MOVE SKAGIT
REGIONAL SAFETY ACTION PLAN

Regional Safety Action Plan

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
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RESOLUTION 2026-03

TO ADOPT THE SKAGIT REGIONAL SAFETY ACTION PLAN

WHEREAS, in December 2023 the United States Department of Transportation (USDOT) awarded SCOG a $300,000 Safe Streets and Roads for All (SS4A) Planning and Demonstration grant to develop a regional safety action plan;

WHEREAS, in April 2024 SCOG's Transportation Policy Board approved execution of the SS4A grant agreement with USDOT in the amount of $300,000 in federal funds with a $75,000 local match;

WHEREAS, in November 2024 SCOG executed a consultant services agreement with WSP, USA to develop the Skagit Regional Safety Action Plan; and

WHEREAS, SCOG's Transportation Policy Board released the draft Skagit Regional Safety Action Plan for a thirty-day public comment period on December 17, 2025, after which all comments were incorporated into Appendix C of the plan and addressed whenever possible.

NOW THEREFORE BE IT RESOLVED BY THE SKAGIT COUNCIL OF GOVERNMENTS:

The Skagit Regional Safety Action Plan, as attached herein, is hereby approved.

Adopted: February 18, 2026

DocuSigned by:
Peter Browning
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Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair

Signed by:
Jill Boudreau
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Executive Director

Prepared for

SCOG
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Prepared by

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Date: February 18, 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

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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.

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 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.

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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 2. 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.

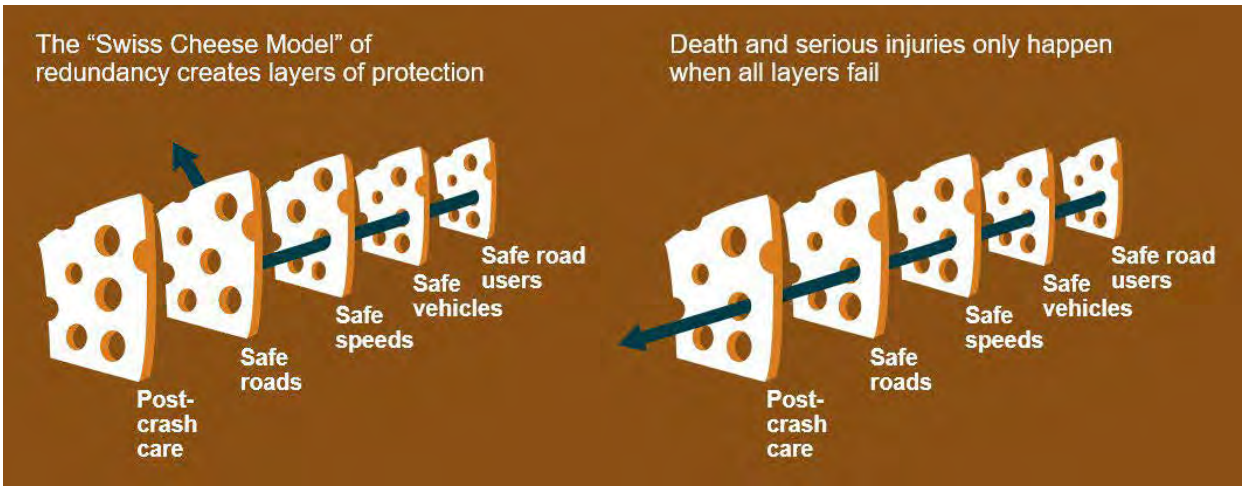

Figure 3. Swiss Cheese Model of Roadway Safety

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 4. 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.

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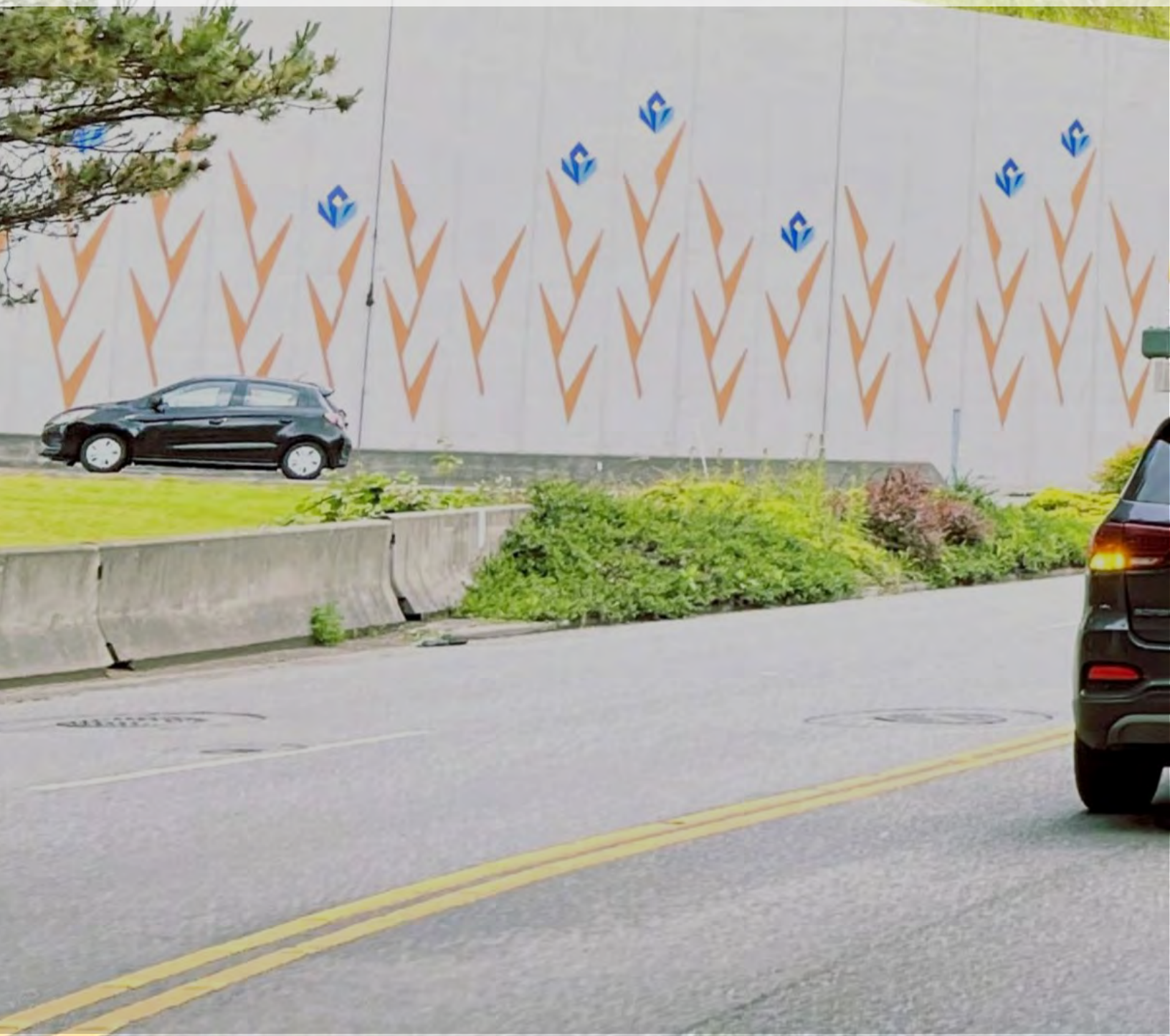
Chapter 2 State of Safety in the Region



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 5. 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.

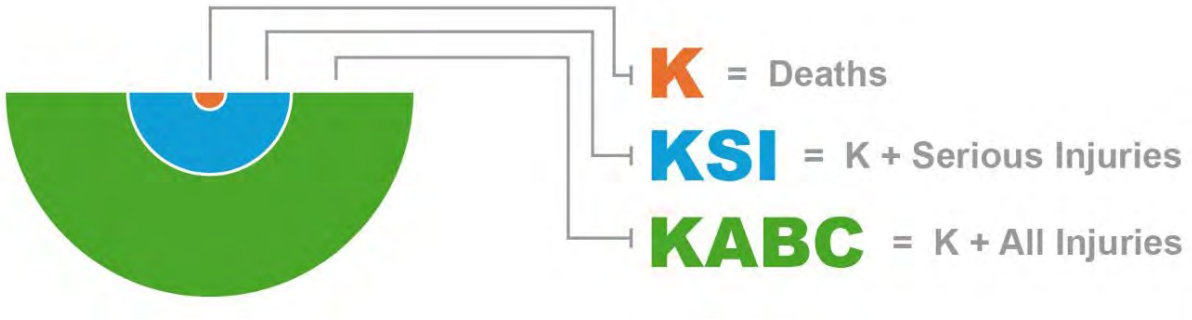
K (Deaths/Fatalities)

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 6. 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.

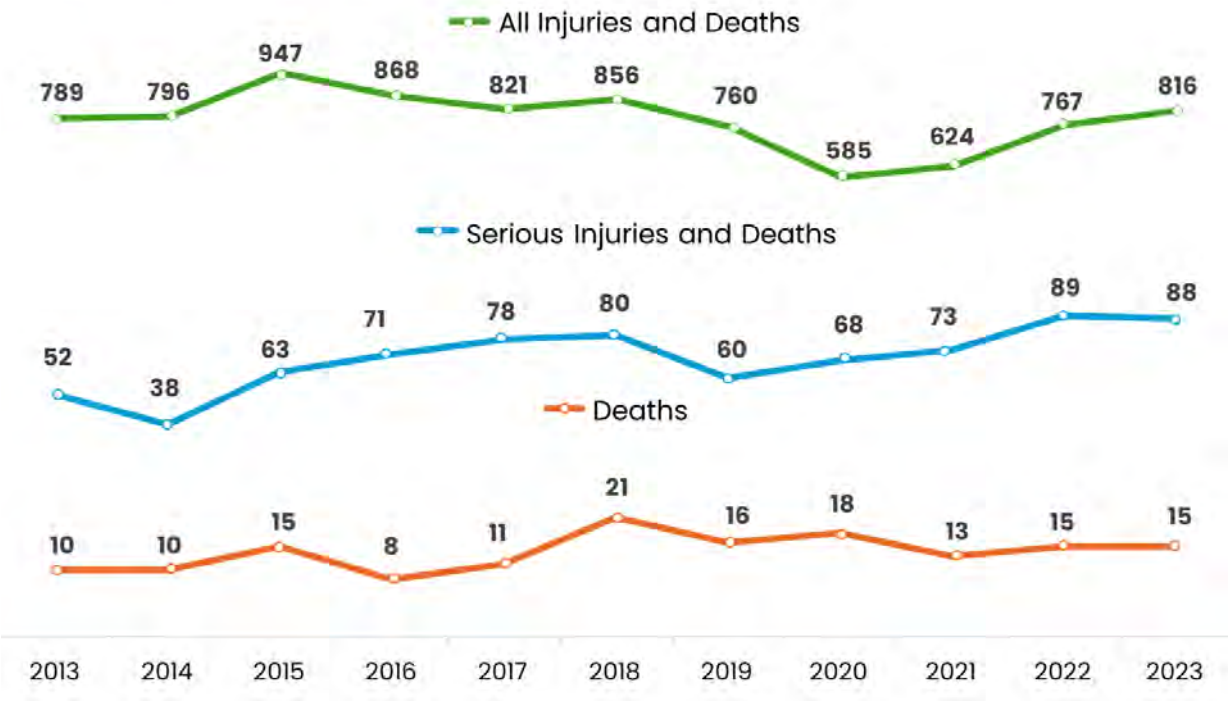


Figure 7. Annual Injuries and Deaths for All Crash Victims in Skagit County (2013-2023)

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

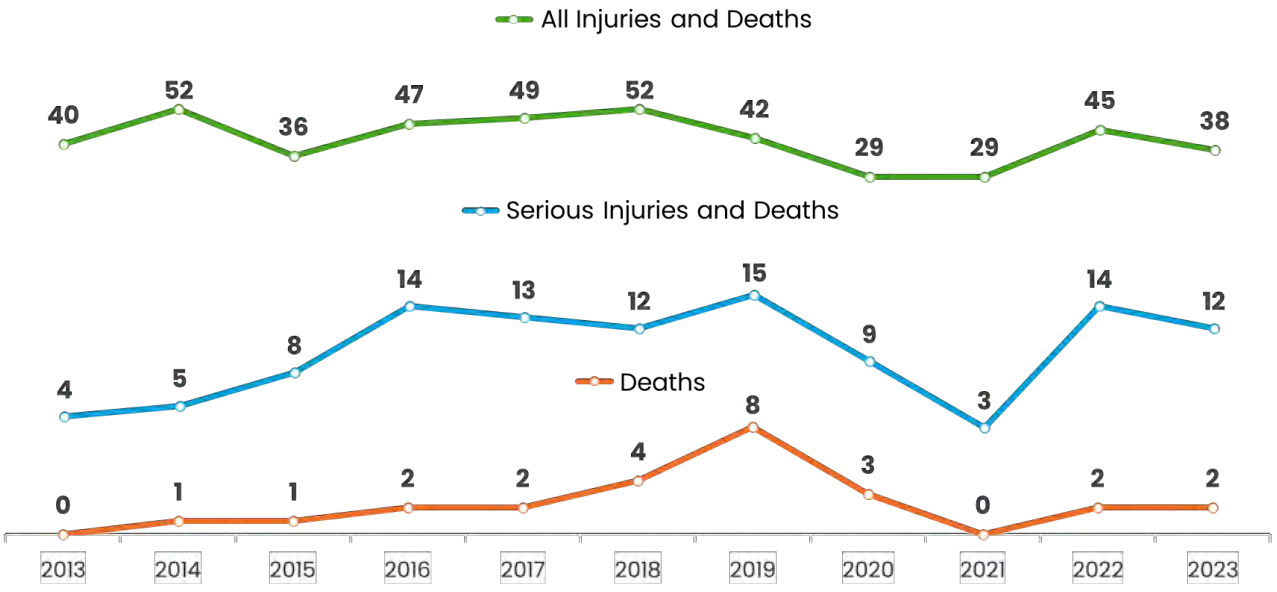


Figure 8. Annual Injuries and Deaths for Pedestrian and Bicyclist Victims in Skagit County (2013-2023)

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.

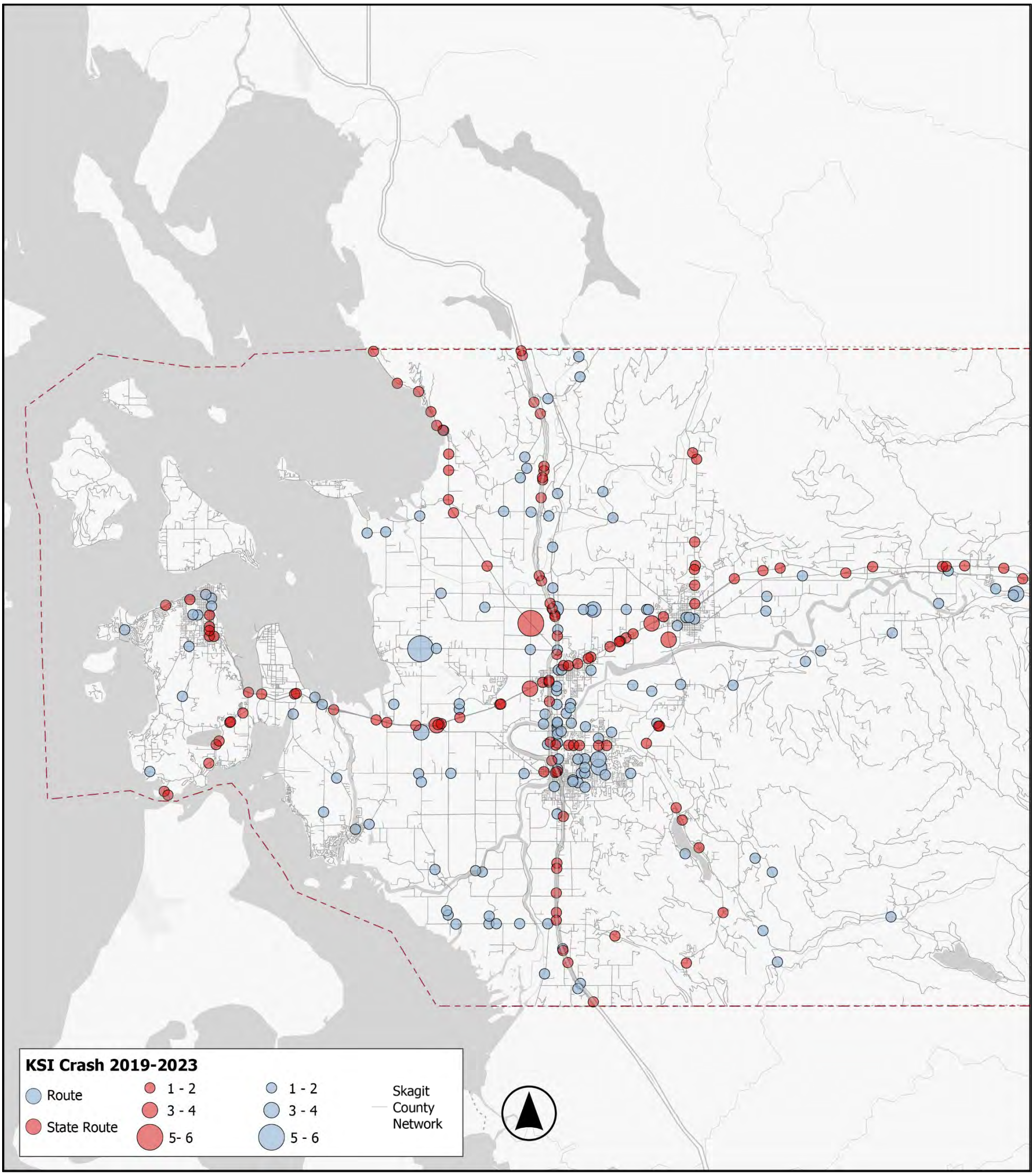


Figure 9. High Crash Locations in west Skagit County, from 2019-2023

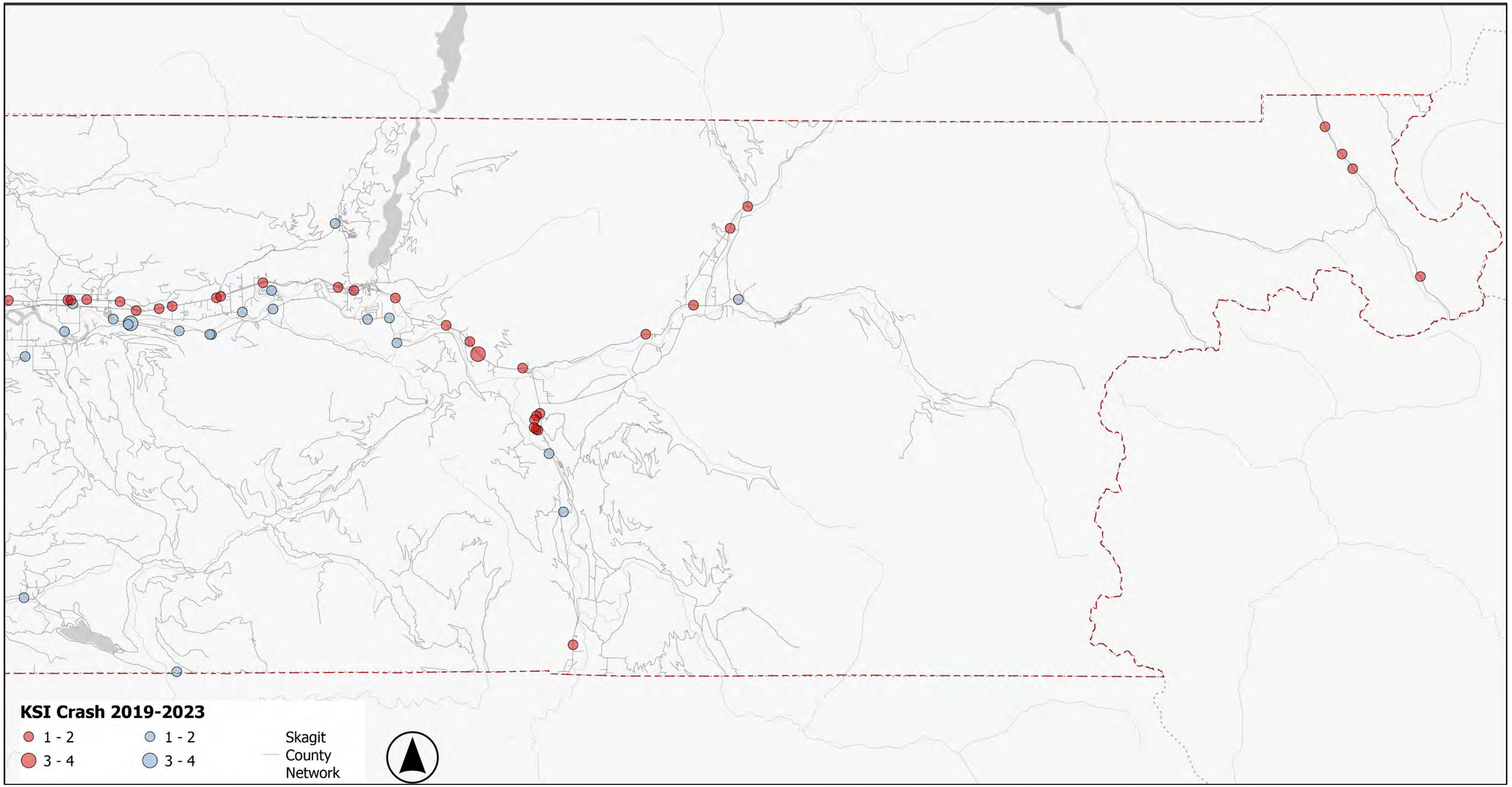


Figure 10. High Crash Locations in east Skagit County, from 2019-2023

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.

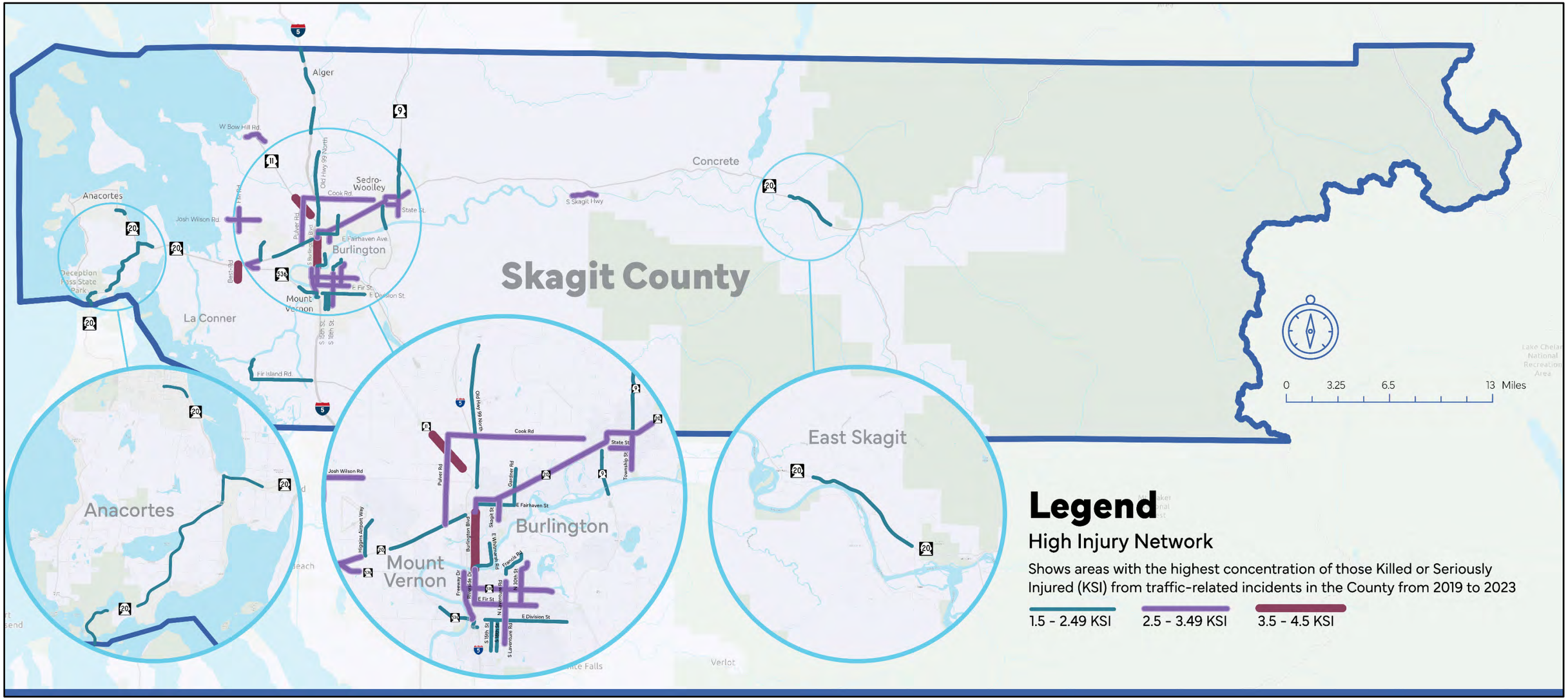


Figure 11. High Injury Network (HIN) of Skagit County, from 2019-2023

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.

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 – Draft Released for Public Review and Comment

February 18, 2026 – 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.

February 5, 2026 – 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 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 to collect feedback on the Draft Regional Safety Action Plan.

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 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 community members. Move Skagit 2050, representing all three plans, was present at the following community events:

Figure 12 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 13 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. 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:

- **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.
  - 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.

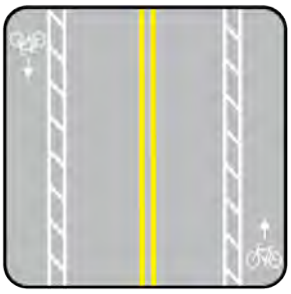
Prior Condition: No automated speed enforcement demonstration program; no photo radar.

Category: Advanced technology and ITS.

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

Pedestrian and Bicyclist

Bicycle Lanes



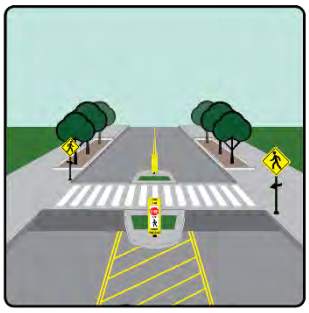
Description: Install bicycle lanes.

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

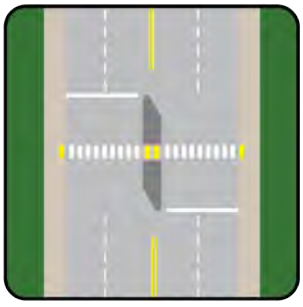
Description: Modify signal phasing (implement a leading pedestrian interval) allowing pedestrians to go in advance of vehicles turning at intersections.

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)

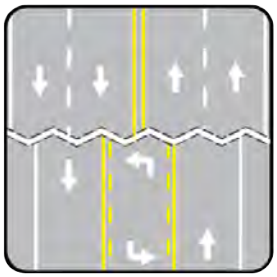
Description: Install rectangular rapid flashing beacon (RRFB).

Prior Condition: Marked crosswalks with no RRFB installation.

Category: Pedestrians.

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

Roadway Reconfiguration



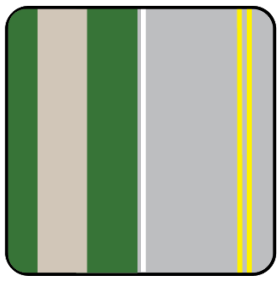
Description: Conversion of road segments from a four-lane to a three-lane cross-section with two-way left-turn lanes/center turn lane.

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

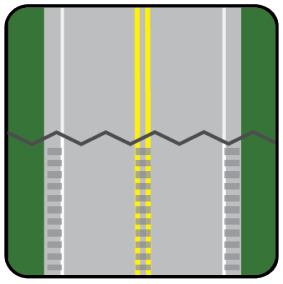
Description: Treatments can include new chevrons, horizontal arrows, and advance warning signs as well as the improvement of existing signs using fluorescent yellow sheeting.

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.

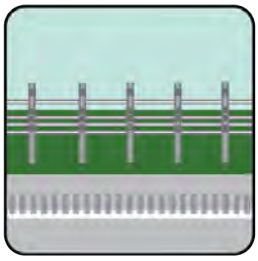
Prior Condition: No centerline rumble strips; No prior condition.

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

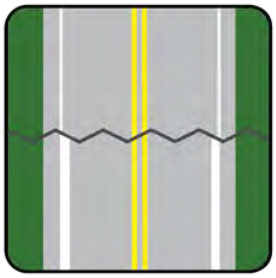
Description: The safety edge is a low-cost treatment that is implemented in conjunction with pavement resurfacing and is intended to help minimize drop-off-related crashes.

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

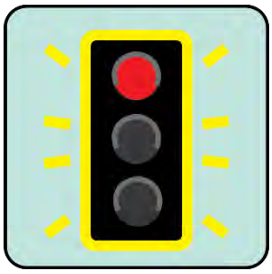
Prior Condition: 4-inch-wide edge lines.

Category: Delineation.

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

Intersections/Signals

Backplates with Retroreflective Borders



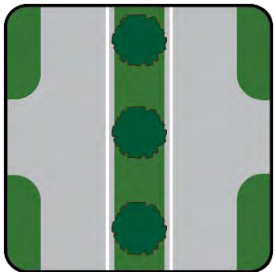
Description: Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.

Prior Condition: No prior condition.

Category: Intersection.

CMF: 0.85 | CMF ID: 1410

Corridor Access Management



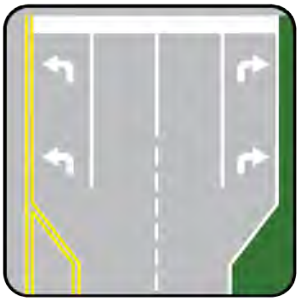
Description: Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.

Prior Condition: No prior condition.

Category: Intersections.

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

Dedicated Left- and Right- Turn Lanes at Intersections



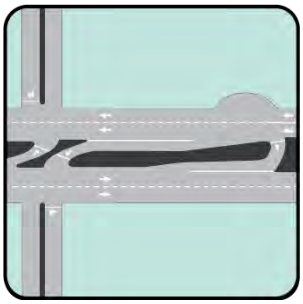
Description: Addition of left- or right-turn bypass lanes.

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



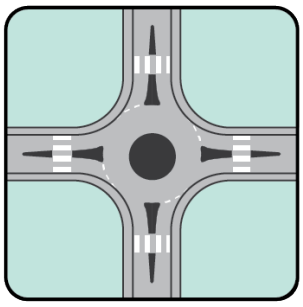
Description: Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur.

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

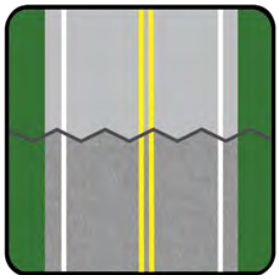
Description: A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.

Prior Condition: No prior condition.

Category: Crosscutting.

CMF: NA[5]

Pavement Friction Management



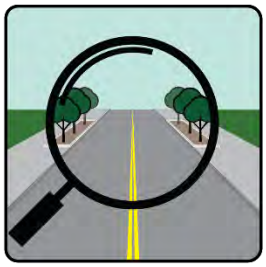
Description: Install high friction surface treatment (HFST).

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, two projects have been 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 14. Chuckanut Drive at Pulver Road HIN Segment

Figure 15. 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. 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 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 16. 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 17. South Burlington Boulevard HIN Segment

Figure 18. 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 19. 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.

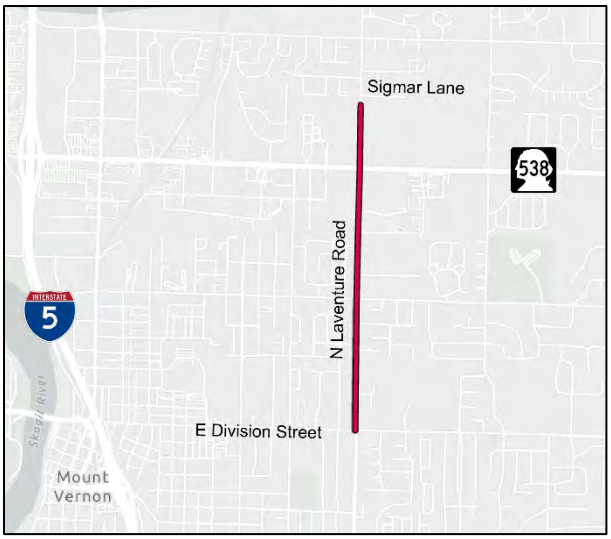


Figure 20. North Laventure Road HIN Segment

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 21. 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.

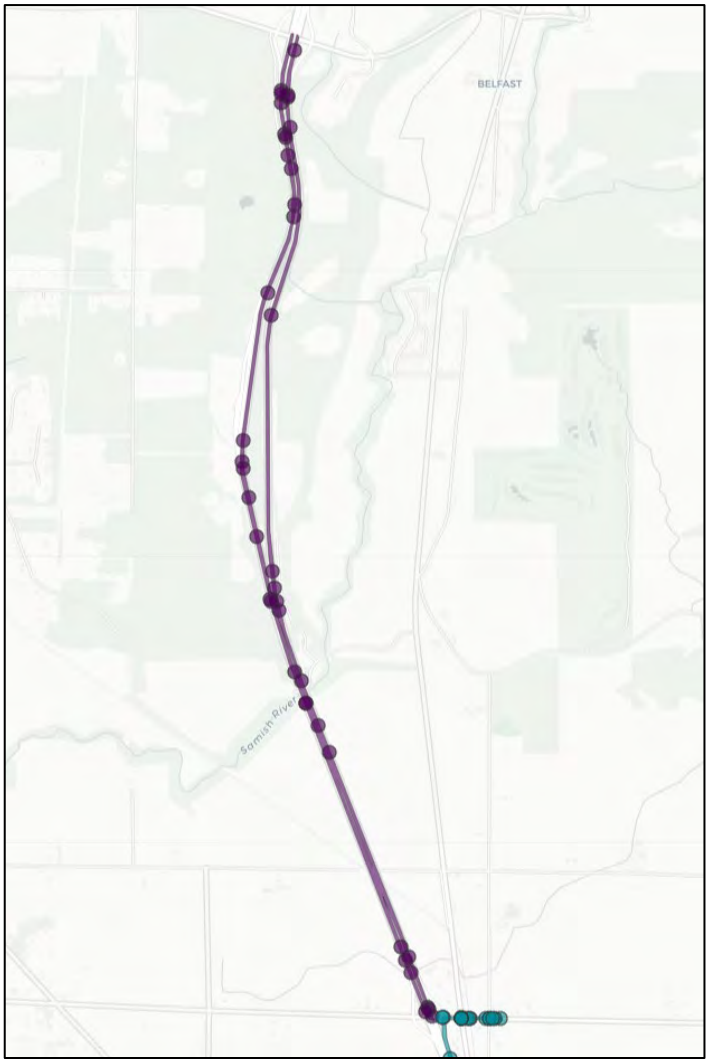


Figure 22. KABC Crash Incidents on Northbound and Southbound I-5 between Cook Road and Bow Hill Road

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 23. 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 24. 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.

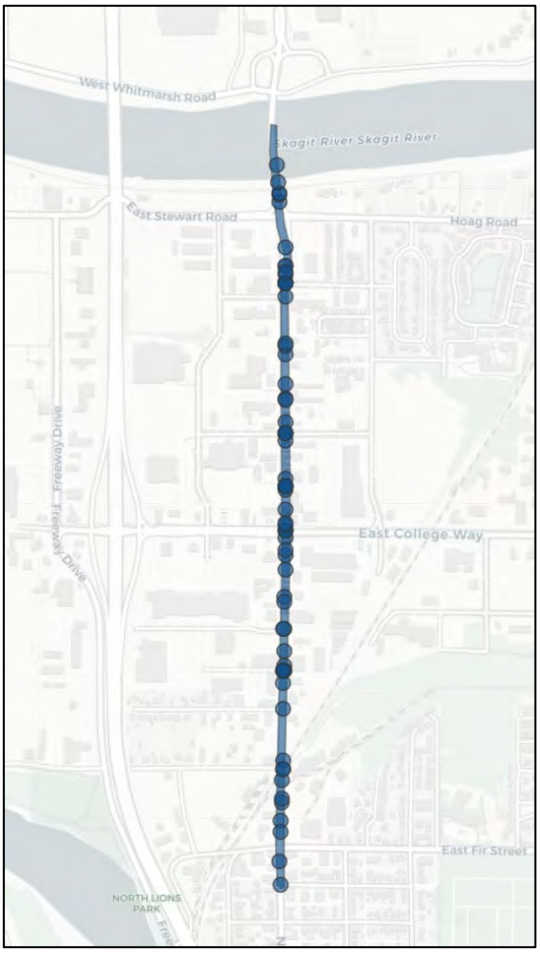


Figure 25. KABC Crashe Incidents on Riverside Drive between Skagit River and south of East Fir Street

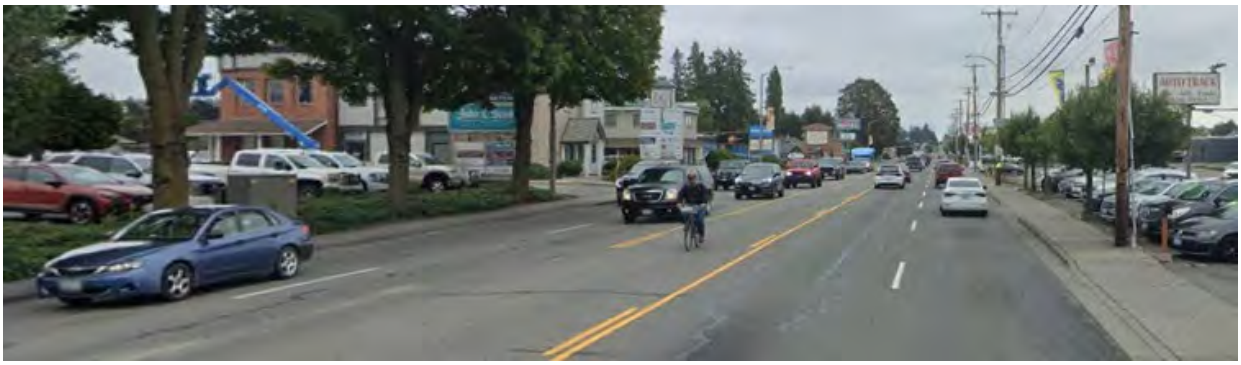


Figure 26. Streetview of Riverside Drive

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.

