affected. For Move Skagit, interested parties were identified based on input from SCOG's Transportation Policy Board, advisory committees and past planning processes (see Table 2).

Table 2. Interested Parties

Interested Parties	
Individuals	Representatives of users of public transportation
Affected public agencies	Representatives of users of pedestrian walkways and bicycle transportation facilities
Representatives of public transportation employees	Representatives of persons with disabilities
Public ports	Providers of freight transportation services
Freight shippers	Other interested parties
Private providers of transportation (including intercity bus operators)	

Public Engagement and Regional Collaboration Strategies

This section outlines public engagement strategies and activities conducted throughout the Move Skagit 2050 planning process for the RTP. Community engagement plays a vital role in the development of a regional transportation plan by ensuring that the voices, concerns, and perspectives of residents and interested parties are actively integrated into the planning process. Through a combination of public meetings, focus groups, online platforms, and direct outreach, engagement efforts gather diverse insights from those who use the transportation systems firsthand.

Outreach and Public Information Activities

Outreach for Move Skagit 2050 was conducted through virtual and in-person engagement activities. SCOG sought to provide equal access to outreach materials in Spanish for the RTP update, with many materials and, virtual public input tools provided in Spanish. Spanish interpretation services were available upon request. Key components of outreach established in the Public Involvement Plan for Move Skagit included:

- Three-plan process branding, Move Skagit and project-specific website;
- Remote and in-person consultation meetings;
- Remote notification strategies;
- Remote meetings of governing and advisory bodies;
- In-person tabling activities; and
- Public comment period on the draft plan.

Public Engagement Materials

A Move Skagit website was created to act as a virtual landing platform and "information booth" for the Plan. This website was made fully available in 16 languages, and included:

- Context for the RTP update;
- Project fact sheets (in English and Spanish);
- Links to other relevant documents;
- Project timeline;
- Contact information and comment opportunities;
- Virtual public engagement tools, including an interactive comment map; and
- Newsletter disseminating regular e-notifications.

Additionally, other supporting materials were developed to communicate elements of the Plan to the public. These included physical maps of the regional transportation system, physical project fact sheets in English and Spanish, and a physical prioritization activity table mat that allowed the public to rank transportation priorities for investment.

Public Engagement

Coordinating community engagement for Move Skagit — including feedback for the RTP, RSAP, and the TRIP was centered on the development of an online public website and augmented with focus groups and tabling

at community fairs and festivals. For a full list of public engagement and regional coordination activities and outcomes, see Appendix F.

Tabling Engagement Event in Concrete

Online Public Website and Interactive Map

The online website was used to advertise the Move Skagit email mailing list for project updates, connect with SCOG planning staff, and provide comments on the Social Pinpoint interactive web map, which was published from June 5, 2025, to October 3, 2025. The web map received a total of 204 discrete comments. Of the comments, 122 comments related to potential improvements for walking, biking and rolling, 10 comments related to traffic congestion, three comments related to accessibility, 65 comments related to safety concerns, and four comments related to natural hazards. Additionally, the website was used to gather feedback on the draft plan prior to final approval.

Community Tabling Events:

Fairs and festivals serve as established gatherings that bring people together in celebration, learning and exchange. These public community events are two-way information sharing opportunities for SCOG and can be catalysts for community engagement. Move Skagit, representing all three plans, was present at the following community events:

- Cascade Days, Concrete, August 15, 2025;
- Mount Vernon Block Party, Mount Vernon, August 16, 2025;
- Senior Day in the Park, Burlington, August 21, 2025;
- La Conner Swinomish Library, La Conner, August 28, 2025;
- Burlington Library, Burlington, September 9, 2025;
- Upper Skagit Library, Concrete, September 11, 2025;
- Anacortes Senior Activity Center, September 10, 2025;
- Anacortes Library, Anacortes, September 16, 2025; and
- Mount Vernon Senior Center, Mount Vernon, September 18, 2025.

Transportation Policy Board

The Transportation Policy Board is the governing body within SCOG that directs the transportation work program. The Transportation Policy Board approves the RTP, RSAP, and TRIP and will oversee updates and revisions in the future. The Transportation Policy Board voting members consist of appointed elected officials from member governments, as well as WSDOT. RTP elements were discussed with regional partners at regularly scheduled meetings as noted below:

- December 18, 2024 – Approval of Public Involvement Plan;
- May 21, 2025 – Review of Priorities, Policies, and Performance Measures; and
- January 21, 2026 –Draft Regional Transportation Plan Released for Public Comment.,

Technical Advisory Committee

SCOG also hosts a TAC consisting of engineers, planners and other representatives from SCOG member jurisdictions in Skagit County. These planners and engineers provide technical input to inform SCOG Transportation Policy Board decisions. Technical aspects of the Move Skagit Planning efforts were discussed at the following meeting:

- December 5, 2024 – Recommendation on Public Involvement Plan
- August 7, 2025 – Overview and updates of the RTP, RSAP, and TRIP planning efforts
- April 3, 2025 – MMLOS Discussion
- September 4, 2025 – RTP Update

Non-Motorized Advisory Committee

SCOG also facilitates a NMAC as a subcommittee to the TAC to support development of an integrated transportation system with a focus on non-motorized components within the Skagit region. NMAC was engaged by the project team and Move Skagit was discussed at the following meeting:

- August 26, 2025 – Overview, discussion, and feedback on the RTP, RSAP, and TRIP planning efforts.

Non-Profits and Private Service Providers

The Non-Profits and Private Service Provider discussion group consisted of public and private transportation providers to get feedback on the Move Skagit planning effort. The discussion group occurred on July 31, 2025.

WSDOT

SCOG has a recurring monthly meeting with WSDOT staff to discuss transportation collaboration. On August 6, 2025 the Move Skagit team visited the recurring meeting to discuss and collect feedback on the Move Skagit planning effort.

Law Enforcement and Emergency First Responders

The law enforcement and emergency response discussion group comprised of law enforcement officers and emergency first responders from jurisdictions located within Skagit County and Washington State Patrol. Move Skagit convened the law enforcement and emergency first responders to discuss plan elements on July 11, 2025.

Skagit Transit Community Advisory Committee

The Community Advisory Committee (CAC) at Skagit Transit serves as an essential volunteer advisory body to the Board of Directors and Administration, providing a rider-centric perspective on services, programs, and planning. Move Skagit visited the Skagit Transit CAC to discuss plan elements on September 9, 2025.

Summary of Public Comments

Section to be updated following public comment period.

The draft RTP was released for public comment on January 23, 2026. SCOG received XX comments from the community and partner agencies. A summary of all comments received is included in Appendix G.

4: Transportation Policy Framework

The RTP guides investments in the regional transportation system over the next 25 years. The Plan represents the efforts of governments serving the Skagit region to coordinate the planning of diverse transportation system elements to support the region's anticipated growth and meet regional priorities and goals. As noted in Section 3, the Plan was developed through a cooperative process that involved the public, WSDOT and other state agencies, federally recognized Indian tribal governments, Skagit County, cities and towns, ports, transit agencies, private non-profits and a variety of other interested parties.

A wide range of regional transportation projects and strategies are identified in the RTP. These projects and strategies create a comprehensive, integrated, multimodal transportation system to serve the region over the next 25 years. The total costs of these projects and strategies will outstrip the likely available future funding necessary to implement them. Therefore, SCOG has developed a framework to identify the core transportation needs which other regional improvements will tie into and help guide the preparation of the fiscally constrained Plan. See Section 8 for more information on fiscal constraints, including forecast revenues and expenditures during the timeframe of the RTP.

Aligning Regional Goals with Washington Transportation Plan

The planning process for the RTP included developing regional priorities and goals that focus on a regional approach to moving people, freight and goods. The priorities and goals were cross-referenced with input received through public engagement opportunities to ensure alignment with SCOG member agencies and community members. Appendix F includes a summary of public outreach and input received.

State law (RCW 47.04.280) establishes six transportation policy goals that guide long-range planning in Washington. WTP Vision 2050, the statewide transportation plan adopted by the Washington State Transportation Commission, organizes these policy goals into three priority areas: Maintain Critical Transportation Assets (Preservation and Stewardship), Develop Safe and Connected Communities (Safety and Mobility), and Establish Resilient and Reliable Systems (Economic Vitality and Environment). *Skagit 2050* adopts these six transportation policy goals as the foundation of the regional transportation planning framework and adds two regionally defined goals that reflect Skagit-specific priorities for community engagement and transportation system resilience. Table 3 summarizes how the *Skagit 2050* Regional Transportation Plan goals align with the state policy goals and WTP Vision 2050 priority areas.

Table 3. Aligning Regional Goals to Washington Transportation Plan

Regional Goal Alignment with the Washington Transportation Plan

Washington Transportation Plan 2050 Goals	Priorities	SCOG Regional Transportation Plan Goals
To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system.	 Preservation	To maintain, preserve and extend the life and utility of prior investments in regional transportation systems and services.
To provide for and improve the safety and security of transportation customers and the transportation system.	 Safety	To provide for and improve the safety of those using the regional transportation system.
To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.	 Stewardship	To continuously improve the quality, effectiveness and efficiency of the regional transportation system.
To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.	 Mobility	To improve the predictable movement of goods and people throughout the Skagit region, including congestion relief and improved freight mobility.
To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.	 Economic Vitality	To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods, to ensure a prosperous regional economy.
To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.	 Environment	To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.
N/A	 Community Engagement and Regional Coordination	Foster inclusive community engagement and strengthen regional coordination to ensure transportation decisions reflect shared priorities, promote collaboration among jurisdictions, and build public trust through transparent and equitable processes.
N/A	 Transportation Resilience	Foster a reliable, and adaptable transportation system that maintains essential mobility and access during disruptions and supports long-term sustainability and recovery.

Skagit 2050 Regional Transportation Plan Goals and Policies

Goal 1. Preservation: To maintain, preserve and extend the life and utility of prior investments in regional transportation systems and services.

The Skagit region recognizes the critical importance of preserving existing infrastructure, including rail lines, bridges, pavements, transit facilities, ferries, and airports; as each represents a significant economic asset. However, revenues for maintenance are often inadequate, as governments at all levels face competing demands for limited funds. Consequently, asset managers must defer optimal maintenance activities (such as pavement management), leading to rising future costs and a declining quality of the transportation network over time.

Policies:

1.1. Protect the integrity of the investment in the regional transportation system by encouraging and prioritizing timely maintenance of the system.

1.2 Monitor the condition of transportation facilities by working with SCOG member jurisdictions to identify critical facilities, develop metrics, and establish a data collection program.

1.3 Encourage agencies to evaluate the timing of replacement and rehabilitation needs when proposing capacity improvement projects for the Regional Transportation Improvement Program.

1.4 Through goal-aligned project selection processes, promote the operation, appearance, and functionality of infrastructure that meets users' needs.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 1: Preservation.**

- Percent of Interstate pavements in Good condition.
- Percent of Interstate pavements in Poor condition.
- Percent of non-Interstate National Highway System (NHS) pavements in Good condition.
- Percent of non-Interstate NHS pavements in Poor condition.

Performance information is included in Appendix B.

Goal 2. Safety: To provide for and improve the safety of those using the regional transportation system.

The safety and security of all users of the regional system is of paramount importance in the planning, design, construction, and maintenance of facilities. Improvements aimed at reducing roadway fatalities and serious injuries can also help ease congestion. While safety efforts should span all modes, there is a greater emphasis on improving roadway safety for drivers, bicyclists, and pedestrians given the higher rates of severe injuries in these modes.

Policies:

2.1 Prioritize harm reduction projects and strategies to reduce the quantity of serious injuries and fatalities in Skagit County, particularly in places that experience a higher proportion of serious injuries and fatalities.

2.2 Prioritize funding for transportation investments that advance safety outcomes by promoting the incorporation of proven safety countermeasures and align with the state's Target Zero goal through a Safe System approach.

2.3 Provide for the safety and security of users on all modes by participating in Washington state and federal programs to increase safety and security, and place an emphasis on projects that incorporate safety and security.

2.4 Support the use of automated enforcement strategies by local agencies within Skagit County as a tool to enhance roadway safety and reduce traffic-related deaths and serious injuries.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 2: Safety**.

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries
- Transit
  - Fatalities and fatality rate
  - Injuries and injury rate
  - Safety event and rate

Performance information is included in Appendix B.

Goal 3. Stewardship: To continuously improve the quality, effectiveness and efficiency of the regional transportation system.

As a regional priority, Stewardship captures the need for wise management of transportation resources and infrastructure. One way to practice stewardship is to ensure that the benefits and burdens of transportation projects are equitably distributed and do not disproportionately affect minority or low-income populations. Likewise, seamlessly integrating land use and transportation policies helps advance stewardship by recognizing that decisions in one arena directly affect the other. Overall, this goal underscores the importance of getting the best value for public investments and coordinating actions across jurisdictions. This includes using shared data and performance measures to guide investments, strengthening cross-jurisdiction and public-private partnerships, and ensuring that transportation investments advance statewide goals for safety, preservation, equity, and resilience.

Policies:

3.1 Work with the public, federal government, state and local governments, tribal governments, private sector, and other interested parties to implement strategies and projects that will maximize the efficiency and effectiveness of the regional transportation system.

3.2 Prioritize the most efficient mix of modes and facilities based on the need to balance accessibility and demand.

3.3 Employ strategies that recognize the future densification of urban areas as they grow and mature, while transitioning and connecting seamlessly with rural areas.

3.4 Support Skagit Transit and other transit agencies serving the Skagit region in acquiring funding from outside sources to help implement strategies identified in the Plan.

3.5 Develop multimodal level-of-service (MMLOS) standards across modes that meet the needs of the user while recognizing the uniqueness of each mode.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 3: Stewardship.**

- Transit Asset Management (TAM) Equipment: Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark
- TAM Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
- TAM Infrastructure: Percentage of track segments with performance restrictions
- TAM Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM Scale

Performance information is included in Appendix B.

3.6 Conform to transportation concurrency requirements consistent with the Growth Management Act.

3.7 Provide accessibility to the transportation system through timely information by maintaining a regional Intelligent Transportation Systems architecture that includes travel information as a major component.

3.8 Provide access to the regional transportation system in a manner that balances user convenience with safety and preservation of capacity. This includes developing and implementing access management plans where access issues are, or are likely to become, impediments to the safe and efficient operation of roadways for all vehicles and non-motorized users, within the context of a growing region.

3.9 Coordinate road construction projects with Skagit Transit to ensure current and future public transportation infrastructure is considered in design and construction.

3.10 Cost effectiveness shall be a consideration in transportation expenditure decisions and balanced for both safety and service improvements.

3.11 Work with WSDOT and other partner agencies to develop and track performance measures that will enable future RTP updates to include new metrics that relate to the quality and effectiveness of the regional transportation system, such as:

- *Percent Non-Single Occupancy Vehicle (Non-Single-Occupancy Vehicle) Travel for Journey-to-Work trips;*
- *Population-weighted percent of jobs accessible within a 30-minute travel time;*
- *Change in median income in Skagit County;*
- *Electric vehicle adoption rate;*
- *Percentage of population within a ¼ mile of transit or bike facilities;*
- *VMT per capita; and*
- *Change in transit ridership for journey-to-work trips.*

Goal 4. Mobility: To improve the predictable movement of goods and people throughout the Skagit region, including congestion relief and improved freight mobility.

Enhancing regional connectivity for the movement of people and goods contributes to a strong economy and a high quality of life. Attaining greater mobility involves developing a balanced multimodal network that integrates all travel modes into an efficient system meeting varied transportation needs. This emphasis on mobility also includes maximizing the operational efficiency of existing transportation facilities (e.g., through traffic management and system optimization).

Policies:

4.1 Provide accessibility to the regional transportation system through user-friendly connections and by developing intermodal facilities that are designed and constructed to function altogether. In particular, ensure that urban areas have interconnected opportunities for safe and convenient non-motorized modes.

4.2 Consistent with Skagit County Countywide Planning Policies, encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

4.3 Promote seamless integration of all transportation modes by systematically identifying gaps and missing connections, and prioritizing projects that establish essential linkages to optimize user experience and accessibility.

4.4 Multimodal transportation routes and facilities shall be designed to accommodate present and future traffic volumes.

4.5 Primary arterial access points shall be designed to provide maximum safety while minimizing traffic flow disruptions.

4.6 Provisions in Comprehensive Plans for the location and improvement of existing and future transportation networks and public transportation shall be made in a manner consistent with the goals, policies and land use map of the locally adopted comprehensive plan.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 4: Mobility.**

- Percent of Person Miles of Travel on the Interstate System that is Reliable (Level of Travel Time Reliability).
- Percent of Person Miles of Travel on the Non-Interstate National Highway System (NHS) that is Reliable (Level of Travel Time Reliability).
- Change in Regional Roadways LOS.
- Transit System Reliability calculated as the mean distance between major mechanical failures.

Performance information is included in Appendix B.

4.7 The development of a recreational transportation network shall be encouraged and coordinated between state and local governments and private enterprises.

4.8 Transportation services for seniors and individuals with disabilities shall be provided by public transportation operators to accommodate those who, through age and/or disability, are unable to transport themselves.

4.9 MMLOS standards and safety standards shall be established that coordinate and link with the urban growth and urban areas to optimize land use and traffic compatibility over the long term. New development shall mitigate MMLOS deficiencies concurrently with the development and occupancy of the project. Acceptable mitigation may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or transportation systems management strategies funded by the development.

4.10 An all-weather arterial road system shall be coordinated with the needs of industrial and commercial areas.

4.11 Develop a regional network of active transportation facilities that connect major regional cities with a multi-use path system.

4.12 Work with regional partners to identify miles of multiuse paths and develop regional performance targets for miles of multiuse paths.

Goal 5. Economic Vitality: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods, to ensure a prosperous regional economy.

The movement of freight and goods is vital to the economic sectors that rely on the transportation system and is a high priority for the Skagit region. Efficient freight movement via rail, air, truck and ship plays an essential role in the regional economy by transporting raw materials and finished products. Ensuring the efficient flow of freight provides access to businesses and well-paying jobs. Equally important is improving multimodal transportation networks to serve retail, services, and tourism across the region's diverse communities.

Policies:

5.1 The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic and environmental impacts and costs.

5.2 Transportation elements of local Comprehensive Plans shall be designed to facilitate the flow of people, goods and services so as to strengthen the local and regional economy; conform with the Land Use Element; be based upon an inventory of the existing Skagit County transportation network and needs; and encourage the conservation of energy and reduction of VMT and GHG with the goal of meeting or exceeding Washington state targets.

5.3 Support WSDOT and other agencies in the advancement of projects that provide truck parking and address the regional truck parking need as identified in the WSDOT truck parking study.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 5: Economic Vitality.**

- Truck Travel Time Reliability.

Performance information is included in Appendix B.

Goal 6. Environment: To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.

Improving environmental quality of our neighborhoods and communities will lead to a sustainable transportation system and economic vitality. This includes finding ways to reduce environmental impacts that could potentially result from a transportation project, as well as promoting environmentally efficient modes of transportation including transit, vanpooling, car-sharing, bicycling and walking. In addition to reducing impacts, restoring environmental health can also be achieved through transportation projects that correct deficiencies caused by past practices, such as removing barriers to fish passage under roadways.

Policies:

6.1 An integrated regional transportation system shall be designed to minimize air pollution, including a reduction of vehicle related greenhouse gas emissions and reduction of vehicle miles traveled by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable MMLOS, and siting of facilities.

6.2 All new and expanded transportation facilities shall be sited, constructed, and maintained to minimize noise levels and shall not have the effect of increasing per capita VMT or greenhouse gas emissions.

6.3 Support transportation projects and programs that reduce greenhouse gas emissions and vehicle miles traveled per capita, consistent with state greenhouse gas reduction and climate policy goals.

6.4 Encourage the use of green infrastructure and low-impact development practices in transportation projects to improve stormwater management, protect water quality, and support habitat connectivity, including improvements to fish passage.

6.5 Consistent with Skagit County Countywide Planning Policies, encourage an efficient multimodal transportation system that will reduce greenhouse gas emissions and per capita VMT.

6.6 The development of new transportation routes and improvements to existing routes shall be consistent with VMT and GHG reduction targets and shall minimize adverse social, economic and environmental impacts and costs, especially those impacts to vulnerable populations and overburdened communities.

6.7 VMT reduction targets will meet or exceed Washington state VMT reduction targets and be consistent with Washington state law.

6.8 GHG reduction targets will be consistent with Washington state reduction targets as part of the State adopted Transportation Carbon Reduction Strategy per RCW 70A2.45.020.

Goal 7. Community Engagement and Regional Coordination: Foster inclusive community engagement and strengthen regional coordination to ensure transportation decisions reflect shared priorities, promote collaboration among jurisdictions, and build public trust through transparent and equitable processes.

Community engagement and regional coordination is essential for creating a transportation system that reflects shared priorities and fosters trust. This involves actively involving residents, businesses, and stakeholders in decision-making processes through transparent and inclusive outreach. It also means strengthening collaboration among jurisdictions, agencies, and organizations to align investments and policies for maximum regional benefit. By ensuring that diverse voices are heard, transportation projects can better serve community needs, reduce conflicts, and create solutions that are broadly supported. Coordinated planning not only improves efficiency but also enhances the sense of ownership and accountability across the region.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 7: Community Engagement and Regional Coordination.**

- Change in number of participants including number of attendees at meetings, workshops, tabling events, or online sessions.

Performance information is included in Appendix B.

Policies:

7.1: Facilitate cooperation, coordination and information exchange among SCOG member jurisdictions.

7.2 Provide a regional forum for interested parties to discuss and coordinate their transportation projects, programs and plans with each other. Consider strategies that recognize the future densification of urban areas as they grow and mature.

7.3 Identify sources of funding for transportation planning, programs and projects that will implement the Plan, and assist in acquiring needed funds.

7.4 Maintain and implement a participation plan to engage early, meaningful, and continuous participation of the region's interested parties in the planning process.

7.5 Develop a public involvement plan prior to anticipated major Plan updates and implement it throughout the planning process to serve interested parties, and ensure there is opportunity for meaningful involvement.

7.6 Promote two-way communication processes in the Plan's public participation efforts by presenting information in a variety of media, while incorporating an appropriate number and variety of feedback methods.

7.7 Time public participation interfaces to provide input into decisions before they are made and provide decision-makers with an accurate assessment of public input.

Goal 8. Transportation Resilience: Foster a reliable and resilient transportation system that maintains essential mobility and access during disruptions and supports long-term sustainability and recovery.

The Skagit region recognizes the growing need to strengthen transportation resilience in the face of natural hazards and climate-related risks. Resilience planning ensures that essential routes remain operational during emergencies and that recovery efforts are efficient and equitable. Through the Transportation Resilience Improvement Plan (TRIP), SCOG and its member agencies are identifying and prioritizing projects that reduce damage from natural hazards, protect critical infrastructure, and enhance network reliability. Integrating TRIP recommendations into the RTP provides a framework for systematic risk reduction, coordinated action across jurisdictions, and continuous adaptation to emerging natural hazards. By advancing resilience strategies like resilient design standards, safeguarding evacuation routes, and improving connectivity for vulnerable communities, the region can minimize service disruptions, support emergency response, and maintain access for people and goods. These efforts help ensure that transportation investments promote safety, reliability, and sustainability over the long term

Policies:

8.1: Integration of Natural Hazard Data: Incorporate comprehensive natural hazard data (including flooding, landslides, seismic, liquefaction, severe storms, and levee breaches) into project prioritization and planning processes, to enable data-driven decision-making.

8.2: Resilient Design Standards: Provide member jurisdictions guidance to integrate resilience considerations into roadway and bridge design standards, capital planning, and maintenance programs, where feasible.

8.3: Project Development Support: Facilitate the inclusion of resilience elements in transportation projects, providing technical assistance and a framework for evaluating resilience benefits.

8.4: Cooperative Planning: Foster interagency collaboration to address network connectivity, shared hazard exposures, and operational interdependencies, ensuring that resilience strategies are coordinated and comprehensive.

8.5: Resilience Performance Measures: Develop and adopt resilience performance measures into the RTP, identifying the appropriate data resources needed for future reporting. Examples of resilience performance measures could include, but would not be limited to:

- *Monitor and report reductions in service disruptions attributable to climate-related hazards*
- *Track improvements in emergency response and evacuation times*
- *Document the completion and effectiveness of prioritized resilience projects*
- *Regularly update vulnerability assessments and hazard data to reflect new information*

5: Regional Transportation System

The regional transportation system consists of state highways and ferry services, county roads, city streets, non-motorized transportation facilities, transit facilities, airports, marine ports and railroads. This section of the RTP summarizes the existing regional transportation system. The proposed transportation improvements and regionally significant transportation projects and programs are included in Section 7. More information on the performance of the regional transportation system is located in Appendix B and Appendix H.

Highways

Washington state highways form the core of the regional transportation system and most city and county arterials provide some level of connection to the state highway system. State highways connect the region with other parts of Washington and facilitate travel between counties. Therefore, keeping these routes operating efficiently and safely is critical. WSDOT and local agencies have identified a wide range of improvements to these highways to address preservation, safety, congestion, operations and other transportation-system needs. The highway system in the Skagit region includes Interstate 5, the only interstate highway serving the region, and multiple state highways – State Route 20, State Route 9, State Route 530, State Route 534, State Route 536, State Route 538, State Route 11 (Chuckanut Drive). Additional descriptions of these highways and operational data are included in Appendix H.

Other Regional Roadways

In addition to Interstate 5 and state routes, there are many other roadways that serve regional transportation needs in the Skagit region. The needs of the individual roadway depends on the context and often vary substantially in rural and urban areas. For example, conflicts on rural roadways, where there are often higher vehicular speeds and sometimes bicyclists and farm equipment, are different than conflicts on urban roadways where speeds tend to be lower than rural areas, yet congestion higher with greater levels of pedestrian use. These regional roadways supplement the state and national roadway system, reduce the reliance on travel along Interstate 5 and state routes, and provide for an integrated regional roadway system for moving people and goods.

Ferry System

Ferries play a key role in the regional transportation system by connecting residents, workers, goods, and recreationists to various communities within the Skagit region and elsewhere in western Washington. Guemes Island has no bridge connection to the mainland; therefore residents rely on ferry service for transportation off the island. The state ferry system functions similar to a marine highway and high-capacity transit system, supporting the Skagit region's land use and transportation objectives by connecting to transit systems and reducing vehicle miles traveled on regional roadways. Washington State Ferries, a division of WSDOT, operates two routes within the Skagit region. These routes provide service to a mixture of automobiles and walk-on passengers. The Anacortes – San Juan Islands route provides service year-round from Anacortes to four of the San Juan Islands. The Anacortes – Sidney B.C. route provides seasonal service during the spring, summer and autumn, though this service has been suspended since 2020 due to a lack of available vessels.