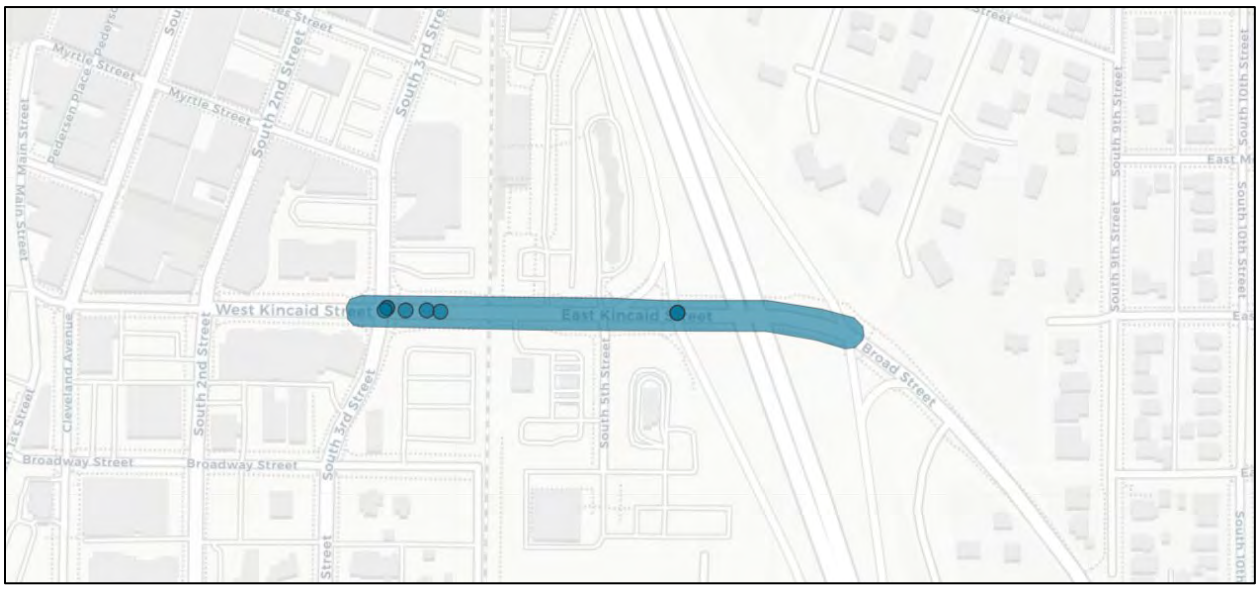


Figure 27. KABC Crash Incidents on I-5/Kincaid Interchange

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 28. 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.

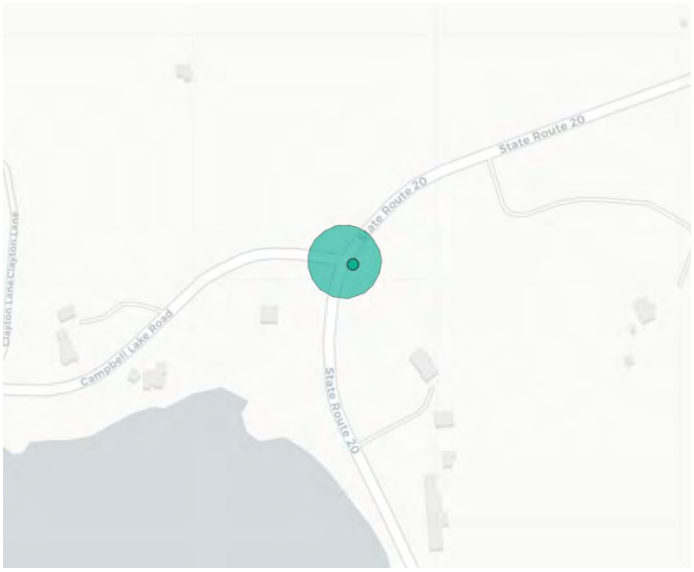


Figure 29. KABC Crash Incidents at SR 20/Campbell Lake Road Intersection

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.

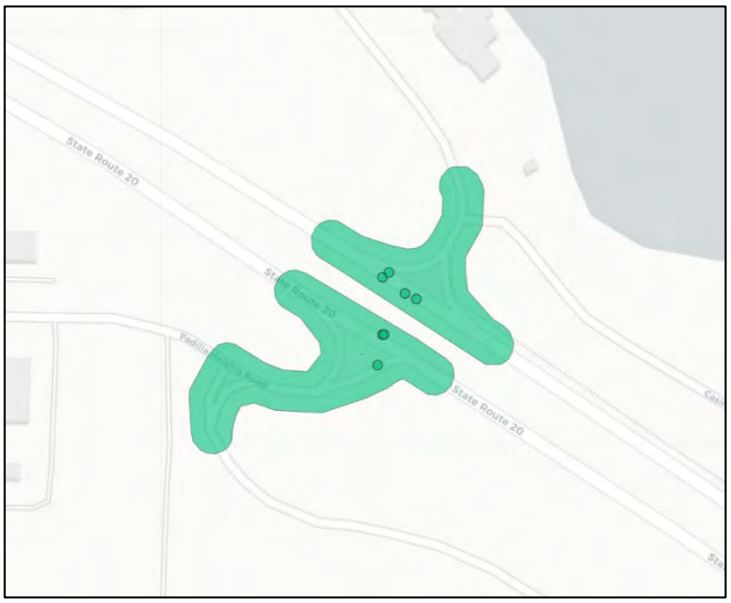


Figure 30. KABC Crash Incidents on SR 20 at Casino Drive and Long John Drive Access Points

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 31. 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.

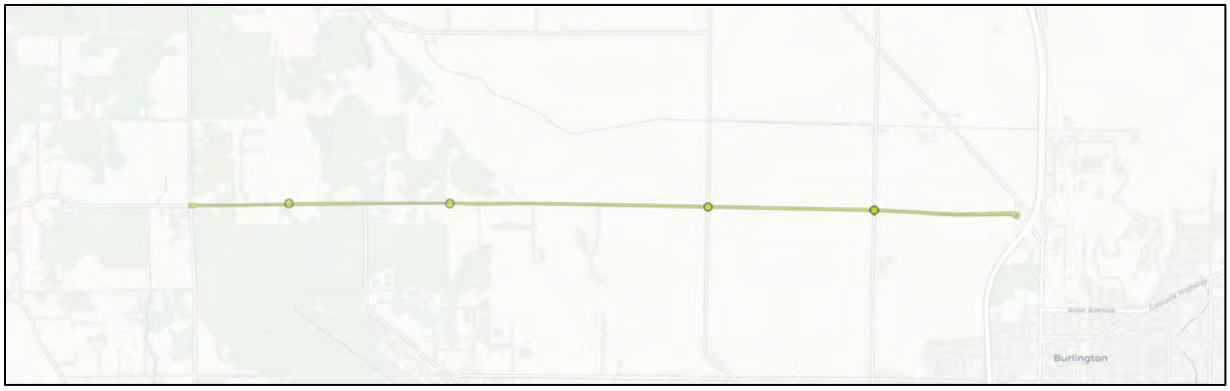


Figure 32. KABC Crash Incidents on Josh Wilson Road between Chuckanut Drive/SR 11 and Farm to Market Road

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.

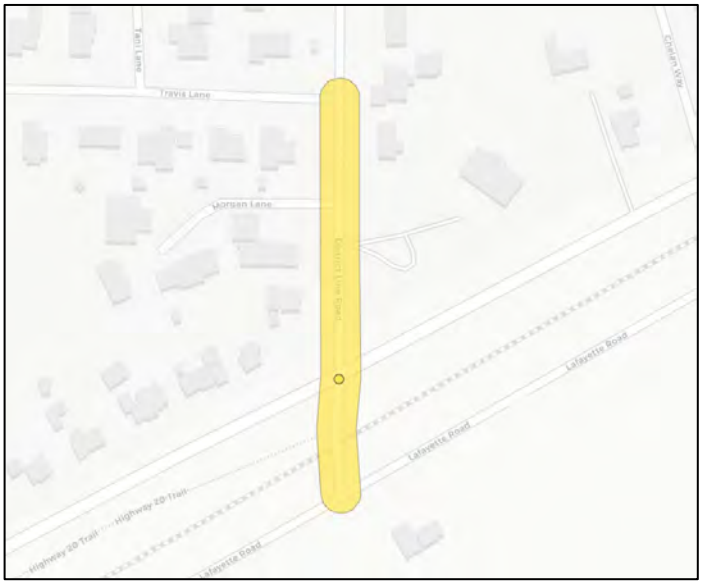


Figure 33. KABC Crash Incidents on District Line Road Railroad Crossing south of SR 20

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 Goal 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. However, Skagit Council of Governments will not be able to do this alone, and regional collaboration will be 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

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 appropriate 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.

> **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.

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 regional and state safety goals will likely exceed the region's available financial resources. 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 level 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 deployment of safety strategies over multiple years as funds become available. 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.

MOVE SKAGIT

Regional Safety Action Plan
Appendix A: State of Safety Practice

DRAFT MEMO

TO: Grant Johnson, Skagit Council of Governments.

FROM: Jeanne Acutanza, Gregory Mallon, Riya Debnath, Lise Ferguson, WSP USA

SUBJECT: Skagit Council of Governments Regional Safety Action Plan - State of the Practice Review - Inventory of Plans and Policies

DATE (Revised): **October 23, 2025**

PURPOSE

This memo serves as a step in the development of the Skagit Council of Governments (SCOG) Regional Safety Action Plan (RSAP). The State of the Practice reviews current safety-related plans, policies, and strategies implemented by SCOG's constituent jurisdictions, identifying gaps and inconsistencies while leveraging best practices aligned with the Safe Systems Approach (SSA). By evaluating existing frameworks, this review will inform the development of actionable strategies and projects that address regional safety challenges aligned with USDOT requirements. This memo outlines findings from a desk scan that was completed and shared with partner agencies for review on May 12th, 2025. Additionally, it outlines key themes identified within partner agency safety policy and program frameworks and identifies policy areas to leverage when creating a regional safety action plan tailored to the specific needs and conditions of the Skagit County region. This work will be used to inform potential policies and process changes including revision of existing policies, new policies, guidelines, and standards in the Regional Safety Action Plan.

SAFETY PLANS, POLICIES, AND PROGRAMS FINDINGS

The following section summarizes findings from a comprehensive review of local jurisdictions' current safety planning, policy, and programmatic elements. The initial assessment has been revised incorporating partner agency comments regarding other plans, policies, and programs which were collected through a survey. These findings serve to broaden understanding of the local jurisdictional safety context within the region.

SUMMARY

The initial review examined publicly available documents and gathered information from SCOG's fifteen (15) jurisdictions. Note that three of these (Port of Anacortes, Port of Skagit, and Skagit PUD) are ports and utilities. While they have planning responsibilities, they do not manage road traffic safety and are excluded from this analysis. This State of the Practice Review only includes the following 12 SCOG jurisdictions:

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

A preliminary review of publicly available documents for each jurisdiction are summarized Attachment A at the end of the document. A high-level summary of the findings is illustrated in Figure 1.

Figure 1. Inventory of Plans and Policies

In addition to the local jurisdiction policy review, a broader assessment of statewide and national safety policy review was conducted to identify other opportunities for a coordinated approach to safety action planning shown in Figure 2.

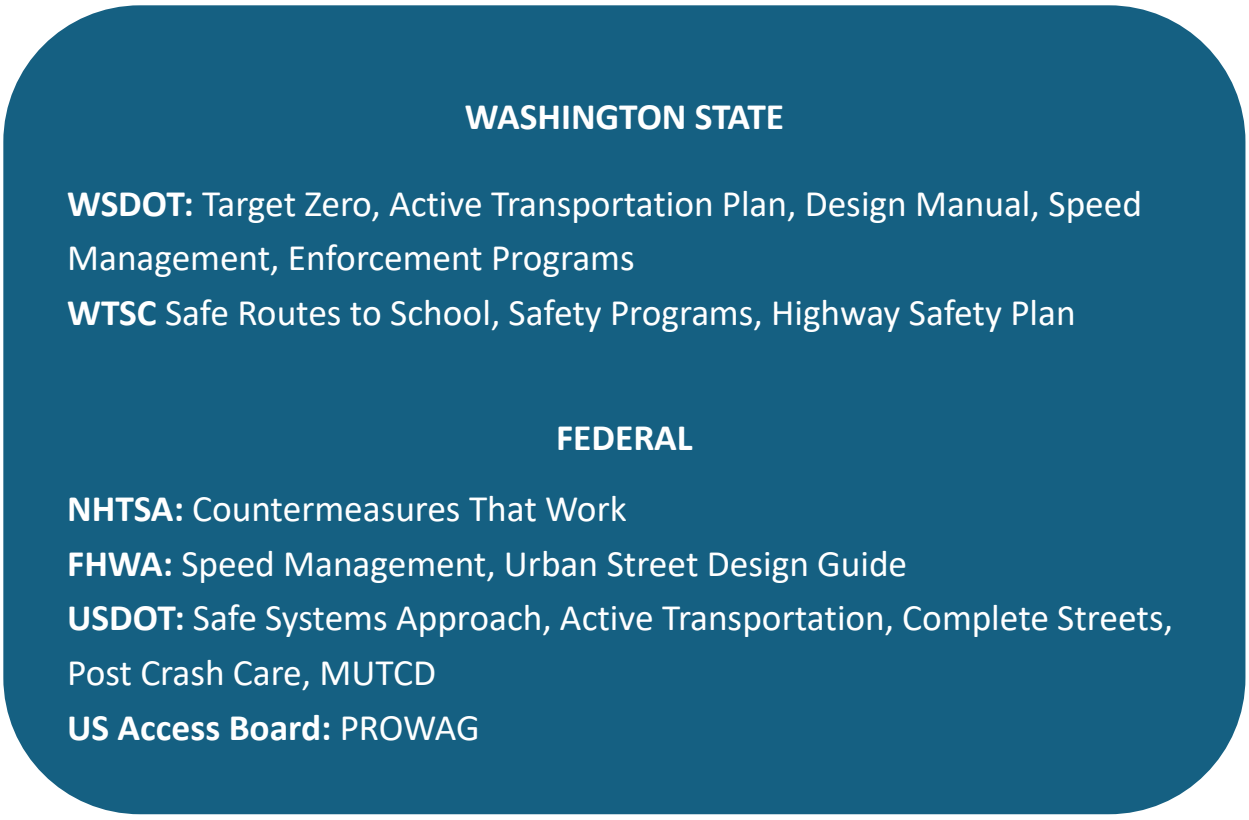


Figure 2. State and Federal Roadway Safety Policy, Plans, and Programs

KEY THEMES

This section highlights some of the key themes presented from the inventory analysis.

Design Standards Related to Safety

Of the 12 jurisdictions, five (5) implement street design standards to enhance safety for all road users. These standards focus on reducing conflicts, improving visibility, managing traffic flow, and incorporating best practices for safe urban and suburban environments.

- Design guidelines promote right-angle intersections, adequate sight distances, and managed access points to arterials and highways to reduce potential collisions.
- Streetscapes integrate sidewalks, crosswalks, bike lanes, and shared-use paths, ensuring safe and accessible routes for non-motorized users.
- Jurisdictions consider roundabouts, curb extensions, speed humps, and narrowed lanes to manage vehicle speeds and enhance pedestrian safety.
- Adequate street lighting is required to improve visibility for pedestrians, cyclists, and motorists, particularly at intersections and high-risk areas.

Pedestrian and Bicycle Safety

All 12 jurisdictions emphasize pedestrian and bicycle safety in their comprehensive plans. Several have adopted or are updating active transportation plans or complete streets policies to improve safety for non-motorized users.

- Jurisdictions are expanding and upgrading pedestrian and bicycling facilities, ensuring safe, comfortable, and connected routes that encourage walking and biking as viable transportation and recreational options.
- Strategies include separated bike lanes, widened sidewalks, improved lighting, traffic-calming measures, and well-marked crossings to protect non-motorized users and reduce conflicts with motor vehicles.
- Policies aim to increase walking and biking participation by making these modes safer, more convenient, and more attractive for everyday travel and recreation.

Safe Routes to School (SRTS)

There are eight (8) school districts in Skagit County, all of which prioritize student safety and accessibility through infrastructure improvements, education programs, and community engagement efforts. They leverage WSDOT's Safe Routes to School Program and local initiatives to enhance school-area safety, encourage active transportation, and improve infrastructure around schools.

- Jurisdictions work to improve safety by installing sidewalks, crosswalks, bike lanes, and traffic-calming measures such as flashing beacons, speed humps, and designated school zones.
- Parents, school staff, and volunteers participate in walking school buses, bike trains, and crossing guard programs to ensure a supervised and secure journey to school.
- Schools integrate pedestrian and bicycle safety training into their curriculum, teaching children how to navigate streets safely and educating drivers on school-zone awareness.
- Community events such as "Walk & Bike to School Days", incentive programs, and school-led walking groups.

Speed Limit Policy

Of the 12 jurisdictions, six (6) jurisdictions have adopted speed limit policies and speed management strategies to reduce traffic injuries and fatalities, aligning with state and national safety goals. These policies focus on data-driven decision-making, enforcement measures, and roadway design strategies to promote safer travel speeds.

- Municipal Speed Regulations to establish and update local speed limits to enhance safety for all road users, particularly in high-risk areas such as school zones, residential neighborhoods, and pedestrian-heavy corridors.
- Considering automated speed enforcement programs, such as speed cameras and radar-based monitoring, to improve compliance and reduce excessive speeding.

Complete Streets Policies

Of the 12 jurisdictions, six (6) jurisdictions have adopted or are actively implementing Complete Streets policies to ensure that roadways are safe, accessible, and inclusive for all users, including pedestrians,

cyclists, transit riders, and individuals of all abilities. These policies emphasize integrated, multimodal networks that promote safety, connectivity, and active transportation.

- All transportation projects incorporate appropriate accommodation for pedestrians, cyclists, transit users, and people of all abilities, ensuring comprehensive and connected networks.
- Facilitate healthy, active communities by enabling residents to walk, bike, and use transit safely as part of daily life.
- Policies focus on removing barriers to mobility, ensuring that underserved communities, older adults, and individuals with disabilities have safe and accessible transportation options.

Comprehensive Plan Updates

All 12 jurisdictions have updated or are actively updating their comprehensive plans, incorporating strategies to enhance transportation safety and accessibility for all users. These updates reflect evolving best practices, state and federal safety goals, and community priorities.

- Jurisdictions align with state initiatives to eliminate traffic fatalities and serious injuries, working toward targets such as zero deaths by 2030, consistent with the State's: Target Zero Plan.
- Plans include a focus on public education campaigns and consistent enforcement of motorized and non-motorized safety laws to improve overall road safety.
- Plans encourage the development of safe and accessible pedestrian and bicycle networks.
- Jurisdictions consider roundabouts and other traffic-calming measures to reduce speeding and improve roadway safety.
- Plans emphasize the need for safe crossing methods, such as textured crosswalks and bulb-outs, ensuring pedestrians can navigate major streets conveniently and securely.

Transportation System Plans

Three (3) jurisdictions have a dedicated transportation system plan, while others address transportation needs and future growth within the transportation element of their comprehensive plan.

- Jurisdictions' priorities are consistent with state initiatives to eliminate traffic fatalities in line with the State Target Zero plan. Plans highlight the need to prioritize pedestrian, bicycle, and transit infrastructure on projects that address increased vehicular traffic in response to urban growth.
- Plans encourage crossing improvements for non-motorized users along rail tracks, bridges and busy highways, such as grade-separated trails and other bike and pedestrian safety improvements.
- Plans support the development of a transportation system that provides more modal choices by increasing safety and drawing more users, while limiting the transportation system footprint to protect environmental health and greenspace.

ADA Transition Plans

Two (2) jurisdictions have developed ADA Transition Plans to identify and remove accessibility barriers within the public right-of-way. These plans ensure compliance with federal ADA requirements and guide long-term investments in pedestrian accessibility.

- Conduct self-evaluation of sidewalks, curb ramps, crosswalks, pushbuttons, and bus stops to identify non-compliant features.
- Prioritize barrier removal based on severity and proximity to schools, transit stops, healthcare, and government buildings.
- Update local design standards to align with federal accessibility guidelines (e.g., PROWAG and 2010 ADA Standards).
- Integrate accessibility improvements into routine maintenance, capital projects, and private development requirements.

POLICY AREAS TO LEVERAGE

After review of the plans, policies, and programs were conducted and policy themes identified, Skagit County crash focus areas in the State of Safety in the Region Report informed policy areas to leverage. These policy areas are aimed at identifying potential policy framework enhancements that can be bolstered or reinforced in the Regional Safety Action Plan.

IMPAIRED INVOLVED PERSON

- Mount Vernon Police Department Strategic Plan (2022) includes campaigns for impaired driving.
- Samish Indian Nation and Swinomish Indian Tribal Community Target Zero goals emphasizing reducing impaired driving.

DRIVERS AGED 16 TO 25

- Burlington and Mount Vernon School Districts participate in the Let's Go Bicycle Education program.
- Sedro-Woolley has youth-focused pedestrian and cyclist education policies.
- Youth outreach and engagement opportunities in Anacortes.

SPEEDING

- Mount Vernon and Skagit County have set speed limit goals and policies for enforcement.
- Concrete and Sedro-Woolley have speed limit ordinances.
- La Conner and Sedro-Woolley include traffic calming as a core design principle.
- WSDOT I-5 Highway Speed Camera Pilot.

DRIVER AGED 65 OR MORE

- Anacortes ADA Transition Plans supports infrastructure updates.
- La Conner Safe Routes to School and sidewalk planning (2018) for improved crossings.
- Samish Indian Nation focus ADA and accessibility in Long Range Transportation Plan design goals.

SINGLE VEHICLE ON SURFACE STREETS

- Anacortes, Burlington, Sedro-Woolley, Mount Vernon have street design standards (from 2016–2024) to mitigate single-vehicle crashes.
- Mount Vernon Active Transportation and Safety Plan address multimodal conflicts and roadway design.

PEDESTRIAN AND CYCLIST CRASHES

- Anacortes Bikes & Walks Plan (2016) for active transportation.
- Swinomish Long Range Transportation Plan (2022) for multimodal safety.
- Sedro-Woolley Complete Streets — ordinance mandate inclusion.
- Burlington and Mount Vernon active transportation planning.
- Skagit County has planned pedestrian and bike infrastructure investments.

FUTURE/ONGOING PROJECTS ON THE HIGH INJURY NETWORK

The High Injury Network (HIN) for the RSAP is described in detail in the State of Safety in Region Memo.

The following projects address critical safety concerns within Skagit County's HIN, focusing on areas with a history of severe and fatal collisions. Sources for these projects include WSDOT, Skagit Regional Transportation Priorities (January 2025), and Skagit County 2025 – 2030 Six Year Transportation Improvement Program.

- **Highway Speed Camera Pilot Program on Southbound I-5 Cook Road and Bow Hill Road, WSDOT:** In April 2025, the Washington State Department of Transportation (WSDOT), in collaboration with the Washington Traffic Safety Commission and Washington State Patrol, launched a pilot program on southbound I-5 between Cook and Bow Hill Roads. This initiative involves the deployment of highway speed cameras to monitor vehicle speeds and capture license plate information. Registered owners of vehicles observed speeding receive courtesy notices encouraging them to reduce their speed; however, no fines are imposed during this pilot phase.
- **Commercial Avenue from SR 20 Spur to 12th Street, Anacortes:** Identified in the City of Anacortes 2025 Comprehensive Safety Action Plan, project focuses on improving safety by addressing rear-end and angle crashes with the following improvement included signal and timing adjustments, pedestrian and bicyclist improvements, and access management. The estimated project coast is $2,839,000.
- **Riverside Drive Safety Improvements, Mount Vernon:** The City of Mount Vernon is undertaking a $3.9 million project to enhance safety along Riverside Drive, a corridor identified with a high incidence of pedestrian and vehicular collisions. With $1 million in existing funds secured, the project includes undergrounding utilities, rehabilitating the existing pavement, improving sight distance, and correct ADA sidewalk deficiencies.
- **I-5/Kincaid Interchange Vicinity Improvements, Mount Vernon:** Corridor improvement project to improve safety, mobility, circulation, and economic vitality. No funding has been secured yet for this $20,000,000 project.

- **Cook Road /I-5 Interchange Improvements, Skagit County:** Skagit County is progressing with a significant $10.15 million project to enhance the Cook Road and I-5 interchange, a location noted for congestion and collision risks. With $8.47 million in existing funds allocated, the project includes 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.
- **SR 20/Campbell Lake Road - Intersection Improvements, Samish Indian Nation, WSDOT, and Skagit County:** This project is being coordinated with the Samish Indian Nation, WSDOT, and Skagit County to construct a three-legged roundabout at the intersection of SR 20 / Campbell Lake Road to improve safety, level of service, and access to the Samish Indian Nation Land. The project is currently in the design phase and scheduled for construction in 2026. Funding has been secured through the Samish Indian Nation through various grant programs.
- **SR 20 Safe Access Improvements – Swinomish Indian Tribal Community: This** project will improve safety and access on SR 20 at Casino Drive and at Long John Drive. With $200,000 funding secured, $20,800,000 is needed to cover the total project cost of $21,000,000.
- **Francis Road Reconstruction (Sections 1, 3 & 4) East of Burlington, Skagit County:** Reconstruct Francis Road to current design standards to provide alternate route from I-5 to SR 9. $8,457, 641 of funding is secured, $7,432,085 is needed to fund the total cost of $15,889,641.
- **Josh Wilson Road Phases 2, 2A, 3 & 4 – West of Burlington, Skagit County:** This project will stabilize and reconstruct the failing road base and will include bringing the roadway up to current design standards. The project limits are from Pulver Road to Farm to Market Road.
- **District Line Road – Between Burlington and Sedro-Woolley, Sedro-Woolley:** Railroad Safety Improvements – This project will provide safety improvements to the District Line Road railroad crossing south of SR 20. This will be part of WSDOT's corridor safety project on SR 20 from Gardner Road to Collions Road. The project has submitted for grant funding through the Railroad Crossing Safety Program.

WORKSHOP

SCOG held a special TAC Workshop on May 6, 2025, where findings of the Plans, Policies, and Program Inventory were shared.

NEXT STEPS

CRASH COUNTERMEASURE TOOLKIT CHAPTER IN REGIONAL SAFETY ACTION PLAN

The State of the Practice Review will inform various policy solutions for the SCOG Regional Safety Action Plan. It will use the key takeaways of the inventory and identified policy areas as the basis for potential recommendations for strengthening local safety frameworks or incorporating local safety frameworks throughout the region laying the foundation for the Regional Safety Action Plan.

ATTACHMENT A: INVENTORY OF PLANS, POLICIES, PROGRAMS ALREADY COLLECTED

Agency	Comprehensive Plan	Transportation Safety Policy	Safety Action Plan	Active Transportation Plan	Speed Limit Policies	Street Design Standards	Safe Routes to School	Enforcement Plan/ Programs	Post Crash Care Innovations	Other Plans/ Programs	Complete Streets Projects/ Policy
City of Anacortes	Last Plan is 2016[1], currently being updated for 2025-2036 horizon[2]	Transportation Element in Comp Plan, Goal T2[3]	Comprehensive Safety Action Plan (2025)	Anacortes Bikes and Walks (2016) Bike/Ped Advisory Committee[4]	Speed Limit Regulation (2017); References RCWs in City website[5]	Department Standards (2019)[6]	Discussed in 1. Anacortes Bike/Ped Advisory Committee[4] and 2. WSDOT SRTS Project List[7]	-	-	Public ROW ADA (Americans with disabilities Act) Self Evaluation and Transition Plan[8]	Yes[9]
City of Burlington	2023 Update[10][11], currently being updated for 2025	Safety Discussed in Transportation Element of Comp Plan	-	-	Article discusses speed limit reduction to address safety issues[12]	Department Standards (2024)[13]	Discussed in WSDOT SRTS Project List[7]	-	-	1. City of Burlington Comprehensive Transportation Plan 1999 Update[14] 2. Burlington-Edison school district participates in the Let's Go Bicycle Education program[15]	Yes[16]
City of Mount Vernon	Last plan in 2016. The current plan is getting updated - Winter 2025[17]	1. Safety briefed in Master Plan[18] 2. Discussed in comp plan	-	Active Transportation and Safety Plan in progress (2025 or 2026)[19]	Mount Vernon Speed Limit Policy[20]	Department Standards (2016)[21]	Opportunity Walks article discusses SRTS[22]	1. Speed radar trailers and radar sign[23] 2. Article: plans to install cameras (paywalled)[24] 3. Enforcement discussed in MVPD Strategic Plan (2022)[25]	-	1. Mount Vernon school district participates in the Let's Go Bicycle Education program[15] 2. Traffic Safety Committee[26]	Yes[27]
City of Sedro Woolley	Last plan in 2016. The current plan is getting updated - Summer 2025[28]	Yes, in the 2016 plan. Goal T1	-	Ordinance to include bike/ped plan in Complete Streets Policy (2017)[29]	Sedro-Woolley Municipal Code (2024) policies for SR 20, SR 9 and Metcalf Street	Department Standards (2022)[30]	-	Article: plans to install cameras (paywalled)[24]	-	-	Yes[31]
Samish Indian Nation	Comprehensive plan mentioned on website but no linked document	Samish Indian Nation Transportation Safety Plan and	Leverages WSDOT Target Zero – section 7.1 in	Leverages WSDOT Pedestrian and Bicycle Program	-	-	Leverages WSDOT SRTS program	-	-	WA Strategic Highway Safety Plan 2024 Section 1.5 "Tribes and Target Zero" (not Samish specific)[33]	-

Agency	Comprehensive Plan	Transportation Safety Policy	Safety Action Plan	Active Transportation Plan	Speed Limit Policies	Street Design Standards	Safe Routes to School	Enforcement Plan/ Programs	Post Crash Care Innovations	Other Plans/ Programs	Complete Streets Projects/ Policy
		Long Range Transportation Plan (2022)[32]	Long Range Plan[22]	in Long Range Plan (p. 26)[22]							
Skagit Transit	1. Transit Development Plan 2023-2028[34] 2. Long Range Transit Plan[35]	-	-	Promoted multimodal trips on website[36]	-	-	-	-	-	-	-
Swinomish Indian Tribe	Comprehensive Plan from 1996[37]	Long Range Transportation Plan (2022)[38]	-	-	-	-	WSDOT SRTS Project List[7]	-	-	1. Planning page of tribe website lists "Transportation Safety Plan", but links to Long Range Transportation Plan. LRTP does discuss safety so link may be purposefully pointing to this, or do they mean a separate doc? 2. WA Strategic Highway Safety Plan 2024 Section 1.5 "Tribes and Target Zero" (not Swinomish specific)[33]	-
Town of Concrete	2016-2036 Comprehensive Plan[39]	Yes- policy T1.6 in Comp plan	-	-	Chapter 10.08 Speed Limits[40]	Department Standards, 2008[41]	1. Policy 6605, Concrete K-12[42] 2. WSDOT SRTS Project List[7]	-	-	-	-
Town of Hamilton	No documents found but this paywalled article alludes to a plan update[43]	-	-	-	-	-	WSDOT SRTS Project List[7]	-	-	-	-
Skagit County	2025 Plan in progress- by June 30 2025	Policy 8A-11.4, 8A-12.1, 8A-14.1, 8A-14.5, 8C-1.1, 8C-1.2	Carr Lanham, Target Zero Manager for Region 11[44]	-	Skagit County Code Chapter 10.04[45]	Department Standards (2000)[46]	Article about SRTS (paywalled)[47]	-	-	Skagit County Right-Of-Way ADA Transition Plan 2024	Yes[48]

Agency	Comprehensive Plan	Transportation Safety Policy	Safety Action Plan	Active Transportation Plan	Speed Limit Policies	Street Design Standards	Safe Routes to School	Enforcement Plan/ Programs	Post Crash Care Innovations	Other Plans/ Programs	Complete Streets Projects/ Policy
Town of La Conner	Currently in 2019-2036 comp plan, update due 2025[49]	-	-	-	-	-	Prepared a SRTS plan in 2018[50]	-	-	-	Yes[51]
Town of Lyman	No current plan available on town's website - plan is getting updated 2025[52]	-	-	-	-	-	-	-	-	-	-
Sauk-Suiattle Tribe	No plan available on the tribe's website	-	-	-	Speed limit discussed in Sauk-Suiattle Traffic Code Chapter One – Civil Traffic Code[53]	-	-	Enforcement discussed in Sauk-Suiattle Traffic Code Chapter One – Civil Traffic Code	-	WA Strategic Highway Safety Plan 2024 Section 1.5 "Tribes and Target Zero" (not Swinomish specific)[33]	-
Washington State	N/A	FFY 2023 Washington Highway Safety Plan[54]	Strategic Highway Safety Plan – Target Zero[55]	1. WA State Active Transportation Plan 2020 and Beyond[56] 2. WSDOT Active Transportation Design Guide 2024[57]	Washington State Injury Minimization and Speed Management Policy Elements and Implementation Recommendations[58]	1. WSDOT Design Manual - Division 10, Traffic Safety Elements[59] 2. WSDOT School Administrator's Guide to School Walk and Bikes Routes[60]	Washington Safe Routes to School[61]	Highway Speed Camera Pilot Program[62]	-	Washington Traffic Safety Commission[63]	Yes[64]

Note: Available document links are provided in the Reference section.

wsp.com

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[62] WSDOT, Highway Speed Camera Pilot Program, 2024, https://wsdot.wa.gov/sites/default/files/2024-10/Highway-Speed-Camera-Pilot-Program-September2024.pdf

[63]Washington Traffic Safety Commission, https://wtsc.wa.gov/

[64] WSDOT, Complete Streets, https://wsdot.wa.gov/construction-planning/complete-streets

MOVE SKAGIT

Regional Safety Action Plan
Appendix B: State of the Region Data Report

STATE OF SAFETY IN THE REGION

Prepared for

MOVE SKAGIT
REGIONAL SAFETY ACTION PLAN

Prepared by

wsp

Revised: July 22, 2025

Purpose

The Skagit Council of Governments (SCOG) aims to achieve the state's goal of zero traffic crash-related deaths and serious injuries through strategic planning and action[1]. SCOG's Regional Safety Action Plan (RSAP) will employ historic crash data, geographic and demographic data, research, and engagement with communities to gain a comprehensive understanding of safety issues and challenges across Skagit County. The plan will identify areas of concern and provide an array of strategies and tools for local jurisdictions to consider based on the specific safety issues and contexts that they are addressing. SCOG received a Safe Streets and Roads for All (SS4A) grant from USDOT to develop a RSAP for Skagit County and anticipates completing the plan by the end of 2025.

This State of Safety in the Region report provides a data-driven analysis that identifies safety conditions, trends and key findings in Skagit County. It lays the groundwork for the development of the crash focus areas to assist in defining strategies that will form the core of the RSAP.

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 from eight (8) in 2016 to 17 in 2018 and stayed in the teens including 2023 when there were 15 deaths. (see.77_ Year.Crash.Trend.Analysis.(8679_8689)¡.
2. **Crash severity, deaths and injuries are higher where there are equity disparities:** People who live in 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. (see.Equity.Focus.Areas)¡.
9¡ **The Upper Skagit Tribal Land experiences more serious injury roadway crashes**: Roadway crashes resulting in serious injuries and fatalities occur at disproportionately high rates on the Upper Skagit Reservation's land. Despite a small population of just 278 people, these incidents happen at nearly three times the county average, with a death rate more than eight times higher than the county average (see.Tribal.Lands)¡.
4. **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. Burlington had a rate of 71% higher than the county average, while Lyman had 68% higher than the county average. The town of Hamilton had a lower rate of overall injuries and

[1] SCOG, Transportation Policy Board Meeting, 2025, https://www.scog.net/Meeting_Materials/TPB/2025/2025-02-19/TPB-Packet-2025-02-19.pdf

deaths compared to the county average, but an 8% higher rate when considering serious injuries and deaths.(see.Jurisdictions)¡

5. **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. (see.Jurisdictions)
6. **Injury crashes involving pedestrians and bicyclists have more severe outcomes in rural areas:** Although less than a quarter (21%) of crash-related pedestrian and bicycle injuries occur on rural roads, deaths on rural roads are 33% higher than the County average. One in five rural KABC injuries results in a victim's death, compared to one in 21 in incorporated cities.
7. **Crashes resulting in fatalities are more prevalent in rural communities compared to incorporated cities**: 75% of crash-related deaths occur in rural and unincorporated areas, while only 25% happen in incorporated cities. The death rate is significantly higher in rural areas, with one death for every 29 crash-related injuries, compared to one death for every 99 injuries in urban areas.(see.Urban.and.Rural.Areas)¡
8. **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. (see.High_ Crash.Locations.and.High.Injury.Network)
9. **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. (see.Vehicle.Type.Analysis)¡.
10. **Impairment leads the contributing factors for serious injuries**: Impairment, speeding, distraction, and recklessness are the most frequent factors resulting in serious injuries and deaths (see.Contributing.Factors.Analysis).
11. **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. (see.Equity Focus Areas)¡.