The Washington State Ferries 2040 Long Range Plan, completed in 2019, indicates vehicle and passenger trips on the ferry routes are forecast to increase by approximately 37 percent by 2040. The RTP includes regionally significant ferry projects to address the forecasted increase and maintain and improve level of service. Projects are based on the most recent WSF progress report completed in 2023.

Skagit County operates one ferry route to Guemes Island. The M/V Guemes was built in 1979 and has a capacity of 21 vehicles and 99 passengers. The primary users of the ferry system are the permanent and part-time residents of Guemes Island who rely on the ferry as their link to the mainland. The vessel carried 124,544 vehicles and 332,562 passengers in 2025, down from 183,130 vehicles and 381,559 passengers in 2015. Vehicles and passengers are counted going to and coming from Guemes Island, so each ride on the ferry counts as one trip.

Transit System

Public transportation is a critical component to achieving the Skagit region's long-range growth management, economic, environmental and transportation goals. The RTP promotes strategies for expanding transit to meet future travel demands throughout the Skagit region and provide transportation options to reach destinations within and outside the region. Skagit Transit operates 19 fixed routes in the Skagit region including local routes and intercounty commuter routes to Whatcom and Snohomish counties. Vanpools and paratransit services are also offered by Skagit Transit. The success of the public transportation system is dependent on integrating key elements that comprise the Plan. Integration of the transit system with the ferry system, intercity rail and bus services, street improvements, bicycle facilities and pedestrian facilities is critical to an effective multimodal transportation system. Transit ridership fell sharply in 2020 due to the COVID-19 pandemic. While it remains significantly under pre-pandemic levels, ridership did increase between 2021 and 2024 (last year available).

Figure 2. Skagit Transit Annual Growth Rate Transit Ridership
Source: Skagit County

Whatcom Transportation Authority and Island Transit also provide transit services in the Skagit region, providing an integrated system of intercounty connector transit services linking Skagit, Whatcom, Island and Snohomish counties. These express services primarily offer stops at transit stations and park-and-ride lots in these four counties, and do not offer complimentary paratransit services along these express routes. The Sauk-Suiattle Indian Tribe provides a tribal transit service to all members of the public from Concrete to Darrington, in Snohomish County.

Pedestrian and Bicycle Systems

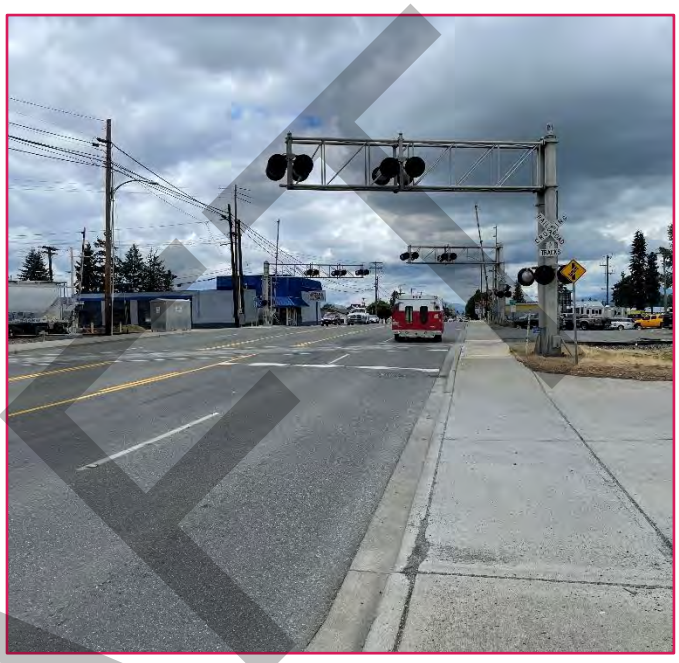
Pedestrian and bicycle facilities play a vital role in the Skagit region's transportation system. The RTP supports the development of a transportation system that provides more travel choices, while limiting the transportation system footprint, preserving and restoring environmental quality and open space, and increasing safety for those walking, biking or rolling. A well-established transportation system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety of all roadway users. The RTP identifies a regional non-motorized transportation system that includes trails, regional roadways, and other bicycle and pedestrian facilities. Greater accessibility to safe pedestrian and bicycle facilities provides improved mobility to the young, elderly, persons with disabilities, low-income persons, and others who may not have access to a vehicle.

Passenger Rail System

WSDOT operates Amtrak Cascades service over the BNSF Railway's north-south main line through Washington state. The alignment roughly parallels Interstate 5 and runs through Skagit County, connecting the region to Seattle, British Columbia and destinations beyond. The Pacific Northwest Rail Corridor, a federally designated high speed rail corridor, has received federal and state funding to support higher rail speeds in the corridor. This 466-mile high speed corridor runs from Eugene, Oregon to Vancouver, British Columbia in Canada. Amtrak provides long-distance service to Seattle and destinations beyond, as well as regional service to Oregon and British Columbia in the high-speed corridor. Incremental improvements are planned to eventually support 110 mile-per-hour service with greater frequencies. Amtrak Cascades service from Eugene to Vancouver is Amtrak's ninth busiest route. Amtrak Cascades ridership has grown steadily over the last 25 years, from 180,000 in 1994 to just under one million in 2025.

Freight Rail System

Freight rail is also growing as a mode of choice for moving manufactured and bulk commodities. There are currently ten major rail corridors in Washington state. One of these corridors is the Everett–Vancouver, British Columbia mainline, which is owned and maintained by BNSF. The importance of improvements to this corridor is critical to continued efforts to diversify the economy of the Skagit region. Where these railroad corridors intersect is important for switching and storage activities resulting in impacts on adjacent communities that are affected by at-grade crossings. Freight rail traffic along this corridor includes intermodal, forest and agricultural products, refuse, chemicals and finished automobiles.



Regional Air Transportation System

The regional air transportation system in the Skagit region complements the rail, motorized, and non-motorized transportation systems in the movement of goods and people. The primary purpose of the regional air transportation system is to provide access to a broad national and international aviation network. The Skagit region includes four airports: Anacortes Airport, Skagit Regional Airport, Mears Field, and Skyline Seaplane Base. The Anacortes Airport and the Skagit Regional Airport are included in the National Plan of Integrated Airport Systems, which makes them eligible for Federal Aviation Administration improvement grants. Additional descriptions of the airport facilities are included below.

Anacortes Airport

Anacortes Airport is located in Skagit County within the Anacortes city limits. The airport is operated by the Port of Anacortes and is classified as a Community Airport, per the Washington Airport Classification system. Community airports primary activities include general aviation for personal transportation and business or recreational purposes, as well as pilot training. The Anacortes Airport is served by San Juan Airlines, which provides service to five locations in the San Juan Islands using single-engine aircraft. The latest available data from 2025 indicate that Anacortes Airport experienced over 11,000 takeoffs and landings. Anacortes Airport has one runway, Runway 18-36, which is 3,015 feet long and 60 feet wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lights.

Skagit Regional Airport

Skagit Regional Airport is located three miles west of Burlington. The airport is operated by the Port of Skagit and is classified as a Regional Airport. Regional airports primary activities include corporate general aviation and travel business. Aeronautical Services, FedEx, Methow Aviation, San Juan Airlines and Ameriflite provide cargo service to the Airport. The airport has two runways. Runway 11-29 is 5,477 feet long, 100 feet wide, has an asphalt surface, and is equipped with pilot controlled medium-intensity runway lights. Runway 11-29 is equipped with runway end indicator lights (REIL) and precision approach path indicators (PAPI). This runway has non-precision, non-directional beacon and global positioning systems approaches. Runway 11-29 is equipped with REIL and PAPI, and has a non-precision, global positioning systems approach. Runway 4-22 is 3,000 feet long, 60 feet wide, has an asphalt surface, and has PAPI.

Mears Field

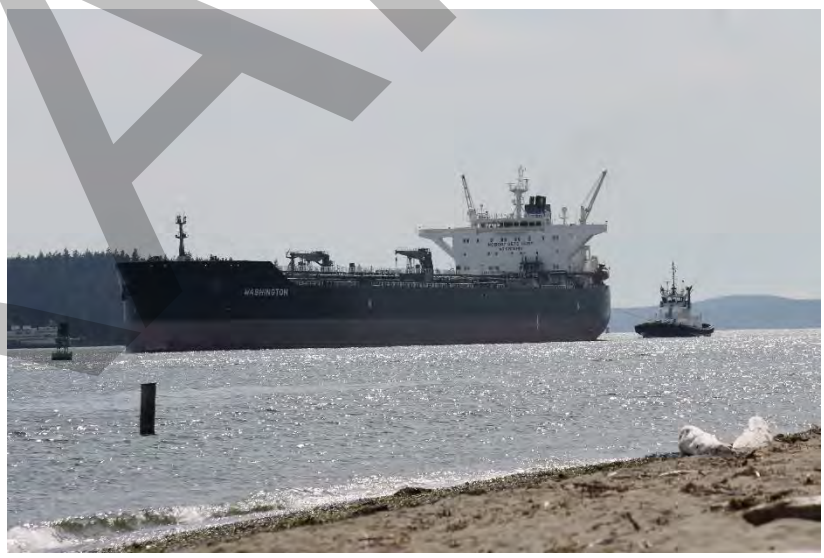
Mears Field is located in Skagit County adjacent to State Route 20, at the Town of Concrete's southern boundary. The airport is operated by the Town of Concrete and is classified as a Community Airport. Runway 7-25 is the airport's only runway. This runway is 2,580 feet long, 60 feet wide, and has an asphalt surface. Both runway ends have visual approaches. In addition to the runway, the airport has a 40-foot by 40-foot helipad designated as "H1." The 2017 Washington Aviation Systems Plan, the most recent version of the plan, projects that the demand for aircraft storage at Mears Field will exceed its capacity by 2034.

Skyline Seaplane Base

Skyline Seaplane Base is located in Skagit County just south of the Skyline Marina in the City of Anacortes. The seaplane base is operated by the United States Military and is classified as a General Use Airport. General use airports primary activities include general aviation for personal transportation and recreation, including backcountry access. The Northwest-Southeast Waterway, the Seaplane Base's only waterway, is 5,000 feet long and 2,500 feet wide. Approaches to this waterway are visual.

Marine Ports

Skagit County's marine facilities play a key role in the regional transportation system by connecting residents, workers, goods, and recreationalists to communities within the Skagit region and elsewhere in western Washington. The Skagit region includes two marine ports: the Port of Skagit and the Port of Anacortes. These ports serve commercial and industrial purposes such as fishing, marine businesses, ship building, and seaborne trade. Additional descriptions of each port and their marine facilities are included below.



Port of Skagit

The primary marine facility in the Skagit region is the Port of Skagit, which operates the La Conner Marina on the Swinomish Channel. The La Conner Marina has two separate moorage basins that together cover approximately 24 acres. The marina includes 366 covered moorage slips, 131 open moorage slips, and 2,400 lineal feet of dock space for overnight moorage. The La Conner Marina serves commercial purposes such as fishing, marine businesses, and an industrial park supporting manufacturing and related industries.

Port of Anacortes

The Port of Anacortes is a deep-water port with major ship building and repair facilities located along the Guemes Channel in the City of Anacortes, and is significant for seaborne trade among Washington ports. The Port operates three marine facilities including the Cap Sante Boat Haven Area, Guemes Channel Properties, and the Port's Ship Harbor. The Cap Sante Boat Haven Area supports commercial fishing as well as a marina with approximately 950 moorage slips and includes over 100 acres of in-water and upland property. The Guemes Channel Properties feature a marine terminal with three centrally located piers, which services break bulk cargo, high and heavy projects, and moorage services. The Port's Ship Harbor includes a ferry terminal on land that is leased to WSDOT for ferry service.