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Acronyms and Abbreviations

Abbreviation	**Definition**
AADT	Average Annual Daily Traffic
ACS	American Community Survey
EFA	Equity Focus Area
FHWA	Federal Highway Association
HIN	High Injury Network
POC	People of Color
SCOG	Skagit Council of Governments
SSA	Safe System Approach
SS4A	Safe Streets and Roads for All
RCW	Revised Code of Washington
RSAP	Regional Safety Action Plan
UGA	Urban Growth Area
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

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 Report Narrative Style

Transportation safety action plans broach sensitive topics concerning serious injuries and deaths resulting from crashes on the transportation system. The Skagit Council of Governments State of Safety Report is developed to assess the safety performance of the transportation system in Skagit County including to identify historical trends related to crash outcomes as well as current system performance. The Safe System Approach (SSA) is promoted by the United States Department of Transportation (USDOT) as a framework for understanding and prioritizing reductions to the most severe crash outcomes including serious injuries and deaths. When assessing transportation safety performance, there are industry best practices informing a transportation safety action plan's narrative style and terminology informed by the sensitivity of impacts to community members 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 rather than "accident" when talking about instances of a collision. Collision may also be used.
- Victim refers to an injured person or person who suffered death as a result of a crash.
- Crashes are complex and recorded information about the crash can be incomplete and not tell the full story of the crash.
- 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.
- For the purposes of transportation system safety performance assessment, the State of Safety Report will focus on the quantity of crash outcomes or victims rather than quantity of crashes.
- SSA directs agencies to focus on Serious Injuries and Deaths rather than minor injuries and property only damages.
- Liability is perceived and not actual. The United State code, Title 23, protects agencies from legal action when assessing transportation system safety performance.

Transportation Safety Performance Reporting Style and Terminology

This State of Safety Report will assess transportation system safety performance by traffic-related injury classifications. The following section introduces the industry-standard acronyms for various traffic-related injury information, analytical groupings and transportation system safety performance reporting.

K.(Deaths)

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. Within the State of Safety Report, traffic-related deaths **(K)** refer to the quantity of victims that suffered a fatal outcome. Within tables, K represents the quantity of people that died related to the given variable.

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. Serious injuries refer to injuries that prevent the victim from walking, driving, or continuing normal activities at the time of the collision. Within the State of Safety Report, traffic-related deaths and serious injuries **(KSI)** refers to the quantity of victims that suffered a serious injury or fatal outcome. Within tables and graphs, KSI represents the quantity of people that died or were seriously injured related to the given variable.

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. KABC is the injury classification used for reporting if the victim died or received any injury regardless of severity resulting from a crash. Within the State of Safety Report, all traffic-related injuries and deaths **(KABC)** refers to the quantity of victims that suffered an injury of any kind or fatal outcome. Within tables and graphs, KABC represents the quantity of people that died or were injured related to the given variable.

Traffic Injury Data Groupings and Methodologies

Crash information records are generated based on all reported injuries pertaining to a singular crash and are categorized by severity of outcomes. Therefore, a singular crash record can contain information for multiple injuries if more than one participant in the crash were injured. This report focuses on publishing the quantity of crash victims by severity of injury rather than quantity of crashes as reporting on crashes alone would lead to an under reporting of victim injuries. To assess transportation system safety performance, it is useful to compare quantities of crash victim injury severity by a variety of different crash-related attributes.

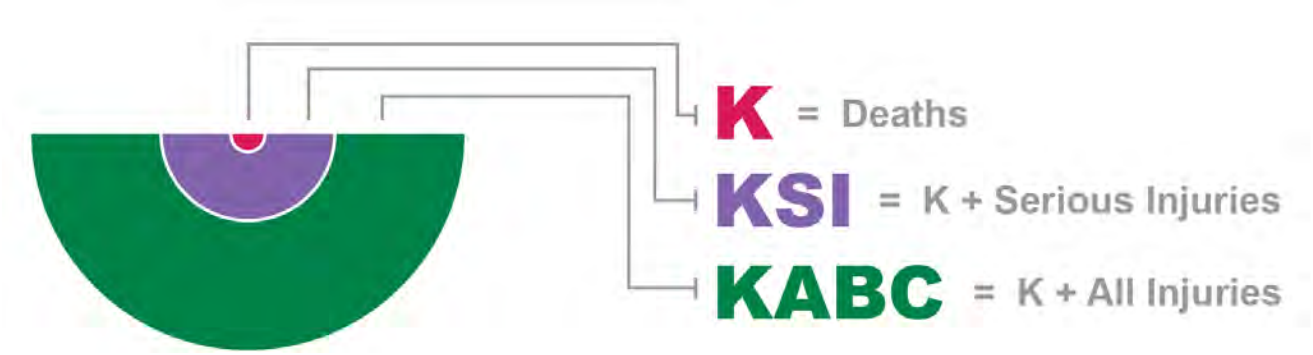
Figure 1 shows the filtration process crash data is subjected to when analysts look for comparison. Specifically, injury count data is nested according to their level of severity. The largest group in this safety analysis is all injuries and deaths (KABC), which includes deaths and all severity levels of injuries and is used as a baseline to examine safety. In Figure 1, this includes every portion of the colored half circles.

The second-level data group is KSI (or KA) includes crash-related outcomes of serious injuries and deaths and is a subset of KABC that includes data from both the serious injury (A or SI) and death (K) categories. In Figure 1, this includes only the purple and red colored half circles whereas the green portion of the half circle is excluded. These severe injury and fatal crash types are prioritized as they reflect the likelihood of severe outcomes across geographies and crash types. For geospatial analysis, serious injuries and deaths are grouped together to find high-injury corridors (KSI per mile) and high-injury intersections/locations (KSI per 45-meter, or about 148 feet- radius of any point).

The third-level data group contains only traffic-related deaths or the red portion alone of the half circles in Figure 1. K or fatalities are isolated to compare locational, geographic, and driver behaviors that disproportionally led to traffic deaths. This report uses KSI to KABC, K to KSI, and K to KABC ratios to understand which crash attributes have the most severe outcomes.

Figure 1 below demonstrates the data levels of KABC to K. To provide a sense of scale, the total of KABC victims can account for as much as 18 times that of KSI victims and KSI victims can account for as many as 4 times K victims.

Figure.7¡.Injury.Class.Grouping



Background

This **State of Safety in the Region** report outlines historical transportation safety trends and current safety conditions in Skagit County, focusing on areas with higher concentrations of injury and fatal crash outcomes. While most people use roadways safely, mistakes, lapses in judgment, and significant risky behaviors still occur. Understanding these behavioral safety factors is crucial for improving traffic safety in our region. Additionally, roadway conditions, design, posted speeds and other factors can also affect how roads are used and safety outcomes. Agencies continue to work to design safer roadways, that can accommodate a growing mix of users including pedestrians, bicyclists and those with disabilities.

The population in Skagit County is expected to increase from the 2020 census population of 127, 442 at an annual growth rate of 1.3%, reaching 160,830 people by 2045[2]. The Skagit 2045 Regional Transportation Plan projects that most of this growth will occur in the larger incorporated cities and towns. As the region grows, ensuring the safety of the transportation system for everyone becomes increasingly critical. Safety is a key priority in the Skagit 2045 Regional Transportation Plan, which was created through a collaborative process that included input from the public, the Washington State Department of Transportation, other state agencies, federally recognized Indian Tribal governments, Skagit County, cities and towns, ports, transit agencies, private non-profits, and various other stakeholders[3]. The priorities established for the regional transportation system align

[2] SCOG, Skagit County Population, Housing and Employment Growth Allocations, 2024, https://www.scog.net/Growth_Management/2024/GrowthProjectionsAndAllocationsFinalReport-2024-04-29.pdf?form=MG0AV3 dAllocationsFinalReport-2024-04-29.pdf
[3] Skagit 2045 Transportation Plan, Section 4: Transportation Priorities and Policies, 2024, https://www.scog.net/MTP-RTP/2021/2024-Amendment/TransportationPrioritiesAndPolicies-Amended-2024.7.17.pdf

with those in the Washington Transportation Plan, the state's long-range transportation strategy. The plan was adopted in March 2021 and is planned to be updated by Spring 2026. The Regional Safety Action Plan is being coordinated with the Regional Transportation Plan update to inform the area of safety.

Additionally, Skagit 2045 supports Washington State's Strategic Highway Safety Plan: Target Zero, which aims to eliminate all roadway deaths and serious injuries by 2030. The Skagit Council of Governments is committed to planning and programming projects to help Washington State meet federal performance targets for roadway safety[4].

This report embodies SCOG's data-driven approach to identify transportation safety issues in the region. It serves as a snapshot in time discussing the current safety trends and findings using data and analytics. Crash and geographic data sources, analysis methods, safety trends, and key findings are described herein.

Regional Safety Data Sources and Description

Collision Data

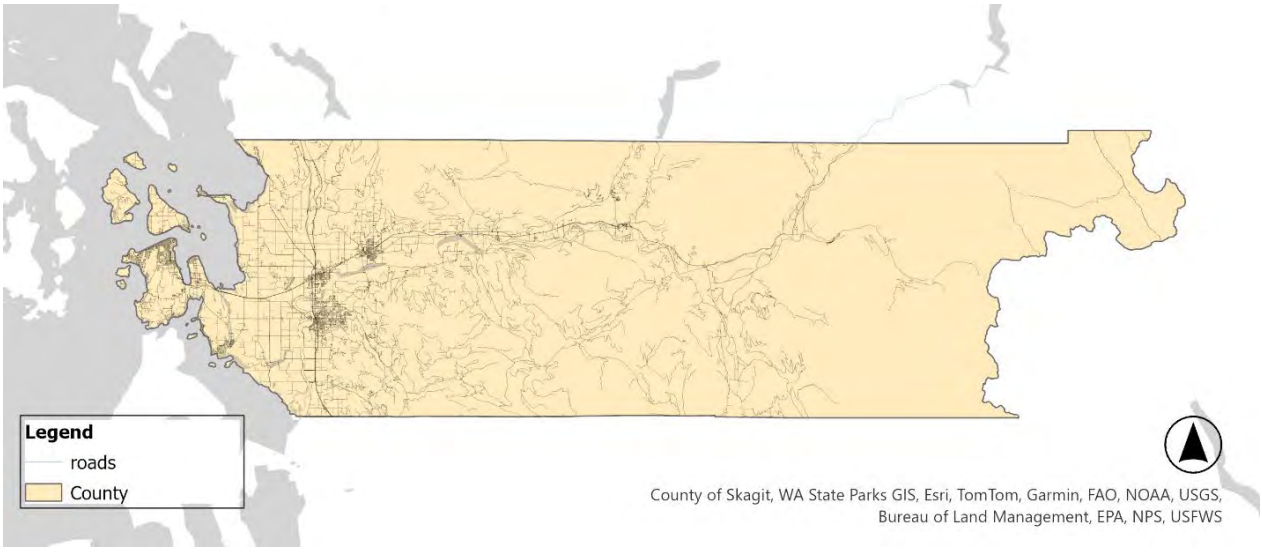
The Washington State Department of Transportation (WSDOT) collects and maintains crash-related data for the state of Washington. This dataset includes information for each person involved in reported injury crashes (KABC crashes). It also includes records for those not injured in a crash (KABCO records). 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 was collected for the period 2013 through 2023 (eleven years of data) for this planning effort.

[4] SCOG, Skagit 2045 Regional Transportation Plan, 2024, https://www.scog.net/transportation-plans/regional-transportation-plan/

Regional Network

Crash data was connected to a regional network for analysis (Figure 2). This network is comprised of two WSDOT roadway data sets. It consists 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 network.

Figure.8¡.Roadway.Network.of.Skagit.County



Geographies

In this study, geospatial analyses were conducted to summarize crash victims by different geographic typologies. The spatial data were sourced from WSDOT, Skagit County, and the US Census Bureau. The datasets used are listed below.

Jurisdictions

Jurisdiction refers to the political and administrative division of a county. The Skagit Council of Governments (SCOG) is a voluntary organization of local governments whose purpose is to foster a cooperative effort in resolving problems, policies and plans that are common to its membership and region. SCOG includes the City of Anacortes, the City of Burlington, the City of Mount Vernon, the City of Sedro Woolley, the Port of Anacortes, the Port of Skagit, the Swinomish Indian Tribal Community, Samish Indian Nation, Skagit County, Skagit PUD, Skagit Transit, the Town of Concrete, the Town of Hamilton, the Town of La Conner, and the Town of Lyman. The Port of Anacortes, the Port of Skagit, and Skagit PUD are ports and utility agencies that plan with the Skagit Council of Governments. While they have planning responsibilities, they do not manage road traffic safety and are excluded from this analysis.

Urban Areas

Urban areas are defined as regions within the Urban Growth Area (UGA). UGAs are areas where urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature (RCW 36.70A.110). However, in this report, "urban areas" specifically refer to the eight incorporated cities that are part of SCOG. These urban areas, which range from towns to cities, are home to the majority of the population. Figure 3 illustrates their locations within the predominantly rural county while Figure 4 shows the population distribution among urban, rural and Tribal areas. For this analysis, crashes within city urban boundaries are assessed but unincorporated areas within the UGAs were excluded.

Figure 9 Incorporated Cities Within the Skagit Council of Regional Governments

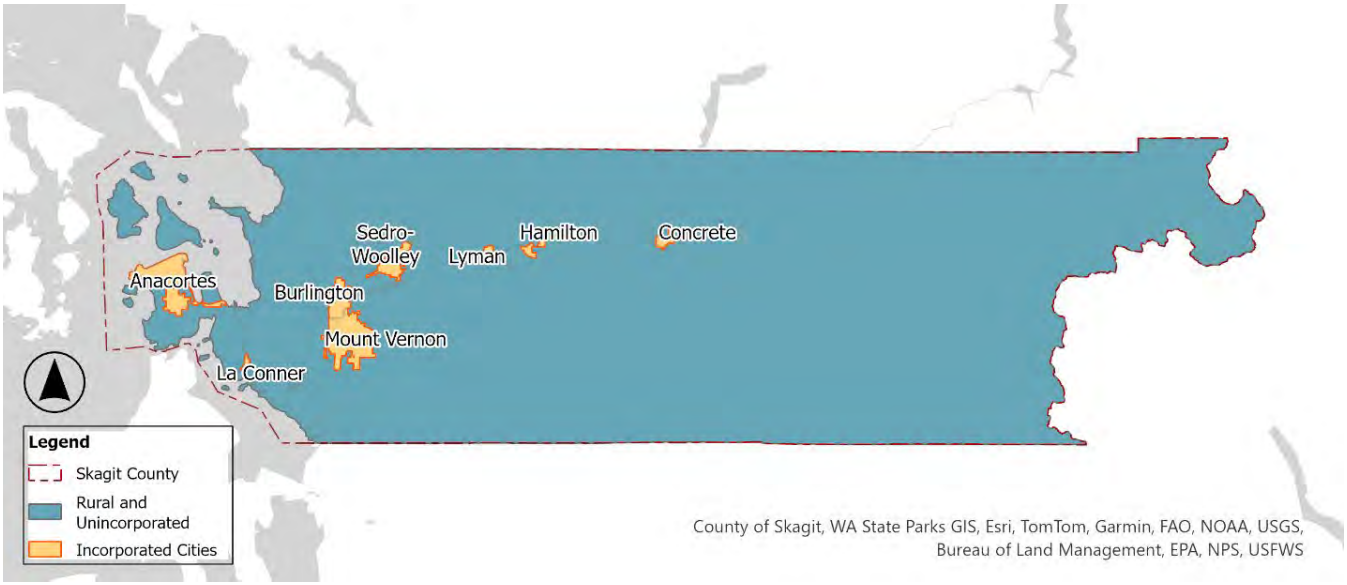
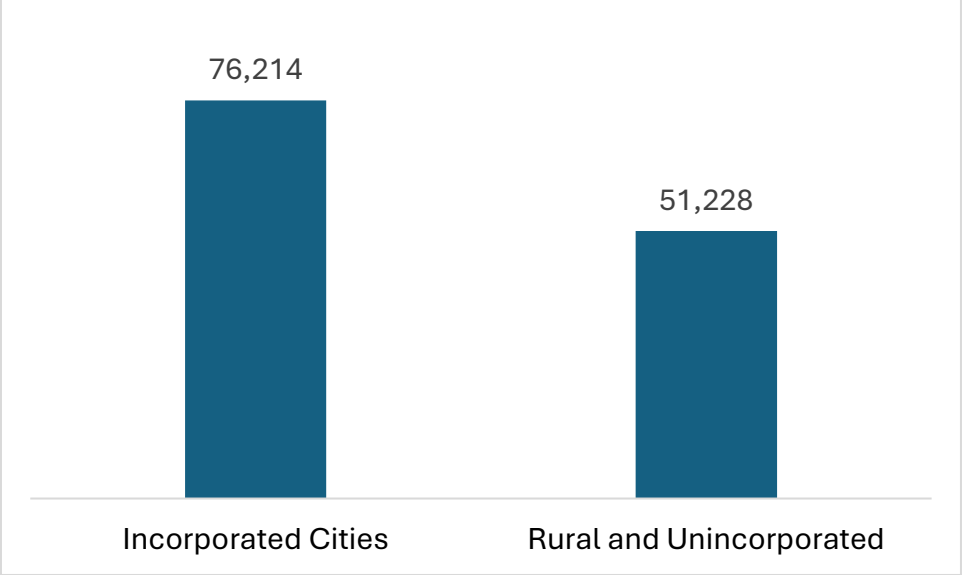


Figure.0¡.Regional.Population.Distribution.



Rural.and.Unincorporated.Areas

Rural and unincorporated areas are low-density regions located outside the urban growth boundary and are currently under the jurisdiction of the county.

Tribal.Lands

Tribes are sovereign nations, and each Tribe has its own government with its own governing charter or constitution and set of general laws. Two Tribal Nations are currently members of SCOG: Swinomish Indian Tribal Community and Samish Indian Nation. Census data for the Samish Indian Nation is reported within the Samish Tribal Designated Statistical Area (TDSA), which encompasses portions of western Skagit County, including several incorporated cities and towns, and extends beyond Skagit County to include all of San Juan County. For the purposes of this Skagit-focused report, only the portion of the Samish TDSA located within Skagit County is considered. The Upper Skagit Tribe, also located within Skagit County, is federally recognized and included in this report, despite not being a member of SCOG.

The Tribal reservation and off-reservation trust land boundaries within Skagit County were available as part of the Washington Geospatial Open Data Portal..

Population Estimates

Population estimates and demographic data were collected from the American Community Survey (ACS) Data through the census bureau. ACS data includes population data for each year from 2010 to 2023. ACS data was used to control for population size when comparing the number of crash-severity outcomes across time accounting for population growth, and within different geographical typologies. Crash-severity outcomes controlled for population size are expressed as crash outcomes per 100,000 (100K) people.

Equity Data

Equity analysis was conducted using demographic information from the 2020 census. To evaluate if equity disparities exist within Skagit County, eight demographic indicators were assessed. The 42 census tracts within Skagit County were compared individually to the County as a whole for each demographic indicator, and for outsized proportions of crash outcomes for each of the demographic indicators. (Figure 5 shows the 42 census tracts that make up Skagit County). The eight demographic indicators used to compare equity within the 42 census tracts making up Skagit County are:

- People of Color (POC)
- People with Low Incomes
- People with a Disability
- People with Limited English Proficiency
- Youth (persons under 18)
- Older Adults (persons over 65)
- People with a Low Educational Attainment

Regional Crash Trends

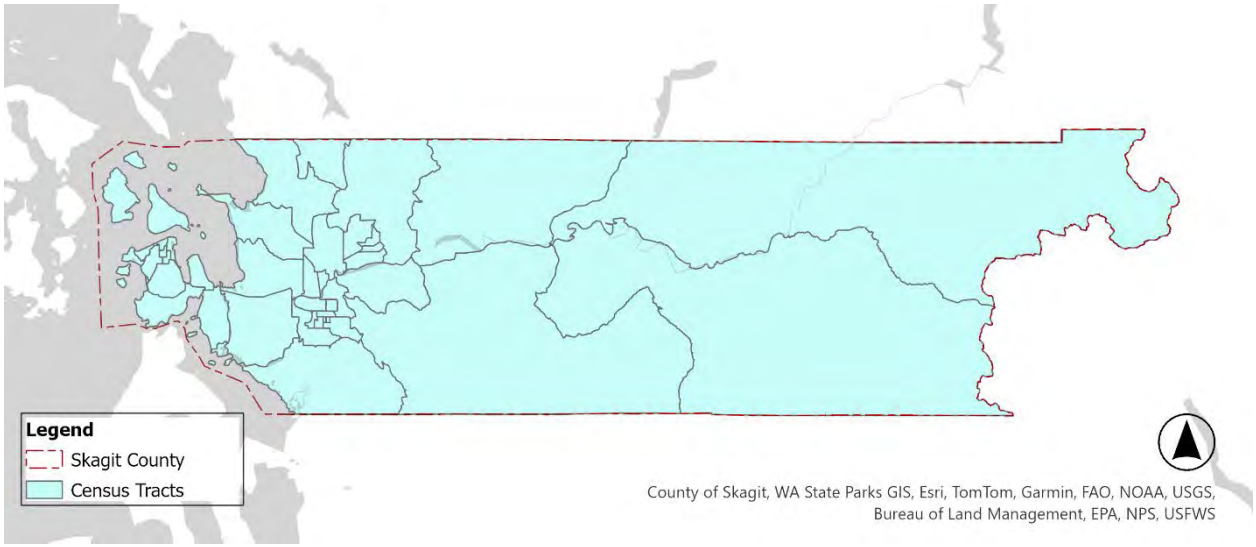
Regional crash trend analyses provide insights into crash types and severity across different geographies and time periods in Skagit County. The data analyzed spans from 2013 through 2023, offering a recent yet comprehensive timeframe for assessing traffic crash injury trends. Two-time windows were studied: a long-term 11-year span from 2013 through 2023 to understand extended data trends and a 5-year span from 2019 to 2023 to capture a "snapshot" of current trends in Skagit County.

Long-term (2013-2023): An 11-year span of crash data was studied to examine extended trends pertaining to crash volume, rate and severity, as well as pedestrian and bicyclist crash statistics, broken down by year.

Snapshot (2019-2023): A 5-year span was studied to spatially examine current conditions pertaining to the following metrics:

- Crash Types
- Contributing Crash Factors
- Vision Zero Focus Areas
- Equity data
- Crash Severity per Vehicle Type

Figure.❶.Census.Tracts.in.Skagit.County



11-Year Crash Trend Analysis (2013-2023)

Crash-related injuries and death victims were aggregated at the census tract level to examine regionwide trends. County population estimates from the 2010 and 2020 census, and 2021-2023 ACS data were used to control for population growth over time. The following graphs track injury totals per year (Figure 6), followed by adjusted statistics that have been normalized per 100K people (Figure 7).

Figure.❷|.Annual.Injuries.and.Deaths.for.All.Crash.Victims.in.Skagit.County.(8679_8689)

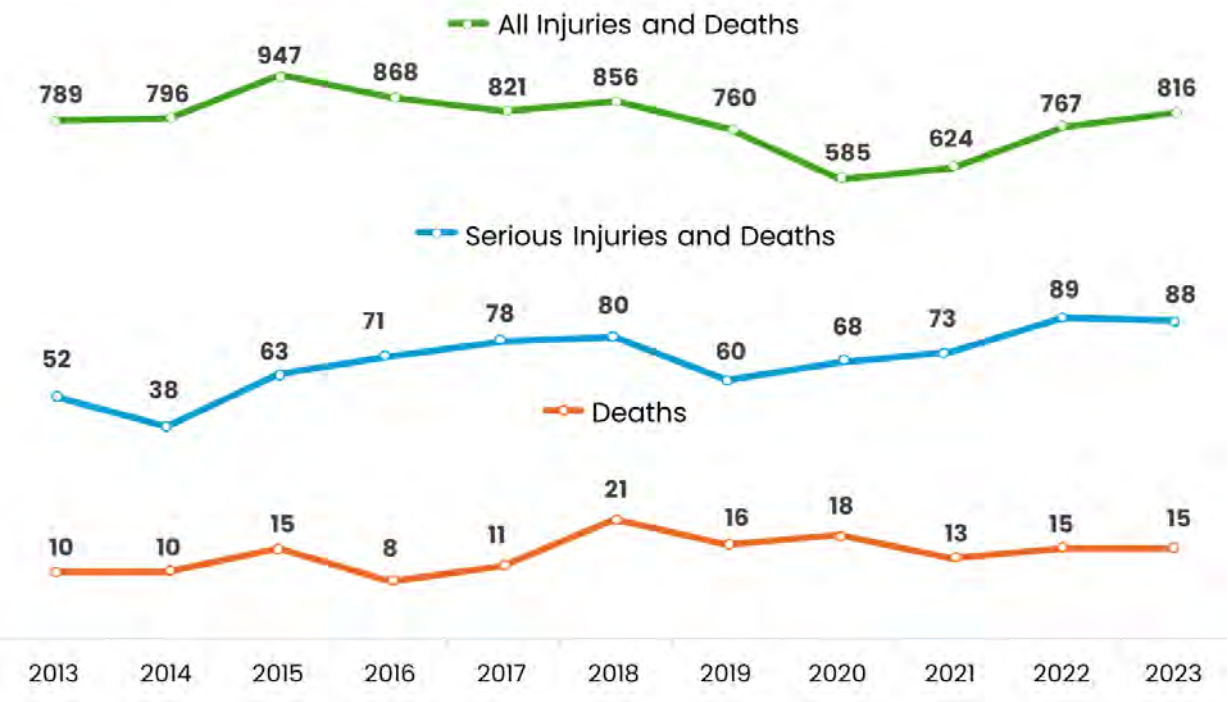


Figure 6 shows that the total quantity of KABC victims has remained relatively flat during the 11-year study period. KABC victims peaked in 2015 at 947 and have generally decreased year over year. However, since 2020 KABC victims have increased annually but have remained lower than those prior to 2020. 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 (2014). K victims have remained fairly constant in the latter half of the study period but are higher than the majority of the earlier half of the study period.

Figure 7. Annual Injuries and Deaths per 100,000 People for All Crash Victims in Skagit County (8679_8689)

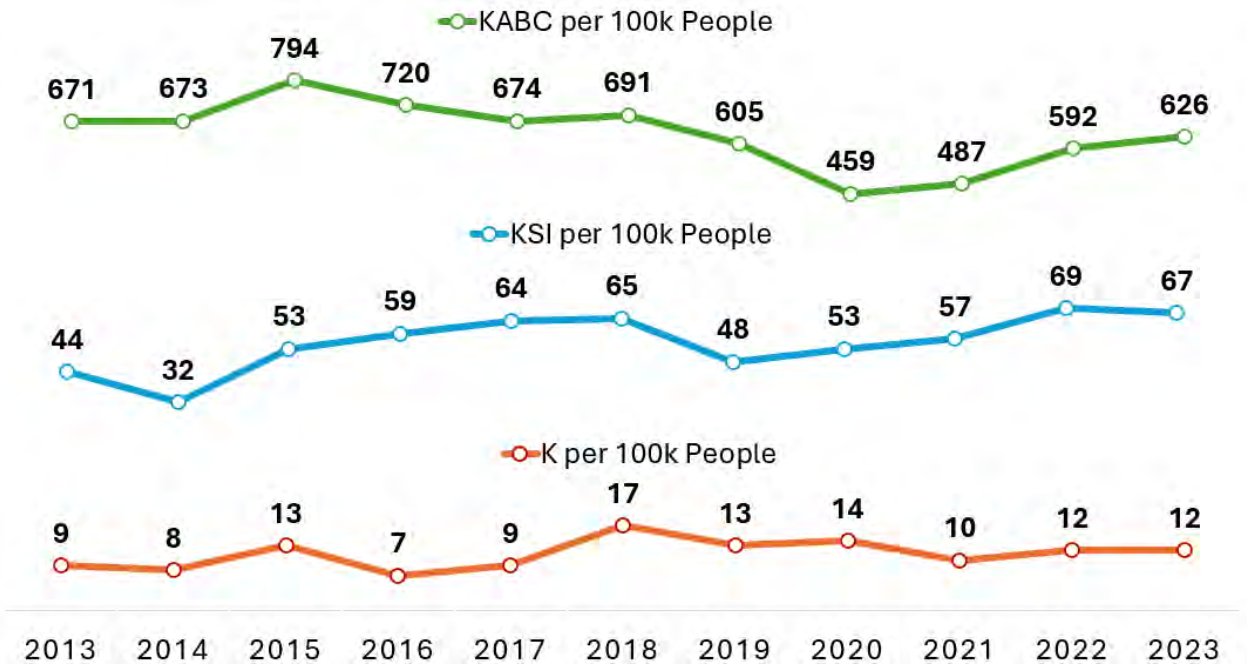


Figure 7 shows regional trends per 100,000 people, revealing that while KABC victim totals have gradually declined from their peak in 2015, they have been increasing since their lowest point in 2020, similar to the raw data in Figure 6. Trends also show an overall increase in both serious injuries (KSI) and deaths (K). In 2015, all KABC victims per 100,000 people reached a peak of 794. By 2023, this number had decreased to 626, representing a 21% decline. Meanwhile, KSI victims per 100,000 people increased by 52% during the 11-year span. Deaths (K) per 100,000 also increased by 33% but have been declining overall from a spike in 2018.

Countywide Crash Trends for Pedestrians and Bicyclists.....

Pedestrians and bicyclists are the most vulnerable road users. (Table 1) shows that pedestrians were more affected by crashes of all severity levels from 2013-2023. While pedestrian and bicyclist KABC outcomes went down slightly in 2023, the KSI rate has almost tripled since 2013, while deaths have doubled as shown in Figure 7 and Figure 8. Similarly, KABC outcomes for pedestrians and bicyclists went down slightly in 2023, however the KSI rate has almost tripled since 2013, while deaths have doubled (Figure 8).

Table.7¡.Comparison.of.Injury.Severity.by.Mode.for.Pedestrian.and.Bicyclist.Victims.(8679_8689)

	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.❹¡.Annual.Injuries.and.Deaths.for.Pedestrian.and.Bicyclist.Victims.in.Skagit.County.(8679_8689)

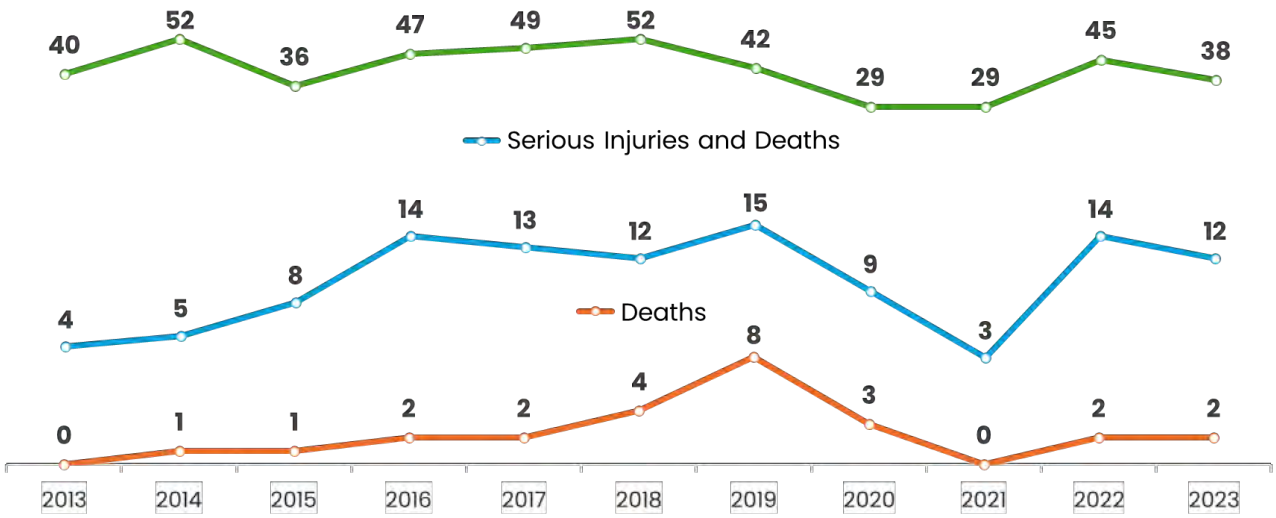
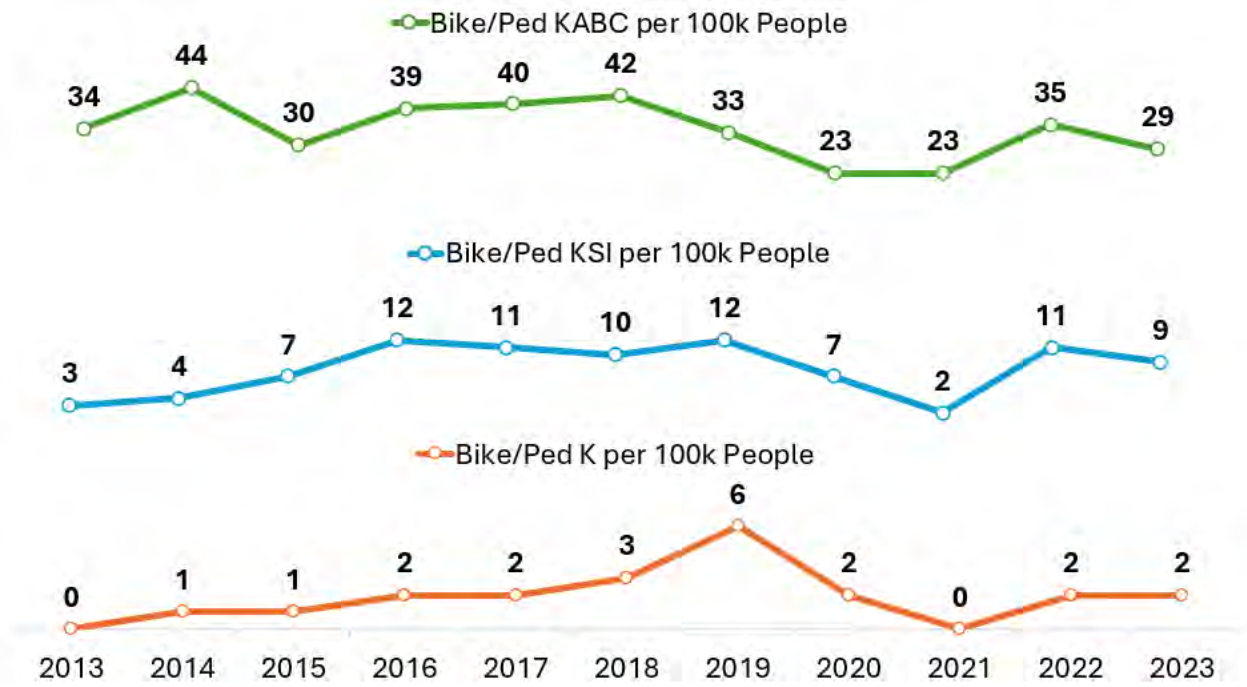


Figure 8 above shows that KABC outcomes for pedestrians and bicyclists remained relatively stable throughout the study period, with a gradual decline after 2018 leading to a low of 29 in 2020 and 2021, which was the best performing year for outcomes of all severity levels. That year recorded 29 KABC victims, marking a 44% decrease from the peak of 52 in 2014. Similarly, KSI and K outcomes experienced a downward trend after peaking in 2019. KSI outcomes reached their lowest point in 2021, with a total of 3, while recorded deaths dropped to 0 in 2021, a significant improvement from the worst-performing year in 2019, which saw 8 deaths. These results may reflect the effects of lower overall driving resulting from the 2020 Covid-19 global pandemic. Since 2021, outcomes for all severity levels have returned to average levels. Figure 9 shows a similar trend when population is controlled for.

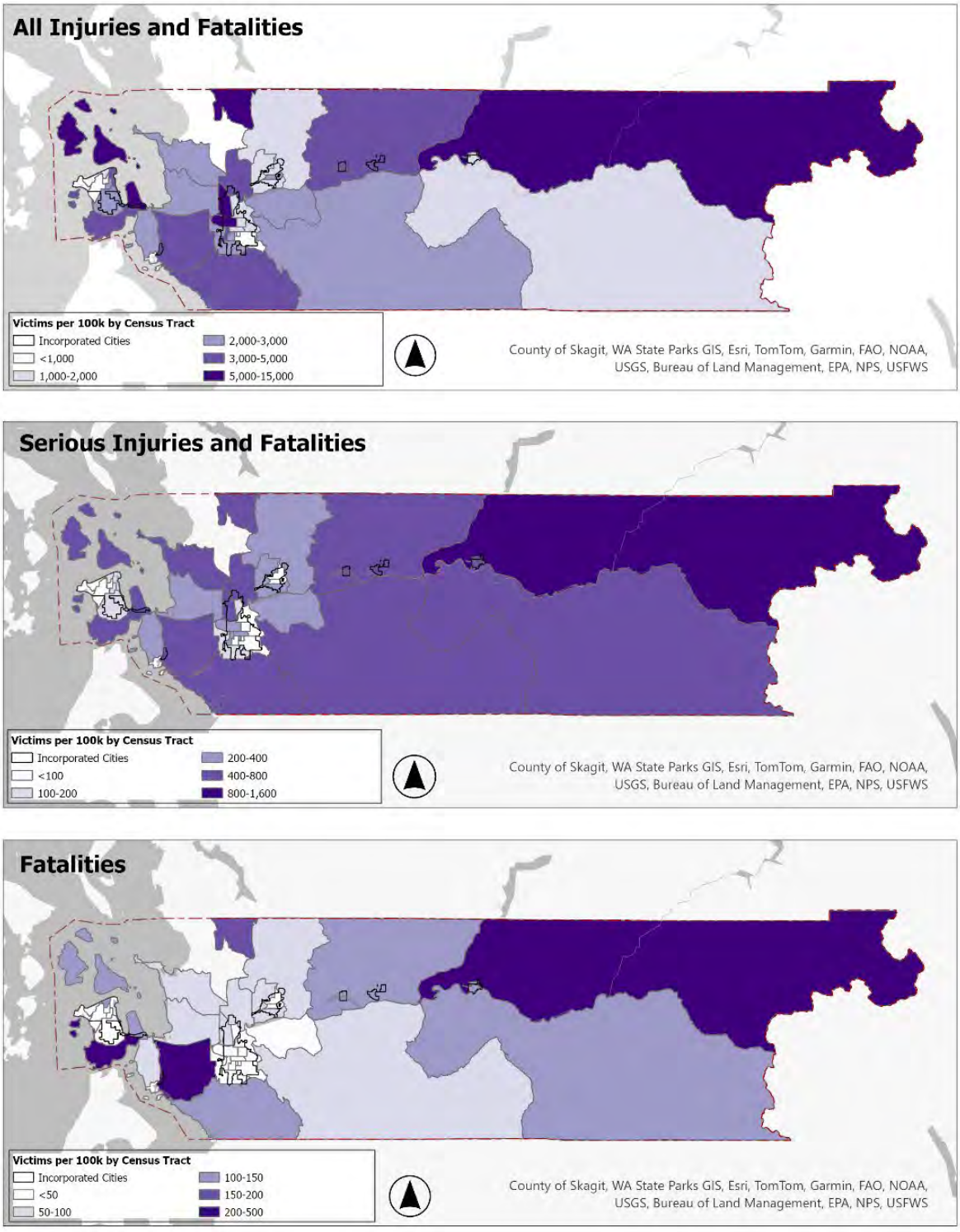
Figure 9. Annual Injuries and Deaths per 766,666 People for Pedestrian and Bicyclist Victims in Skagit County (8679_8689)



Urban and Rural Areas

Although the incorporated cities in Skagit County have the highest population and the highest KABC totals, the rural and unincorporated areas have the deadliest outcomes (higher K totals). Figure 10 shows the contrast in injury severity across the census tracts and cities. In this report, “urban” refers to the incorporated cities within the Skagit Council of Governments, which range in size from small towns to small cities. Mount Vernon is the largest, with a population of 35,502, while Lyman is the smallest, with 277 residents (as of 2020).

Figure.76¡.Crash_Related.Injuries.and.Deaths.per.766?666.People?Urban.vs¡.Rural.(8679_8689)



Snapshot Crash Analysis (2019-2023)

The regional crash analysis serves as a snapshot in time of the current traffic related safety context in Skagit County. This timeframe was considered to determine a baseline for SCOG regarding traffic safety. The analysis compares crash outcomes between regional geographies, contributing factors, crash types, equity areas, and vehicle type to determine attributes contributing to especially severe crash outcomes. This data-driven analysis provides better understanding of where and why serious injury and fatal crashes can be documented and potentially provides insight into appropriate and effective strategies that can be developed to improve safety in the region.

Crash.Analysis.by.Geographies.

The analysis, covering the period from 2019 to 2023, examined crash data across Skagit County, differentiating between incorporated jurisdictions and rural areas. Tribal lands within the county were also considered, including Samish Tribal Designated Statistical Area (TDSA). It is important to note that the Samish TDSA includes the incorporated city of Anacortes. By comparing crash-related injury and death rates for each geographic area against the countywide average, the analysis identified priority areas for targeted safety measures.

Countywide

An overview of crash statistics pertaining to Skagit County is provided in Table 2. The countywide analysis used 2020 population data for normalization. Over this five-year span, Skagit County experienced a total of 3,552 injuries and deaths or KABC outcomes. Across the county, there are 60 deaths (K) for every 100,000 people. There is 1 KSI victim for every 9 KABC outcomes, and for every 5 KSI outcomes, there is 1 death.

As more vulnerable road users, pedestrians and bicyclists have significantly higher rates of serious injuries and deaths, for every 12 KABC outcomes involving a pedestrian or bicyclist, one results in a death, a rate nearly four times higher than that of all road users. Pedestrians and bicyclists also experience three times as many serious injuries and deaths, with a rate of one KSI for every three KABC injuries.

Table 8 | Snapshot of Crash Statistics | Skagit County from 2018 to 2022

	All Road Users	Pedestrians and Bicyclists
KABC	3,552	183
KABC per 100k People	2,787	144
KSI	378	53
KSI per 100k People	297	42
K	77	15
K per 100K People	60	12
K to KABC	1 in 46	1 in 12
KSI to KABC	1 in 9	1 in 3
K to KSI	1 in 5	1 in 4

Urban and Rural Areas

Skagit County's Urban and Rural areas were compared for injury frequency and severity spanning the 5-year study period. The results of the analysis can be reviewed in Table 3.

In Skagit County, incorporated cities and towns report higher incidents of KABC injuries. However, the death rate per 100,000 residents tends to be lower in these areas compared to rural and unincorporated regions. 75% of crash-related deaths occur on rural roads, whereas only 25% take place within incorporated cities.

When looking at pedestrian and bicycle injuries, 79% of KABC outcomes occurred in the incorporated cities. However, crashes in rural areas were deadlier, with a K rate that was 33% higher than the County average. When examining pedestrian and bicyclist data separately from each other, findings indicate that all of these deaths were pedestrians.

Table.9¡.Urban.vs¡.Rural.Crash_Related.Injuries.and.Deaths.Compared.to.County.Average

Injury Severity for All Victims	Incorporated Cities	Rural and Unincorporated	Regionwide
2020 Population	76,214	51,228	127,442
KABC	1,876	1,676	3,552
KABC per 100k People	2,461	3,272	2,787
KABC Compared to County Average	88%	117%	100%
KSI	112	266	378
KSI per 100k People	147	519	297
KSI Compared to County Average	49%	175%	100%
K	19	58	77
K per 100k People	25	113	60
K Compared to County Average	42%	188%	100%
K to KABC	1 in 99	1 in 29	1 in 46

Note: For the purpose of this assessment, Tribal Areas are assessed in the Tribal Lands section.

Jurisdictions

The injury statistics in Table 4 provide a breakdown of crash data for the eight incorporated cities within the Skagit Council of Governments (SCOG). Among these cities, Mount Vernon stands out with the highest population (35,502) while simultaneously accounting for the largest share of the county's KABC injuries at 25%. Burlington has the highest KABC rate per 100,000 people at 4,766. KABC rates vary significantly, with Burlington showing the highest rate at 71% over the county average, while La Conner has the lowest at 22% of the county average. In comparison, Anacortes has relatively low injury rates and severity for being the second largest city.

When looking only at serious injuries and deaths (KSI), Hamilton has the highest KSI rate per 100,000 people at 322, followed by Burlington at 275. Mount Vernon accounts for 13% of the county's KSI, the largest share among the cities. The K rate per 100,000 people also varies, with Burlington again showing the highest rate at 55, while several of the smaller cities report zero deaths. The ratio of KSI to KABC is highest in Hamilton (1 in 7), indicating a higher proportion of serious injuries and deaths relative to all injury types. Among the smaller towns, Hamilton stands

out for its high injury rates in a rural setting. Figure 11 offers a spatial visual of injuries and deaths in incorporated cities compared to the county average.

Table.0¡.Crash_Related.Injuries.and.Deaths.per.Incorporated.City

	Anacortes	Burlington	Concrete	Hamilton	La Conner	Lyman	Mount Vernon	Sedro-Woolley
Population	17,231	9,085	915	311	974	277	35,502	11,919
KABC % of County Total	10%	12%	0%	0%	0%	0%	25%	5%
KABC per 100k	1,973	4,766	984	2,251	616	4,693	2,459	1,636
KABC Compared to County Average	71%	171%	35%	81%	22%	168%	88%	59%
K to KABC	1 in 68	1 in 87	N/A	N/A	N/A	N/A	1 in 146	1 in 65
KSI % of County Total	6%	7%	0%	0%	0%	0%	13%	3%
KSI per 100k	122	275	109	322	103	0	144	101
KSI Compared to County Average	41%	93%	37%	108%	35%	0%	48%	34%
KSI to KABC	1 in 16	1 in 17	1 in 9	1 in 7	1 in 6	N/A	1 in 17	1 in 16
K % of County Total	6%	6%	0%	0%	0%	0%	8%	4%
K per 100k	29	55	0	0	0	0	17	25
K Compared to County Average	48%	92%	0%	0%	0%	0%	28%	42%
K to KSI	1 in 4	1 in 5	N/A	N/A	N/A	N/A	1 in 9	1 in 4

Figure.77¡.Crash_Related.Injuries.and.Deaths.for.Incorporated.Cities.Compared.to.the.County.Average

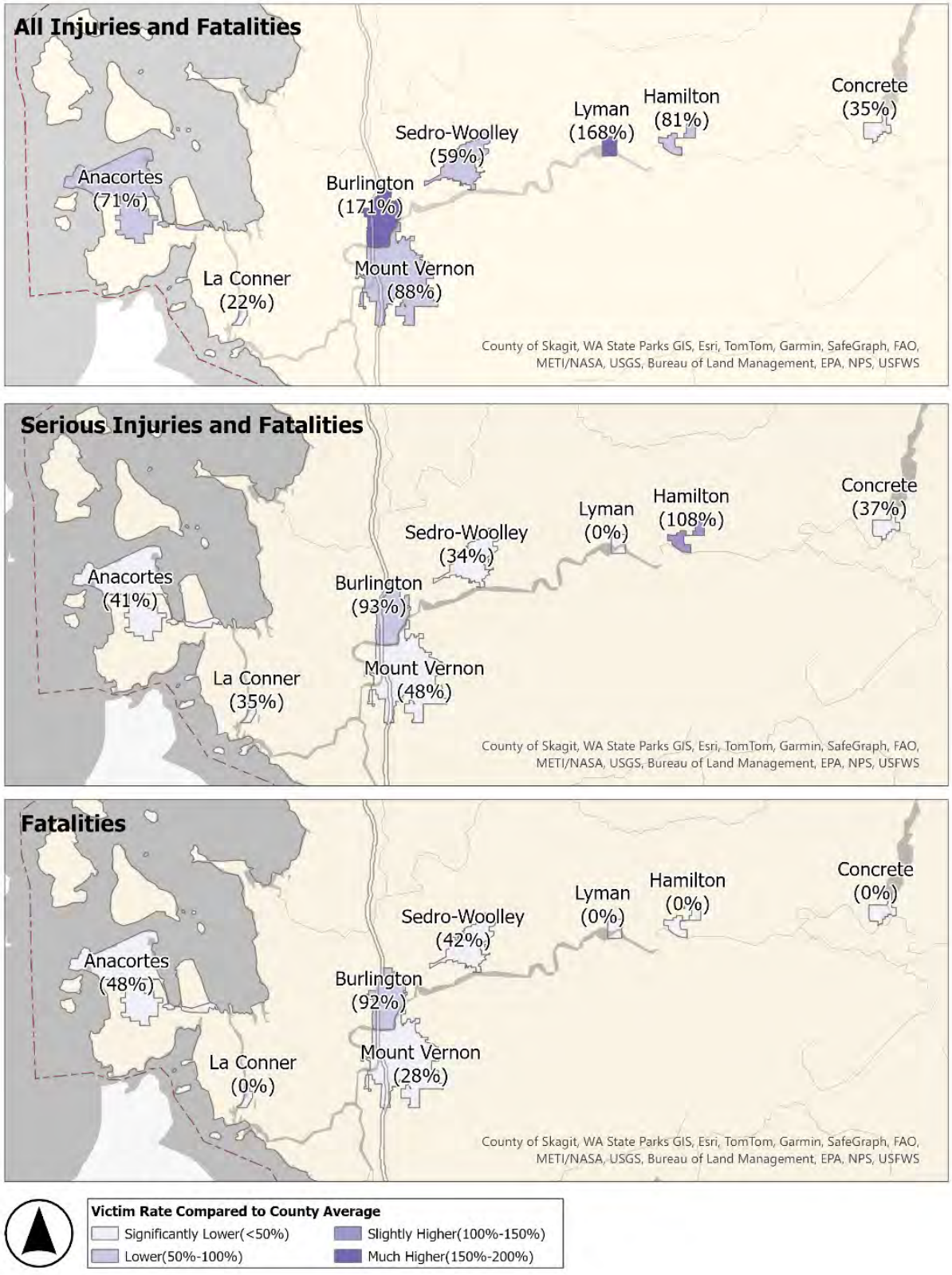
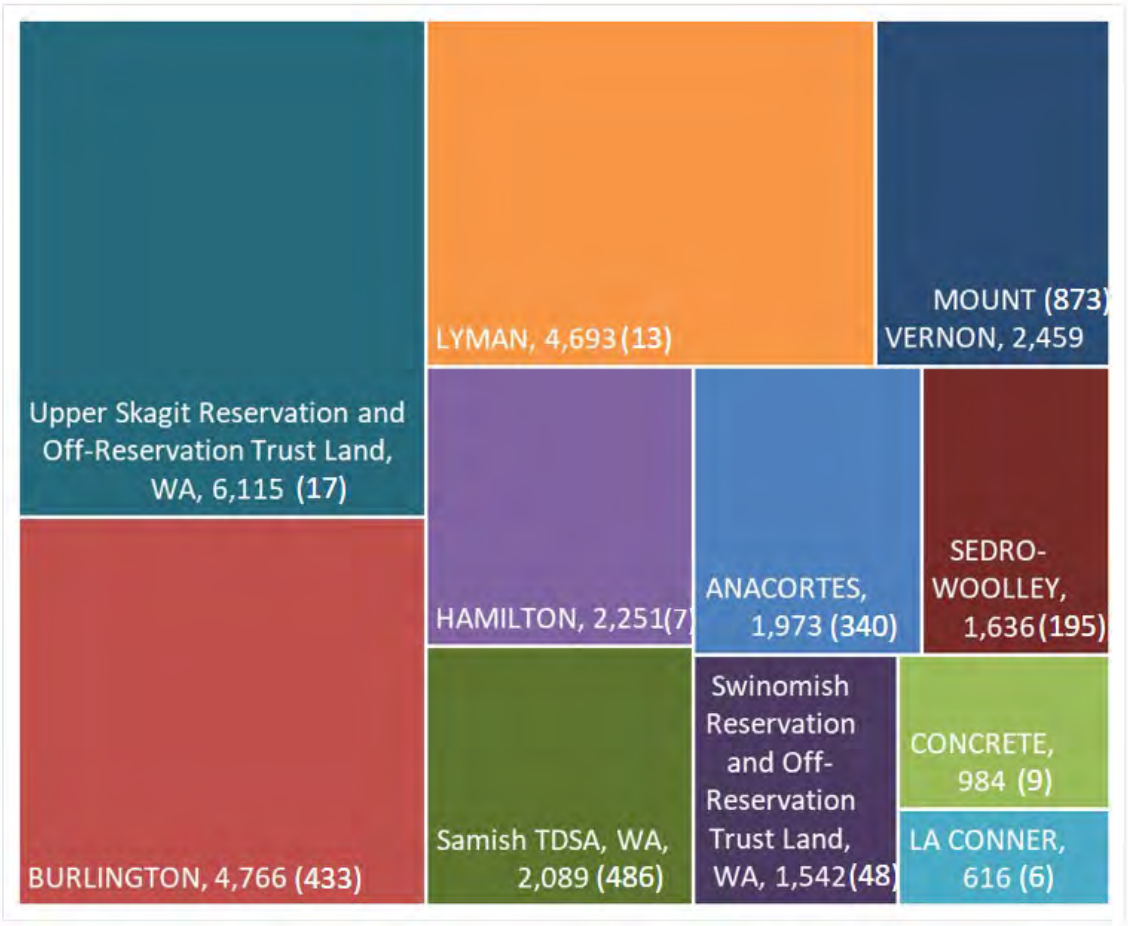


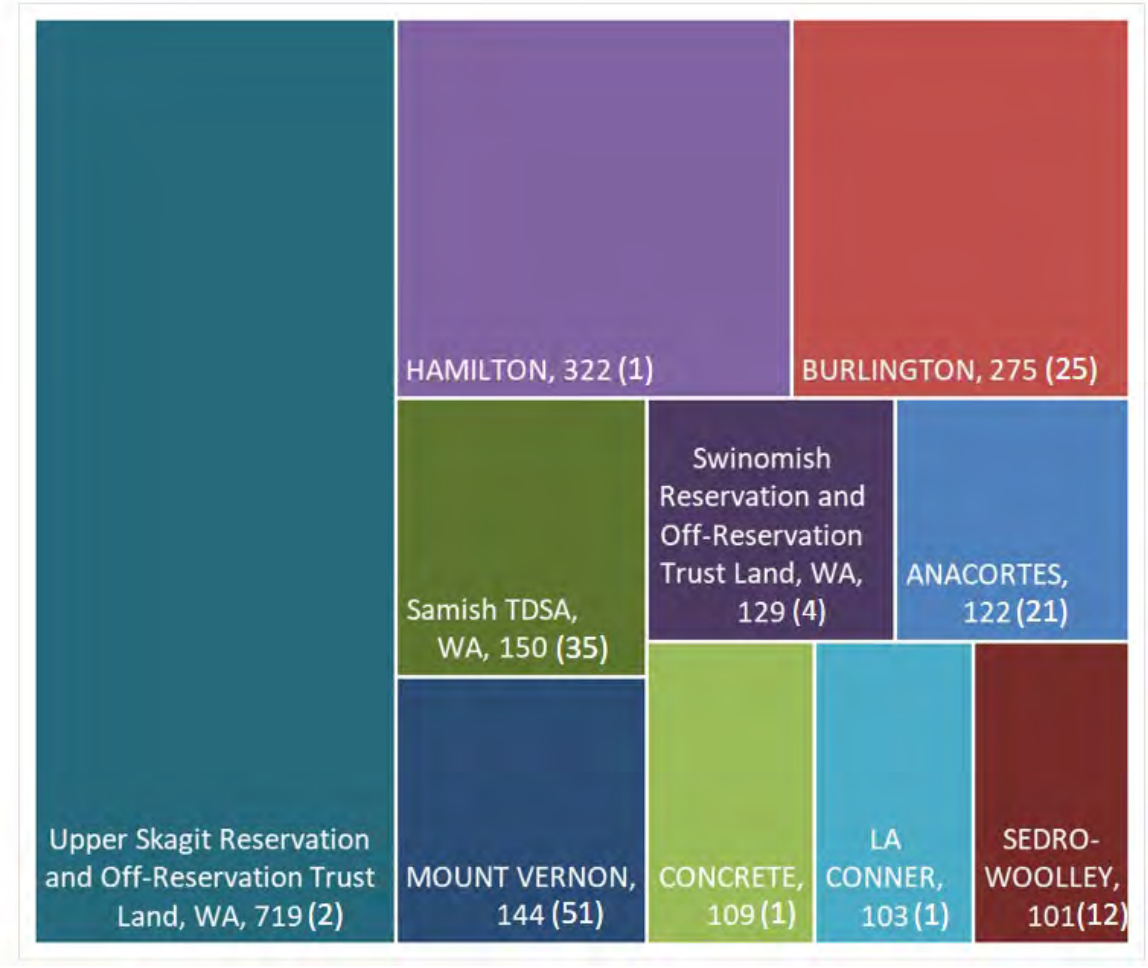
Figure 12 and Figure 13 below offer a proportional comparison of KABC, KSI and K crash outcomes across all SCOG jurisdictions, including incorporated cities and Tribal lands. These visualizations present normalized rates of injuries and deaths per 100,000 people, allowing for comparison across areas with different population sizes. For example, Figure 12 shows that the Upper Skagit Reservation and Off-Reservation Land has the highest proportion of KABC victims when normalized for population size, however the raw data shows that there were 17 recorded KABC outcomes. The KABC quantity of 17 is high for its relatively small population of 278 people, so it takes up significantly more space in the graph than the other jurisdictions. Additionally, raw injury counts are included within parenthesis.

Figure.78¡.KABC.Victims.per.766k.People.by.Jurisdiction.(Raw.Totals.in.Parentheses)



* For the scope of this study, Samish TDSA is limited to within the boundary of Skagit County.

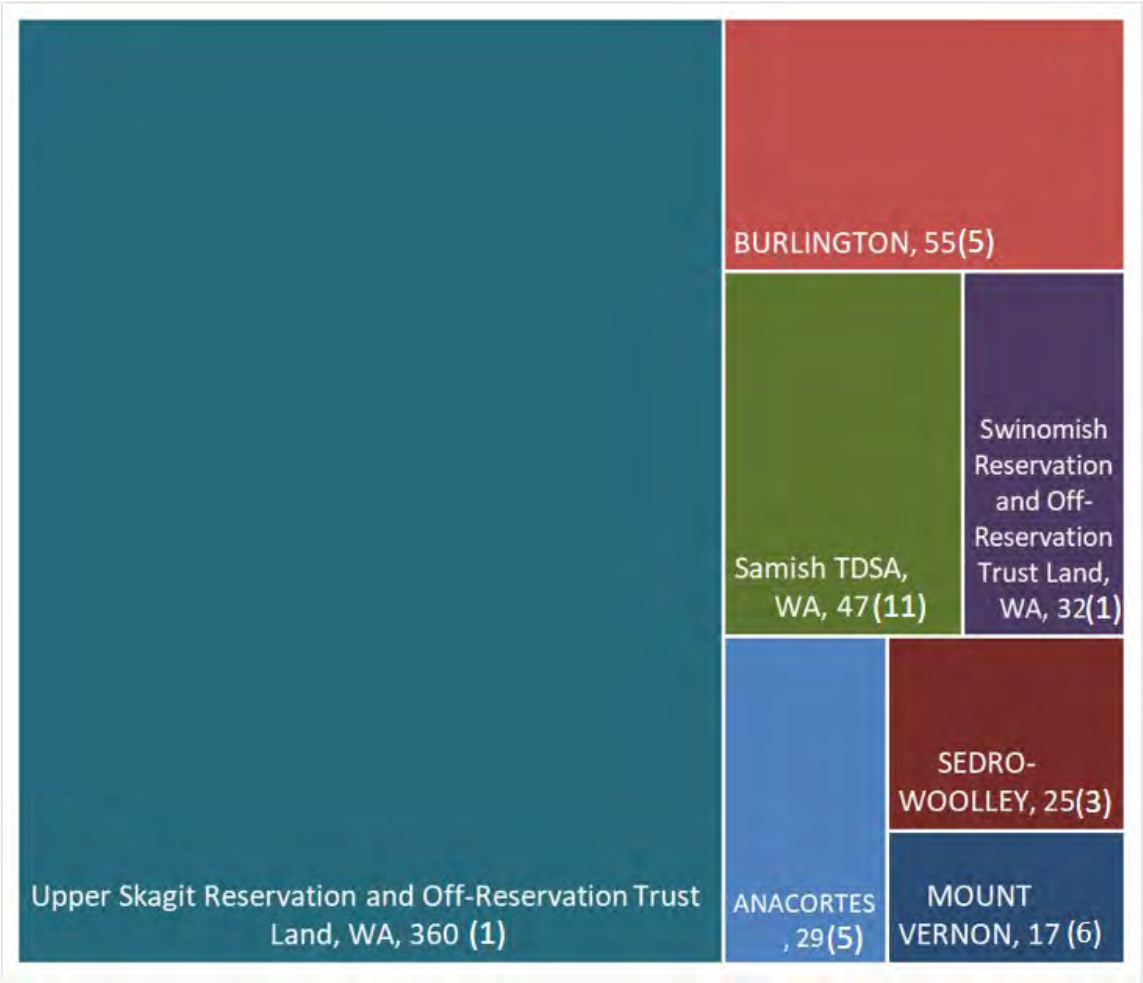
Figure.79¡.KSI.Victims.per.766k.People.by.Jurisdiction.(Raw.Totals.in.Parentheses)



* For the scope of this study, Samish TDSA is limited to within the boundary of Skagit County.

** Lyman has a value of 0 and is excluded from this graph.

Figure.70¡.K.Victims.per.766k.People.by.Jurisdiction.(Raw.Totals.in.Parentheses)



* For the scope of this study, Samish TDSA is limited to within the boundary of Skagit County.

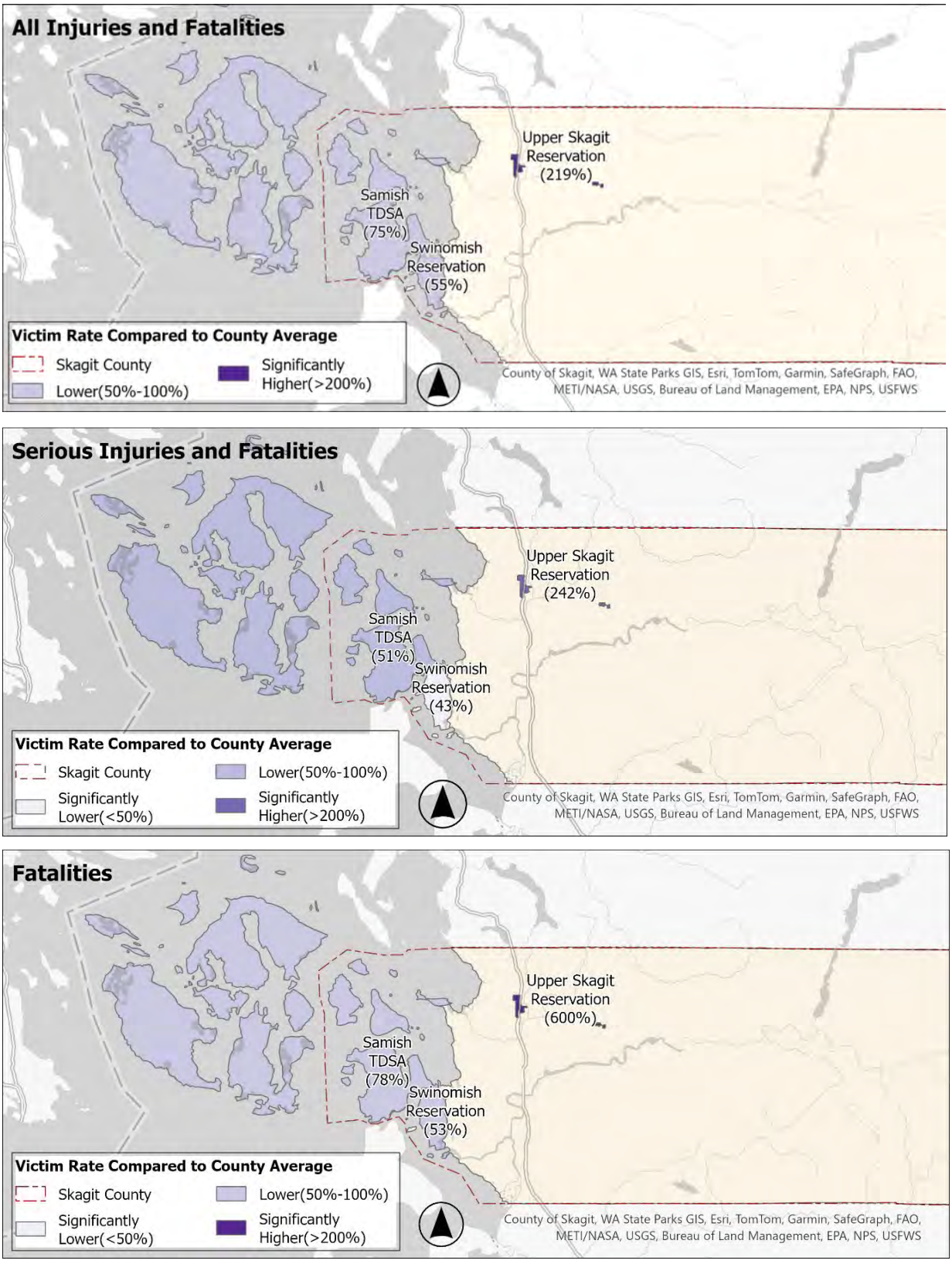
**Concrete, Hamilton, La Conner, and Lyman have a value of 0 and are excluded from this graph.

Tribal Lands

A significant proportion of Skagit County's population (21%) resides on Tribal lands. This study considers injuries and deaths that occurred on or within fifty feet of Tribal lands and compares them to the broader region. Injury rates were derived using several metrics related to crash severity and outcome commonality. The first metric compares All Injuries per 100,000 people between Tribal nations and the broader region. It is important to note that the number of crash-related injuries and deaths on Tribal land is controlled for population size by comparing proportions of crash-related injury and deaths to 100,000 people. Currently there are 26,709 people (much less than 100,000) living on Tribal land.

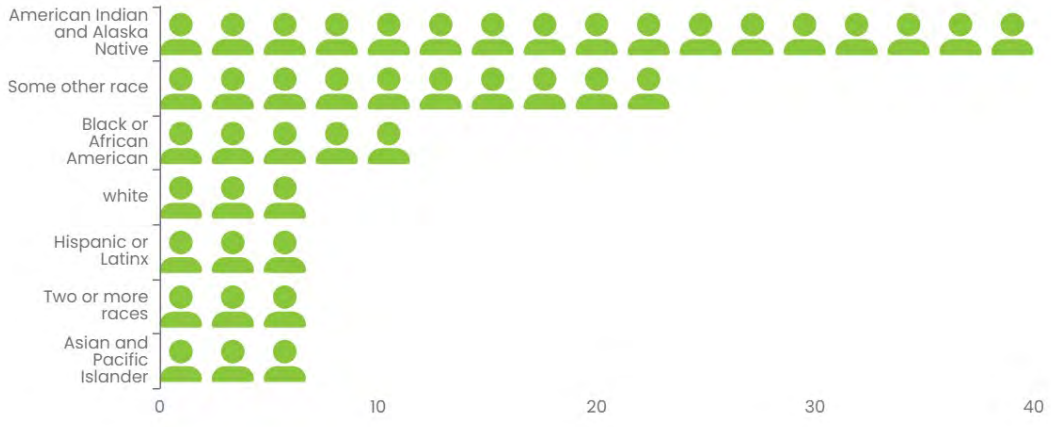
The Upper Skagit Reservation stands out for its significantly higher rates for all injuries and deaths, when normalized for population, with nearly three times the county average and a death rate eight times higher (Figure 15). See Figure 12, Figure 13 and Figure 14 for a visual comparison of the proportion of rates for all jurisdictions, including both incorporated cities and Tribal land.

Figure.7❶.Crash_Related.Injuries.and.Deaths.on.Tribal.Land.Compared.to.the.County.Average



It is also important to note the disparities that occur for Tribal members regardless of whether they live on tribal lands or not. As seen in Figure 16, people who identify as American Indian and Alaskan Native were seven times more likely to die in a traffic collision than white residents.

Figure.7❷|.Crash_Related.Deaths.per.766k.by.Census.Race.™ .Ethnicity



Source¿U¡S¡.Department.of.Transportation?National.Highway.Traffic.Safety.Administration.(NHTSA)·.Bureau.of. Transportation.Statistics.(BTS)·.8686·.Fatality.Analysis.Reporting.System?8689¡.

Equity Focus Areas

This State of Safety Report extends beyond studying crash data by geography typologies to explore eight equity focus areas. Census tracts with higher than the county averages for people of color, people with low incomes, older adults, youth, people with disabilities, people with limited English proficiency, and people with low-educational attainment were examined to determine whether these communities experience disproportionate conditions or outcomes when compared to the county. Census tracts with a majority population of people of color were also studied. Figure 17 illustrates how these disparities are distributed across Skagit County.

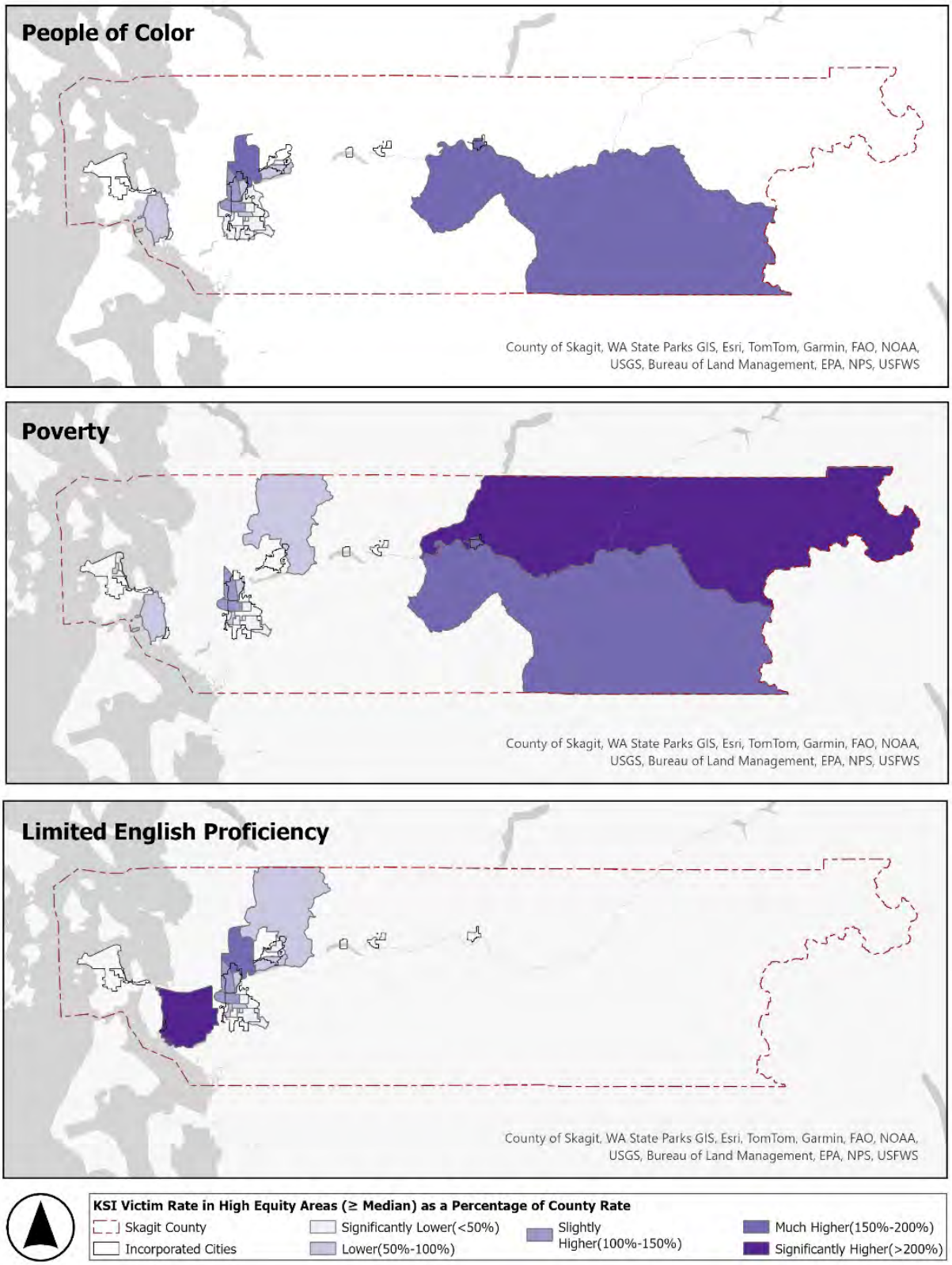
The data highlights that severity of traffic injuries within Skagit County are not distributed evenly.

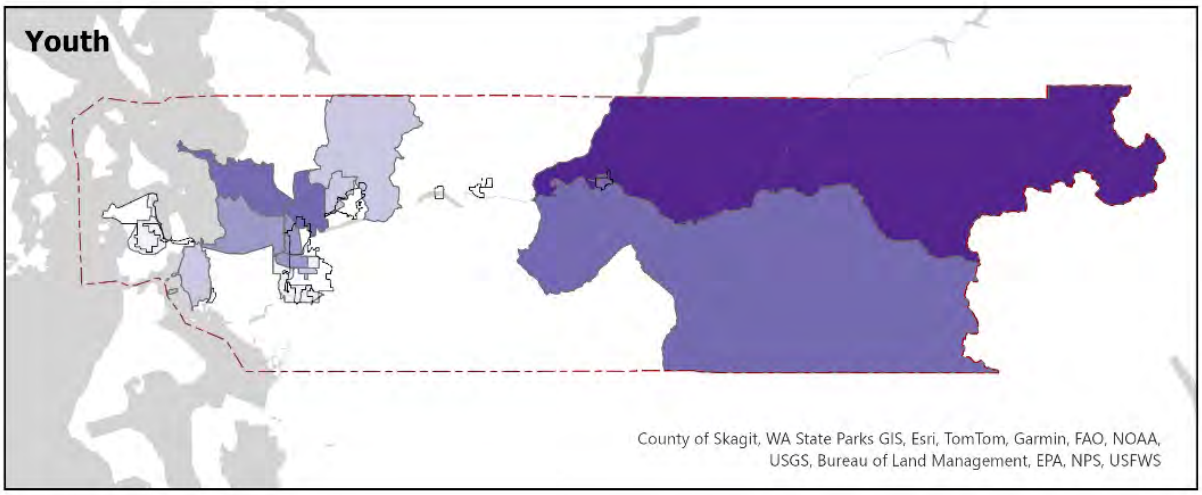
Table 5 shows that six out of eight equity areas experienced more KABC outcomes compared to the county average. Communities with a high elderly population had 12% more K outcomes compared to the county average, despite having KABC outcomes compared to the county average. Similarly, census tracts with a higher proportion of disabled individuals experienced 21% more KABC outcomes and 8% more KSI outcomes compared to the county average.