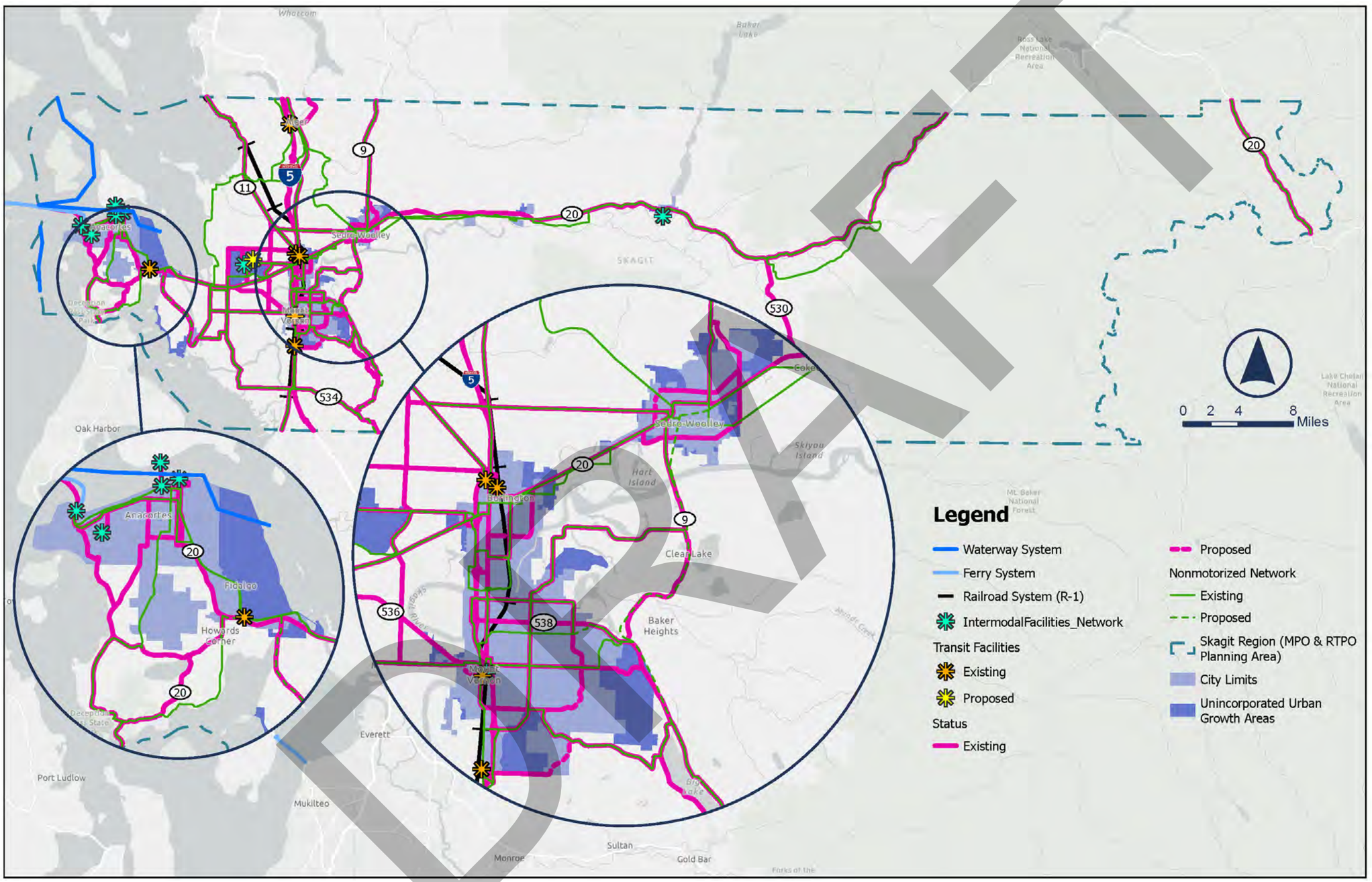


Figure 3. Regional Transportation System

Regional Multi-Modal Level of Service (MMLOS) Standards

As part of a regional transportation plan, level-of-service (LOS) standards must be established in accordance with RCW 47.80.030. SCOG has historically applied vehicular LOS standards, which apply grades A-F for roads and intersections, along with standards for the state ferry system. In response to House Bill 1181, codified in RCW 36.70A.365, jurisdictions are now required to adopt MMLOS standards. WSDOT is currently developing MMLOS standards for state facilities and SCOG member jurisdictions are developing MMLOS standards that apply to their local systems. As part of the RTP, SCOG is beginning to develop regional MMLOS standards to supplement traditional vehicle- and ferry-based metrics. The framework below considers how corridors function for transit, walking, bicycling, and goods movement alongside roadway operations and is used to discuss tradeoffs, support complete-streets design, and keep expectations consistent across jurisdictions. Local governments retain their own LOS and concurrency standards under the GMA framework; the regional MMLOS provides a common reference so that local standards can be coordinated across boundaries and modes. The GMA (RCW 36.70A.070) requires jurisdictions to adopt LOS standards for transportation facilities and to fund improvements concurrent with development.

Vehicular LOS

Vehicular LOS continues to use the established Highway Capacity Manual methodology and A–F grading for roadway segments and intersections. In practice, this means projects must maintain or improve auto LOS at the adopted thresholds. Washington state law ties development approvals to maintaining these standards.

Local governments may adjust their transportation LOS standards for their local transportation system, which can have a direct impact on concurrency determinations. Consistent with Washington state law, LOS standards for the state highway and ferry systems are set by WSDOT for all Highways of Statewide Significance (RCW 47.06.140), and by the RTP for all other state routes (RCW 47.80.030). WSDOT establishes LOS standards for Highways of Statewide Significance in consultation with local governments, consistent with RCW 47.06.140. Concurrency requirements do not apply to the state highway and ferry system in the Skagit region. See Appendix I for maps displaying established LOS standards for all state highway and ferry routes.

Bicycle and Pedestrian LOS

Local practice varies by context. In Skagit County's rural areas, shoulders on county and state highways serve as the primary bike/ped facilities. The Skagit County comprehensive plan uses a shoulder-width standard – a paved shoulder of at least four feet wide (with a minimal buffer) is treated as the baseline bike route. FHWA guidance notes that "a 4-foot paved shoulder is considered the minimum standard for a designated bicycle facility" in rural areas. These shoulders are counted as "complete" bike/ped facilities in the county's inventory.

By contrast, the City of Anacortes (urban context) is developing a network-completeness LOS. Under its draft policy, each arterial/collector segment is graded (Green/Orange/Red) based on the presence of sidewalks and bikeways on one or both sides. A "Green" LOS means an arterial has active-transportation facilities on both sides (or fully meets the city's street standards); "Orange" means facilities on only one side; and "Red" means

no facilities on that segment. This system measures how complete the sidewalk/bikeway network is, rather than using a quantitative width.

To bridge these approaches, the RTP recommends a hybrid approach: apply a network-completeness standard in urbanized settings and a shoulder-based standard in rural areas. Urban/suburban jurisdictions measure LOS by facility completeness, while rural/jurisdictional highways rely on shoulder-width criteria. In either case, roads meeting the standard (network-complete or ≥4-ft shoulder) are deemed LOS-compliant for bicycling and walking. Shoulders in rural areas are thus treated as functional active-transportation facilities, consistent with FHWA practice.

Transit LOS

Two approaches are recommended for Transit LOS. A short-term approach is recommended to address Americans with Disabilities Act (ADA) compliance of bus stops within the public right-of-way. Prioritizing completion of ADA upgrades at all bus stops within the public right-of-way improves safety and accessibility to transit. A long-term approach is recommended to track the percentage of residents and/or jobs within 0.5 miles of fixed-route service. This metric emphasizes providing transit access to as many people as possible.

Ferry LOS

LOS standards for the two Anacortes state ferry routes serving the Skagit region are established by WSDOT and SCOG. The standards must balance the interjurisdictional movement of people and goods with the needs of local commuters using state facilities. The following reflects the LOS standards for the two state ferry routes serving the Skagit region:

- **Anacortes – San Juan Islands** (established jointly by WSDOT-SCOG)
  - Level 1: 25% in January; 30% in May; 35% in August
  - Level 2: 65% in January; 75% in May; 85% in August
- **Anacortes – Sidney B.C.** (established by WSDOT, as the route is identified as a Highway of Statewide Significance)
  - Level 1: 50% in May; 50% in August
  - Level 2: 100% in May; 100% in August

Level 1 LOS standard indicates when additional pricing and operational strategies might be needed. Level 2 LOS standard indicates when additional service might be needed. Percentages listed in the Level 1 and Level 2 standards indicate the percentage of all monthly sailings that are filled to their vehicle capacity. The LOS methodology and standards are consistent with the WSF 2040 Long Range Plan.

6: Environmental Constraints

Environmental Considerations

A programmatic review of potential environmental constraints was conducted for the RTP. The review primarily considered the potential impacts from transportation construction projects, in addition to a cursory review of non-construction projects. Federal law requires these planning efforts to protect and enhance the environment, promote energy conservation, improve quality of life, and align transportation projects with anticipated growth and economic development. Washington's State Environmental Policy Act (SEPA), alongside federal and local regulations, guides this analysis. Assessing environmental constraints helps inform the SCOG Transportation Policy Board and stakeholders about possible limitations as projects advance and helps to identify and address issues that may be encountered through the development process early, allowing for better project selection and prioritization. The environmental constraints assessment is not intended to identify specific environmental impacts of road projects, nor is the RTP to be used in determining environmental mitigation. Analysis of specific direct and indirect impacts and potential mitigations will also occur as individual transportation projects are further defined, permitted, and funded.

The environmental analysis for the RTP used a GIS-based approach to assess various regional environmental factors. Available GIS data was gathered to evaluate possible effects on areas such as geologic hazards, air quality, water resources and wetlands, floodplains, plant and animal habitats, land use and housing, shoreline activities, noise, aesthetics including light and glare, environmental justice, recreation, and historic or cultural sites. The analysis focused on projects that will significantly add to the footprint of roadways by expanding the capacity of the regional transportation system. Figure 4 shows the location of all funded, planned, and illustrative transportation projects in relationship to possible environmental constraints. In this context, possible constraints are considered as: A resource or constrained area is definitely located in the project(s) area or immediate vicinity, and will likely require further review. Identification of a constraint does not mean that the project(s) will definitely result in impacts, or that impacts will be of a significant degree; instead, it indicates that the potential for impacts will need to be evaluated further at the project level.

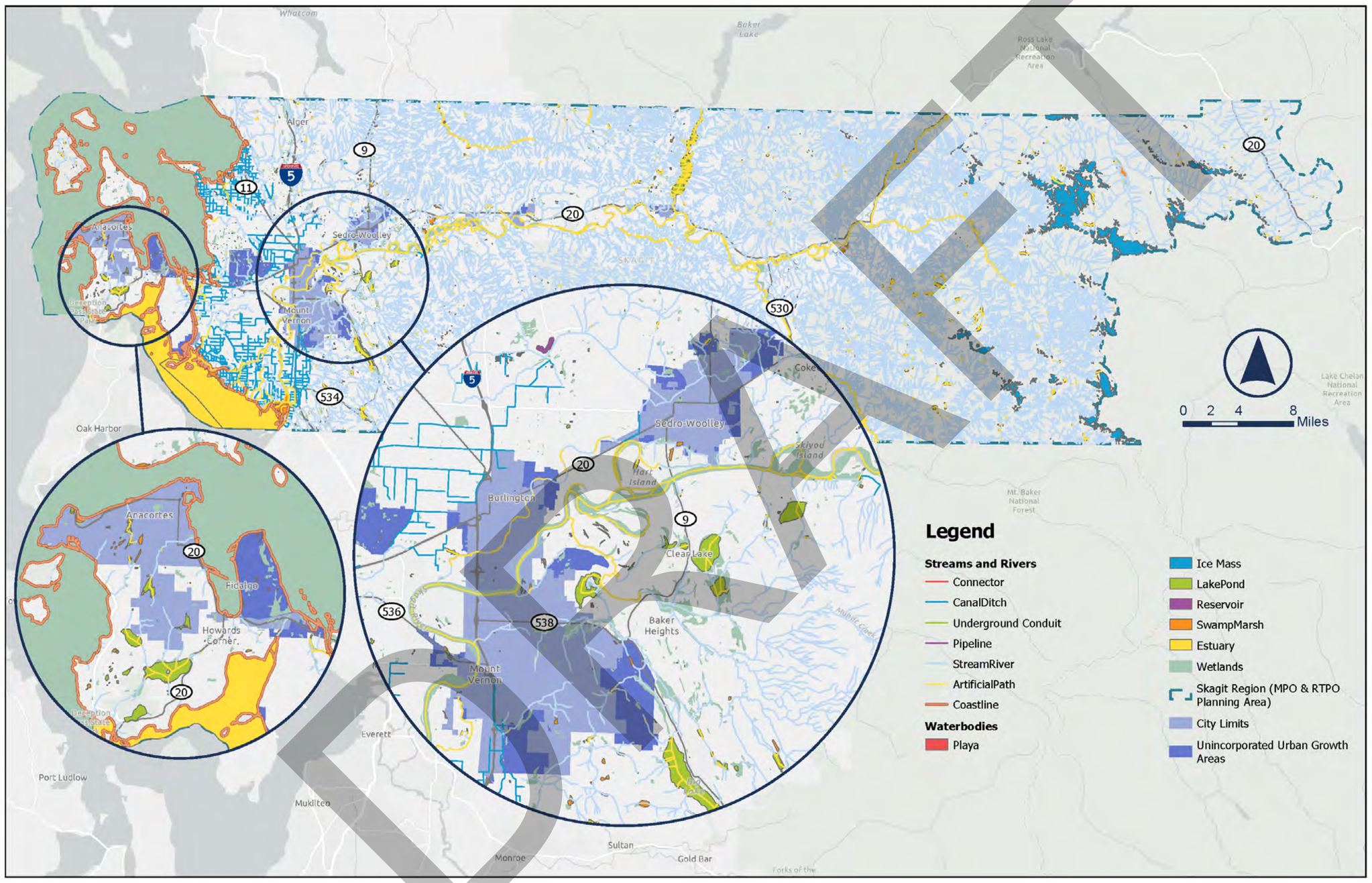


Figure 4. Potential Environmental Constraints for Regionally Significant Transportation Projects

Potential Environmental Constraints

In general, road widening projects located near rivers, Puget Sound or bays and inlets, may affect shoreline jurisdiction area, shorelines, archaeological resources, floodplains, habitats, aesthetics, wetlands, water quality, geologic hazards, and adjacent parks. Increased noise associated with these projects may also affect nearby habitats and parks. Projects that increase capacity have the most potential for impacts, as they typically require additional impervious surfaces and can impact land use across a wider area. Projects located in urban areas are expected to have lower impacts than projects in rural areas, due to existing levels of urbanization, impervious surface area, and habitat disturbance. Environmental review is conducted for all projects in the RTP through relevant federal and Washington state requirements. The SEPA Checklist (Appendix J) includes a detailed analysis of the environmental considerations.