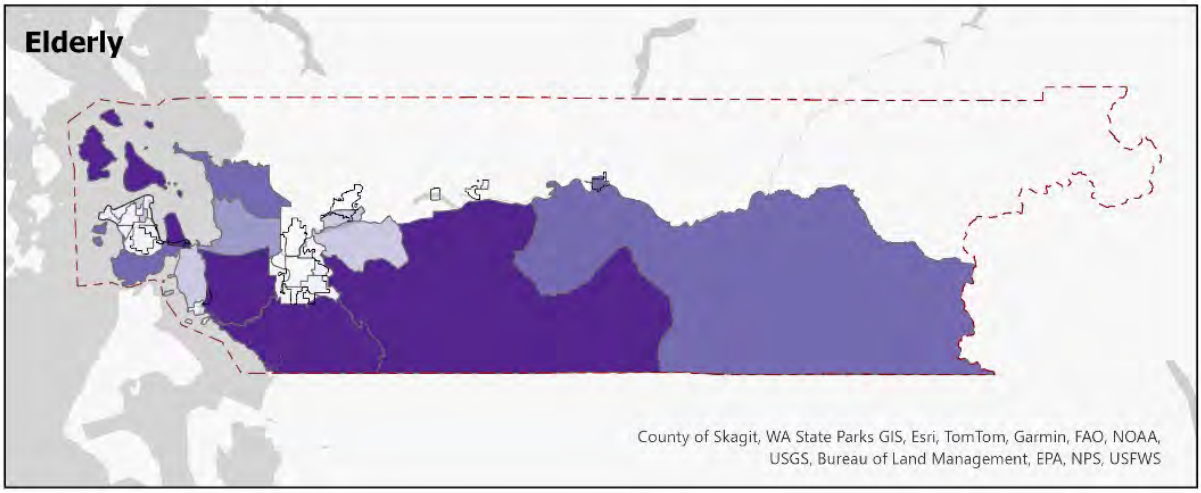
Table.❶.Crash_Related.Injuries.and.Deaths.in.Skagit.County.Equity.Focus.Areas.(Census.Tracts.with.Higher.Numbers.of.Census.Demographic.Populations.Identified).(867❺_8689)

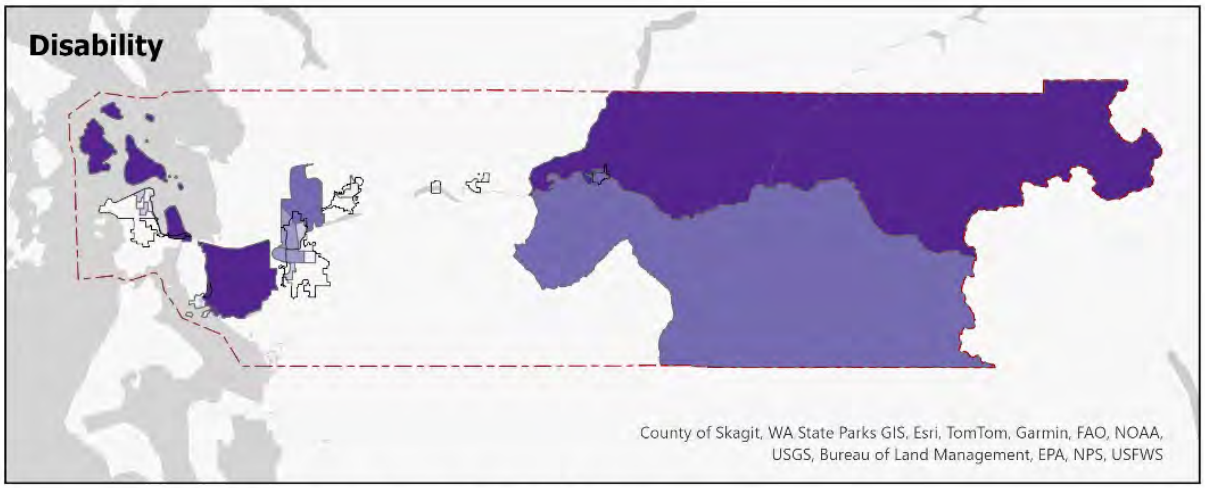
Above average Census Tracts with Equity Population	People of Color	High People of Color Rate (>50%)	Low-Income	Youth	Elderly	Disability	Low Education Attainment	Limited English Proficiency
2020 Population in Census Tracts	75,640	1,361	64,607	68,340	59,914	64,115	71,226	73,938
KABC	2,189	23	2,039	2,040	1,355	2,167	2,148	2,180
KABC per 100k	2,894	1,690	3,156	2,985	2,262	3,380	3,016	2,948
KABC Compared to County Average	104%	61%	113%	107%	81%	121%	108%	106%
KSI	210	3	181	185	170	206	190	175
KSI per 100k	278	220	280	271	284	321	267	237
KSI Compared to County Average	94%	74%	94%	91%	96%	108%	90%	80%
K	43	0	34	36	40	40	34	35
K per 100k	57	0	53	53	67	62	48	47
K Compared to County Average	95%	0%	88%	88%	112%	103%	80%	78%
K to KABC	1 in 51	N/A	1 in 60	1 in 57	1 in 34	1 in 54	1 in 63	1 in 62
KSI to KABC	1 in 10	1 in 8	1 in 11	1 in 11	1 in 8	1 in 11	1 in11	1 in 2
K to KSI	1 in 5	N/A	1 in 5	1 in 5	1 in 4	1 in 5	1 in 6	1 in 5

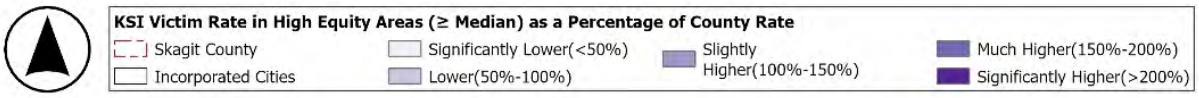
Figure.7❸|.KSI.Victims.in.Equity.Focus.Areas.Compared.to.the.County.(867❺_8689)




Youth
County of Skagit, WA State Parks GIS, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS


Elderly
County of Skagit, WA State Parks GIS, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS


Disability
County of Skagit, WA State Parks GIS, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS


KSI Victim Rate in High Equity Areas (≥ Median) as a Percentage of County Rate
Skagit County
Incorporated Cities
Significantly Lower(<50%)
Lower(50%-100%)
Slightly Higher(100%-150%)
Much Higher(150%-200%)
Significantly Higher(>200%)

Vision Zero Focus Area Analysis

Vision Zero Focus Areas are generally non-causal factors, like age, that are notable attributes from crash data.

All Road Users

Table 6 highlights crashes involving young drivers (ages 16–25) make up the largest share of KABC outcomes (47%) and the second-largest share of deaths at 34%. While young drivers are not always the solely responsible for these crashes, data suggests they are more likely to engage in risky behaviors—such as speeding, driving under the influence, and using mobile phones—that increase the likelihood of severe crashes. This reflects both their lack of experience and their greater susceptibility to distractions and overconfidence.

Single vehicle crashes on surface streets account for 30% of all deaths and 34% of KSI victims. These crashes involve only one vehicle, as opposed to a collision, and often co-occur with other behavioral factors such as driver age, speeding, and influence of drugs and alcohol.

Another age-related attribute is older drivers (age 65+), who account for 25% of the county's share of roadway deaths. Although the K to KABC injury ratio for these crashes is 1 in 48, 1 in 4 KSI outcomes results in a death.

Table 2. Vision Zero Focus Areas for All Crash-Related Victims (2675-2689)

Focus Area	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	K to KABC	KSI to KABC	K to KSI
Driver Age 16-25	1,310	37%	121	32%	26	34%	1 in 50	1 in 11	1 in 5
Single Vehicle on Surface Streets	675	19%	127	34%	23	30%	I in 29	1 in 5	1 in 6
Driver Age 65+	909	26%	75	20%	19	25%	1 in 48	1 in 12	1 in 4
Vehicle Travel in Wrong Way	10	0%	4	1%	3	4%	1 in 3	1 in 3	1 in 1
Single Vehicle on Highway	196	6%	12	3%	0	0%	N/A	1 in 16	N/A
Drowsy Driver	130	4%	8	2%	0	0%	N/A	1 in 16	N/A

Pedestrians and Bicyclists

Hit-and-runs result in the most pedestrian and bicycle KABC victims and 20% of K victims (Table 7). Additionally, 50% of KSI hit-and-run outcomes resulted in a victim fatality.

Age-related attributes are also a significant concern for pedestrians and bicyclists. Crashes involving young drivers are associated with 27% of all pedestrian and bicyclist deaths and 19% of KSI injuries. There is 1 KSI outcome for every 3 KABC crashes involving younger drivers, and of those KSI crashes, 1 in 3 results in a death. Meanwhile, crashes involving drivers over 65 take 21% of the County's share of KABC injuries, 15% of KSI, and 7% of deaths.

Table 8. Vision Zero Focus Areas for Pedestrian and Bicyclist Victims (8675–8689)

Focus Area	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	K to KABC	KSI to KABC	K to KSI
Driver Age 16-25	33	18%	10	19%	4	27%	1 in 8	1 in 3	1 in 3
Hit-and-Run	20	22%	7	13%	4	20%	1 in 7	1 in 3	1 in 2
Driver Age 65+	38	21%	8	15%	1	7%	1 in 38	1 in 5	1 in 8

Contributing Factors Analysis

The National Roadway Safety Strategy (NRSS) considers that humans are vulnerable and that they make mistakes[5]. To the extent crash records provide insight into transportation system user behaviors, trends in these contributing factors can provide insight into crash types and resulting serious injuries and deaths. Crash records are only as accurate as the reporting officers' accounts and may not capture all behaviors, specifically inattention. Additionally, there may be more than one contributing factor, and it might be difficult to identify how each behavior contributed to the severity of the resulting injury.

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. Table 8 highlights the top five factors that contributed to the most severe crash outcomes.

By pinpointing contributing factors, transportation planners can develop custom countermeasures tailored to address root causes rather than just the outcomes. This distinction allows for more targeted interventions, like enhanced crosswalk visibility, traffic calming, or educational campaigns aimed at driver behavior. Ultimately, contributing factors analysis supports the development of data-driven safety strategies by providing insight into the severity characteristics associated with driving behaviors.

However, it is important to note that the cause of certain outcomes, especially fatalities, is not always clearly understood. Data limitations, underreporting, or the complexity of human behavior

[5] USDOT, National Roadway Safety Strategy, 2022, https://www.transit.dot.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf

can obscure contributing factors. While this analysis helps us understand key patterns, some underlying causes may remain uncertain and require further investigation.

WSDOT crash contributing factors include:

- U-Turns
- Reckless driving
- Speeding
- Disobeying signals or stop signs
- Impairment: Drug impairment and alcohol impairment
- Failure to yield to either vehicle or non-motorist (angle crashes, head on collision, crosswalks)
- Distracted Driving and Inattention
- Traveling in the wrong way/Lane violation

All Road Users

Table 8 summarizes the top 5 contributing crash factors associated with all crash victims. 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 and are dangerous to everyone on the road. The behavior makes up 10% of deaths, with 1 death resulting from every KABC outcome.

Table 4. Top 10 Contributing Crash Factors and Their Severity for all Crash Victims (2015-2019)

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 9 highlights the top five contributing crash factors and their severity rates for bicycle and pedestrian victims. 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 is less common (2% of KABC), but it has a high severity rate; 1 in 2 KABC injuries involving impaired drivers results in a death. Speeding is the least common factor compared to the other top contributing factors (1% of KABC), but like impaired driving, it results in a high severity rate, with half of all KABC injuries resulting in a death.

Table 5. Top 10 Contributing Crash Factors and Their Severity for Pedestrian and Bicyclist Victims (2015-2019

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

A crash type analysis examines which crash categories occur most frequently and result in the most severe outcomes. Reviewing this data provides insight into the engineering and design features that may contribute to a more dangerous streetscape. By isolating specific crash characteristics, transportation planners can better understand which road design features need to be modified to improve safety for all road users.

Table 10 presents data on the top five crash types and their severity rates, highlighting key differences in frequency and outcomes. 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.

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

Table 76¡ Top 5 Crash Types and Their Severity for all Crash Victims (2018-2022)

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

Vehicle Type Analysis

A vehicle type analysis focuses on understanding how the physical characteristics of different vehicles influence crash outcomes by injury severity. By identifying which vehicle types are most often associated with severe injuries and fatalities, this analysis helps pinpoint the vehicles that

pose the greatest safety concerns. Table 11 below shows injury severity statistics respective to the type of vehicle involved in the crash.

Light trucks and cars make up most of the County share of all injury severity levels. Light trucks are slightly higher than cars, with 67% of KABC injuries, 59% of KSI injuries, and 58% of deaths. The ratio of KSI injuries to KABC is 1 in 11, and the death-to-KSI ratio is 1 in 5.

Cars follow closely with 59% of KABC and 47% of KSI outcomes, and 52% of total deaths The ratio of deaths to KABC injuries for car-related crashes is 1 in 52, and the ratio of KSI to KABC is 1 in 12, and 1 in 4 KSI outcomes resulting in a death.

Motorcycles, mopeds, and scooters, while making up only 7% of KABC, represent a disproportionate 21% of KSI victims and 17% of deaths, highlighting their higher risk.

Heavy vehicles, while only accounting for 4% of KABC outcomes, also show a relatively high death rate of 1 fatality for every 21 KABC injuries, compared to a rate of 1 in 53 for light trucks. 1 in 11of KABC injuries resulted in a KSI injury, and 1 in 5 KSI injuries resulted in a death.

Table.77¡.Injuries.and.Deaths.by.Vehicle.Type.for.All.Crash.Victims.(867❽_8689)

Vehicle Type	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	Ratio of K to KABC	Ratio of KSI to KABC	Ratio of K to KSI
Car	2, 084	59%	178	47%	40	52%	1 in 52	1 in 12	1 in 4
Light Truck	2,395	67%	222	59%	45	58%	1 in 53	1 in 11	1 in 5
Heavy Vehicle	149	4%	14	4%	7	9%	1 in 21	1 in 11	1 in 2
Miscellaneous	113	3%	12	3%	2	3%	1 in 57	1 in 9	1 in 6
Motorcycle/ Moped/ Scooter	233	7%	79	21%	13	17%	1 in 18	1 in 6	1 in 3
Farm Tractor or Farm Equipment	6	0%	1	0%	0	0%	N/A	1 in 6	N/A
Bus or Motor Stage	5	0%	0	0%	0	0%	N/A	N/A	N/A
Truck – Double Trailer Combinations	3	0%	2	1%	0	0%	N/A	1 in 2	N/A
Total Injuries or Deaths	3,552		378		77		1 in 46	1 in 9	1 in 5

Vulnerable road users, including pedestrians or bicyclists, often suffer more injuries when they are involved in crashes with any vehicle type.

Table 12 provides a breakdown of pedestrians and bicyclists injuries and deaths when considering involvement by different vehicle types.

Car and light truck vehicle types are the most frequently involved vehicles in pedestrian and bicyclist KABC injuries, accounting for 44% and 53% of pedestrian and bicyclist KABC injuries, respectively. Cars are associated with 38% of KSI outcomes and 40% of deaths, while light trucks are involved with 60% of KSI and 53% of deaths. Both cars and light trucks show a higher proportion of pedestrian and bicyclist serious injuries and deaths compared to other vehicle types. However, pedestrian and bicyclists are infrequently involved in a crash, when they are injured from a crash with a heavy truck, pedestrian and bicyclists are killed 50% of the time.

Table.78¡.Injuries.and.Deaths.by.Vehicle.Type.for.Pedestrian.and.Bicyclist.Victims.(867❾_8689)

Vehicle Type	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	Ratio of K to KABC	Ratio of KSI to KABC	Ratio of K to KSI
Car	81	44%	20	38%	6	40%	1 in 14	1 in 4	1 in 3
Light Truck	97	53%	32	60%	8	53%	1 in 12	1 in 3	1 in 4
Heavy Vehicle	4	2%	3	6%	2	13%	1 in 2	1 in 1	1 in 2
Miscellaneous	5	3%	2	4%	2	13%	1 in 3	1 in 3	1 in 1
Motorcycle/ Moped/ Scooter	1	1%	1	2%	1	7%	1 in 1	1 in	1 in 1
Bus or Motor Stage	1	1%	0	0%	0	0%	N/A	N/A	N/A
Truck – Double Trailer Combinations	1	1%	0	0%	0	0%	N/A	N/A	N/A
Total Injuries or Deaths	183		53		15		1 in 12	1 in 3	1 in 4

Geospatial.High.Traffic.Injury.Analyses

Intersections

Table 13 compares traffic injuries that occur at intersections to those that occur at non intersections on Skagit County roads. 41% of KABC injuries resulted from crashes that occurred at intersections. However, 74% of KSI injuries and deaths occurred on roads that are not intersections.

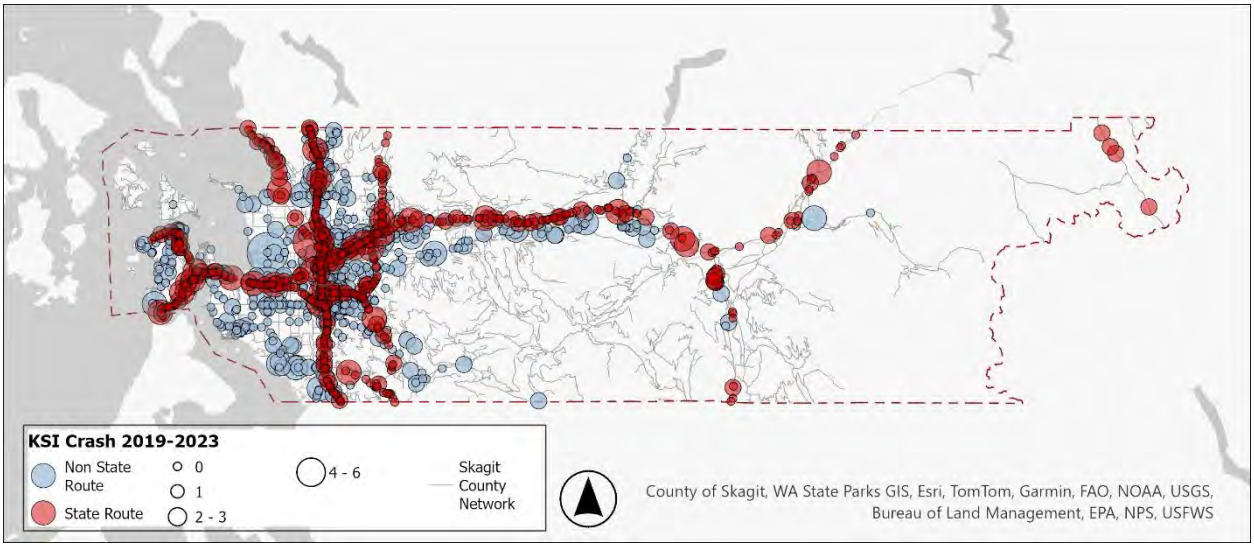
Table.79¡.Crash_Related.Injuries.at.Intersections.(8675_8689)

Location	KABC	Share KABC	KSI	Share KSI	K	Share K
At Intersection	1,451	41%	98	26%	20	26%
NOT at Intersection	2,101	59%	280	74%	57	74%
Total	3,552	-	378	-	77	-

High Injury Locations (2019-2023)

The main goal for this analysis is to show where serious injuries and death occur on Skagit County's Road network. 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 (red) were differentiated from those that did not (blue). 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. Figure 18 shows a snapshot of the high injury locations in Skagit County.

Figure.74.High_Traffic.KSI.Victim.Locations.in.Skagit.County



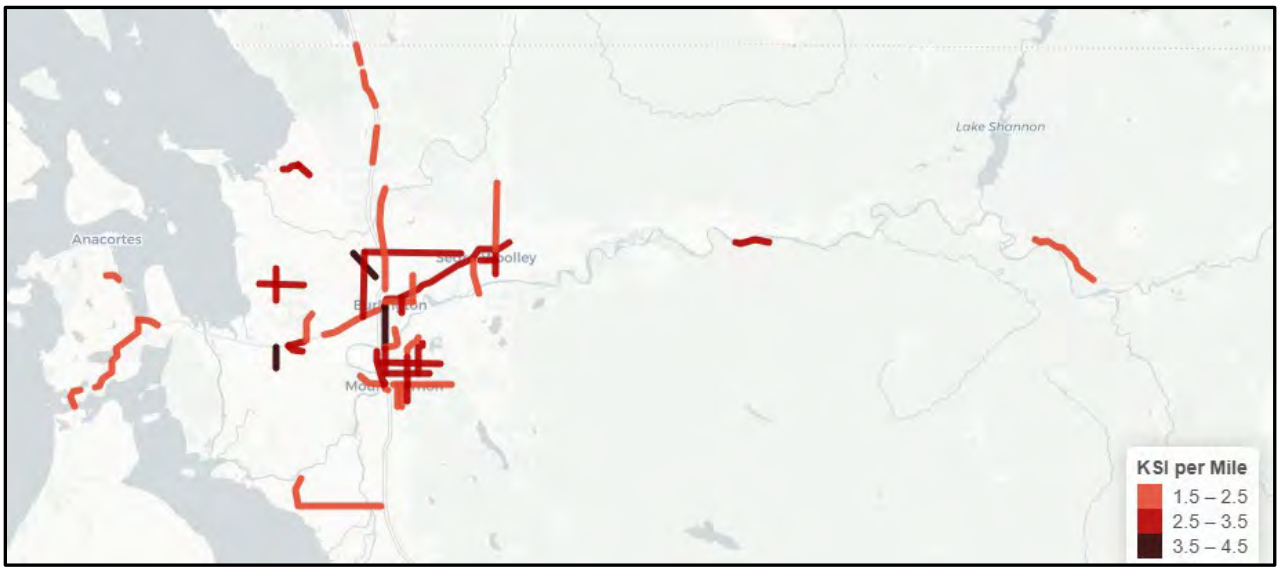
High Injury Network (2019-2023)

The High Injury Network (HIN) maps corridors with a high density of fatalities and serious injuries (Figure 19). To build the HIN, WSDOT Functional Class Data for State Routes[6] and WSDOT Functional Class Data for Non-State Routes[7] were used to create the Regional Network. Roadways on the Regional Network were then broken down into 10-meter segments before spatially attributing serious injuries and fatalities to the road segments. A sliding window algorithm was

[6] https://geo.wa.gov/datasets/WSDOT::wsdot-functional-class-data-for-state-routes/about
[7] https://geo.wa.gov/datasets/WSDOT::wsdot-functional-class-data-for-non-state-routes/about

performed on 1,000-meter contiguous segments (about 0.6 miles). The process ranked corridors in the Regional Network by serious injury or death per mile (KSI per mile). Corridors were filtered by average KSI per mile, using thresholds of 1.5 for surface roads and 1.5 for controlled access highways. This process resulted in a map identifying roadway stretches where the highest concentrations of traffic-related injuries are produced and is a tool used to focus safety efforts within areas that are most in need. The High Injury Network reflects 9% of the Regional Network accounting for 44% of KSI within the Skagit County. Future HIN analyses using different study periods will provide a safety performance comparison and ability to track progress on HIN corridors over time.

Figure.76.High.Injury.Network.of.Skagit.County



Conclusions and Applications for the Region

This report highlights the crash focus areas and behaviors contributing to crashes resulting in serious injuries and fatalities across Skagit County. The data reveals that serious injuries and fatalities occur at disproportionately high rates on rural roads. Residents of rural areas, tribal lands, and those unable to drive due to financial, health or age-related factors experience a significantly greater threat to their safety. By prioritizing these communities, the Skagit Council of Governments can meaningfully enhance both traffic safety and overall quality of life for all communities across the County. The results of this analysis will serve as the basis for the development of a toolkit that will serve as a guiding document for the development of the Regional Safety Action Plan for Skagit Council of Governments.

MOVE SKAGIT

Regional Safety Action Plan Appendix C: Move Skagit Engagement and Collaboration

MEMO

TO: Mark Hamilton, Grant Johnson, Sarah Ruether, Skagit Council of Governments.

FROM: Nicole McDermott, Jeanne Acutanza, Andrina Dominguez, Gregory Mallon, WSP USA

SUBJECT: Skagit Council of Governments – Move Skagit 2050 – Engagement and Collaboration

DATE **February 10, 2025**

PURPOSE

This memo serves as a summary of the engagement and collaboration conducted to date for the Move Skagit 2050 Regional Transportation Plan (RTP), Regional Safety Action Plan (RSAP), and Transportation Resilience Improvement Plan update (TRIP) planning processes. Engagement activities are consistent with the adopted Public Involvement Plan (Attachment 1) and reflect activities to the date of this memo that have informed the Regional Safety Action Plan. As planning processes continue this memo will be updated and reflect activities supporting all three plans. The following sections outline specific tools created and activities implemented to solicit public feedback and engage partner agencies for the Move Skagit 2050 planning effort. Comments and information received through public engagement activities were provided to project staff and were leveraged in the creation of draft Move Skagit 2050 Plans.

The following sections summarize methods and findings from the comprehensive engagement and collaboration elements identified in Attachment 1: SCOG Transportation Policy Board Public Involvement Plan and led up to the creation of the plans. The public involvement plan identified interested parties shown in Table 1.

Table 1. 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 STRATEGIES AND ACTIVITIES

MOVE SKAGIT 2050 BRANDING AND WEBSITE

Engagement for the Regional Transportation Plan was coordinated with the other regional planning efforts including the Regional Safety Action Plan, and the Transportation Resilience Improvement Plan. Move Skagit branding was created to streamline SCOG's engagement efforts related to the three plans with the intent to reduce confusion of the various planning processes for the RTP, RSAP, and TRIP. Each plan has a similar format related to the graphic design layouts while preserving each of the plans' titles with unique color stories associated with the individual plan and planning effort, shown in Figure 1.

Figure 1. Move Skagit Branding with Similar but Distinct Branding

Project Staff created a website at the domain moveskagit2050.com to function as a central landing platform for all virtual public involvement activities for the plans. The website included a number of avenues for the public to engage with SCOG staff through the planning process. These included:

- English and Spanish fact sheets for the RTP, RSAP, and RP
- E-newsletter subscription for plan updates
- Interactive transportation comment map
- "Contact us" form for comment submission
- Staff contact details

All text on the Move Skagit 2050 website was translated into 16 languages, which is consistent with SCOG's Title VI Plan. A screenshot of the Spanish language homepage of the website is included in Figure 2 below.

Figure 2. Screenshot of the Move Skagit 2050 Website Homepage Translated in Spanish

INTERACTIVE MAP

Another strategy used during the Move Skagit 2050 planning process included the development of an interactive map with comment recording functionality. The map showed Skagit County and included the Regional Safety Action Plan High-Injury Network layer using ArcGIS (Figure 3) as well as an interactive screen Social Pinpoint shown Figure 4. This allowed the public to drop a pin on a location and submit a themed comment about transportation issues anywhere in the Skagit region. The High-Injury Network layer represented on the map shows readers the areas with the highest concentration of traffic-related serious injuries and fatalities in Skagit County from 2019 to 2023. Comments were divided into seven different themed categories. These included:

- Safety
- Bicycle & Pedestrian
- Traffic Congestion
- Accessibility
- Freight
- Natural Hazards
- Other

In total, the interactive map received 203 comments from June 5, 2025, until its closure on October 3, 2025. All comments received on the interactive map are included as an attachment. Screenshots of the interactive maps are shown in Figure 2 and Figure 3.

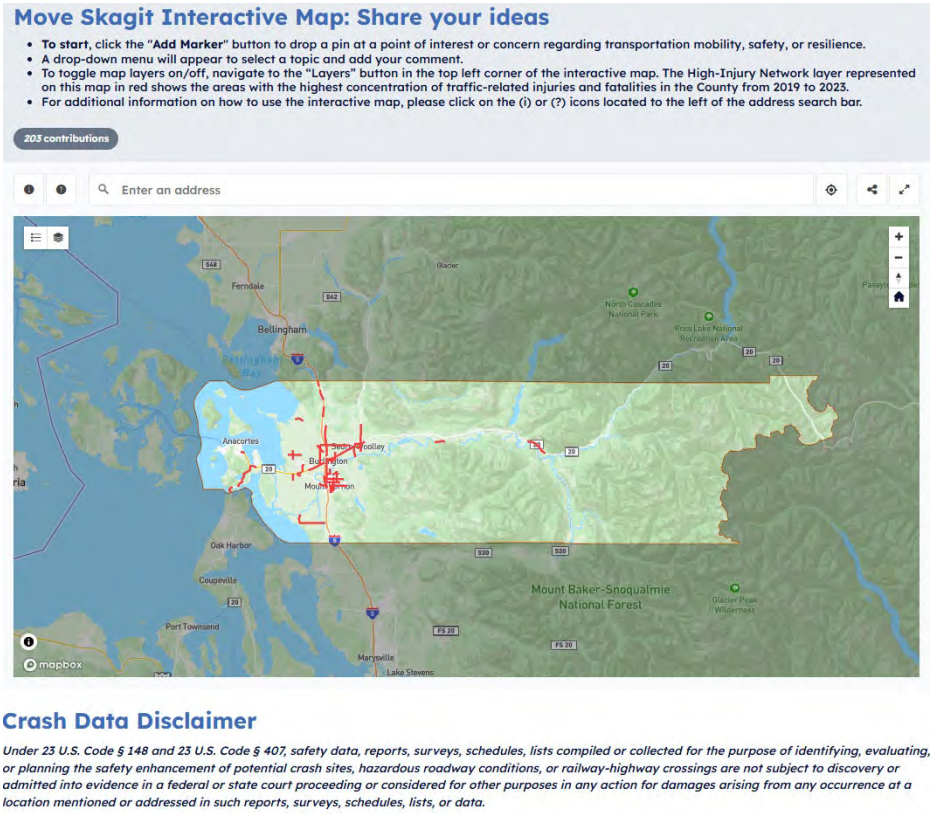


Figure 3. Interactive Map Landing Page with High Injury Network

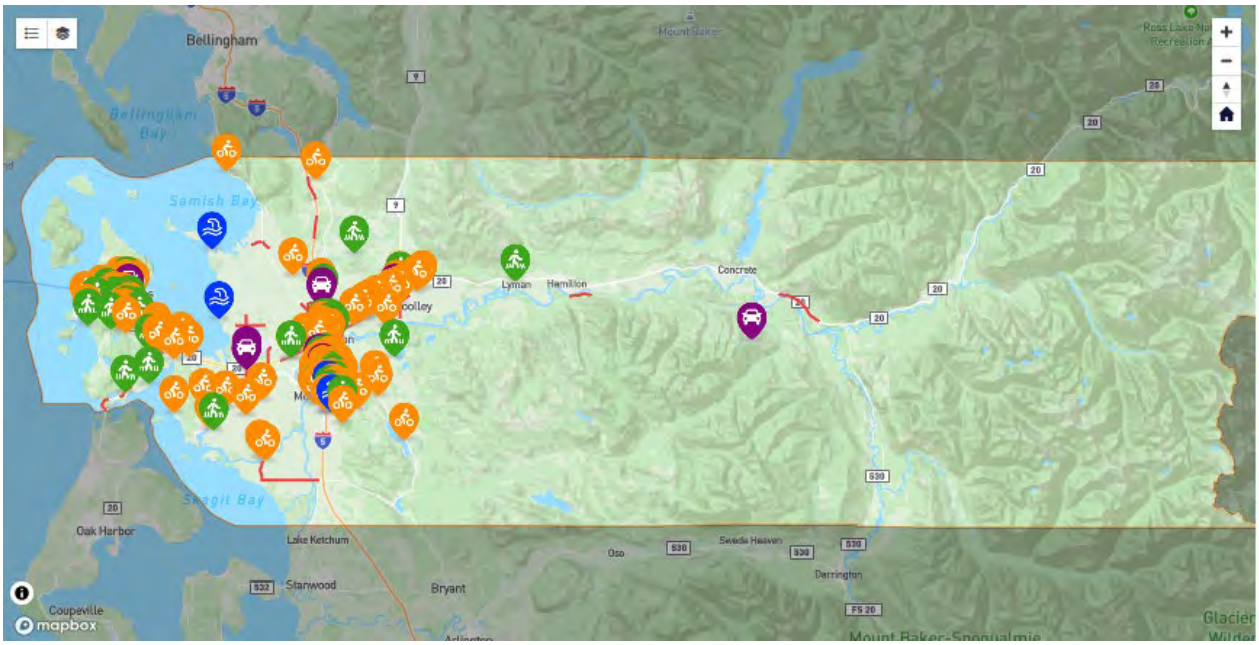


Figure 4. Interactive Map with Community Comments "pinned"

OUTREACH AND ENGAGEMENT MATERIALS

The Move Skagit website (www.moveskagit2050.com) was created to function as a virtual landing platform and "information booth" for the Plan. This website was made fully available in English and Spanish, and included:

- Context for the Plan update;
- Project fact sheets;
- Links to other relevant documents;
- Project timeline;
- Contact information and comment opportunities;
- Virtual public engagement tools, including an interactive comment map; and
- A subscription service for regular e-notifications.

Other materials were developed to communicate elements of the Plans to the public. These included physical maps of the regional transportation system communicating the High-Injury Network which shows the areas with the highest concentration of traffic-related injuries and fatalities in Skagit County from 2019 to 2023, physical project fact sheets in English and in Spanish, and a physical prioritization activity table mat that allowed the public to rank transportation priorities for investment.

NOTIFICATIONS AND NEWSLETTERS

Notification is taking many forms during the planning process for all three plans. Move Skagit materials are provided throughout the planning process via the Move Skagit website and e-newsletters. Updates were provided through e-newsletters and relevant pages on the website. To inform the community about

the Move Skagit planning process, newsletters were distributed from June 5, 2025, to December 12, 2025. Newsletters were disseminated at project milestones beginning with the launch of the moveskagit2050.com project website; after completion of tabling and discussion group public engagement cycle; before public comment periods; and after publication of final draft plans. Newsletters were sent to members of the public who signed up to receive newsletters through the project website in addition to a distribution list of 240 email addresses which include Skagit County agency staff, community members from various community organizations, public agencies, advisory committees, and local news publications.

TABLING

The main activity for soliciting public feedback during the planning process was going out into the community for in-person tabling at various community locations and events in Skagit County. In total, the team tabled nine times across Skagit County:

- 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.
- Mount Vernon Senior Center, Mount Vernon, September 18, 2025.

To inform the community and solicit feedback at tabling events, the team prepared two display boards, a prioritization activity table mat, and English and Spanish fact sheets for each plan.

The display boards consisted of a general information board for the Move Skagit 2050 program and a board containing the High Injury Network map from the website where the community could identify areas of interest and make contributions in person. The prioritization table mat activity included six categories for investment prioritization for each plan where the community could place a sticker to communicate what their priorities are for future investments in transportation improvements in Skagit County.

In total, the team received 326 comments from tabling events throughout Skagit County. Comments are categorized and summarized in the following section.

CONSULTATIONS

Letters were sent out to federally recognized Indian tribes, federal agencies, state agencies, and regional air quality agency and watershed private non-profit notifying them of the Plan update and inviting them to consultation meetings. From the outreach, three consultation meetings were conducted with representatives from one federal agency, five state agencies and one private non-profit. After these consultation meetings, a follow-up letter went out to the same consulted parties to notify them that the draft Plan had been released for public review and comment, and inviting each party to a follow-up consultation meeting along with any additional input they may have on the Regional Transportation Plan.

PUBLIC COMMENT PERIOD

The draft Plans was posted to SCOG's website as well as the Move Skagit website, along with a notification of the public review and comment period for the Draft Regional Safety Action Plan which was held from December 19, 2025, to January 16, 2025. Comments are listed in Attachment 2.

PUBLIC ENGAGEMENT SUMMARY

The following section provides summarized feedback received through the interactive map and tabling events for the Move Skagit planning process. Comments collected are broken out by topic area. A full list of comments received is located in Attachment 2.

INTERACTIVE MAP

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 improvement 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 will be used to gather feedback on the draft plan prior to final approval. Individual comments were sorted into topic areas and summarized key takeaways are shown below.

INTERACTIVE MAP

Identify potential improvements for walking, biking, and rolling

- Requests for pedestrian bridges and bike/pedestrian trails
- Need for bike lanes and safer routes for cyclists
- Calls for sidewalk extensions and repairs
- Suggestions for connecting trails and improving access to parks
- Desire for ADA-compliant infrastructure and safer crossings
- Improvements to trail signage and wayfinding

Identify areas that experience complications due to traffic delays

- Congestion at specific intersections and roads
- Difficult left turns and lack of turn signals
- Traffic backups during peak hours and events
- Need for additional turn lanes and improved traffic flow
- Specific locations cited: Reed onto 20, I-5 N exit ramp to Cook Rd, Commercial Avenue and 32nd, College & Riverside, Cook and I5

Identify areas where transportation options and infrastructure do not meet the needs of the community

- Non-ADA compliant sidewalks and bridges
- Lack of safe infrastructure for people using mobility aids
- Requests for pedestrian/bicycle-only bridges

Identify areas of concern or interest where the traveling public is conflicting with freight traffic including semi-trucks and trains

- No comments were submitted in this category

Identify areas that are at risk of being impacted by natural hazards including earthquakes, landslides, flooding, sea level rise, wildfires, and storms

- Visibility hazards due to vegetation
- Sidewalk hazards impacting accessibility
- Bluff erosion affecting road safety
- Risks from flooding, sea level rise, and storms

TABLING EVENTS SUMMARY

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. Following is a summary of comments received at the various tabling events and are sorted into Move Skagit Planning process.

REGIONAL TRANSPORTATION PLAN

Transit Service & Accessibility

- Strong support for expanding bus service: more routes, increased frequency, and Sunday service.
- Paratransit is valued, but more options are needed for seniors and people with limited mobility.
- Calls for better connections to Seattle, Link light rail, airports, and medical appointments.
- Desire for improved transit education and clearer information on how to use the system.

Congestion & Traffic

- Widespread concern about congestion, especially near Janicki Industries and during the Tulip Festival.
- Suggestions for more roundabouts, additional lanes, and improved traffic flow in busy areas.

Road & Infrastructure Maintenance

- Requests for more road maintenance, especially for potholes and rough pavement on SR20, SR9, and College Way.
- Emphasis on maintaining and repairing sidewalks and bridges.