Environmental Impacts of Operations, Preservation, and Maintenance Projects

The RTP also includes various programmatic projects that do not expand the regional transportation system, such as general operations, maintenance, and preservation activities, including minor roadway reconstruction, signage updates, sidewalk completion, lighting, minor rail-crossing and safety improvements (e.g., guardrails), and curb and gutter installation. Many of these projects are categorically excluded from environmental review, while others cannot be specifically defined at the planning stage before engineering begins. Projects associated with implementing operational and maintenance strategies are not anticipated to result in increased impervious surface area and would have the potential for minimal environmental impacts. Certain projects, such as intersection operational improvements and fish passage projects, can improve environmental conditions.

Climate Change

In Washington state, transportation accounts for nearly half of the total GHGs, including emissions from cars, trucks, planes and ships. Emission reduction strategies can help create more efficient driving conditions, reduce the amount of driving and introduce more fuel-efficient vehicles. Washington state has set a VMT reduction target of 95% by 2050. The Skagit region recognizes that reducing GHGs from transportation sources is a necessity. The RTP includes policies to support GHG reduction and VMT per capita and identifies trail and transit projects that can help improve transportation options and reduce VMT.

Action strategies to address climate change, per capita VMT and GHG reduction, at a regional level are as follows:

- Align investment strategies with achievement of VMT per capita and GHG reduction provisions;
- Use GHG/VMT as criteria for funding and pursue new revenue sources to support transportation choices;
- Pursue new revenue sources to support transportation choices, particularly transit operations;
- Expand and enhance transit, rideshare and commuter choice;
- Provide incentives for vanpool and carpool programs;
- Develop more park-and-ride and park-and-pool lots;
- Develop actions to address congestion issues on the transit network (e.g. vehicle capacity, bus lanes, signal priority);
- Address ineffective intermodal connections;
- Pursue additional non-VMT actions to reduce GHG emissions from the transportation sector, including increasing the use of rail for both the movement of passengers and freight;
- Pursue opportunities for reduction in GHG emissions through improvements in traffic operations and roadway design that reduce vehicle delay, idling, and starting and stopping at intersections; and
- Provide resiliency in any existing or new transportation infrastructure that would be vulnerable to sea level rise.

7: Transportation Improvements & Programs

Regionally Significant Transportation Projects

The Skagit region experiences a wide range of traffic operations, safety and preservation challenges. These challenges are largely a result of commuter traffic, access to and from regional highways, freight movement, access to regional shopping areas, and travel to and from essential public facilities such as schools, hospitals, airports and marine terminals. The transportation improvements and programs presented in the section below are intended to address these transportation challenges and support an integrated multimodal transportation system.

Project Categories

All proposed regionally significant transportation projects are grouped into categories in Table 4, Table 5, and Table 6 – funded, planned, or illustrative.

Funded projects have secured full or partial funding and are expected to be constructed during the Plan timeframe (2026-2050). All funded projects are roadway, non-motorized, transit, or ferry projects.

Planned projects have not yet secured funding, but are expected to be completed during the Plan timeframe (2026-2050). Planned projects are regionally significant roadway, non-motorized, and ferry projects, as well as planning and corridor studies. These projects are prioritized against the regional priorities and goals identified in Section 4 when eligible funding becomes available. Section 8, Funding Strategy, incorporates cost estimates for planned projects.

Illustrative projects are not expected to be funded during the Plan timeframe (2026-2050) due to forecasted revenue estimates. However, they could be funded if additional funding becomes available. The illustrative projects are still priorities for the Skagit region but typically are higher cost and/or longer-term projects that may be reliant on federal or Washington state grant funding, or other sources outside those identified in the financial strategy in Section 8.

Table 4. Funded Regionally Significant Transportation Projects

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
6	Concrete	School Secondary Access	Construction of a second access road to school and airport to include traffic lanes, shoulder, traffic curb and gutter, planter strip, and bicycle/pedestrian path as well as possible storm drainage, sewer and water facilities and fire hydrant improvements.	Roadway	$$	Short	2028
7	Sedro-Woolley	SR 20/Cascade Trail West Extension, Phase 2A	Construct a shared use path along the north side of SR20 from Holtcamp Road to Hodgin Street.	Non-Motorized	$	Short	2026
8	Burlington	SR 20 Nonmotorized & Safety Improvements	Road widening including stormwater improvements, utility relocation, lighting, sidewalks, bicycle wayfinding, and bike lanes.	Roadway & Non-Motorized	$$	Short	2028
9	WSDOT	SR 20/Burlington to Sedro-Woolley - Corridor Improvements	SR 20 has been identified as a Crash Analysis Corridor. This project will install a series of compact roundabouts at Gardner Road, District Line Road, and Collins Road. Dual faced mountable curb will be installed between the roundabouts to restrict left-turn movements. The result will be fewer crashes with lower severity for motorists.	Roadway	$$	Short	2027
15	Skagit County	Guemes Island Electric Ferry, Shore-Side Facilities, and Terminal Modifications Project	Guemes Island Electric Ferry – Replace the diesel-powered Guemes Island Ferry with a new electric-powered ferry. Funded with state funds from Move Ahead Washington and the County Road Administration Board.	Ferry	$$$	Short	2028
16	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility (MOA2)	This project will renovate Skagit Transit's Maintenance, Operations, and Administration (MOA) Facility. The improvements include the complete buildout of transit staff offices, conference rooms, breakrooms, inventory and file storage, light and heavy-duty vehicle maintenance bays, workshops for vehicle body repair, and a parts warehouse. Site improvements include new landscaping, fencing, parking layout, and zero emissions charging infrastructure.	Transit	$$	Short	2027
41	Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B	Construct a shared use path along the north side of SR20 from Hospital Drive to Holtcamp Road.	Non-Motorized	$$	Short	2034
101	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	Improvements include adding a travel lane to the Interstate-5 / Cook Road Interchange (Exit 232) and signalizing the on/off ramps to reduce collisions and alleviate congestion.	Roadway	$$	Short	2029
108	WSDOT	SR 20 - Campbell Lake Road - Intersection Improvements	The 3-legged roundabout will improve regional mobility and safety, accommodate projected growth in the area, and improve resilience of local and regional transportation networks.	Roadway	$$	Short	2026
213	WSDOT/WSF	Anacortes Terminal Replacement	New terminal building and terminal electrification.	Ferry	$$$	Long	2036
233	Sedro-Woolley	John Liner Road Arterial Improvements	Reconstruct John Liner Road including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination.	Roadway	$$	Short	2031

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

Table 5. Planned Regionally Significant Transportation Projects

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
2	Skagit County	Centennial Trail (Stage 1)	Design and construct a pedestrian & bicycles trail from Coltrin Road to the County Park at Front Street.	Non-Motorized	$$	Short	2027
5	Sedro-Woolley	Jones/John Liner RR Undercrossing and Roadway Extension Phase 2.	Construct new BNSF RR undercrossing from East Jones Road to John Liner Road, including drainage, curbs, sidewalks, shared use path, HMA, pavement markings and illumination.	Roadway	$$	Short	2030
11	Anacortes	Commercial Avenue Corridor Improvements	Pave South Commercial Avenue as well as add bike lanes, re-stripe, and construct new ADA ramps.	Roadway	$$	Short	2027
18	Burlington	Intersection Improvement and Gateway	Construct a roundabout.	Roadway	$$	Short	2034
24	Anacortes	Oakes Avenue (State Route 20 Spur) Active Transportation Safety Improvements	Construction of a two-way paved multi-use pathway.	Non-Motorized	$$	Short	2027
26	Mount Vernon	Blackburn Road Pedestrian-Bicyclist Improvements	Construct sidewalks and bike lanes.	Non-Motorized	$$	Short	2034
27	Mount Vernon	Martin Road Complete Streets Improvements	Replace existing 5-foot asphalt path with 10- foot shared-use path meeting WSDOT shared use pathway guidelines on south and west side of street.	Non-Motorized	$$	Short	2034
28	Mount Vernon	Blackburn Road Extension	New Complete Street.	Roadway	$$$	Long	2045
33	Sedro-Woolley	Centennial Trail South	Construct trail improvements from Ferry Street to the south city limits.	Non-Motorized	$$	Long	2045
42	Burlington	Reconstruct Pease Road to urban standards and construct multiuse path	Reconstruct road to urban standards, add multiuse path.	Roadway	$$	Short	2034
43	Sedro-Woolley	SR 9/Centennial Trail	Extend existing sidewalk and bicycle lane on the east side of SR 9 to the north city limits.	Non-Motorized	$$	Long	2045
45	Burlington	New Multiuse Path - Whitmarsh Rd	New multiuse path.	Non-Motorized	$	Short	2034
48	Burlington	Extend Multiuse Path – State Route 20	Extend multiuse path along SR 20.	Non-Motorized	$$	Short	2034
49	Mount Vernon	Stewart/Hoag Road Bicyclist Improvements	Re-channelize vehicle lanes and mark for bike lanes.	Roadway	$	Short	2029
50	Mount Vernon	Division Street Corridor Study	Comprehensive corridor study to develop a plan to improve Division Street for all modes of travel.	Study	$	Short	2034
104	Skagit County	Peterson Road (Urban)	Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards. Project will include, but is not limited to, adding or improve sidewalks/walkways and bicycle wayfinding.	Roadway	$$	Short	2028
205	Mount Vernon	Division Street Bridge Replacement Study	Includes planning study as well as feasibility of replacing WSDOT's existing bridge.	Study	$	Long	2036
214	WSDOT – Washington State Ferries	Vessel Replacements 2026–2035	Replace existing vessel with 144-car electric-hybrid Olympic class vessel.	Ferry	$$$	Short	2034
220	Anacortes	March's Point Road - Trestle - Park-N-Ride Trail	Construct bike lanes along both sides of West March's Point Road and South March's Point Road connecting the Tommy Thompson Trail to the South March's Point Park & Ride.	Roadway	$$	Short	2027
230	Sedro-Woolley	Cascade Trail East Extension	New shared-use path extending the Cascade Trail eastward from Sedro-Woolley.	Non-Motorized	$	Short	2028

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
231	Sedro-Woolley	Jones Road Improvements Phase 1-3	Widening/upgrade of Jones Road to arterial standards as part of Jones/John Liner corridor.	Roadway	$$	Short	2031
232	Sedro-Woolley	F & S Grade Road Improvements Phase 1-2	Reconstruct F&S Grade Road. Includes new shared-use path.	Non-Motorized	$$	Short	2030
234	Sedro-Woolley	Trail Road Improvements Phase 1	Construct new arterial and shared-use path.	Roadway	$$	Short	2031
235	Sedro-Woolley	SR 9 Nonmototized Improvements	Bike lane and sidewalk improvements on west side of SR 9.	Non-Motorized	$$	Long	2045
236	Skagit County	Old Highway 99 North / Bow Hill Road Intersection Improvements	Make intersection improvements on Old Hwy 99 with Bow Hill Road / Prairie Road.	Roadway	$$	Short	2030

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

Table 6. Illustrative Regionally Significant Transportation Projects

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
12	Anacortes	Guemes Channel Trail Phase II, III, & VI	Complete Guemes Channel Trail from Washington Park to Tommy Thompson Trailhead at 10th Street and Q Avenue.	Non-Motorized	$$	Short	2031
54	Mount Vernon	30th Street Extension	New roadway extension linking 27th Street with Blackburn Road, will also reconfigure intersection of Blackburn Road and Little Mountain Road.	Roadway	$$	Long	2045
60	Burlington	Construct Grade Separated Rail Crossing and Street Extension	Construct grade separated RR crossing and street extension.	Roadway	$$$	Long	2045
62	Mount Vernon	Skagit River Pedestrian Bridge	New non-motorized bridge over Skagit River.	Non-Motorized	$$$	Long	2045
65	Mount Vernon	Hickox Road/I-5 Interchange Completion	Complete the north side of the interchange to provide full access.	Roadway	$$$	Long	2045
68	Swinomish Indian Tribal Community	SR 20 Safe Access Improvements	Project to improve safety and access on SR 20 at Casino Drive and at Long John Drive.	Roadway	$$$	Long	2040
112	Mount Vernon	Division Street/State Route 536 Bridge	Replace and/or upgrade the existing, undersized State bridge over the Skagit River on Division Street/State Route 536.	Roadway	$$$	Long	2045
115	Mount Vernon	Kincaid Street Complete Streets Improvements	Design and implement multiple, multi-modal improvements of Kincaid Street, particularly at intersections, to bring the street up to current Complete Streets standards.	Roadway	$$$	Short	2029
206	Mount Vernon	College Way Railroad Grade Separation	Grade separate crossing over or under BNSF rail line.	Roadway	$$	Long	2045

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
215	WSDOT – Washington State Ferries	Vessel Replacements 2036–2050	Replace four vessels with three 144-car electric-hybrid Olympic class vessels and one 114-car electric-hybrid interisland vessel.	Ferry	$$$	Long	2048
216	WSDOT – Washington State Ferries	Chuckanut Drive Corridor Resilience Study	Conduct a corridor-level resilience planning study along the identified vulnerable segment of Chuckanut Drive (including 6 bridges in this segment) to assess hazard exposure, quantify the risk, and develop planning-level adaptation strategies.	Study	$	Short	2027
217	WSDOT – Washington State Ferries	State Route 20 (Burlington to Anacortes Segment) Resilience Study	Conduct a corridor-level resilience planning study along the identified vulnerable segments along State Route 20. For those segments, screen planning level resilience strategies to inform future investment decisions.	Study	$	Short	2028
218	WSDOT – Washington State Ferries	I5 and Pioneer Highway Resilience Study	Conduct a corridor-level resilience planning study for the vulnerable segments along I-5 and the parallel Pioneer Highway Corridor to assess transportation network redundancy under hazard scenarios and screen planning-level resilience strategies to support system reliability and emergency response.	Study	$	Short	2028
219	WSDOT – Washington State Ferries	Skagit County Evacuation and Transportation Network Redundancy Study	Conduct a countywide, system-level resilience study to evaluate evacuation route performance and transportation network redundancy under hazard scenarios, identifying critical links and failure points, and informing planning-level resilience investment priorities.	Study	$	Short	2029

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

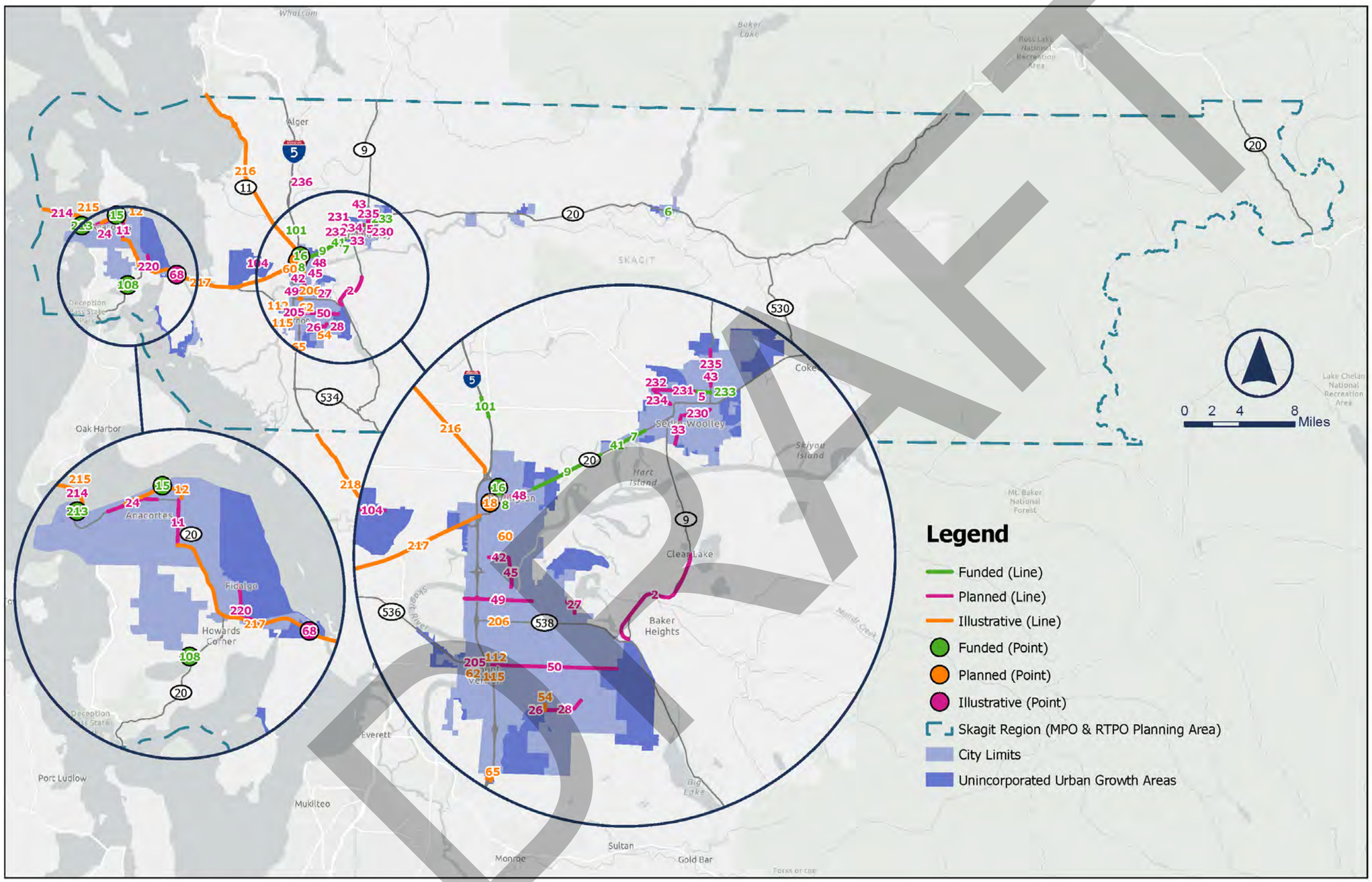


Figure 5. Regionally Significant Transportation Projects

Travel Demand Forecast Scenarios

SCOG commissioned an update to the regional travel demand model to help evaluate the impacts of the RTP proposed projects on the regional transportation system. The evaluation of future roadway improvements was based on 2050 socio-economic and land-use forecasts, the 2050 road network that the plan would produce, and the resulting interaction of demand and supply across the Skagit region. The regional travel demand model is an all-day model with morning, afternoon, afternoon peak hour, and "all other" time periods. It estimated vehicle travel and does not account for non-motorized or transit modes. The model estimates LOS determinations for selected regionally significant roadways using engineering methods borrowed from the Florida Department of Transportation. The FDOT method takes in the travel model's estimated bi-directional volumes in the afternoon peak hour ("PM peak") then cross-references that volume to LOS standards developed using observed data and Highway Capacity Manual guidance. It produces an average LOS letter grade for the continuous road facility across the chosen facility segments. The Florida LOS standards are specific to the facility type (e.g., freeway, arterial) and the number of lanes. This method smooths out segment-level variations to provide as realistic as possible measure of service levels.

The LOS findings (included in Appendix H) paint a picture of road system mobility performance but should be interpreted with the knowledge that travel demand models do not perfectly represent human travel tendencies and choices. Models provide a tool for estimating and comparing likely outcomes, not an exact prediction of future traffic conditions. Some areas in the 2050 scenarios may have higher congestion problems than will actually be experienced. Likewise, congestion in other areas may be underrepresented. However, the travel demand model is an effective tool for assessing the potential transportation impacts of growth. Further analysis and professional judgement were used to ensure traffic volumes predicted by the model are reasonable.

Forecast Scenarios

The RTP performed three travel demand model forecasts to help evaluate the potential impacts of the identified regionally significant projects:

- **2022 Base Year** – estimated the existing conditions of the regional transportation network given observed 2022 population and employment and the roadway network in service in that year. As described in separate travel model documentation, the modeling team updated and validated the SCOG travel model system using traffic count data available for the region. The 2022 Base Year provides a useful reference point for the 2050 scenarios.
- **2050 Baseline Scenario** – forecasted 2050 roadway performance likely to occur with projected 2050 population and employment but with *only* transportation projects that would definitely be completed by 2050 since they now have committed funding. This represents a "no build" scenario in the sense that it shows how the system is likely to perform in the future *absent* the planned and illustrative investments the RTP proposes. The 2050 Baseline also serves as a neutral reference point against which to compare the 2050 Planned and 2050 Illustrative scenarios.

- **2050 Planned Scenario** – forecasts 2050 roadway performance in the case where all future projects in the financially constrained plan are present. These include all funded (Baseline) projects plus all planned projects but exclude illustrative investments. This represents a "build" scenario including projects that the RTP should be able to afford.
- **2050 Illustrative Scenario**—forecasts 2050 roadway performance in the case where all contemplated investments in the RTP are present, including funded (Baseline), planned, and illustrative projects. This constitutes a "speculative build" scenario showing what system performance could be if all projects the region desires to complete were actually built, even if the RTP acknowledges that it cannot foresee a way to fund its illustrative investments.

Note that many RTP investments deliver maintenance, preservation, or other outcomes to which the model is not sensitive (such as active transportation trails); therefore, the forecasts only include investments to which the travel demand model is sensitive.

Forecast Findings

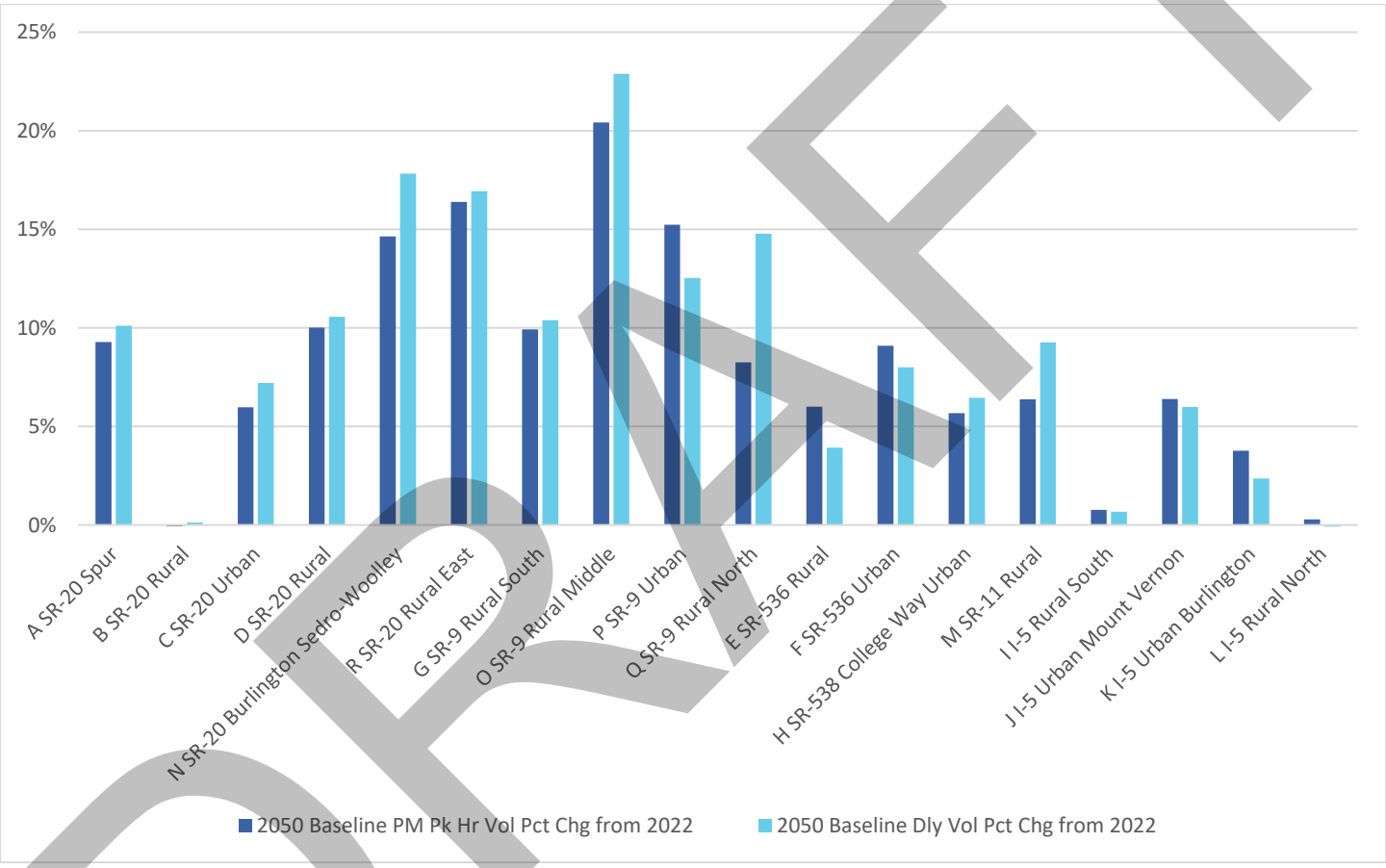
The RTP examines the regional roadway system's performance through the lens of eighteen mobility corridors that describe portions of six key regional roads, as shown in Table 7 below. Maps showing base year and 2050 findings for these corridors, with additional performance details, appear in Appendix H.

Table 7. RTP Mobility Corridors

Roadway	Corridor
SR-20	A SR-20 Spur
	B SR-20 Rural
	C SR-20 Urban
	D SR-20 Rural
	N SR-20 Burlington Sedro-Woolley
	R SR-20 Rural East
SR-9	G SR-9 Rural South
	O SR-9 Rural Middle
	P SR-9 Urban
	Q SR-9 Rural North
SR-536	E SR-536 Rural
	F SR-536 Urban
SR-538	H SR-538 College Way Urban
SR-11	M SR-11 Rural
I-5	I I-5 Rural South
	J I-5 Urban Mount Vernon
	K I-5 Urban Burlington
	L I-5 Rural North

The 2050 Baseline forecast average daily volumes and average afternoon peak hour volumes by corridor illustrate the growth in travel demand that the region faces given its projected growth in population and employment, accounting for the projected location of future added people and jobs. The graph below illustrates the percentage change in vehicle volumes by corridor.

Figure 6: 2050 Average Daily and Average PM Peak Hour Volumes by Corridor



Source: SCOG 2050 Travel Demand Model, RSG

As the graph shows, the region will likely see significant traffic volume increases (on the order of 15% to 23%) on SR-9 (especially in its rural segment in the center of Skagit County) and SR-20 through Burlington, Sedro-Woolley, and east to the mountains. The SR-20 Spur, SR 536 in its urban context, SR-11 in its rural setting, and I-5 through the Mount Vernon area will see notable traffic increases ranging from over 6% to 10%. The more rural segments of SR-20, SR 538, and I-5 are anticipated to see much lower increases in volumes (6% or less).