Connection Gaps

- Need for better connections between different transportation modes (e.g., buses to light rail, airports, and trails).
- Calls for improved trail connectivity and bike lanes.

Equity & Underserved Communities

- Comments highlight limited access to goods and transit for seniors, low-income residents, and people with disabilities.
- Suggestions for more accessible transit stops, micro-transit, and housing near services.

REGIONAL SAFETY ACTION PLAN

Pedestrian & Bicycle Safety

- Strong desire for more protected bike lanes and safer crossings.
- Concerns about insufficient pedestrian and bicycle facilities, especially in urban areas.
- Requests for improved sidewalk conditions and lighting.

Traffic Calming & Speed

- Mixed opinions on roundabouts; some are considered too small for trucks.
- Concerns about speeding, blind spots, and dangerous intersections.
- Calls for more police patrols and traffic calming measures.

Collision Hotspots

- Fear of collisions at specific intersections, notably Campbell Lake Rd and Highway 20.

Education

- Need for more public education on transportation safety, bike etiquette, and roundabout use.

TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

Flooding & Natural Hazards

- Concerns about flooding in Anacortes, Mount Vernon, and Concrete.
- Comments about landslides, earthquakes, and the need for resilient infrastructure.

Emergency Preparedness

- Worries about evacuation routes and the ability to leave homes during disasters.
- Desire for better community preparedness and information on shelters and evacuation routes.

OTHER TOPICS

General Feedback

- Support for walkability, trail maps, and community events.
- Suggestions for high-speed rail, improved signage, and more public information about transportation options.

Key Insights

- **Transit expansion and accessibility** are top priorities, especially for seniors, low-income, and rural residents.
- **Congestion and maintenance** issues are persistent, with specific hotspots identified.
- **Safety improvements for pedestrians and cyclists** are widely requested.
- **Resiliency and emergency preparedness are growing concerns**, particularly regarding flooding and evacuation routes.
- **Education and outreach** are needed to help residents use transportation options safely and effectively.

AGENCY PARTNER COLLABORATION ACTIVITIES AND SUMMARRIES

Move Skagit followed the regional planning organization framework to `The Regional Safety Action Plan primarily used three bodies to inform development in the plan which included the Transportation Policy Board, Technical Advisory Committee, and Non-Motorized Advisory Committee. Additionally, Move Skagit staff convened regional focus groups with WSDOT, law enforcement and emergency first responders, Skagit Transit Community Advisory Committee, non-profit and private service providers. A brief description of the board, committee, state agency, and focus groups is described below.

TRANSPORTATION POLICY BOARD

The Transportation Policy Board is a governing body of SCOG and directs the transportation work program. Work program items are primarily related to SCOG's role as the federally enabled metropolitan planning organization and state enabled regional transportation planning organization in Skagit County. Transportation Policy Board meetings are typically held on the third Wednesday of every month, and all meetings are open to the public. Move Skagit plan elements were discussed with regional partners at regularly scheduled meetings as noted below:

- March 19, 2025 – Review of the Crash Data.
- December 17, 2025 – Draft Released for Public Review and Comment.
- *February 18, 2026 – Tentative Approval of Regional Safety Action Plan.*

SUMMARY

The Transportation Policy Board has been engaged throughout the Move Skagit Planning processes and has provided helpful feedback and proposed questions to explore as part of the plans' development.

TRANSPORTATION ADVISORY COMMITTEE

SCOG's Technical Advisory Committee (TAC) consists of engineers, planners, and other representatives from SCOG member jurisdictions in Skagit County. The TAC meets to discuss regional transportation issues and provide technical input to inform SCOG Transportation Policy Board decisions. Technical aspects of the Move Skagit Planning efforts were discussed at the following meetings:

- May 6, 2025 – Review of crash analysis and methods.
- August 7, 2025 – Overview and updates of the RTP, RSAP, and TRIP planning efforts.
- January 8, 2026 – Draft Review and Recommendation of Regional Safety Action Plan.

SUMMARY

The Technical Advisory Committee (TAC) discussion group focused on identifying and addressing transportation challenges and priorities in Skagit County. Participants highlighted disadvantages in the internal multimodal network and noted that rural areas and underserved groups such as the elderly and those with medical needs face significant barriers. The group discussed the importance of education and

outreach to improve transit use, the impact of parking and freight on infrastructure, and vulnerabilities stemming from pinch points and natural hazards. Key needs included improving bridge navigability and developing alternative north-south routes. Participants also emphasized the necessity of effective stormwater management, transitioning to zero-emissions transit fleets, and balancing new projects with maintenance of existing assets, noting that deferred maintenance, especially on state routes, is a pressing concern. Overall, the discussion underscored the interconnectedness of local and regional priorities and the importance of coordinated planning for resilience and safety.

NON-MOTORIZED ADVISORY COMMITTEE

The Non-Motorized Advisory Committee (NMAC) supports 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.

SUMMARY

The Non-Motorized Advisory Committee (NMAC) discussion group highlighted several key themes relating to regional transportation planning and community needs. Participants emphasized the importance of integrating feedback from diverse community members into the Move Skagit program, with a particular focus on improving infrastructure and safety for non-motorized users. There was consensus on the need for better access for non-motorized transportation, especially in areas with limited existing infrastructure.

Another major theme was the challenge of addressing multijurisdictional road issues. Participants recognized the complexities of improving roads that span multiple jurisdictions and appreciated the role of the regional planning organization in serving as a connector among agencies. The discussion underscored the significance of having regional policies that prioritize the connectivity and condition of such roads.

Safety concerns, especially in locations where crashes may not have occurred, but dangerous conditions exist, were also highlighted as a priority for future planning.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)

SCOG has recurring monthly meetings 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 efforts.

SUMMARY

The WSDOT discussion group identified several transportation challenges and priorities in Skagit County. Key themes included the need to improve access and safety for walking, biking, and transit, and to address disadvantages in passenger rail service despite ongoing demand. Freight mobility and truck parking, particularly along the I-5 corridor, were highlighted as critical issues, with ongoing efforts to analyze and address truck parking needs.

Past network improvements such as expanded sidewalks and bicycle facilities have enhanced local mobility, but crossing state routes remains a barrier for some neighborhoods. Active transportation and preservation of existing assets were emphasized as top priorities, with concerns over statutory goals for system stewardship not being fully realized due to funding constraints. Bridges, particularly those at risk for liquefaction, and flooding along I-5 and SR 20 were noted as significant vulnerabilities. Deferred maintenance was seen as a growing issue, contributing to increased costs and system risk.

Freight's reliance on I-5 for trade with Canada was underscored, along with the need for grade separations at critical crossings. Safety issues, especially in rural and high-speed areas, were discussed, with roundabouts and improved crossings proposed as solutions. Multimodal connectivity, integration of schedules for passenger rail, and ferry system improvements, including terminal upgrades and restored service to Sydney, B.C., were suggested as important considerations for future regional plans.

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.

SUMMARY

The law enforcement and emergency first responders' discussion group highlighted key realities that manty law enforcement agents and emergency first responders face including significant roadway safety challenges driven by law enforcement understaffing, rising drug-impaired driving, and deteriorating driver behavior. Legislative changes to pursuit policies and pandemic-era restrictions reduced enforcement. Additionally, roadway that were originally built for farming, now struggle with tourist traffic and congestion, contributing to serious crashes. Aggressive, reckless, and negligent driving have surged post-pandemic, compounded by inexperienced drivers and impatience. Infrastructure cannot keep pace with population growth, and systemic issues such as limited budgets and resistance to automated enforcement persist despite state-level pilots. Emergency response in rural areas is hampered by declining volunteer participation and proposed OSHA rules, often delaying critical care when crashes block access routes.

Additionally, law enforcement and emergency first responders discussed critical vulnerabilities during emergencies and evacuation events, particularly in rural areas where access can be severely limited. Past incidents have highlighted challenges such as inadequate signage for road closures, reliance on

volunteer firefighters, and limited ambulance availability, sometimes only one for an entire area which necessitated helicopter rescues. Chuckanut Drive is especially hazardous, with frequent severe crashes that can block access to medical facilities, while elk-related collisions have also posed safety risks. Structural vulnerabilities, including potential bridge failures, add to the concern. Designated evacuation routes such as I-5, SR 530, SR 20, SR 11, SR 9, Cook Road, and others are critical during major storm events, yet these corridors remain susceptible to natural hazards. Historically, flooding has been the most significant threat, followed by landslides, dam or levee failures, and severe storms, underscoring the need for resilient infrastructure and emergency planning.

SKAGIT TRANSIT COMMUNITY ADSVISORY 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

The Skagit Transit Community Advisory Committee (CAC) discussion group highlighted key transportation challenges and improvements in Skagit County. Participants identified that rural areas, individuals unable to drive, and people with disabilities face the greatest transportation disadvantages. Key issues highlighted included growing traffic congestion, especially in town centers and on College Way, limited inter-county transit connections, and insufficient late-night transportation options.

Recent improvements noted were the addition of seating at bus stops and the youth ride free program. Committee members discussed potential technological advancements, such as more direct bus routes, better integration between train and bus schedules, and digital displays for real-time transit updates. Safety concerns focused on pedestrian crossings, lighting at bus stops, and bike safety education. The group also emphasized the need for better connections for pedestrians and cyclists accessing transit, and for public input to guide future bus route planning.

Overall, the group advocated for innovations to improve accessibility, safety, and connectivity in Skagit County’s transportation network, with a special focus on vulnerable and underserved populations.

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 efforts. The discussion group occurred on July 31, 2025.

SUMMARY

The Non-Profits and Private Service Provider discussion group identified several transportation challenges and priorities in Skagit County. key issues included a shortage of skilled transportation operators, the need to improve bicycle infrastructure and safety, gaps in transit service for those living outside designated bus routes, and maintenance concerns for rural roads. Participants discussed challenges faced by seniors, people with disabilities, and low-income residents, such as high transportation costs and limited access to essential services. Recent improvements highlighted included grant-funded driver programs. Innovative ideas suggested for Skagit County's transportation network included vehicle tracking for riders and expanded dial-a-ride services. The group emphasized the importance of walkability, transit safety, and grade crossing safety, and recommended expanding bus routes and offering more training for transit users.

MOVE SKAGIT

Attachment 1: Public Involvement Plan

Skagit Council of Governments Public Involvement Plan for Skagit Regional Safety Action Plan

Last Update: Dec. 24, 2024

Project Overview

Document purpose

This public involvement plan identifies communications and engagement activities to reach key audiences and align those activities with decision points in development of a Regional Safety Action Plan. The public involvement goal is to **consult** with agency partners and community members to identify issues of community interest related to transportation safety and obtain feedback on analyses, goals, policies and priority projects before decisions are finalized.

Project description

The Skagit Council of Governments (SCOG) is a regional transportation, land use and economic development planning agency. SCOG connects Skagit County's leaders to build a stronger Skagit region and plan for future growth. SCOG coordinates decision making and policy development in transportation and regional growth management. SCOG is 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.

SCOG initiated this project to support the development of a Regional Safety Action Plan that follows the Safe System Approach framework. The goal of this plan will be to eliminate fatal and serious injury traffic crashes in the Skagit planning area. Through this plan, SCOG will integrate available safety-related data sets that will allow for the analyses of key transportation safety problems facing the region and its local jurisdictions, as well as recommendations for a program of safety-oriented strategies and projects.

Problem statement

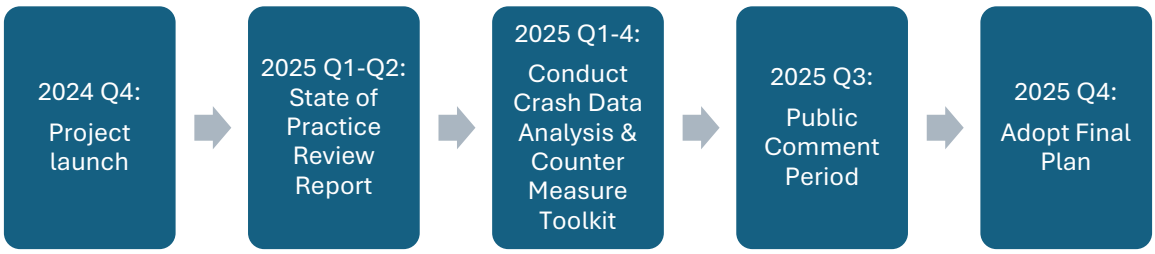
The Skagit Regional Safety Action Plan (RSAP) aims to address the critical issue of transportation safety within Skagit County. Despite ongoing efforts, the region continues to experience a significant number of traffic-related incidents, including fatalities and serious

injuries. The plan seeks to identify and implement effective strategies to reduce these incidents, enhance road safety for all users, and create a safer transportation environment. This initiative is part of the broader Safe Streets and Roads for All (SS4A) program, emphasizing a data-driven approach to achieve Vision Zero goals.

Decision makers and decision process

The SCOG Transportation Policy Board (TPB) directs the transportation work program and will adopt the RSAP in December 2025. The TPB will receive recommendations from SCOG staff and the SCOG Technical Advisory Committee (TAC), which consists of engineers, planners and other representatives from SCOG member jurisdictions in Skagit County. The TAC meets to discuss regional safety issues and provide technical input to inform SCOG TPB decisions.

Project schedule



Guiding Principles and Strategy

Throughout the public involvement process, the project team will endeavor to:

Be consistent with SCOG and federal and state guidance for public engagement

- Adherence to SCOG's Public Participation Plan of 2017
- Meet SCOG's Title VI Plan (May 2023) for access and non-discrimination. The Title VI plan requires vital documents, including public notification documents or major planning documents, to be translated to Spanish.

Use existing and ongoing planning efforts to create \efficiencies

- Use existing scheduled and noticed meetings of the TAC, TPB and partner agencies to share new information and gain feedback to avoid the need for staff, partners and the public to plan for and attend a new meeting.
- Integrate RSAP engagement with public engagement efforts for the Regional Transportation Plan and Resiliency Plan to increase efficiency and promote community understanding of all efforts.

- Apply public feedback related to safety from recent planning efforts, including current updates to comprehensive plans and transit plans underway in 2024 and 2025, to inform the RSAP.

Elevate the voices of people often underserved by transportation.

- SCOG will focus on engaging communities that are historically underrepresented and underserved. By making information accessible to these groups, we make information accessible to all. This includes, for example, Tribal members, recent immigrants who do not speak English, people who are transit dependent, and people whose web access is limited to a smart phone. To encourage participation by often underserved communities, all public-facing project materials will be ADA compliant. Translation and interpretation will be available to those with limited English proficiency to facilitate an inclusive planning process.

Go directly to the community.

- Use information tables in locations where people congregate or celebrate so they don't have to attend a separate meeting.
- Provide presentations at local community or business organizations to share updates and receive input.
- Using online resources so community members can learn about the RSAP development at their convenience.

Close feedback loops.

- Inform partners, local organizations and the broader community how their input influenced the final plan.

Public Involvement Scope

Decisions to be made during the planning process

Several decisions are anticipated during the roughly year-long planning process. Decisions denoted with an asterisk (*) will be of more interest to the community and be part of focused engagement.

- Public involvement plan
- Project branding
- Project website
- Safety policies, goals and measures*

- Consistency/compliance with county, state and federal policies and requirements
- Prioritization of projects*, for example:
    - Roadway safety improvements
    - Active transportation facility improvements
    - Safety campaigns and education

Goals, Objectives and Success Metrics

This section describes the public involvement goals and how project staff will measure and evaluate progress.

Goal 1: Historically and currently excluded and underserved communities' concerns and aspirations are understood and considered throughout the planning process.

Objective 1.1 Planning team staff research and seek out input from those traditionally left out.

Objective 1.2 Input specifically from historically and currently excluded and underserved communities is identified in summary reports.

Measures of success:

- Input about safety needs from previous or other planning efforts from environmental justice communities is considered for the RSAP
- Information about the RSAP is delivered to potentially affected parties through trusted community sources, in preferred languages.
- Materials and comment forms about the RSAP are clear, culturally relevant and translated when necessary to meet Title VI guidelines.
- Comments are received in languages other than English
- Decision-makers consider the input of those historically excluded before RSAP is adopted.

Goal 2: Skagit County residents understand the purpose and importance of the RSAP.

Objective 1.1 Clearly communicate information about the planning process in all materials prepared for the RSAP.

Objective 1.2 Audiences have multiple accessible channels to learn about the project throughout the planning process.

Measures of success:

- Key materials are developed to meet the region's information needs, language needs, Americans with Disabilities Act guidelines and an 8th grade literacy level.

- News media cover the projects and traffic effects accurately.
- Website receives visitation traffic that indicates readers are spending more than 2 minutes on the site.
- Partners distribute project information through their networks
- Greater than 50% of participants express satisfaction with the clarity, quality and relevance of information presented at events, meetings or online as measured by informal feedback mechanisms such as show of hands or online Zoom poll or evaluation question at the end of online survey.

Goal 3: Skagit County residents and partner agencies see their safety priorities reflected in the final RSAP.

Objective 3.1 Audiences are provided opportunities to share relevant ideas, impacts, challenges and missing information with project staff to inform the RSAP.

Objective 3.2 Planning team receives useful and timely feedback from stakeholders that informs decisions.

Objective 3.3 Final RSAP identifies how public input was incorporated.

Measures of success

- Public and partner feedback is actively sought before decisions are made at outreach events, interviews, partner meetings and through the comment period.
- Community members provide feedback through multiple channels throughout the planning process.
- Input is received from throughout Skagit County.
- Changes to the RSAP are communicated via community/committee meetings, newsletters and final RSAP.

Stakeholder Assessment

Demographics

SCOG developed a demographic analysis in 2023.

Demographic Information	Skagit County	Washington
Total Population	130,696	7,812,880
Race/Ethnicity:		
Hispanic/Latino	18.4%	14.6%
Not Hispanic/Latino:		

American Indian/Alaska Native	2.2%	2%
Asian	2.2%	10.8%
Black or African American	0.7%	4.7%
Caucasian/White	74.5%	64.2%
Native Hawaiian/Pacific Islander	0.3%	0.9%
Multi-racial	20%	5.4%
Economically disadvantaged	11.1%	10.3%
Language other than English spoken at home	6.2%	20.5%
Spanish or Spanish Creole		
Slavic languages		
Other Asian and Pacific Island languages		
Tagalog		
With a disability	14.5%	13.9%
Age 65 and older	22.1%	17.1%
Youth (age 19 and below)		
Households with a computer	95.4%	96.1%
Households with a broadband Internet subscription	91.9%	92.1%

Washington state demographic information was collected from www.census.gov. Some parallels to Skagit County demographic information could be unreliable. Sources:

https://www.census.gov/quickfacts/fact/table/skagitcountywashington,WA/PST045223

https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RHI525223

https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RHI525223

Skagit County demographic take aways to inform inclusive engagement strategies:

- People responding that they were of Hispanic or Latino ethnicity, and of any race including White, totaled 18.4% of the population in 2020, which is a higher proportion than the state. About 7,600 residents are estimated to have been born in Latin America. **Previous work with this community suggests that working directly with community leaders or organizations increases participation**.
- Population age groups in Skagit County have continued to shift since 2010, showing that the population is aging. Seniors make up largest group of those who experience disabilities. **Seniors and people with disabilities may have access needs**.
- Overall, youth and seniors make up 44.7% of the countywide total population.
- About 13% have incomes at 200% or less of the federal poverty level. The two lowest median household incomes by race were those of the following groups: American Indian or Alaska Native, and Some Other Race.
- Access to a computer and broadband internet is above 90% of the population.
- According to SCOG's demographic profile and Title VI plan, about 94% of the population speak English very well. Of those that speak English less than very well, Spanish is spoken most frequently and more than 5% speak the language. The meets the Safe Harbor threshold of 5% of the population or 1,000 total LEP speakers, which means **certain vital documents must be translated into Spanish**. This includes public outreach materials, webpages and executive summaries and/or

introduction sections of major planning documents, where applicable, such as Regional Transportation Plan.

Stakeholders

The table below identifies RSAP audiences, their interests, and the communication needs and methods to best inform and engage them during the planning process.

Audience	Anticipated Areas of Interest	Communication Channels & Needs
SCOG Transportation Policy Board	RSAP is a primary responsibility of TRB	Board meetings Website
WSDOT Region (state routes)	Oversees implementation of state law related to RSAPs	TPB meetings; staff meetings Website
Enforcement Agencies and First Responders	Review of crash outcomes, causal factors post-crash care and potential enforcement including automated.	Briefings or interviews
Tribal	Safety, consistency with Tribal plans; projects and mobility	Tribal consultation
Staff at County and cities	Consistency with local plans; local projects and mobility	North Sound Transportation Alliance Briefings at local meetings and TAC meetings Website
Hispanic and Latin American community	Safety and mobility	Briefings of Community Action of Skagit County Latinx Advisory Committee, Mt Vernon Chamber's Latino Business Leaders Tabling after Spanish services at Immaculate Conception Catholic Church Informational materials; comment form; Advertising in Spanish
Freight haulers	Road safety and access	Briefings (Mt. Vernon Chamber of Commerce, Washington Public Ports Association, Washington Trucking Association, freight advocacy or business groups or businesses) Media coverage Newsletters Website Advertising
Tourism and economic	Road safety and access	Briefings (Mt. Vernon Chamber of Commerce , Burlington Chamber, La

Audience	Anticipated Areas of Interest	Communication Channels & Needs
interests, including agriculture		Conner Chamber, Skagit Tourism Bureau) Media coverage Newsletters Website Advertising
Active transportation advocates	Safety for all users and multimodal access	Washington Bikes; Skagit Bike Club Media coverage Newsletters/emails Website Advertising
People who are disabled	Safety for all users and multimodal access	Center for Independence North Sound Media coverage Newsletters/emails Website Advertising
Transit agencies	Safety for all users and multimodal access	Skagit Transit Briefings at local meetings Website
Educational institutions	Safety for all users and multimodal access	Skagit Valley College, school districts Tabling Media coverage Newsletters/emails Website Advertising
Skagit County residents and travelers	Safety for all users and multimodal access	Media coverage Newsletters Website Advertising
Skagit County emergency service providers	Safety for all users, efficient emergency response, and multimodal access	Public safety networks and forums Briefings Staff emails Website

Messaging Themes

The messages below are intended to provide general information about the RSAP, and the process to update it. These messages are presented as answers to general questions and can be used to inform the development of project outreach materials, including, but not limited to, web content, fact sheets, display materials and talking points. The messages are presented as the following questions and answers:

- Serious injuries and fatalities continue in the Skagit Valley.
- The Skagit Council of Governments is developing a Safety Action Plan in 2025 to eliminate fatal and serious injury traffic crashes in the Skagit planning area.
- The development process began in 2024 to analyze current crash data and identify both ongoing and new safety projects to address high-risk areas and improving safety.
- The Skagit Council of Governments is collaborating with local, state, tribal, and federal partners to ensure a comprehensive and inclusive plan.
- Public input will be sought through existing advisory committees, community meetings and events and through comments on the draft plan.

Public Involvement and Communications Tactics

Tactic and description	**Purpose**	**When Use?**
Meetings at Transportation Policy Board	The SCOG Transportation Policy Board directs the transportation work program and will adopt the RSAP in late 2025	Use existing scheduled and publicly noticed meetings of the SCOG TPB to share new information and gain feedback.
Meetings with Technical Advisory Committee	The TAC meets regularly to discuss regional transportation issues, such as the RSAP, and provide technical input to inform SCOG TPB decisions.	Use existing scheduled and noticed meetings of the TAC to regularly share new information and gain feedback.
Briefings to local government staff or boards	Keep Skagit County, cities in the SCOG service area and Skagit Transit informed at key milestones and seek their input.	Key milestones: • Safety planning and implementation best practices • Financial plan/revenue estimate • Consistency/compliance with county, state and federal policies and requirements • Multimodal level of service standards • Prioritization of projects
Stakeholder interviews & Discussion groups	Gain input for key decision points from historically underserved and underrepresented communities. This includes federally recognized Indian tribes and the Latin American community	Schedule at the beginning of the process to refine safety needs and gaps before the RSAP is drafted.

Tactic and description	Purpose	When Use?
Briefings/Presentations to Community Organizations	Gain input for key decision points from organizations that have members who rely on the transportation system.	Briefings should occur throughout the process, with particular focus on project start and when the draft plan is available for public comment.
Website with interactive map	The RSAP website will serve as a landing platform and clearinghouse for all public engagement activities and materials related to the Plan update, including informational documents, interactive map, online surveys, staff contact information.	Launch website in early 2025 in conjunction with RTP website and keep updated throughout the RSAP process.
Electronic Newsletters	Keep interested parties updated on project progress.	Topics and schedule: Q1 2025: Project launch and community priorities Q2 2025: How input is shaping the plan Q3 2025: Notification of comment period Q4 2025: Summary of new plan
Focused and personalized emails/mailings to specific groups	Inform and ask for input from interested and/or affected parties at key milestones. Email topics are similar to briefings topics.	Key milestones: • Project start and schedule • Goals and measures, community priorities • Call for projects • Draft plan; comment opportunity
Fact sheet (including translated version)	General overview of RSAP purpose and schedule	Distributed at public involvement events or briefings. Also available through the RSAP website.
Online and printed comment forms/survey (including translated version)	Gain input on draft plan	mid 2025
Media briefings	Gain earned media about RSAP project purpose and public comment opportunities	At project launch (early 2025) and as public comment period begins (mid 2025)
Advertising in local news outlets	Alert community of public comment opportunity	As public comment period begins.
Information tables	Meet people where they are for quick interactions and input gathering.	Summer and fall 2025, when weather is decent.

Evaluation and Reporting

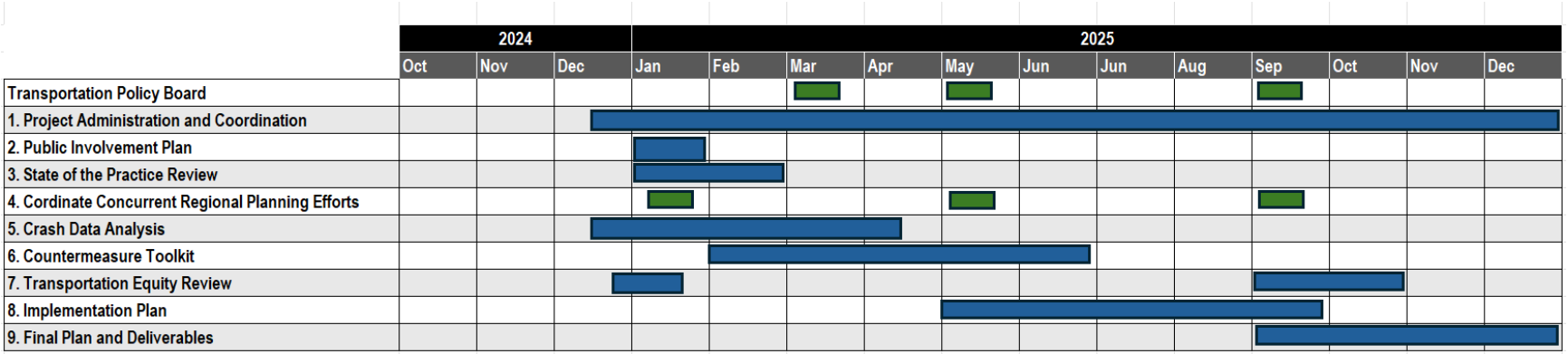
Feedback on the engagement process will be sought through 1-3 added questions on the public comment survey, at the end of discussion groups or interviews and a focused email to highly interested parties.

A final report that summarizes tactics to engage the community on the RSAP, the input received and an evaluation of the process will be developed in late 2025.

Roles and Responsibilities

This plan will be implemented collaboratively by SCOG staff and the consultant team of WSP and RSG, consistent with the available budget and consultant scope.

Schedule


2024
2025
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
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Jun
Aug
Sep
Oct
Nov
Dec
Transportation Policy Board
1. Project Administration and Coordination
2. Public Involvement Plan
3. State of the Practice Review
4. Cordinate Concurrent Regional Planning Efforts
5. Crash Data Analysis
6. Countermeasure Toolkit
7. Transportation Equity Review
8. Implementation Plan
9. Final Plan and Deliverables

MOVE SKAGIT

Attachment 2: Public Comments

Interactive Map Comments

Identify safety concerns or interest for all modes of transportation.

- Due to the sharp angle of this corner (specifically, the turn from 32nd Street onto H Avenue), cars often end up crossing into oncoming traffic, even at reduced speeds.
- Need crosswalks with lightup pedestrian crossing lights.
- This bumpy road needs to be re-surfaced. It was heavily used during 99 bridge rebuild, and will be heavily used again during upcoming cook road construction.
- There needs to be a stop sign here. Cars take this street as a cut from Broad and zoom up. Because of the hill, there's a blind spot.
- Missing crosswalk button on SE corner for bicycles traveling northwards on Avon Allen makes crossing highway 20 very dangerous.
- Dangerous crossing bridge on bicycle due to insufficient shoulder and cars trying to pass over the double line to get around.
- Dangerous intersection for bikes heading westward and turning south onto Wall St. Bikes must cross multiple lanes of traffic. This was the closest I have come to getting hit on my bike.
- The sidewalks on 13th Street are narrow and don't have the grass border between the sidewalk and the street. It feels uncomfortable and dangerous to walk on 13th. In addition, the street is very wide and cars drive really fast because there isn't a stop sign between Section and Blackburn, which is a 1/2 mile distance.
- Westbound cars entering traffic circle in left lane will then exit traffic circle heading southbound while still in left lane, crossing over right lane at south end of traffic circle. This creates a serious risk for eastbound traffic entering traffic circle from right lane.
- The sidewalk that begins on 17th ends here where the pedestrian must walk the curvy road down to Georgia. Vehicles can't see around road bends and landscaping that abuts the road. The landscaping prevents a pedestrian from exiting the road in long stretches.
- There needs to be a cross walk here for kids going to the library.

- This is a dangerous place to ride for cyclists as it is an important connection point to go to Mt Vernon but there is no shoulder for safe riding.
- Sidewalk stops and starts. Dangerous for anyone to try to walk down this side of the street. It's also got a gulley on the side that is a magnet for people to throw trash into. We regularly walk the neighborhood to pick up trash and this is one of the worst areas not to mention wildly unsafe for pedestrians.
- Missing or minimal sidewalks, much is damaged along 16th and very unsafe to walk on.
- City has spread and compacted gravel up and down both sides of the street on this block, eliminating drainage, causing storm runoff to flood neighbors' yards instead of going into the drains, and essentially turning this section of 15th into a 4 lane road because drivers are now doing constant u-turns in the middle of 15th, whether it be for the new pickup line of SUVs at Immaculate Conception as well as MVHS events where cars are often parking ON the sidewalk because there is no longer a defined sidewalk due to this gravel mess. Like the other side of the street, it's also creating an algae "slime" because the water sits on the sidewalk and has nowhere to go. This is a major thoroughfare and both sides of the streets need new, raised sidewalks like the south side of 15th St has by the hospital.
- Again, sidewalk suddenly stops before the end of the street and there is no curb or safe way for someone in a wheelchair or otherwise limited mobility to safely walk from church side of street to the corner of 15th & Division.
- Sidewalk suddenly stops before the end of the street and there is no curb or safe way for someone in a wheelchair or otherwise limited mobility to safely walk from Fir to Division.
- Sidewalks are falling apart and city has had gravel trucks pouring and packing gravel up to the same height as the sidewalk, forcing standing water (& slimy algae that follows) onto the sidewalks instead of directing it into storm drains. Sidewalks are not only trip hazards in this area, but slip hazards as well.
- Sidewalk stops and starts, city has added gravel up and down this side of the street for several blocks which has eliminated drainage after storms and has made it very difficult to walk safely.
- Sidewalk stops and starts, city has added gravel up and down this side of the street for several blocks which has eliminated drainage after storms and has made it very difficult to walk safely.

- Cross walk for the public building.
- Some sort of parking or bike path or something for this very busy park.
- Offramp yield is often ignored, traffic flow is unclear, and near-collisions are frequent.
- There was a kid hit here on a bicycle and it was a hit-and-run. With this being a very high traffic turn, many cars don't pay attention to pedestrians that are crossing, and I have seen multiple people almost get hit by cars at this specific crossing.
- Cars turn onto 32nd from R and will speed up to 30 mph so quickly and it's dangerous. There needs to be more police presence on this stretch of road pulling people over.
- Poor visibility of bikes on Anacopper Mine. Move riders off Anacopper. Suggest short N/S gravel connector from PA Ave to Copper Pond Pl. The route would make it easier to bike to Ohio, 3rd, and then to Volunteer park.
- Heading S. on Anaco Beach Road (near the top of the hill), tree branches drape over the bike lane. I have to swing into the car lane to avoid the branches. Someone trimmed part of the way. Please trim it way back.
- Need striped crosswalks on all four corners to cross adjacent streets to get to Maiben Park.
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- No crosswalk stripe is painted here. No signage indicating car traffic needs to yield to pedestrians.
- Significant lift of the sidewalk creating a tripping hazard.
- This intersection is difficult and dangerous to cross on foot and by bike. There are two lanes to cross, and there is not enough room on the median to wait if there are multiple people trying to cross. Drivers take the free right turn without checking for pedestrians. The intersection needs a "no turn on red" sign for drivers turning right to go north on Burlington Blvd.

- Traffic coming eastbound off the freeway in the right turn lane almost never stops to check for pedestrians here. There needs to be a way to make cars stop to look for people crossing the street. I have seen many close calls here, it's very dangerous. City staff should come in person to attempt to cross this intersection and see how dangerous it is.
- This is a very dangerous intersection. Cameras or more enforcement of red lights/speed would be great.
- Speed.
- Speed.
- Vehicles turning left from SR20 onto Dewey Beach Dr are nearly rear ended almost daily. Consider closing this access.
- Tight sharp corner with many pedestrians using it. There’s no shoulder to walk on and it’s a pretty blind corner for cars. Especially scary at dark!
- Trees over-growing lane on one side of road and shoulder drop-off on the other is hazardous for pedestrians especially when timed with vehicles approaching from both directions.
- Better crossing infrastructure at trail crossing from Whistle lake to Cranberry lake areas of the ACFL across Havestock Road.
- Tommy Thompson trail needs a speed limit for cyclists. This area is hazardous for families, especially in summer months.
- Cars are not paying attention to pedestrians using roundabout. Very unsafe if you are trying to cross D Avenue going north or south at roundabout.
- Cars speeding while children and cyclists are using bike lanes.
- Speeding up and down 32nd and through curcke; cars not yielding to others already in circle especially bikers.
- A large intersection that is currently a 4 way stop. People routinely roll through the stop sign, making it unsafe for pedestrians- including the many children who walk and bike to school.
- People die on SR20 between Anacortes and Oak Harbor all the time. Just Google search "SR20 Anacortes oak harbor death" and you'll get a slew of articles from the last decade. This needs a joint effort between WSDOT, Skagit, and Island counties to clean up this highway. There's no way with the number of deaths here that multiple

death warrant triggers haven't been hit. It is the second deadliest state highway in Washington, but has FAR less traffic than the infamous SR99 and the most deadly stretch along Aurora. I wouldn't be surprised if once normalized for traffic count, it wasn't the most deadly state highway in Washington.

- Create raised table intersection along with bulb outs to facilitate a new shared use path crossing of O on the south side of 6th.
- Create raised table intersection for traffic calming to go with bulb outs and rapid flashing crosswalk lights. Traffic moves fast along O and visibility is bad.
- Chicane the approach to the roundabout to stop people from blowing through at 30 without yielding.
- Chicane the approach to the roundabout to stop people blowing through without yielding.
- Safety improvements to crossing at 29th and D. Consider traffic choking bulb outs or other methods to slow traffic. This is the main point of access to Cranberry lake area of the ACFL for the east half of the city, and due to poor road design from open sight lines, cars often travel 5 to 10 over, pushing them into lethal speeds in a pedestrian collision.
- Install speed cushions or modal filter along Longview to reduce or eliminate cut through traffic on a narrow neighborhood street. Modal filter could be made mountable if necessary for emergency vehicle access.
- This roundabout does not adequately force drivers to reduce speed from the 25 mph limit (which is itself excessive for 12th ave). Its small size causes confusion as to who is entering the roundabout first and thus have right of way. These factors are elevated due to the highly visited Tursi park. Recommend either a) a three way stop to increase safety for the pedestrians entering Turks park across Pennsylvania, b) give a stop sign to 12th and a pedestrian LED sign on Pennsylvania or The safest option c) make it a three way stop...
- This roundabout is dangerous, and would be better replaced by a 3-way stop sign) for 2 reasons: 1) It is right next to the crosswalk for Tursi Park. Because vehicles don’t have to stop or hardly slow down at the roundabout, it makes the crosswalk dangerous. In particular, cars coming down 12th St and turning right on Pennsylvania Ave (at the roundabout) only need to look left to yield to cards in the roundabout. They don’t really have to look right (at the crosswalk), nor do they have to stop or even slow down. This causes those cars to drive immediately across the

crosswalk with potentially not seeing pedestrians there. 2) the roundabout is extremely small. This makes it confusing to drivers as so who has the right of way. The margin between being in the roundabout “first” is extremely small. Some drivers fly around the corner, don’t see the roundabout and just drive right over it. This intersection is not travelled enough to warrant a roundabout. It is a neighborhood intersection right next to a park/playground. Traffic would be better calmed with a 3-way stop sign.