Under Washington law, SCOG and its member jurisdictions must monitor the LOS of roads (and other modes, as discussed in Chapter 5). The forecast roadway LOS for the SCOG mobility corridors appear in Table 8 below. The LOS estimates illustrate two key general findings: (a) other than the urban section of SR-20 through

Burlington and Sedro-Wooley, the investments in the RTP in conjunction with projected growth generally maintain existing road performance; and (b) the investments across the different RTP scenarios by funded status do not greatly alter the average LOS picture. The forecasted LOS decline from D to F in the urban segment of SR-20 from 2022 to 2050 is noteworthy.

Table 8: Forecast 2022 and 2050 Afternoon Peak Hour LOS by Mobility Corridor and Scenario

Roadway	Corridor	2022	2050 Baseline	2050 Planned	2050 Illustrative
SR-20	A SR-20 Spur	C	C	C	C
	B SR-20 Rural	D	D	D	D
	C SR-20 Urban	C	C	C	C
	D SR-20 Rural	C	C	C	C
	N SR-20 Burlington Sedro-Woolley	D	F	F	F
	R SR-20 Rural East	C	C	C	C
SR-9	G SR-9 Rural South	C	C	C	C
	O SR-9 Rural Middle	C	C	C	C
	P SR-9 Urban	D	D	D	D
	Q SR-9 Rural North	C	C	C	C
SR-536	E SR-536 Rural	C	C	C	C
	F SR-536 Urban	C	D	D	D
SR-538	H SR-538 College Way Urban	D	D	D	D
SR-11	M SR-11 Rural	C	C	C	C
I-5	I I-5 Rural South	B	B	B	B
	J I-5 Urban Mount Vernon	B	B	B	B
	K I-5 Urban Burlington	B	B	B	B
	L I-5 Rural North	B	B	B	B

Source: SCOG 2050 Travel Demand Model, RSG

Programmatic Transportation Improvements

Regionally significant projects are not the only transportation improvements considered in the RTP. Though not uniquely identified in the Plan, programmatic projects are integral to continued function of the regional transportation system. These programmatic projects address safety, traffic operations, maintenance and preservation, and environmental protection/restoration. Unlike regionally significant projects, programmatic projects are not individually listed because they are automatically considered to be consistent with the goals of the Skagit region.

Efficiency Strategies

Improvements to corridors that address existing and forecast safety and operational issues are high priorities in the Plan. Also included are projects that reconstruct existing arterials to current standards to better handle forecast traffic volumes and improve non-motorized facilities. These improvements focus on effectively reducing safety and operational issues along existing arterials, but do not necessarily add additional capacity.

They also support a range of travel modes, as automobiles, trucks, transit, pedestrians, and bicyclists use these key regional intersections and roadway links. Transportation system management including signal timing upgrades, Intelligent Transportation Systems, and access management strategies, will also be incorporated in the existing corridors. While not listed individually in the tables above, these programmatic improvements are accounted for in the Plan's financial strategy to the extent local and state project sponsors were able to estimate their future needs in these categories. It is important to note that neither the Plan's investment assumptions nor its financial strategy account for an acknowledged unfunded maintenance backlog for all categories—local roads, state roads, state ferries, and transit.

Maintenance and Preservation

A key priority of the RTP is to encourage effective maintenance and preservation of prior transportation investments. Any needed maintenance activities, particularly those on the regional transportation system, are consistent with Plan priorities. The cost of maintaining and preserving the regional transportation system is directly related to its size and the level of service expectations established for each community. Due to the high cost of maintaining and preserving the regional transportation system, difficult decisions may have to be made regarding the tradeoffs of investing in maintenance and preservation or expanding capacity. Choosing to fund a capacity expansion project that will reduce congestion could mean deferring maintenance on other transportation facilities, potentially lowering the level of service of the regional transportation system as a whole. Funding eligibility requirements add further complications to the decision. A dialogue with the public should help inform the proper balance of transportation funding allocations for each jurisdiction.

Transit and Transportation Demand Management

The RTP includes transit projects to increase transit mode share and capacity to meet the future need and travel demand throughout the Skagit region. The following are additional transit and transportation demand management strategies to reduce peak period travel demand:

- Improve transportation services for people with special needs, including those dependent on transit;
- Attract riders to transit services that may otherwise choose an automobile for travel;
- Expand park-and-ride facilities to connect transit services to drivers and passengers of automobiles and provide connections to different transit routes and services offered by various transit agencies;
- Expand fixed-route service coverage in the public transportation benefit area, and express services connecting to neighboring regions;
- Extend transit service hours;
- Target transit service to larger employers; and
- Enhance transit service to regional destinations.

8: Financial Plan

Paying for the RTP

Realizing the goals and priorities of this plan requires funding; this chapter lays out the financial plan for providing it. It discusses the funding needed by the plan's programs and capital projects, describes available or "current law" revenues, and suggests added funding that will need to be acquired to realize the plan's investments taken in total.[1] The programmatic and capital investments taken together constitute the sum total of activity needed to maintain, operate, and improve the region's transportation system through 2050.

Time Periods

The financial analysis is summarized into two time periods to illustrate the likely funding program based on current assumptions:

- 2026–2035: this period covers the short term time frame of the RTP which also covers local six-year transportation improvement plans. Both funding levels and project lists are considered to be more committed during this time period due to project development timeliness; and
- 2036–2050: this period covers the outer years of the Plan. Projecting revenues and costs more than 10 years is less reliable because rules, regulations, economic conditions and local priorities change. As the region cyclically updates the RTP, the data for

It is useful to bear in mind that funding the RTP identifies is programmed through the region's short-range transportation improvement program (TIP). The plan is connected to the TIP by the federal requirement that TIP programming must be "consistent" with the RTP. In general this has two facets: programming must be consistent with the RTP's goals and priorities, and it should be accounted for in the RTP's financial plan. The regional TIP is cyclically incorporated into the Washington statewide transportation improvement program (STIP).

Since the TIP time frame is five years (similar to a local capital improvement program or CIP), the plan must be able to "pay its way" for five or more TIP cycles across 25 years. This can be challenging given the current funding environment and the fact that federal requirements specify that the plan may only promise to fund what can be afforded given the sum of current law and new revenues that "can reasonably be expected to be

[1] Under federal law, Skagit 2045 must include a financial plan that should make reasonable financing assumptions about existing *and* new funds expected to be available over the 2026-2050 timeframe of Skagit 2050 (Title 23 USC 134). In other words, the plan may identify how *additional* revenues could be generated to fund the investments in the RTP.

available." This "financial constraint" test may leave desired investments without demonstrably sufficient funding. For this reason, the RTP characterizes its investments into three general bins, only the first two of which are in the "constrained" part of the plan:

1. "Funded" investments are those that already secured funding. They may have *fully* committed funding to complete the project or partially committed funding to complete the project, as long as the partial funding is more than 50% of the investment's total estimated cost;

2. "Planned" investments have less than 50% of their funding secured or even zero, but the plan's anticipated total revenues are sufficient to fund them; and

3. "Illustrative" investments are efforts that support 2050's goals and priorities but cannot reasonably be expected be funded (although they may program study funds in the TIP as long as they are otherwise consistent with the RTP).

Federal regulations regarding fiscal constraint mean that only the constrained portion of the RTP is recognized by USDOT as the official, funded "plan."

As with the investments necessary to realize the plan described above, the task of sustaining current law revenues and augmenting them with new funds is shared across multiple agencies: WSDOT's investments in facilities and programs that it operates ("the state"), Skagit County ("the county"), Skagit Transit ("transit"), and the cities and towns within the region ("cities and towns"). Note that the WSDOT investments and revenues cover both state roadway and ferry systems that lie within Skagit County.

The RTP's financial plan examines the funding required for its desired investments in light of historical trends for revenues and expenditures, current laws and regulations creating and controlling transportation funding, and what new amounts of revenue could reasonably be expected to be added by federal, state, county, and local lawmakers. The financial tables below are in 2025 constant dollars to allow easy comparison of costs and funding. The federally-required year-of-expenditure accounting plus additional detail about the financial analysis appear in Appendix K.

RTP Future Transportation Revenues

The financial plan begins with an estimate of future revenues that will be available under current law. When compared to the sum total of constrained investments in the RTP, total costs minus total current-law revenues establish the amount of new revenue needed.

Estimated 2026-2050 current law revenues available for the RTP appear in Table 9, by category, for the two time periods of the Plan. As shown, the region has available about $3.6 billion in total current-law transportation revenue.

Table 9. Total Estimated Current-law Revenues (constant 2025 dollars)

Program Area	2026-2035	2036-2050	Totals
Transit	$273,347,800	$365,204,200	$638,552,000
WSDOT	$601,398,000	$1,378,900,300	$1,980,298,300
County	$296,162,700	$390,504,900	$686,667,600
City/Town	$117,218,700	$164,595,800	$281,814,500
Totals	**$1,288,127,300**	**$2,299,205,100**	**$3,587,332,400**

RTP Costs

As mentioned, the plan's transportation investments (described in Chapter 7 of the plan) fall into two general bins: constrained and illustrative. Estimated fiscally constrained costs in the RTP appear in Table 10. These costs or "needs" total slightly over $4.72 billion.

Table 10. Total Estimated Constrained Costs (constant 2025 dollars)

Program Area	2026-2035	2036-2050	Totals
Transit	$262,102,000	$425,780,200	$687,882,200
WSDOT	$1,019,850,600	$1,271,139,700	$2,290,990,300
County	$480,225,000	$578,544,900	$1,058,769,900
City/Town	$315,277,100	$369,078,400	$684,355,600
Totals	**$2,077,454,800**	**$2,644,543,200**	**$4,721,998,000**

Funding Options and Potential New Revenues

To fund the constrained RTP, new revenue requirements by category and total appear as shortfalls (negative numbers) in Table 11. Revenue of $1.13 billion total will need to be developed to account for the difference between the estimates for current-law revenues and constrained costs. The following section discusses potential strategies for how this could be done.

Table 11. Current-Law Revenue Shortfall RTP Constrained Plan Will Need to Fill (constant 2025 dollars)

Program Area	2026-2035	2036-2050	Totals
Transit	$11,245,800	-$60,576,000	-$49,330,200
WSDOT	-$418,452,600	$107,760,600	-$310,692,000
County	-$184,062,300	-$188,040,000	-$372,102,300
City/Town	-$198,058,400	-$204,482,600	-$402,541,100
Totals	**-$789,327,500**	**-$345,338,100**	**-$1,134,665,600**

New Funds Needed

Note that the estimates for revenues (see Appendix K for more detail) come with uncertainty given gaps in data received from sponsor agencies during RTP planning, so these estimates should be thought of as having leeway. That said, it is reasonable to expect that the added revenues by category in the table above can be realized. Examining these by category:

- Transit revenues need to increase by 7% ($49.3 million) over the life of the constrained plan. This is do-able for two reasons: first, in Skagit County transit is largely funded (two thirds in 2023) by a local option sales tax, the upper limit of which has not yet been reached. Second, the state contributes to Skagit Transit (over 10% of total revenue in 2023). Increasing both these sources, especially the local option, could bridge the gap.
- WSDOT (state) revenues expended on transportation would need to increase by at least $310.7 million over the life of the constrained plan. Local Skagit agencies and WSDOT will need to engage in two activities to fully fund the WSDOT needs identified in the RTP: first, the state will need to commit current-law and new funding to Skagit's needs. This is a matter of legislative and executive choice. Second, the state will need to create added transportation revenues beyond current law. The first step is achievable by concerted effort of WSDOT, SCOG, and local agency staff; the second is achievable by the state legislature. For example, the recent Washington transportation laws increased transportation revenues by 27% in the 2025 biennium; another such move within the next 15 years plus a federal response of a similar scale could make up the necessary funds.
- County revenues would have to increase by about 35% ($372.1 million) over the life of the plan. As with transit, the County has not yet tapped the limits of its local options making that the first step they could take in generating new revenues. The County should also work to receive allocations from state transportation funding increases both by pursuing any applicable grant opportunities and by advocating for a greater local share of state-generated revenues.
- The local (city and town) constrained needs are the most challenging, needing to increase by almost 60% or $402.5 million. However, there are hints that there was local revenue underreporting in the data gathering for the RTP so this number may be high. While making up a 60% increase over the life of

the plan seems daunting, that figure may be less onerous than reported. As with the County, the cities and towns have local options they should tap to increase their own revenues, and they should collaborate with the County and SCOG to advocate for an increased local share of state-generated revenues.

The following new revenue strategy provides more detail on potential sources for closing the gap between current law and the constrained RTP, by category. Tapping into these revenue sources requires action by lawmakers in specific jurisdictions, and some require voter approval.

New Revenue Strategy

Goal One of the RTP is to preserve and maintain the existing transportation system. Indeed, 84% to almost 90% of state, county, and transit investments respectively are so dedicated, with close to 60% of city investments also focused on maintenance, operations, and preservation. These figures do not include a growing unfunded backlog of local maintenance and preservation needs, nor do they cover all the preservation needs for state highway and ferry assets. In addition, near-term revenue (through 2028) is still needed to address federal requirements related to correcting fish-passage barriers. Ultimately, as Table 11 shows, even having excluding the unfunded maintenance, all categories will need *new* revenue sources to realize the RTP investments.

The funding tools available to system operating agencies vary by category, as follows.

City and County Additional Funding Options

City Options

- Local Motor Vehicle Fuel Tax (applicable to counties): Established in 1998, the Local Motor Vehicle Fuel Tax allows Washington state counties to levy a local fuel tax, in addition to the state tax, upon approval from the county's legislative body and a majority of voters. This tax may be levied up to a rate equal to 10.0% of the state fuel tax rate and may be used for several transportation purposes, including: (1) maintenance, preservation and expansion of existing roads and streets; (2) new transportation construction and reconstruction; (3) implementation and improvement of public transportation and high-capacity transit programs; (4) planning, design and acquisition of right of way for transportation purposes; and (5) other transportation improvements.

- Real Estate Excise Tax (REET) (applicable to counties and cities): Cities and counties are allowed to levy two portions of REET each at 0.25% of the full sale price of real estate. For those jurisdictions only levying the first 0.25%, the option remains to levy the second 0.25%. Because this funding may be used for different types of capital, and is not restricted to transportation capital only, it is up to the discretion of each jurisdiction as to how they chose to spend these funds. These funds are limited to capital expenditures only, and may not be used for maintenance and operations costs.

- Transportation Benefit Districts (TBDs) (applicable to counties and cities): Chapter 36.73 RCW authorizes cities (see also RCW 35.21.225) and counties to form TBDs, which are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects. Four TBDs have been established in Skagit County in the cities of Anacortes, La Conner, Mount Vernon and Sedro-Woolley. TBDs may tap a variety of revenue sources (some of which require voter approval or at least voter approval beyond a certain limit). These include up to a 0.3% sales and use tax, added vehicle licensing fees, impact fees on commercial and industrial development, road tolls, and issuing general obligation bonds. No existing TBDs within Skagit County have tapped their maximum permitted revenues.
- Using General Funds, which tap local property taxes and local-option sales taxes separately from any TBD taxes.
- Advocating that the state increase the local allocation from current-law revenue (Move Ahead Washington) or at least indexing the local allocation to inflation. As shown by the financial analysis in Appendix K, state disbursements to local agencies are projected to be flat in real terms over the RTP's life while disbursements to state needs grow in real terms. It should be reasonable to ask the state legislature to at least index the local allocations to inflation.

County Options

As Skagit County's 2025-2045 Comprehensive Plan[2] observes, the County has the following levers to use to secure additional future transportation revenues:

- Property taxes;
- Other local receipts (e.g., ferry fares for the Guemes ferry);
- State fuel tax distributions;
- Other State funds, including grants;
- Federal funds, including grants;
- The County's plan also notes that it occasionally appropriates General Funds to supplement the transportation budget; and
- Joining Skagit County in asking the state legislature to increase the city disbursements of state-generated funds, or at least indexing those to inflation.

[2] Skagit County. *Skagit County Comprehensive Plan 2025-2045.* 2025. https://www.skagitcounty.net/Departments/PlanningAndPermit/comp_toc.htm

The County has a public transportation benefit area to help fund Skagit Transit; see the transit sections further below for details.

Tapping County Additional Funding

The county will need to make up an estimated gap of about $372.1 million over the plan's 25 year horizon. As noted above, this number is a function of state data that may contain underreporting issues. That said, it is likely that if those issues exist, that they occur on both the revenue and cost sides of the ledger. The County's own 2045 Comprehensive Plan notes a large shortfall also.[3]

The County plan notes that the county could consider altering the cost side of its ledger by decreasing its total planned investments or by devising capital project phasing plans that enable more competitive advantage when seeking federal or state competitive grants. On the grant front, the County could choose to pass a complete streets ordinance to broaden its projects' grant eligibility.

To increase revenues directly, the County has several options:

- Increasing property taxes;
- Creating a transportation benefit district for general transportation needs;
- Borrowing via a voter approved bond or tax package;
- Raising transportation impact fees for new development;
- Increasing operating revenue by adjusting fares on the Guemes Ferry to lower or eliminate the need to subsidize that service;
- Seeking funding partnerships with other agencies;
- Facilitating local improvement districts; and
- Increasing the size and frequency of General Fund contributions to the transportation budget

While realizing one or more of these options would require the County to invest political capital, taken together they have significant revenue capacity.

Tapping City and Town Additional Funding

Collectively, Skagit cities and towns face as much as a $402.5 million shortfall although, as noted above, this number may be high.

[3] Skagit County. *Skagit County Comprehensive Plan 2025-2045*. 2025. https://www.skagitcounty.net/Departments/PlanningAndPermit/comp_toc.htm

Cities and towns with TBDs could increase those revenues while the City of Burlington could create a TBD. Cities and towns could also increase general fund contributions to transportation funding. Cities would also share in any increase to the Washington state gas tax, similar to the County (see the WSDOT section below).

As with the County, optimizing capital projects for grant eligibility could provide access to more funds. The forthcoming adoption of the SCOG Safety Action Plan and Transportation Resiliency Improvement Plan should both identify new grant opportunities for safety and resiliency investments and aid in making such investments within Skagit eligible for such grants. Furthermore, Move Ahead Washington (the 2022 state transportation funding bill) created a grant program that regions, counties, cities, and towns can tap for Commute Trip Reduction/Travel Demand Management (CTR/TDM) investments.[4]

As with all agencies, cities and towns could lower the cost side of their ledgers by further deferring some maintenance and preservation expenditures and delaying capital projects.

Washington State Department of Transportation Additional Funding Options

The revenue analysis in this financial plan for state funding is based on less data than would normally be available due to staffing turnover at WSDOT, so the "state" revenue estimate is subject to uncertainty.

That said, it is clear that Move Ahead Washington, the state's 2022 transportation funding bill, greatly increased transportation funding for a sixteen-year period. There are several notable features of that law:[5]

- It increased the motor fuel tax (MFT, or "gas tax") to 55.4 cents on the gallon in 2026 and indexed that to inflation for the sixteen-year duration of the law;
- It increased numerous other transportation revenues including licensing and registration fees, the diesel fuel tax (although that was not indexed to inflation), and transportation allocations from other revenue sources;
- It created (via the parallel Climate Commitment Act) the potential for additional future funding via the creation of a cap-and-trade limit on GHGs and auctions of emissions permits. Note that such funds would only be applicable to investments that reduce emissions; and
- It created a series of new grant programs, many of which are for transit services (see the transit section below).

[4] WSDOT. *Move Ahead Washington public transportation grant programs*. https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/move-ahead-washington-public-transportation-grant-programs

[5] Washington Department of Ecology. *Climate Commitment Act.* https://ecology.wa.gov/air-climate/climate-commitment-act

This plus traditional sources leaves the state with several clear opportunities to increase its revenues in general and for use in the Skagit region in the future:

- The Washington State Legislature can increase the gas tax;
- The state can increase fees and fares, for example the Motor Vehicle Excise Tax (MVET), vehicle registration fees, and ferry fares (the current Washington Ferries Long Range Plan assumes that fares will track in real terms to inflation, but the option exists to increase them in real terms[6]);
- WSDOT and the legislature can extend road tolling, especially in conjunction with major capital projects (e.g., bridge replacements, road widening, and so on); and
- Devising and implementing a replacement for the gas tax, the buying power of which decreases over time as vehicles become more fuel efficient. Oregon, Washington's neighbor to the south, is piloting a VMT-based charge called OReGo that could serve as a template.

Tapping Washington State Department of Transportation Additional Funding Options

To realize its Skagit investments in the RTP, WSDOT road and ferries taken together would need almost $311 million of added revenue by 2050.

Given that the Washington legislature has raised gas taxes and other revenue sources in the Move Ahead Washington law, it is reasonable to expect that it would do so—and use the other options described above—again by 2050.

On the roadway side and consistently with RTP Goal 1—Maintain and Preserve the Existing System--WSDOT will likely continue to prioritize expenditures to maintain state roads in reasonable shape.

On the ferry side, this RTP includes several boat replacements for runs originating at Anacortes plus the Anacortes Ferry Terminal building replacement. While the Ferry Long Range plan proposes to make these investments in its the "medium" time frame[7], it also acknowledges that the legislature will need to take new action to enable that timing. These ferry investments are thus noted as "illustrative" at this time in the RTP.

Transit Additional Funding Options

Public transit will need to find over $49 million to fund its planned operations, maintenance, and capital expenditures over the life of the RTP. About 8% of Skagit Transit's estimated revenues come from federal

[6] Washington Department of Transportation. *Washington State Ferries Long Range Plan.* 2019. https://wsdot.wa.gov/travel/washington-state-ferries/about-us/washington-state-ferries-planning/washington-state-ferries-long-range-plan
[7] Ibid.

sources, which are unlikely to increase in the near- and mid-terms. Transit's main options for creating new revenue are thus:

- Increasing sales tax revenue that funds the majority (about 74%) of Skagit Transit's estimated revenues; and
- Increasing the state contribution to transit investments.

As mentioned above, Move Ahead Washington and the Climate Commitment Act resulted in several new grant programs for which transit is the only eligible application:

- Special Needs Grant Program for Transit (https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/paratransit-special-needs-and-rural-mobility-grants);
- Transit Support Grant Program (https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/transit-support-grant); and
- Green Transportation Capital Grant Program (https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/green-transportation-capital).

Skagit Transit's current long range transit plan divides its proposed service and capital investments into short-, medium-, and long-term time frames. It acknowledges that the agency will need to secure added funding to realize the medium- and long-term proposals.[8]

The short-term actions in the transit plan seek to optimize the transit system by "…restructuring the network to simplify routes, increase directness, reduce transfers, and minimize service duplication." This would provide a solid foundation for increasing service frequencies and adding Sunday service on some existing routes in the mid-term followed by further frequency increases in the long-term. Again, this added service is not funded by current law transit revenues.

Tapping Additional Transit Funding Options

Skagit transit overall should have the capacity to add new revenues to cover the estimated shortfall. In the first place, it can increase its sales tax if the Skagit Board of Directors and voters approve. In the second place, given Washington's new focus on lowering harmful air pollutants with tangible new grant opportunities for

[8] Skagit Transit. *Skagit Transit Long Range Transit Plan*. 2025. skagitit.sharepoint.com/:b:/s/PlanningandOutreach/EYIdUmS8i3NKho2wIt1dBYIBQ7LxiJ6oLJCHcSOwgcUr-A?e=xePqFk

transit as described above, a mindful approach to grant applications can bear fruit. It is also likely that over a twenty-five year horizon the federal funding picture for transit will improve at some point.

Tapping Additional Funding Options Summary

Taken altogether, it is reasonable to expect that state and local agencies can take enough of the actions outlined above to cover the estimated shortfall from current law revenue. The state legislature has historically acted at approximately 10-year intervals; cities and towns have acted by adopting Transportation Benefit Districts; new grant programs have come online in the last decade at both the state and federal level (examples of the latter include the Safe Streets for All Program); and transit is the beneficiary of the new state grant programs listed above. This is not to underestimate the political lift necessary to achieve success—the region will benefit from careful coordination across all agencies to create the political environment to raise new revenues and to collectively optimize the pursuit of competitive grants. SCOG is a natural venue for cooperation in these regards.

Illustrative Investments in the RTP

As noted previously, the RTP acknowledges that there are investments in programs and capital projects that would well serve the plan's goals and priorities but for which no funding has been reasonably identified. These "illustrative" investments fall into several general categories. Over time, as all SCOG's member agencies generate new revenues and complete the investments described in the constrained portion of the RTP, these projects will hopefully progress.

Ferry Capital Replacement Projects

The Anacortes Ferry Terminal building replacement and ferry boat replacements on Anacortes runs are large ferry system preservation projects for which funding has not yet been committed. The Ferry Long Range plan proposes to make these investments in a "medium" time frame but the state legislature or WSDOT will need to explicitly allocate funding for these important investments before they can be considered to have "planned" status.

Transit Operations

Skagit Transit plans to make many mid- and long-term service enhancements for which funding remains to be identified.

Unfunded Infrastructure Maintenance and Preservation

All agencies from WSDOT to the cities have backlogs of deferred maintenance and preservation needs. Although difficult to quantify given available data, this challenge is real and it is growing over time.

MOVE SKAGIT

REGIONAL TRANSPORTATION PLAN

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2026 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2026** to obligate federal funding. If project funds do not obligate by March 1, 2026, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	(Not Yet)	$173,598
Skagit Transit	Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design	WA-16432	PE	(Not Yet)	$91,169
Skagit Transit	Skagit Station Fire Alarm System Replacement	WA-16433	ALL	(Not Yet)	$33,211
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	WA-16434	ALL	(Not Yet)	$50,268

The following project must obligate federal funding before **August 1, 2026**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	(Not Yet)	$312,967

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS[1]: $1,039,997
ESTIMATED OBLIGATION AUTHORITY TARGET: $378,784

[1] Includes a total of $378,784 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – December 31, 2025.

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Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2026**. These projects will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

To be granted an extension, any extension request must be received by SCOG no later than **February 25, 2026**. A project phase may only be granted one extension.

Agency	Title	STIP ID	Phase	Funds Obligated	STBG/TA/CR Funds
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	CN	(Not Yet)	$275,000

Total STBG-TA-CR Extensions: $275,000

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2026–2031 RTIP. The following project phase must obligate federal funding by **December 31, 2026**. This project will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

A project phase may only be appealed once to the Transportation Policy Board.

Agency	Title	STIP ID	Phase	Funds Obligated	STBG/TA/CR Funds
(None)	N/A	N/A	N/A	N/A	N/A

Total STBG-TA-CR Appeals: $0