- Visibility for cars westbound on Seafarers Way is very poor. It is almost impossible to see cars coming from the south on Q Ave. There should be a round about or a three way stop at the intersection of Q and Seafarer’s Way.
- This quiet neighborhood road NEEDS speed bumps. Locals treat this street like a secret shortcut to the other side of town (easy access to M & 32nd round about or 41st street towards skyline or D ave towards ferries). This neighborhood has many young children that would love to bike and skate in the streets (including my own) but the constant stream of cars at driving through at high speeds makes it very unsafe to do so. In fact a couple years ago a young driver going to fast ended up in my neighbors front lawn, the only thing stopping the car from hitting her home was the tree that stopped the car.
- People drive really fast through this roundabout, almost straight through, coming eastbound from 32nd. I drive & ride my bike down M and there's not much visibility down 32nd, where these cars are approaching at high speed from. It's scary to enter that roundabout on bike and in my car, and I've almost gotten t-boned several times! If there were speed bumps or something to slow the approaching traffic, that would be great.
- Please add a cross walk flashing light that pedestrians can push so cars have to stop. I have almost been hit by a car while crossing here too many times. With the new construction happening at the end of blackburn traffic is going to increase. People speed away from the stop sign on 18th. When it's dark early in the winter months it's impossible to see pedestrians bc there are also no street lights here. Please create a safe cross walk with flashing lights for the pedestrians to use.
- Please creat a trail to Little Mt that cuts off the Blackburn/Little Mt rd turn. This is extremely unsafe for walkers and cyclists. Cara take that turn above the speed limit and often drive into the dirt shoulder.
- Please add a cross walk and side walk. There is no safe way to enter Hillcrest park to access the pickle ball courts.

- Drivers often take the curve on eastbound Prairie Road at Grip Road far too fast to enable safe left turns from westbound Prairie Road on to Grip Road, safe right turns from Grip Road onto eastbound Prairie Road, and safe left turns from Grip Road on to westbound Prairie Road.
- After the entrance to La Conner there is a weird free left turn which immediately comes to a long crosswalk with no traffic control. Scary for pedestrians. As walkers head towards the bridge the left side of the road has orphaned sidewalks - forcing walkers to drop into the road which usually had speeding cars. This road is partly in the county. It is the patch between La Conner Whitney Road and Reservation Road.
- This specific section of SR20 through Lyman has become very dangerous, due to increased traffic and a speed limit of 55 MPH. At certain times of the day this danger increases due to the traffic from Janicki industries and weekend traffic from people returning from eastern Washington. Which a fair amount of these people stop at Cascade mercantile and trying to enter the highway from there is nearly impossible sometimes, causing people to pull out into traffic that is most definitely exceeding the speed limit. And as a resident of Lyman I shouldn't have to fear for my life as I wait to for traffic to clear to make a left turn on to my street from the highway. This stretch Through Lyman should be lowered to 35 MPH.

Identify potential improvements for walking, biking, and rolling.

- Can we pls have a pedestrian bridge? Would love to bike safely across! Thank you!
- Need bike/ped trail with safety barrier between trail and traffic. Lots of school age children walking to and from highschool. Very high traffic collision area.
- Bike route along railroad tracks would alleviate bike/ped on SR 20 and connect cascade trail toward Anacortes
- Sidewalk or bike lane. This road constantly has pedestrian or bikes on the shoulder close to 50mph vehicles
- This road at Hwy 20 and Burlington Blvd. has a lot of potholes and it is tough on my bicycle when I am riding to work.
- Collaboration with the dike district and property owners to open this dike to connect with Penn Rd would allow many bikes to get off of the busier roads and connect to quieter roads. This would allow for a safe route for even kids in West MV to get to Edgewater park.
- Bikes must cross railroad tracks at angle that is not perpendicular, therefore leading to potential bike/railroad track crashes.
- Challenging corner for bikes to navigate after crossing the crosswalk on Riverside and turning North to connect with the Kulshan trail.
- This road and st route are marked on the county bike map as a scenic route for cyclists—the shoulders are small/nonexistent and I got honked at angrily by drivers. Would be a beautiful ride if bike infrastructure was present.
- Extending the riverwalk trail and creating access along the dikes would invite tourists and locals alike to enjoy the natural resource of the Skagit River beauty!
- Could we have a bike and pedestrian path between the school and cemetery so folks don't have to use the busy arterials heading east/west?
- We NEED better bike and pedestrian pathways that move North to South through Burlington and MV!!! The sidewalks are stressful, unsafe, bumpy, slow, and the roads are choked with cars. I get that Riverside Dr and College Way are for cars—but attempts at biking on parallel streets is impossible or involve super long alternative routes.
- We NEED better bike and pedestrian pathways that move North to South through Burlington and MV!!! The sidewalks are stressful, unsafe, bumpy, slow, and the roads are choked with cars.
- Separate bike trail and bridge to connect MV and Burlington, and at the very least, better bike lane or non-motorized trail/dike path for safer access to these parks.
- This is an unsafe part of Anacortes ST for biking.
- This road needs safer bike lanes. It is a national bicycle route 5 but very unsafe.

- This road needs to be improved for cycling as it is a vital route but very unsafe.
- Implied crossing, where sidewalk ends, backroad access to dike trail. A cyclist was killed here on 9/21 attempting to cross Hwy 20.
- Moore Street has an extra wide sidewalk for bikes and pedestrians until Township when it abruptly ends. Just a block south the Cascade Trail crosses Township. In between these two is a busy intersection that is hazardous and intimidating for bikers. Connect these two biking routes more meaningfully.
- Connect this trail to . . . something! Ideally, to a bike trail that connects Sedro to Burlington. And upgrade this section from gravel to something smoother.
- Implied crossing from Northern State to Cascade Trail. Is awkward, overgrown and unsafe.
- Implied bike/pedestrian crossing where Cascade Trail nears Northern State trails.
- A safe pedestrian overpass is needed for crossing the Skagit River on Memorial Highway from Downtown Mount Vernon to the West side. Current sidewalk is so narrow that it forces bicyclists dismount into traffic, or moms pushing strollers to walk on the road in order to pass each other.

- Also, an alternative route or protected bike lane is needed on Riverside Drive / Burlington Avenue to connect downtown Burlington and Mount Vernon. Current bike lanes do NOT provide adequate protection from fast moving cars and multiple intersections. I biked it once and it was absolutely terrifying. (I am a seasoned cyclist.)

- Bicycle lanes and/or pedestrian sidewalks also needed for people walking and riding into downtown Mount Vernon along Memorial Highway.

- This area of Riverside is a major crossing area for pedestrians. There are not enough crosswalks and people cross in front of traffic regularly. It is really dangerous.
- This area of Riverside is a major crossing area for pedestrians. There are not enough crosswalks and people cross in front of traffic regularly. It is really dangerous.
- Missing sidewalks on 14th between Fowler and Blackburn.
- No sidewalks along 18th after Fowler.
- No sidewalks on large sections of Section St.
- No sidewalks on 16th between Broadway and Section.
- No sidewalk on 16th between Broadway and Kincaid.
- Sidewalk stops and starts along this section of Fir. Needs to be complete on this major thoroughfare.
- No sidewalk or bike lane on this side of the road. We need to make it easier and safer for people on both sides of 18th to get around.

- No bike lanes along this entire stretch of 15th and no sidewalk from Division to the start of the Catholic church. Very unsafe for pedestrians including those who live in the apartment building and residents trying to ride bikes around the neighborhood and to school.
- Sidewalk ends by the DNR building, continue it for safe commuting for bikes and walkers.
- Sidewalk for children walking or biking to schools.
- A path for bikes that is separate from the road to encourage more bike traffic between Burlington and SW. Too dangerous to bike, especially with children, on Hwy 20 between the two towns due to high speed traffic.
- The length of Freeway Drive, from the light at West College Way to W Stewart Rd does not have safe travel for bikes and pedestrians. Sidewalk is narrow and overgrown. Cars entering and exiting businesses do not look for or consider bikes and pedestrians. Additional infrastructure for protections and enhancements for non-vehicle users is needed.
- No bike lanes on Blackburn. The sidewalks end abruptly in multiple directions and there are no bike lanes. Please create a safer Blackburn Rd for people to access downtown.
- Crossing commercial, the wheelchair ramps are not wide enough and are difficult to get wheels up and over it. We walk this route with a stroller often to go to the park and it is not safe and very difficult. These definitely need to be improved.
- This dike among many has a beautiful and accessible path that is prime for recreational use. It would be great to collaborate with the Dike District to generate recreational resources from the dikes that contribute to the local economy.
- Notorious rolling stops by Northbound auto traffic turning right on to Eastbound SR 536. Drivers are looking West for oncoming cars while turning right without stopping at a red light. Far too many close calls here, particularly for an intersection that should be part of Safe Routes to Schools.
- Continue the Lions Park trail, like dike walk in Burlington.
- Connecting the Trumpeter Trail to Blackburn would be an amazing link, particularly if it never had to interact with motorized traffic.
- There is a dirt trail across the creek that is very well used, but unmarked and uneven. This connection would help address a significant obstacle to navigating the commercial areas without a car.
- The CoMV comprehensive plan shows a proposed non-motorized connector trail here to connect to Urban Ave. If truly possible this would be a calm alternative route where moving North and South is currently unfriendly to non-motorized traffic.

- There are multiple unofficial entrances to the Kulshan Trail that are used frequently. Some are hazardous due to erosion. These seem like opportunities for connection. If pedestrians find their way on their own, it generally shows a need. We should reinforce it where legal and safe.
- There is an unbuilt city ROW here between the homes fronting N 8th St. and the cemetery. It is currently used by students and people in the neighborhood but is not marked nor structured as a suburban trail. It should be.
- Blodget Rd. & S. 10th St. have no pedestrian infrastructure. These roads are used at high speeds by vehicles to bypass other collector and arterial routes. Visibility is limited and this puts pedestrians at risk.
- There are only two crosswalks across SR 536 in West MV. One of these is a primary route to Washington Elementary School. As a result, pedestrians cross the highway at various places. Traffic calming measures would help to reduce vehicle travel speeds and hostility. Corner bulbs and better lane markings would help to make pedestrians safer.
- Primary North-South traffic corridor has no accommodation for bicycles, nor do the proposed improvements. Riverside Drive & N. 4th St. provide access to all major shopping areas and connect historic downtown and residential areas on the hill. It is very hostile to bicycle traffic.
- Primary North-South traffic corridor has no accommodation for bicycles, nor do the proposed improvements. Riverside Drive & N. 4th St. provide access to all major shopping areas and connect historic downtown and residential areas on the hill. It is very hostile to bicycle traffic.
- Multi-use path on important connection to the Kulshan trail. No lighting, no markings, awkward crossings. This is begging for a bicycle/pedestrian collision.
- Bike lanes the whole length of Laventure would be great! Especially with kids going to school.
- Bike lane to get on the bridge and cross.
- Bike lane on Laventure both directions please!
- Need safe bike/pedestrian connection from the south end of the dike trail to get over the bridge to MV.
- Make a connecting trail along Highway 20 so people can walk/bike between Sedro Woolley and Burlington. Add stoplights so it's safer to cross Highway 20.
- Connect the off-road path to link Burlington and SW. Add crosswalk markings where the path crosses side roads, or move stop signs to require drivers to stop for peds/cyclists before proceeding.

- My family and I walk and ride our bikes at this intersection on a regular basis. We have been nearly hit several times due to people turning and not seeing us (when we have the right of way).
- Add crosswalk.
- There should be a pedestrian crossing for walkers to get to the grocery store safely.
- Nowhere for pedestrians to walk safely and it's got no shoulder really. Cars go pretty fast and there's a blind turn for cars coming from 41st onto O.
- Add wayfinding signs along D at each street where trailheads to the ACFL exist.
- No safe alternative, so cyclists and pedestrians must take this dangerous route to travel between La Conner and Hwy 20, and between La Conner and McLean Rd to Mount Vernon.
- No shoulder for pedestrians or cyclists make this very dangerous but a necessary path as there is no safe alternative.
- A pedestrian and bike path will save lives along this dangerous, busy route, where many attempt to ride and walk.
- Many cyclists ride from La Conner along Reservation Road, where there is no shoulder. A bike lane or path in that direction could substitute for this dangerous route.
- Add sidewalk to O Ave, at least down to first Whistle Lake ACFL trailhead.
- Add sidewalk on H Ave, at least down to the first Heart Lake ACFL trailhead.
- Add bidirectional bike lane protected by parking lane and/or drop-off lane to west side of M Ave from 41st to 12th. This is all within eligibility zone for state and federal Safe Routes To School funding, and is needed to support youth independence and access to school from most of the city.
- Add bike lanes and sidewalk to Anaco Beach Road. The road is wide enough that traffic moves fast, and there is quite a bit of pedestrian and bike usage of the road, despite zero provisions for their safety.
- Fix/improve wooden bridge path leading to WSF terminal from end of Guemes Channel Trail to create shared use bike/pedestrian path.
- Add sharrow marking and widen sidewalks leading up to Cranberry Lake section of the ACFL, along with wayfinding signs from the rest of the active transport network to the trailhead.
- Connect Guemes Channel Trail to the Guemes channel ferry terminal.
- Add bike lane striping or protected bike lane to M between 6th and 12th to improve active transport access to the public library.
- Widen sidewalk into shared use path through the park up to the ferry terminal.

- Add shared use bike pedestrian path along the south side of 6th street from the farmers market to the Guemes Island Ferry Terminal. 6th is wide enough to likely still accommodate angle parking through downtown even with the path if lanes were narrowed to 9 feet. If this poses a problem for emergency vehicle access, make mountable curb so that emergency vehicles could utilize the 12 foot shared use path instead. Once Guemes Channel Trail is completed, this would provide a cohesive east/west active transport link from the WSF terminal to March's Point Road, something the city desperately needs if we want to support active transport around the island.
- When I get to the end of the Tommy Thompson headed north on a bike, I either have to ride on a wide laned heavy truck route at Q, with Skagit County busses making wide right turns into my lane at 10th, stay on the narrow sidewalk with high pedestrian traffic (dismount the bike), or ride across several speed bumps. All while staring at the roped off old rail RoW that goes to 9th and R. Continue the Tommy Thompson all the way to the railway depot. This would drastically improve access to the farmers market too. Might have to add more bike racks there!
- Improved bike and pedestrian access from HWY 20 crosswalk to The Store. Pavement is pretty beat up and there's no sidewalk.
- Bike lanes, bulb outs, and crosswalks along 32nd for better bike and pedestrian access to Storvik Park.
- Sidewalks and sharrow bike path leading to the forestlands trailheads and the church. No sidewalk here today even though it is the main point of access for Cranberry Lake for the east side of the city.
- Bidirectional bike lane along M, protected by parking/drop-off lane. Unlike other schools, Mt. Erie is located on a minor arterial, and thus needs more intensive protection for children using active transport to get to school. This directly abuts Mount Erie Elementary and is within 1.5 miles of AMS and AHS, likely qualifying it for state and federal Safe Routes To School funding.
- Addition of protected (by a parking lane) 2 way bike lane on the west side of M. This is within half a mile of Mount Erie Elementary and 1 mile of AMS and AHS, as well as 2 miles of Whitney AM/PM after-school care center, likely qualifying it for state and federal Safe Routes To School funding.
- Install sidewalk and bike lanes on O south of 41st. This is very high pedestrian traffic area, and the current construction encourages speeding when traveling northbound. This is also within one half mile of Mount Erie Elementary, and 2 miles of both AMS and AHS, likely qualifying it for both state and federal Safe Routes To School funding.

- Widen sidewalk to allow bike and pedestrian access improvements to the protected HWY 20 crossing. I use this several times a week, and passing someone often requires navigating stepping out into the right turn lane on a 35 mph road.
- Improve bicycle safety for US Bike Route 10, which must cross a highway slip lane exit onto Casino drive to remain on the route. Even if the crossing point had to be pushed down Casino drive a bit to allow traffic calming to not impede the highway, it would be better than dodging pickups taking the exit at 45.
- Improve safety of US Bike Route 10 at Whitmarsh Junction. Today, this intersection requires going out of your way to remain safe on a bike due to turning traffic, especially at refinery shift change. A contraflow bike lane on the south side of the street could avoid the conflict point all together.
- Add sidewalks and bicycle lanes to S March's Point Road, improving safety and bike/pedestrian access to the March's point park and ride and Along US Bike Route 10.
- Work with the refineries to add a mixed use path over the bar ditch on the east side of March's point road, improving safety along US Bike Route 10.
- Pedestrian crossing signal for Commercial Ave. Northbound to 12th Street allows left turn light to stay red for 10 seconds before turning yellow, without adequate time for pedestrians to cross without danger of cars making left turn onto 12th St. westbound. Solutions include changing timing to 20 seconds before transitioning from red to yellow, and the addition of a lighted “pedestrian in crosswalk” sign mounted on overhead turn signal. My guess is this is the most dangerous pedestrian crossing in Anacortes due to heavy ferry traffic speeding to make their boats. Can’t recall how many times I have personally had to dodge cars while crossing at that light. Could be fixed with very little cost or impact on traffic.
- There is no sidewalk for pedestrians in this section of 12th/Oakes for a long time until after you hit Anacopper Mine Rd. A very long stretch of road with no safe options for pedestrians on either side. This is also a busy road and is the only road that leads to and from the ferry. What about those biking or walking to the ferry terminal?
- Bike lane disappears under gate. Move bike lane striping onto sidewalk to right of gate and post signs warning pedestrians.
- Bicycle path along Chuckanut Drive D from Bow Edison to Burlington.
- There is no shoulder to walk or bike on Hwy 9. I have to get my mail on the Hwy. at Lee Rd. and several times have had to move off the road which is hard because I am handicapped and walk with a cane.

- Limited shoulder on bridge for bicycles, forcing bikes to either enter the roadway or dismount and walk the elevated sidewalk, which is not wide enough for a pedestrian and biker to pass without someone having to step into the roadway.
- There is poor visibility at this intersection for pedestrians crossing Burlington Blvd on the north side of the street. Signage should be added to prevent cars from taking a free right turn without yielding to pedestrians first. Timing the crosswalk lights when triggered to give pedestrians a head start before the traffic light turns green would also improve safety.
- Add bike trail on dike.
- Honestly all of Skagit could do better at having safe bike lanes, I HATE when bike lanes randomly disappear because cars act like I'm the problem.
- This intersection is stressful on a bike with the way the lanes merge. Could there be a separate bridge for bikes and pedestrians? Or vibrantly colored bike lanes.
- Really gritty, bumpy crossing of railroad tracks for bikes. A smoother crossing or a workaround for the Kulshan trail would feel safer for cyclists!
- Awkward transition from bike path to sidewalk or parking lot and intersection. Such a congested area, needs a better transition for bikes to avoid pedestrians and cars!
- Continue finding park trail maintenance. Social trails and trail braiding is becoming a horrible issue that the parks foundation cannot keep up on their own. Please invest in education for trails users as well.
- Maintain these trails so they are usable instead of overgrown blackberry patches.
- Maintain these trails so they are usable instead of overgrown blackberry patches.
- Unsafe for pedestrians attempting to cross Blackburn due to car speeds. Maybe put in a user activated blinking light to alert drivers to pedestrians.
- Inadequate infrastructure for bicycle parking to attend events (ie, City Council Meetings).
- Add a bike lane and signage to make drivers aware of bikes and pedestrians.
- The pedestrian crossing button on the SE corner of this intersection

Identify areas that experience complications due to traffic delays.

- Round about or light to allow for left turns off Reed onto 20. Traffic is backed up all hours of the day, worse during rush hours.
- Frequent congestion and heavy breaking due to narrowing road.
- It is so difficult to turn left out of this parking lot and especially when there are events going on it is a highly congested area. I think that there should be a permanent three-way stop sign put in.
- The I-5 N exit ramp to Cook Rd gets congested between 5-6pm on weekdays. Often, when the BNSF train comes through during this timeframe, traffic will backup onto the shoulder of the Northbound East lane. There is a likelihood of an accident due to drivers not paying attention to the shoulder traffic while driving 70mph. The exit ramp should be doubled in length to accommodate the rate of drivers for the length of duration a train blocks the road.
- Add right turn lane from Best Road on to Hwy 20 East Bound.
- Add left turn lane on Best Road onto Hwy 20 E Eastbound.
- It would be really nice to have left-hand turn arrows on 32nd going both directions onto commercial. The traffic coming up the hill often prevents you from making a left turn to go downtown because it's hard to gauge the speed of the cars.
- Commercial Avenue and 32nd street light in Anacortes needs a turn light for traffic turning onto commercial.
- College & Riverside
- Cook and I5

Identify areas where transportation options and infrastructure do not meet the needs of the community.

- The sidewalks on Blackburn overpass are not ADA compliant. This is an extremely unsafe sidewalk for pedestrians. Please create a better and safer way for people to access this part of the city.
- “Temporary” seating along north end of commercial restricts access and takes away limited parking.
- The current bridge is not ADA compliant. There is no safe way for people using walking aids or wheelchairs to cross the bridge in opposing direction safely. Please consider a pedestrian/bicycle only bridge.

Identify areas of concern or interest where the traveling public is conflicting with freight traffic including semi-trucks and trains.

- No comments.

Identify areas that are at risk of being impacted by natural hazards including earthquakes, landslides, flooding, sea level rise, wildfires, and storms.

- The shrubs on this corner block vehicle visibility. You have to pull up into the cross walk and road to see if cars are coming. Please enforce setback laws of massive shrubs and have home owners reduce hazardous vegetation.
- All of 10th St has sidewalk hazards that make it impossible to walk on the sidewalk with a disability aid. Whether it's the owners of houses that need to maintain their shrubs, the city needs to enforce ADA accessibility and walkability on all city sidewalks.
- Bluff erosion is increasing annually and will likely impact road safety/stability in the near future.
- Flooding, sea level rise, storms.

Regional Transportation Plan

(218 comments)

Connection gaps between different modes of transportation

(11 comments)

- We need an affordable way to access the airport
- Transit route to light rail in Lynnwood.
- Love the idea of mass transit. We need to connect Skagit Station to Seattle.
- Skagit County needs some sort of better connection to the Link light Rail.
- We need more cost-effective solutions for getting to King County.
- We need transit to Paine Field.
- Need an easy route to get to the Lynwood Link Light Rail station.
- Need transit access to the South, specifically for the airport, the Lynwood Link station, and cruise port.
- Trouble connecting between Skagit buses and Snohomish transit.
- We need better trail connectivity and bike lanes.
- We need a good way to leave vehicles at transit sites overnight.

Limited access to goods and transit services for underserved communities

(18 comments)

- Skagit transit used to run buses from senior centers to Lincoln Theatre for the Sunday matinees, but it was discontinued. Please bring this back and maybe add other special trips, such as to the fair in the summer
- I can't drive anymore so I use the dial-a-ride since it's only $2
- On Saturday when the senior center is closed, I think the bus should skip that stop and stop at the library instead
- I'd like a bus up D Street. It would also be great for the senior co-housing there. I chose not to live there due to the lack of bus service
- Elderly people who cannot drive are underserved by transit.
- Buses are nice and I feel safe. I like the reduced fare for seniors.
- More access to public transit for elderly folks.
- Seniors, once they are too old to drive safely, should earn free service – similar to a taxi – taking them where they want to go.

- Need consistency on bus routes and times. Low-income users are underserved.
- I would like free bus service for low-income folks making under 1000 a month.
- Replace empty strip malls, such as the Joann's one, with housing. Specifically, we need low-income housing in a central space.
- Would like to see low-income housing closer to grocery stores and shops since it is difficult to rely on buses.
- High need for more access for wheelchairs, walkers, and people with low mobility.
- Kiwanis Park in Mount Vernon has about 200 feet of accessible paving but needs more. The Hillcrest Park boardwalk is accessible, and it would be great to add them to more parks. Hills on trails are very difficult for wheelchairs and gravel paths are often inaccessible.
- Expand the dial-a-ride system.
- Flexible transit – maybe micro transit for helping people access medical centers and appointments.
- Thankful for paratransit. We need a paratransit connection to Bellingham.
- I wish Skagit Transit wouldn't question me when I tell them that I am a minor.

Congestion on local streets and highways

(24 comments)

- We have traffic when the ferry unloads, but adding the roundabout on Oaks was very helpful
- The roads are getting too crowded
- It is important to me that we keep the traffic low
- Car traffic gets worse in the summer when tourists are coming up and down I-5
- There needs to be a plan for traffic during tulip season. We need more parking and a shuttle or otherwise.
- During tulip time, we need shuttles from town. Need to bring them up from Burlington.
- The library or otherwise would be a good parking lot for tulip festival parking. Need to figure out a strategy for tulip time to reduce the local impact.
- Make Beaver Marsh Road three lanes wide past Roozen Gaarde. During the Tulip festival, I cannot get home. We need to direct traffic off of McLean Road.
- It takes 60 min to take McClean Road from Beaver Marsh Road during the tulip festival.
- More roundabouts instead of stop signs.

- We need a roundabout at Laventure and Blackburn off the freeway into town. There is a lot of congestion here.
- We need a roundabout at Skagit Highlands Pkwy and College Way.
- Janicki Industries in Hamilton creates congestion all the way to highway 9. We need to add more lanes.
- Rush hour issues with Janicki Industries in Hamilton all the way up to Highway 9. Need more turn lanes.
- Bow Hill Road is scary and has too much traffic.
- One-way streets could be used to improve transportation traffic flow.
- Too much traffic downtown.
- Improve circulation near retail areas (such as Safeway/Office Depot MV). Need adequate capacity for turning.
- I avoid College Way because it's too busy.
- Highway exit onto Cook Road is difficult. A roundabout could help with congestion.
- I use Prairie Road to get to the freeway since the downtown areas in Burlington and Sedro-Woolley are too busy and only growing.
- We need more lanes on I-5.
- Lots of struggles with congestion across the county.
- Congestion is bad.

Availability and accessibility of transportation options

(110 comments)

- Many residents in senior care homes use the dial-a-ride service and it works really well
- I love the paratransit system, it's absolutely amazing
- I still drive, but if I couldn't, I'd probably call a taxi or my daughter. I see the buses though and I think they're awesome
- Paratransit is great and the drivers are very kind
- I use the paratransit service, and it works well for me
- I used the bus to go to the fair, but I had to use a Lyft to get home because the buses don't run late enough
- I live out in the County, so the bus doesn't come often enough. If I lived in the city, I'd be taking the bus all the time
- I drive because there isn't enough public transit
- If a bus went to Bayview, I'd use the bus
- The Skagit transit service is wonderful

- I don't ride the bus yet, but I will when I can't drive myself as easily. There is a stop right near where I live
- The buses are great. I've used them for the past two years and have fully given up my car
- I tested out the bus to ensure I could use it if I needed to and it went well
- I've been riding Skagit Transit since 2010 and it's a great service
- The bus in town works great
- We need buses on Sunday and for the buses to reach further
- I've used the bus a little, but I'd like to ride it more
- We need more frequent transit from Concrete to Mount Vernon for jobs, school, and medical care. I'd like to see it come once an hour
- There is no bus to Marblemount or Rockport. I think Skagit Transit should conduct a survey to see if they would use a bus if it was provided
- We need bus service on Sunday. It's especially hard when there is a holiday on a Monday and there is no bus for two days. Even a very limited bus service on Sunday would be helpful.
- I wish there was a bus that came down M and 10th Street and had a stop near the library
- I really support the bus service, but I wish it ran later, on the weekends, and the service covered more of the county.
- I mainly bike. I've taken the bus a couple of times to the train though. I wish the bus would run on Sunday too.
- The bus needs to run on Sundays
- I used to drive a lot more, but it's expensive so I ride the bus instead
- It's hard to read and understand the bus schedules
- We are moving to town since there are not enough buses out in the county
- We need more buses out to Deception Pass. I see people hitchhiking all the time there
- There are not enough transit options available. Taxis, and uber aren't available here
- In Clallam County it is possible to bike to lake crescent and then put your bike on the bus and ride back. It could be helpful to have something like that here to encourage tourism up highway 20
- The snow route for Concrete needs to be moved back to the community center for accessibility
- Why did they change the snow route stop in Concrete? It needs to go back to the community center stop. It's my daughter's only way to get to work

- I walk and ride the ride the bus to get around
- We need more public transit, and it needs to be more accessible.
- Skagit Transit needs to provide more service.
- We need more bus stops, buses, and bus routes.
- I like the UMO pass, and Skagit Transit is doing a good job. We need more bus stops though.
- We need more access to transit.
- We need more access to public transit.
- Really want to see Skagit Transit focus on improving service hours and frequency.
- Need more multi-modal transportation options.
- People are not using the bus system enough. I see a lot of empty buses driving around.
- We need better consistency for long-distance public transportation routes.
- Bus Routes need more frequency and consistency.
- Shorter transit routes need to be more time efficient.
- We need more frequent buses and trains.
- Short bus routes need to be more time efficient. It takes an hour to get from Sedro Woolley to Mount Vernon, which is a very short drive.
- Sedro-Woolley to Mount Vernon bus route takes too long. Short bus routes need to be more efficient.
- It takes too long to use the bus for short trips.
- We need better transit maps and routes.
- We need more public information for transit accessibility.
- We need more public awareness and education for transit.
- Need more information about how people access transit services. Love the partnerships with other transit providers.
- Transit fares and schedules are hard to understand. Rural service is good overall.
- I want to get a Skagit Transit bus map, but I cannot.
- Automated bus info would be nice.
- We need a better system for bus info.
- Like free transit in Island County.
- Public transportation is too expensive.
- Need a reduced fare for walk-on ferry passengers since walk-ons are not contributing much to the weight or pollution.
- I rode public transportation as a kid, and it provides opportunities. Make sure public transit is safe.

- Kids do not have sufficient transportation in Anacortes to get to after school activities. It is difficult for a one car family.
- I wish the buses would run later.
- There should be cooperation between Skagit Transit and businesses to align route times.
- We need a direct bus to Bellingham.
- We need a direct transit route to Bellingham.
- I use Skagit Transit a lot. The 90x goes to Everett and runs every hour or every 2 hours. I would request more frequency for that route.
- We need transit on Mann Road on the west side of the river.
- I live on Skyridge Road and there is a 1-mile walk to the nearest bus stop. Can't carry groceries far so need more bus stops.
- The transportation system works well for driving around Mount Vernon and Burlington. Easy and quick to drive around.
- There is a lack of transit in Anacortes to the Downtown core.
- Sunday bus service and night service in Anacortes is desired.
- Transit needs to be expanded to Bow Hill. This service was reduced after COVID and was not restored. There are a lot of people out there who relied on that transit.
- Live out Farm to Market Road and would love to use a bus if one was available on Bow Hill.
- More transit to Bow Hill.
- Would like a bus stop by the Skagit Casino for the casino and the homes nearby. Would use the bus, but never have since there is not a stop near my home.
- Transit service is great in Skagit County. Gets me from my home in Sedro-Woolley to where I need to go.
- I live in N. Sedro Woolley and would love to ride the bus more often but currently the nearest bus stop is a 2-mile walk.
- Sedro-Woolley is underrepresented in bus routes, but this doesn't reflect community needs.
- Transit avoiding State Street is not desirable and the buses should stay on State Street.
- Need a bus from Anacortes out to Marblemount.
- Not enough access to transit on Highway 9.
- There is no bus service on Highway 9 between big lake and clear lake.
- More public transit in Concrete.
- Grass lawn stop on Township for transit is not acceptable.

- Skagit Transit needs shorter routes past Haggen and micro transit.
- Strong supporter of micro-transit for the County.
- Walkability is good in Mount Vernon
- Mount Vernon sidewalks are wide and we have good walkability.
- We need commuter trains.
- Act on needed transportation improvements. Do not delay like Seattle does.
- Skagit Transit is great, and the station is central.
- Dad uses Skagit Transit and it's amazing.
- Transportation here is a dream compared to Spokane!
- Biking the Tommy Thompson trail to transit is a pleasant ride
- I really like to ride the rails-to-trails where it diverges from highway 20 since it's more scenic. It's muddy and I don't mind it, but other people may be discouraged by the mud
- Riding on the dikes is great
- I use the Kulshan trail a lot.
- I don't take the bus because I walk everywhere. It's only a mile from my house to the senior center
- I live in the old town area, so I walk there, but otherwise I drive
- I walk everywhere I go
- I walk everywhere even though I am old enough to drive
- I walk or rollerblade everywhere
- I usually walk or scooter, but sometimes my mom drives me too
- I'm older so it's difficult to walk on the trails with gravel and tree roots. I walk along the marina and the Tommy Thompson trail every day, but that's about it.
- I walk everywhere
- I drive a car because it is the most convenient and so I haven't considered using the bus
- I take the easiest route and avoid intersections without a stoplight if I have to turn left
- I drive and I've never ridden a bus before
- I drive and I don't have any issues getting where I need to go

Aging transportation infrastructure, including roads and bridges

(24 comments)

- I like to see that they are working on improving the roads

- The roads used to be bad, but they put a lot of work into construction, which I appreciate
- The construction is very difficult, but I appreciate that they are working on improving the roads
- SR20 between Marblemount and Newhalem needs road maintenance.
- Fruitdale Road needs more maintenance since the sides are not being fixed.
- Road maintenance is needed on Highway 9 between Burlington and Mount Vernon.
- College Way between 18th and Riverside needs work.
- We need better road maintenance.
- Road preservation should be an emphasis. Example provided at College Way (SR 538) being too bumpy.
- After daylight savings in the fall, it is very dark, and roads need more maintenance
- Highway 20 between Burlington and Sedro-Woolley is terrible and needs work.
- Need more maintenance in Sedro-Woolley.
- Repaving Highway 20 needs to be a priority.
- SR 20 roundabouts need better maintenance for pavement.
- Too many bumps on the roads in Sedro Woolley.
- We need better road maintenance.
- Roads need better maintenance, especially for potholes.
- Repave College Way.
- College Way needs to be paved
- Need to fill potholes on Burlington Highway and SR 20.
- Bradshaw south of McLean is a pothole mess.
- We need to focus on road maintenance and potholes.
- Some sidewalks are damaged and need to be repaired.
- We need to fix our bridges.

Other

(31 comments)

- I like to ride my bike around the track after school (comment from an 8 to 12-year-old)
- I like to ride my bike or drive with my parents (comment from an 8 to 12-year-old)

- My friend rides her bike to school but she's not as fast as her older brother so she's usually late (comment from an 8 to 12 year-old)
- I would like to see smaller buses, maybe vans that can move people to more places and use less energy
- The plan should look at the findings from the Transit Needs Assessment from the Anacortes Senior Activity Center
- The neighborhood, Portalis, is the last right before the ferry and confused travelers often drive into the neighborhood instead of going to the ferry. We need a sign that says "no ferry access"
- The addition of culverts ruined the fish runs in the creek behind my house
- We need more stoplights because they make a town look more official (comment from an 8 to 12-year-old)
- There is a path on the dike, but I wish there were some trees planted there for shade
- Would be great for Mount Vernon to close roads downtown on Sundays or something similar for walkability and public gathering space.
- Little Mountain has really good trails and I like the Port maps of trails.
- We love the maps of the hiking trail and walking trail. They get used a lot at the visitors center.
- People love paper maps of walking trails, etc.
- Please impose the Port Trail map with the Walking map.
- I use the trail system near the Skagit Regional Airport. It's a great trail system!
- We need advertisements for community events.
- There has been a two-year delay on the Cambell Lake Roundabout. That needs to get going.
- I've had positive experiences on Skagit Transit and have only been delayed one time.
- I'm not a fan of the roundabouts here, but the French do a good job with roundabouts and boulevards.
- Support for more roundabouts but need further instruction on how to use them properly.
- The roundabouts are good, but we need better education for people using them.
- We need more public information on how to use the bus system.
- More info on how to get started with riding the bus. Maybe having info available at the senior center or at the library.
- We need better education on bus routes and operations.
- Better access to transit and transit education for youth.

- People could be nicer to the bus drivers.
- Love to see families walking.
- We should have high-speed rail going through Skagit County, along I-5, that goes down to Seattle.
- High speed rail to Sedro-Woolley!
- Want high speed rail up Highway 20.
- Train takes too long to pass, especially on Cook Road and Old Highway 99.

Regional Safety Action Plan

(94 comments)

Collision frequency

(4 comments)

- I'm surprised by the number of accidents on the map near concrete since I always see a cop sitting there
- Turning onto the highway 20 spur from Campbell Lake Rd is scary and there are often accidents
- The intersections at both ends of Lake Campbell Rd are very dangerous. We should add a roundabout at the intersection with highway 20. Right now too many people and animals are hit there
- The intersection between Campbell Lake Rd and Highway 20 is dangerous. I know people who have been in an accident there and it makes me nervous to drive there

Crash types that result in injuries and deaths

(no comments received)

Insufficient pedestrian and bicycle facilities, especially in urban areas

(39 comments)

- The bike lanes on Fir are bad, and I often use the sidewalk to avoid them
- More bike lanes!
- We could use more bike lanes. It's too scary to bike right now
- I bike and the potholes are very dangerous

- We should have more bike lanes since I mostly have to use the sidewalk to feel safe
- What if we put a bike lane down the middle of the road and then cars had to stop when bikes turn?
- Any road or trail that is safe for bikes is great! Anything we can do to increase safety is very important and much appreciated
- We need more bike paths. I live in Bayview and there is only a gravel shoulder on the road which is dangerous for riding a bike
- We need protected bike lanes out to Deception Pass
- We need something like the Interurban Trail in Bellingham here in Skagit County.
- Bike-ability could be improved.
- It's not safe to ride a bicycle. We need safety markings and facilities for cyclists.
- We need more bicycle infrastructure in Mount Vernon and on our bridges.
- Add more bike lanes in Mount Vernon.
- Anacortes Ave needs better bike lanes.
- Need more public info on road biking.
- More bike lanes since there are many more electric bikes. Lanes on Hoag Road are not complete and have random breaks.
- I live off of highway 20 and it has gotten too dangerous to walk along or cross on foot
- When the main road is too busy, like College way, we should encourage cyclists to use a safer side road like Roosevelt Ave instead. Although, I still think that widening the main road and adding bike lanes is the best option, I understand it isn't financially feasible
- The cobbled brick in front of the depot in Anacortes is not safe or accessible
- Many sidewalks have cracks large enough to catch a toe. People with low-vision are unlikely to see the crack and are more likely to fall as a result. The city has spray painted some of them, which is helpful, but not the best
- Sometimes there are dips in the sidewalk, and you also must be very cautious when crossing the street since drivers often don't look for pedestrians
- We need more protections for pedestrians, especially from people from out of town that are driving too fast to get to the ferry
- A roundabout next to Safeway would have been terrible for the senior residents in the Chandler Square retirement community since they are dangerous for pedestrians to cross.
- No one stops at the crosswalks in Concrete, and I don't feel safe crossing the road

- Crossing commercial St in Anacortes feels like taking your life in your hands
- My wife struggles to cross the street during the time allotted by the crossing countdown
- Sedro-Woolley needs better lighting and sidewalks.
- Highway 20 at Skagit Steet – Crossing is very dangerous. We need more safety measures, maybe a flasher at Peacock.
- The new roundabout on Highway 9 needs crosswalks for the kids coming to and from the schools.
- There is nowhere to walk along Highway 20 and it is very dangerous for the elderly.
- We need more marked walking routes. It will make people feel safer.
- We need more sidewalks near Dick's.
- We need sidewalks on Peterson Road near Higgins Airport Way.
- We need more sidewalks!
- We need more walking and biking facilities.
- City is asking homeowners to address the disrepair on sidewalks, but it is very expensive to fix.
- We need more routes for walking and multimodal options. We also need more education on how to get places safely.
- Donnelly Road is okay, but Avon Allen Road is too fast for walkers.

Limited access and inadequate response times for emergency services

(4 comments)

- I'm worried about ambulance access when the train is passing
- Limited cell reception on South Skagit Highway makes it a hard choice as an alternate route to SR20 because you can get stranded.
- Got a flat tire and had to drive on the rim for a long distance on South Skagit Highway. Did not have cell service to call for help.
- South edge of Highway 11 has good emergency response.

Safety concerns for all modes of transportation

(42 comments)

- At the intersection of Chillberg and Best Rd the foliage on the side of the road creates blind spots and makes me feel unsafe when turning
- I think the speed limit needs to be set to 30mph between Burlington and Sedro Woolley. It seems slow, but I think it's necessary for safety

- Sunset Ave has too much speeding. My suggestion is that we need a stop sign there to slow traffic down
- People speed on main street
- Roundabout at Blackburn and Laventure where people go around the curve from the freeway too fast.
- People drive too fast between La Conner Whitney Road and Anacortes.
- Gilkey and Anacortes roundabout: people driving N/S don't stop and there are also a lot of blind spots created by the plants.
- Going to Anacortes, flashing yellow lights in advance of lights on Highway 20.
- Flashing speed limit sign on Peacock to slow cars down as they enter the city.
- We need police to patrol for speeding more often.
- Minkler Road has people going fast anytime there isn't police there. Pro-automated enforcement.
- Not enough police on Highway 20 for speeding.
- People drive too fast on Highway 20.
- The intersection of H Ave and 32nd is well marked, but people driving west to east tend to run the stop-sign. We need traffic calming measures to make it safe to cross there as a pedestrian or cyclist since I've almost been hit several times
- 32nd and Commercial often has protesters on the weekend and it is distracting to drivers and almost caused an accident when I was there the other day
- We get a lot of wildlife that can be hazardous for drivers.
- Wildlife crossing hazards on College Way. Maybe add more signs.
- Are the buses safe and are there cameras? Parents are concerned for their children's safety on buses.
- Middle turn lane on Highway 20 is important for safety.
- We need a turn lane on Highway 20. It's very dangerous.
- We need a center turn lane on Peterson Road, near the new Amazon facility, and sidewalks on Peterson Road as well.
- Hard to turn onto Peacock Lane from Highway 20.
- Highway 20 between Burlington and Sedro-Woolley is very dangerous, especially for exiting driveways. There are many big trucks.
- We need turnouts on South Skagit Highway.
- Widen shoulders on Highway 20 and South Skagit Highway.
- Would rather take a bus with a competent driver than deal with driving along with dangerous drivers on Highway 20.
- Intersections on Avon Allen Road feel dangerous.
- Too many curves on Highway 9 which makes it very difficult to drive at night.

- Highway 9 is dangerous for motorcycles and has too many bumps.
- Cook and Old Highway 99 intersection is dangerous.
- Merging onto the Watson bridge from Hoag Road is very difficult and I think adding a mirror for better visibility would be very helpful
- Traffic circles are a hazard because people cut each other off, especially on the oak harbor roundabout. I like it when they have the bypass lane
- The traffic circles are scary, and I avoid them whenever possible since I don't like to merge
- I avoid the Cook Rd intersection now that there is a roundabout
- Roundabouts feel more dangerous than stoplights
- I appreciate the roundabouts that have gone in since they are good for road safety
- Worried about closures on Highway 20 and that the new roundabout will be too small for trucks and buses.
- SR 20 and McGarigle roundabout is not big enough.
- Roundabouts are often too small for big trucks.
- Roundabouts need to be bigger; trucks can't get through easily.
- South Skagit Highway is often dangerous with trees down.
- Trees by the nature look out "Herd Field" on Highway 20 are hazardous.

Other

(5 comments)

- We need education for bike etiquette such as proper passing, especially for e-bike users since they are so quiet We need more education around transportation safety. We should start this at the kindergarten level.
- We need more public education on safe driving.
- More education around helmets and safety for motorcycles.
- I feel safe walking and biking; most people are pretty considerate
- Chip seal on road caused a crack in the windshield, is there another material that can be used instead?

Transportation Resiliency Improvement Plan

(16 comments)

Flood impacts

(6 comments)

- When I bought my house in Mount Vernon, I was conscious of flooding and it's still something I'm concerned about
- Highway 20 in front of the grocery store is flooding in the summer due to a dispute between the County and the fisheries that needs to be resolved soon
- There are flooding issues along highway 20 which closes the road and buses are unable to make it to Concrete. It's difficult during storms or disasters to only have a single route
- Highway 20 is dangerous in the winter and prone to flooding.
- Flooding is an issue in Concrete at Thunderbird Lane and Cape Horn.
- We should address flooding and tsunami concerns in Anacortes

Extreme temperature impacts

(no comments received)

Drought impacts

(no comments received)

Wildfire impacts

(no comments received)

Earthquake impacts

(2 comments)

- I've had earthquakes at my house, but I'm not too worried about them or other disasters
- I'm concerned about earthquakes for where I live

Landslide impacts

(2 comments)

- I live close to the river, but I am more concerned about landslides than flooding
- There are landslides on Chuckanut.

Evacuation route deficiencies

(4 comments)

- Resilience is very important, and I want to make sure that I can get out of my house during a natural disaster

- My biggest concern about a natural disaster is the roads being inaccessible, especially after an earthquake
- We need better evacuation routes.
- Would like to have a better understanding of where shelters and evacuation routes are. More community preparedness.

Other

(2 comments)

- I live in Anacortes, and I'm not concerned about the threat of natural disasters
- I'm concerned that climate change is going to cause more disasters, and we aren't prepared. Our governor isn't doing enough to help either

Analysis of Comments

Regional Transportation Plan

- Skagit Transit could improve the bus service by adding more routes, increasing frequency and providing service on Sundays *(59 comments)*
- Congestion is present throughout the County, but problem spots are around Janicki industries and during the Tulip Festival *(22 comments)*
- Desire for more road maintenance and addressing potholes, especially on SR20, SR9, and College Way *(20 comments)*
- People have had good experiences with Paratransit but would like to see more transit options for the elderly and people with limited mobility *(18 comments)*
- Skagit County residents want more transit connections to Seattle and the Link light rail in order to access airports and medical appointments *(9 comments)*
- Support for education programs around transit and how to use a roundabout *(8 comments)*

Regional Safety Action Plan

- More protection for pedestrians: safe crossings and sidewalks *(17 comments)*
- Desire for more bike lanes, especially protected bike lanes *(15 comments)*
- Mixed opinions on roundabouts, but a general consensus that some of them are too small for trucks *(9 comments)*
- Fear of collisions at the intersection of Campbell Lake Rd and Highway 20 *(3 comments)*

Transportation Resiliency Improvement Plan

- Concerns about flooding were noted throughout the County (Anacortes, Mount Vernon, and Concrete) *(6 comments)*
- People are concerned about their ability to get out of their house during an emergency and having accessible roads *(4 comments)*

MEMO

TO: Grant Johnson, Skagit Council of Governments.

FROM: Jeanne Acutanza, Greg Mallon WSP USA

SUBJECT: Skagit Council of Governments Regional Safety Action Plan – Public Comment Period

DATE: February 11, 2025

Table 1. Skagit Council of Governments Regional Safety Action Plan Draft Comments Response

Draft Plan Page #; Paragraph #.	Comment	Action	Response
Pg. ii; 1	Burlington: There's a lot of lengthy phrasing in this document. A best practice when communicating technical information to the public is use of plain language and short, simple, easy to understand sentences. For example, rather than saying "transportation safety performance" just say "transportation safety". A related question: What is the intended audience for this document? Who do we think will be reading it and what will they want to know?	No action.	USDOT SS4A program this plan address safety performance of the transportation system.
Pg. iv; 1	Burlington: Suggest using links to content in the final draft.	Links within table will be active in final.	Thank you for your comment.
Pg. x; 1	Resident: I have one comment on the **RSAP-AppendicesCombined-Draft** document. **Attachment 2** includes the long list of Public Comments that were submitted on various draft plans (see pages 92-128 of the 143 page pdf file). However a link to an interactive map was not included. Without knowing exactly where some comments were pinned, it's impossible to know what was intended by some of the comments. A brief analysis of comments is included, but no further indication of how comments will be used in future. Please consider: Adding a representation of comment locations in the Appendix. Adding a statement in the Appendix about how comments were/are being considered. For example, who reviewed the comments, against what criteria were they reviewed, and	SCOG has a spatial file with comments that it is happy to distribute upon request.	Thank you for your comment.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	what action was taken/will be taken with them. If the comments have been duly considered and no further use is going to be made of them, please include a statement to that effect in the Appendix. This could include encouragement to the Public to continue to stay engaged as plans progress, and indicate future opportunities to comment.		
Pg. 2; 2	Burlington: This could be improved by leading with simple declarative statement that clearly states what the purpose of this plan is. This paragraph talks a lot about "who", "why", and "how" but really doesn't explain what the plan is or how it will be used.	Add Goal statement to introduction. Retitle section title from “Purpose” to “Move Skagit SCOG Plan Development” Sentence Revision - “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”	Thank you for comment, revised.
Pg. 2; 2	Burlington: Is this a process or a plan? This is confusing and doesn't get at the purpose of THIS plan.	Changed word “process” to “effort”	Thank you for comment, revised.
Pg. 2; 2	Burlington: So the purpose of this plan, and another plan, is to inform a third plan? Why not just combine them all into a single comprehensive regional transportation plan? Asking the public or policy makers to read three separate planning documents and figure out how they may, or may not, fit together seems needlessly burdensome.	Retitle section title from “Purpose” to “Move Skagit SCOG Plan Development” Sentence Revision - “The purpose of the Regional Safety Action Plan is to reduce or eliminate deaths and serious injuries in	Thank you for comment, revised.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
		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"	
Pg. 3; 1	Burlington: What is this? Including a heading that is an obscure acronym or abbreviation will loose many readers. Suggest changing to "Federal Funding Programs" or something else broadly understood.	Revised heading to "Safe Streets and Roads for All" Added SS4A spelled out in paragraph following.	Thank you for comment, revised.
Pg. 7; 1	Burlington: What is RSAP? Explain when introducing abbreviation, or alternatively just use the words.	No action.	RSAP acronym previously defined. Also included in acronyms table.
Pg. 10; 1	Burlington: What are the rates based on? Population? Vehicle miles traveled? Travel demand? Suggest explaining the basic statistical framework before introducing this summary.	Revised paragraph to include: Overall, Skagit County has an average of 2,787 all injuries and deaths per 100K population.	Thank you for your comment, revised.
Pg. 10; 2	Burlington: Again, giving context to these rate based figures is important. In Burlington's case, using population to normalize the data can cause in misleading results. Burlington also has the region's single largest concentration of shopping and services and traffic and visitor numbers that are vastly disproportionate to its size. Is suspect the same many also be true of La Conner due to the high number of tourists /visitors. The crash rates presented here are significant and should not be discounted, but context should be provided for the rates.	Revised paragraph to include: "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."	Thank you for your comment, revised.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
Pg. 15; 2	Burlington: These numbers appear to be totals rather than rates. If so, what happens if the totals are adjusted for population growth or changes in travel?	No action.	Thank you for comment, please see Appendix B for annual injuries and deaths per 100K population size.
Pg. 16; 1	Burlington: Again, are these total numbers or rates? If they're total numbers how might the numbers have been impacted by (a) changes in overall travel, and (b) changes in mode share? For example, how might the results be effected if, from 2013 to 2023 the total amount of travel increased and the percentage of travel by pedestrians also increased? Context should be provided to help interpret the data, including relevant information on changes in regional travel and mode share.	No action.	Thank you for comment, please see Appendix B for annual injuries and deaths per 100K population size.
Pg. 17; 6	WSDOT: Page 17, Last paragraph – Perhaps missing a word in the sentence "with one death resulting from every KABC outcome". Reword	Revise sentence: “with one death resulting from every four KABC outcomes.”	Thank you for comment, revised.
Pg. 27; 3	Burlington: Please reconsider the inclusion of this paragraph. I don't believe that "branding" is the solution to "public engagement burnout". It might just as easily prove to be a cause.	Revised sentence: “Move Skagit branding helped to link the planning and engagement efforts while reducing confusion about the separate but related planning efforts.”	Thank you for comment, revised.
Pg. 30; 3	Burlington: What does this mean? I asked three people in my office if they'd ever heard of "tabling". No one had. Suggest replacing "tabling" with a more commonly used word or term. Doing so would make this document more accessible to a broader audience.	Retitled section header to: “Community Events”	Thank you for comment, revised.
Pg. 30; 3	Burlington: The events themselves seem like community engagement. What engagement are they catalyzing?	Revised sentence: “These public community events are two-way information sharing opportunities for SCOG and	Thank you for comment, revised.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
		community members.”	
Pg. 34; 1	Burlington: This is a very long sentence to lead with. Suggest revising to read "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."	Revised sentence: “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.”	Thank you for comment, revised.
Pg. 34; 1	Burlington: Suggest eliminating this text. The important parts of the message get burried.	No action.	Thank you for comment, project team has elected to keep text as is.
Pg. 34; 1	Burlington: Suggest just saying, "this chapter includes two broad categories of strategies"	Revised sentence: “This chapter includes two broad categories of strategies, including.”	Thank you for your comment, revised.
Pg. 34; 3	Burlington: What are "investment area plans"?	Revise sentence: “.. areas of investment”	Thank you for your comment, revised.
Pg. 35; 1	Resident: The list of Strategies in the DRAFT is largely focused on construction, and my comment is that the planning/engineering done for road maintenance projects must also be addressed. Specifically, the installation requirements placed on contractors that perform pavement maintenance (such as overlays and chip sealing) must address: • how far into the shoulder those projects go, and • how the transitions from travel lane to shoulder to pavement edge are handled. Quality inspections during projects must ensure that maintenance does not leave edge drop-offs in shoulders that are dangerous to bicyclists.	No action.	Thank you for your comment. While this is great feedback for local agency public works departments, it's outside of the scope of an SS4A compliant safety action plan absent there being actual data

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	We see overlays and chip sealing done that extend across the travel lanes, but give no thought to the fact that the road shoulders are “travel lanes” for bicyclists. Please add one or more Strategies that address engineering/design/quality assurance of road surface maintenance projects, and focus on ensuring the shoulders are given appropriate attention as safe travel surfaces. An example of a well-done pavement surface that includes a level shoulder is on the cover of the DRAFT plan as illustrated in the snippet below. In the photo, there is a smooth transition from the traffic lane across the shoulder. The Edge line is well delineated, and there is sufficient room for a cyclist (and some amount of debris) on the very smooth shoulder. I am requesting that pavement maintenance projects leave pavement and shoulders in similar condition.		pointing to shoulder pavement conditions as a cause of KSI crashes.
Pg. 35; 2	WSDOT: Page 35, Last paragraph - When explaining CMF's, add some discussion about how CMFs can apply to all crashes and severities or specific crash types and specific severities. This will give the reader some more context when looking at the range of CMF's for a given countermeasure and how it will affect the crash types they are trying to address.	Sentence added: “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.”	Thank you for your comment, revised.
Pg. 43; 3	WSDOT: Page 43, Roundabouts - also include conversion of signals to roundabouts in the description and category (update CMF on pg 53 as well)	Update with signal to roundabout.	Thank you for your comment, revised.
Pg. 46; 3	Burlington: Complete Streets by itself isn't so much a strategy as it is a law. A strategy might include ways that regional governments can ensure WSDOT complies with the law.	No action.	Thank you for your comment, complete streets requirements are part of the Washington

Draft Plan Page #; Paragraph #.	Comment	Action	Response
			State strategy for making roadways safer for all road users.
Pg. 46; 3	WSDOT: Page 46, "Complete Streets Policy" paragraph - This paragraph should give a little context about Complete Streets having a focus on non-motorized improvements	Revise paragraph to give context about focus on non-motorized improvements. "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."	Thank you for your comment, revised.
Pg. 46; 3	Burlington: Might SCOG also require that any WSDOT projects included in the regional transportation plan fully comply with applicable complete streets standards?	No action.	Thank you for your comment.
Pg. 53; 1	Resident: *Page 53 High Fatality and KSI Rates in Unincorporated Areas* I fully support the recommendation to provide paved shoulders, widened to 4ft+. From the perspective of a bicyclist, these are far more valuable than Wider Edge Lines or Rumble Strips, and this is pretty well reflected in the CMF values. Here are some of the reasons I advocate for wider shoulders: • Edge lines are sometimes made of raised material (some kind of raised paint), which creates uneven edges that are not beneficial for cyclists. If the shoulder isn't wide, they create even less room for cycling on an even pavement surface. • The same situation described above applies to Rumble Strips on the edges of roads. These are worst case for cyclists, if there isn't enough shoulder to ride on.	No action.	Thank you for your comment.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	• Road edges collect debris, and having more shoulder available allows cyclists to avoid debris without entering the traffic lane. • Currently, many County roads provide barely any paved surface on the shoulder side of the Edge line, and that little bit of pavement is often covered with debris. Drivers may not understand why cyclists don't stay on the "other side" of the white line, but many times there isn't enough clear pavement on the shoulder to ride on. In these cases, the Edge line is where reasonable pavement starts, and it continues into the traffic lane. Keeping cyclists out of the traffic lane by providing enough evenly paved shoulder is the answer.		
Pg. 54; 2	WSDOT: Page 54, Vulnerable Road Users Recommended Countermeasures - include RRFB in this list.	Revised text to include RRFB.	Thank you for your comment, revised.
Pg. 54; 2	Resident: *Page 54 Vulnerable Road Users (VRU) at High Risk in Burlington, La Conner, Rural Roads* For the reasons already mentioned in my Comment #2, I recommend adding **Paved shoulders (widening to 4ft+) – CMF: ~0.70** to the Countermeasures already listed.	Revised to include countermeasure Paved shoulders (widening to 4ft+) – CMF: ~0.70.	Thank you for your comment, revised.
Pg. 56; 1	Burlington: Which project is this? Why does it matter if it's already identified on the 2045 Regional Transportation Plan?	Sentence revision: "Of the seven segments meeting this criteria, two projects have been identified on the 2045 Regional Transportation Plan including the Riverside Drive Safety Improvements and Josh Wilson Road Phases 2, 2A, 3 & 4,"	Thank you for your comment, revised.
Pg. 58; 2	WSDOT: Page 58, Middle Paragraph - "In fact, this intersection is identified as the most dangerous intersection in Skagit County in the high-crash location analysis." This needs to be reworded. Do not use the word 'dangerous' or similar. Be objective and say something like "It experienced the highest number of crashes for any stop controlled intersection."	Revise sentence: "In fact, this intersection experienced the highest number of crashes for any stop-controlled intersection."	Thank you for your comment, revised.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
Pg. 60; 1	WSDOT: Page 60, First sentence - replace "unsafe driving behaviors" with "risky driving behaviors"	Revised sentence to “risky driving behaviors”	Thank you for your comment, revised.
Pg 74; 2	Resident: *Pages 74-97 Future or Ongoing Projects on or Near the High Injury Network* This list of projects doesn’t include an area of concern for cyclists and pedestrians that I would like to highlight. Motorists also find this intersection challenging. This snippet shows the intersection of March’s Point Road and SR 20 near Anacortes.  The intersection includes crosswalks and signals that help pedestrians and cyclists traveling from the road or a trail on the **south** side of the intersection safely access the March’s Point Park & Ride. However, there is no straightforward way to access the Park & Ride from the north (which is where the Tommy Thompson trail from Anacortes connects to March’s Point Rd). Many motorists also cross March’s Point Road from S. March Point Road, and continue west on SR 20. This is a tricky maneuver, as visibility of traffic coming from SR 20 is poor, plus there is traffic coming from the north. These same factors make the intersection difficult for cyclists even when turning right from S. March Point Road onto March’s Point Rd, then heading north towards the Tommy Thompson Trail. This intersection must not be near enough to a High Injury Network (HIN) to warrant being listed for improvement, but it is a complex intersection with heavy traffic. Traffic is particularly heavy at shift change times for the two refineries located on March’s Point, plus there is significant fuel tanker truck traffic, and other truck traffic. This location is near the accident-prone Sharpe’s Corner roundabout, and drivers headed west may be focused on shifting into appropriate lanes to go either to Anacortes or Oak Harbor. The proximity of Sharpe’s Corner can be seen in the next snippet.  Please consider noting the intersection of March’s Point Road with SR 20 as another area with Safety concerns impacting motorists, bicyclists, and pedestrians. It	No action here. This intersection was not located on the HIN. See guidance above.	Thank you for your comment.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	should be considered for improvement in the coming years.		
Pg. 90; 1	Resident: *Page 90 6. SR-20/Campbell Lake Road – Intersection Improvements* This comment is made as a motorist, not as a cyclist. I do not cycle in this area as I consider it to be a risky area; too risky for me. That said, both cyclists and pedestrians do use SR 20 in this area. I fully support the proposal to construct a roundabout at the Campbell Lake Road/SR 20 intersection. The left onto SR 20 from Campbell Road used to be part of my daily commute, and I still drive it frequently at all times of day and night. Oncoming traffic coming down the hill from the left regularly exceeds speed limits and includes large trucks headed to Oak Harbor. The short merging lane offered on SR 20 does help with traffic coming from the right, and traffic breaks on the left currently do occur with enough waiting. It is possible to eventually turn left from Campbell Lake Road onto SR 20 safely. But as mentioned in the DRAFT, traffic volumes will continue to increase and this intersection will become more dangerous. A roundabout at this location should be included in the planning process to avoid future injuries and fatalities.	No action.	Thank you for your comment.
Pg. 99; 1	Burlington: Does SCOG have an opportunity to set safer practices in motion, or does SCOG have an opportunity to take actions that will reduce or eliminate deaths and serious injuries?	Revised sentence: "… SCOG has an opportunity to take actions that reduce or eliminate deaths and serious injuries on roadways in Skagit County."	Thank you for your comment, revised.
Pg. 99; 1	Burlington: Suggest revising this entire introduction to summarize the goals and policies included in this section, how they will be used, and what might be achieved through their application.	No action.	Thank you for your comment.
Pg. 99; 2	Burlington: The chapter is titled "goals and policies". Where are the goals? Are there more than two policies?	Added callout box Regional Safety Goal.	Thank you for your comment, revised. Correct, we have 2 recommend ed policies.
Pg. 99; 2	Burlington: Suggest revising to ready "Safety Policies", including the word "language" doesn't add anything and	Revised section header to "Safety Policies".	Thank you for you

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	since this is a SCOG plan it's not necessary to restate that these are SCOG policies.		comment, revised.
Pg. 99; 2	Burlington: What does it mean to "advance and outcome"?	No action.	Thank you for your comment. Advance safety outcomes through regionally funded projects means to use regional funds to reduce serious injuries and deaths.
Pg. 99; 2	Burlington: Is this a goal? If so, how will we know if we've achieved it? How might progress towards achieving the goal be measured?	No action.	Thank you for your comment. This is not a goal.
Pg. 99; 3	Burlington: What does it mean to "require consideration of" something? What counts as considering something? What doesn't count as considering something? What exactly does this policy obligate us to do? Committing to consider something is not a commitment at all.	Revised sentence: "...safety outcomes. In pursuing federal funds, agencies should show consideration of appropriate proven safety countermeasures."	Thank you for your comment, revised.
Pg. 100; 1	Burlington: This just seems to paraphrase the paragraph above.	No action.	Thank you for your comment. This is the proposed policy statement of which the above paragraph is referencing.
Pg. 100; 2	Burlington: If this is a goal, shouldn't the goal be clearly listed among the "goals and policies"? If it's the overarching goal, or purpose, of the plan, this should be clearly stated in the introductory purpose statement (Chapter 1).	Revise Section to include a call out box with the goal statement.	Thank you for your comment, revised.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
Pg. 100; 2	Burlington: "address identified safety concerns with tangible countermeasures". What does this mean?	No action.	Thank you for your comment.
Pg. 100; 2	Burlington: Perhaps not, but SCOG does distribute lots of the money used to build and maintain transportation infrastructure and SCOG is also responsible for reviewing the transportation plans of individual governments and agencies. This section could be improved by spelling out how, exactly, SCOG can implement this plan using its financial tools and legal obligations. Specifically, how does this plan interact with our existing programs.	No action.	Thank you for your comment.
Pg. 100; 2	Burlington: Awkward phrasing.	Revised sentence: "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."	Thank you for your comment, revised.
Pg. 101; 1	Burlington: Suggest rewriting this so that it clearly explains what SCOG will do.	No action.	Thank you for your comment.
Pg. 101; 2	Burlington: I don't understand the structure of this. What are the "is", "or", "and" statements? What projects are subject to evaluation under these criteria?	No action.	Thank you for your comment.
Pg. 101;3	Burlington: Suggest rewriting to simply say that the anticipated costs will likely exceed the region's available financial resources.	Revised sentence: "Anticipated costs to meet regional and state safety goals will likely exceed the region's available financial resources."	Thank you for your comment, revised.
Pg. 102; 3	Burlington: What are the individual phases? Is there a schedule for these phases?	Revised sentence: "The implementation of the RSAP is structured to guide deployment of safety strategies over multiple years as	Thank you for your comment, revised.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
		funds become available.”	
Pg. 102; 3	Burlington: Is there a "non-fiscally constrained" regional transportation plan list? If not, suggest revising this to must say the project list in the Regional Transportation Plan.	No action.	Thank you for your comment. Illustrative list is full project list.
Pg. 102; 3	Burlington: This is confusing. Will SCOG be monitoring and tracking performance throughout the 2026 - 2031 period? What is the "fixed interval? Is this intended to say that SCOG will continually monitor safety performance and incorporate any changes necessary to address problems during the plan update scheduled for 2031?	No action.	New crash information can be assessed annually, specifically crashes resulting in deaths and serious injuries to assess trends. However, this crash analysis is based on a multi-year analysis with the assumption the analysis will be rerun at fixed intervals, in this case aligned with updating the regional transportatio n plan. Much of the analysis is reliant on 5 or more years of data including trends and comparative analysis and is not likely to change

Draft Plan Page #; Paragraph #.	Comment	Action	Response
			the results or conclusions of the analysis year by year.
Speed limit consistency (Spot)	Resident: Desire for consistent speed limit along Snee Oosh Road of no more than 35 MPH from (Swinomish Village to Reservation Road). Adding and/or widening paved shoulders should be a top priority as noted in the draft plan. Parked cars often protrude in the travel lane on Snee Oosh Road near Kukutaili Preserve. Recommend extending the shoulder/bikeway along Bayview Edison Road from the State Park north.	No action.	Thank you for your comment.
Automatic License Plate Reader	Resident: I am a citizen of Sedro-Woolley of 2 years, who is concerned with the use of Automatic License Plate Readers (ALPR) in the management of traffic safety problems. One concern I have with the use of certain ALPR service providers is the apparent vulnerabilities these systems have. As someone who drives (quite safely) through town several times a day, I am concerned that data about mine and others driving habits could be accessed and exploited due to vulnerabilities in public records law, and in the surveillance software itself. While I believe this safety plan is largely in the best interest of our city, I am worried that this potential issue could be overlooked. How public records requests can be combined with the use of these cameras to violate a citizens privacy: https://www.king5.com/article/news/investigations/investigators/judge-orders-washingtonpolice-release-surveillance-camera-data-privacy-questions/281-c2037d52-6afb-4bf7-95ad-0eceaf477864 and this is a video regarding hardware and software vulnerabilities in these cameras: https://youtu.be/uB0gr7Fh6lY I hope you will consider my comments.	No action.	Thank you for your comment, this plan does not address Automated License Plate Readers.
Shoulder conditions for cyclists.	Resident: I was impressed with the depth and breadth of the draft Skagit Regional Safety Action Plan. I think the challenge will be selecting and prioritizing proposed items for implementation.	No action.	Thank you for your comment. While this is great

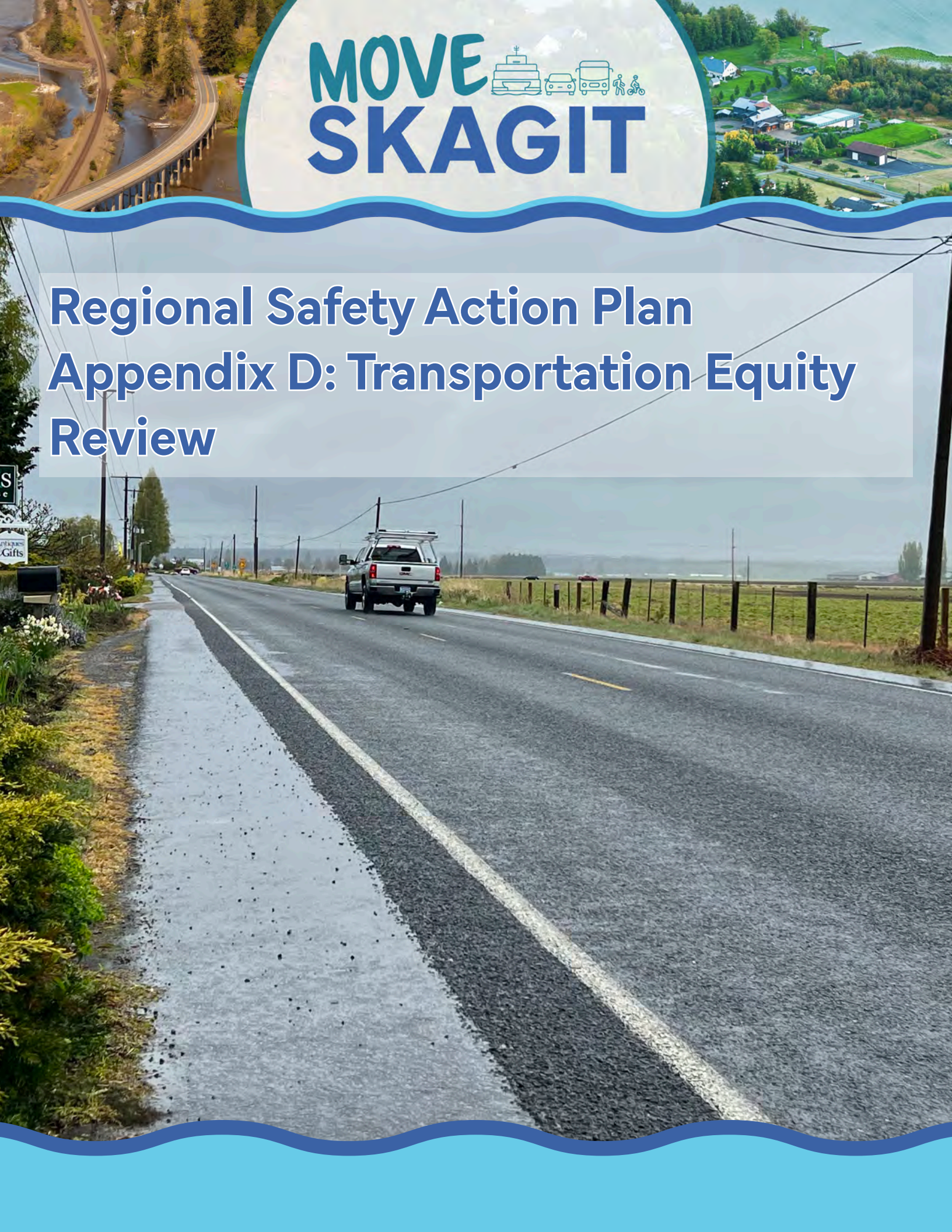
Draft Plan Page #; Paragraph #.	Comment	Action	Response
	I noticed that the emphasis in this draft was on Deaths, or Deaths and Serious Injuries, or Deaths and all Injuries. Earlier this summer, we were encouraged to go online for the Move Skagit Projects and review some of the maps of Skagit County and highlight specific road sections which have potentially dangerous conditions for bicyclists. I did this process and highlighted a number of areas with poor road shoulder conditions for bicyclists. I didn't see this topic addressed in this draft. Might these topics be included in one of the other parts of the Move Skagit planning endeavor?		feedback for local agency public works departments, it's outside of the scope of an SS4A compliant safety action plan absent there being actual data pointing to shoulder pavement conditions as a cause of KSI crashes.
Automatic License Plate Reader	Resident: I am a Mount Vernon resident and have looked through some of the Regional Safety Action Plan that is being proposed. Most of the plan seems sound and I agree with the focus on the engineering controls to create safer roads. I do have concerns about camera systems that I want to raise. Usage of intelligent camera systems, specifically those with automated license plate recognition technology, can be massively abused by local, state, and federal agencies when taking that data and combining it with other information. Deployment of these systems is a complete violation of personal privacy and any possibility of ALPR systems should be avoided at any cost. Please ensure that any camera systems deployed do not in any way allow for the tracking of individual's movements through our community. If such systems are deployed, I will strongly advocate for community action to remove from office and role any persons involved in the deployment of these systems along with removal of the systems themselves. Skagit County should not be part of a surveillance state.	No action.	Thank you for your comment, this plan does not address Automated License Plate Readers.
Roadway maintenance for cyclists.	Resident: Thank you for the opportunity to comment on the Skagit RSP. I am an avid bicyclist, a member of the Skagit Bicycle Club and I ride many miles a year on rural Skagit County roads. The RSP does a good job of documenting incidents and classifying them into groups and types.	No action.	Thank you for your comment. While this is great feedback for local agency public works

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	The one area I didn't see, that is a high priority for bicycle riders, is roadway maintenance. Skagit County has many roads that are wonderful for cycling from low traffic and scenic viewpoints. However, many of these same roads are damaged and dangerous for bikes. Broken pavement, gaps, old roadway patches are common in the County. All of these are conditions that put bicyclists at risk of crashing by catching and trapping wheels, yet go unnoticed by cars. These conditions also go unnoticed and uncorrected by County Road Maintenance as evidenced by the deteriorating conditions I see when riding. Please include information in the RSP that addresses road maintenance from a bicyclist's point of view. Respectfully,		departments , it's outside of the scope of an SS4A compliant safety action plan absent there being actual data pointing to shoulder pavement conditions as a cause of KSI crashes.
Automatic License Plate Reader	Resident: To whom it may concern: I am writing to express my strong opposition to the use of cameras for collecting traffic data and information across the county. The risks associated with these surveillance systems are well-documented, particularly regarding data storage security and significant privacy concerns for all residents. The implementation of such technology creates a permanent record of movement that is susceptible to misuse - please see the recent ruling in Skagit Superior Court for example. To further illustrate these concerns, I have included several links to recent events and/or commentary articles involving camera privacy issues, and the specific ways this data is being accessed and utilized by various parties. In Our View: Turning off traffic cameras protects privacy - The Columbian columbian.com You Are Being Tracked | American Civil Liberties Union https://www.aclu.org/you-are-being-tracked Washington Court Rules That Data Captured on Flock Safety Cameras Are Public Records | Electronic Frontier Foundation eff.org	No action.	Thank you for your comment, this plan does not address Automated License Plate Readers.

Draft Plan Page #; Paragraph #.	Comment	Action	Response
	I urge you to reconsider the deployment of these cameras and to prioritize the privacy rights of the community. I would also like to share my more generalized support for much of the remainder of what is in this plan. I look forward to hearing how the county plans to address these serious issues.		

MOVE SKAGIT

Regional Safety Action Plan
Appendix D: Transportation Equity Review



MEMO

TO: Grant Johnson, Skagit Council of Governments.

FROM: Jeanne Acutanza, Ling Chen, Asal Mehditabrizi, Jolie Tran, Chris Ell WSP USA

SUBJECT: Skagit Council of Governments Regional Safety Action Plan - Transportation Equity Review

DATE: July 21, 2025

PURPOSE

This memo supports the development of the Skagit Council of Governments (SCOG) Regional Safety Action Plan (RSAP) as part of the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) initiative. This Transportation Equity Review aims to identify and address disparities in transportation safety outcomes among historically underserved and overburdened communities in Skagit County. This includes a focused analysis of the High Injury Network (HIN) in relation to Environmental Health Disparities (EHD)[1], guided by the Washington Environmental Health Disparities (EHD) mapping tool. The EHD mapping and analysis tool reflects risk in terms of environmental threats such as hazards and exposure affecting sensitive communities or those with socioeconomic disadvantages. The analysis provides a data-driven assessment of crash patterns, safety conditions, and key findings within high EHD index areas. Additionally, it includes crash trends on federally recognized Tribal Lands—specifically Swinomish, Sauk-Suiattle, Samish and Upper Skagit to ensure equitable representation in safety planning.

[1] Washington Environmental Health Disparities Map | Washington State Department of Health

TRANSPORTATION SAFETY TERMINOLOGY AND METHODOLOGIES

STANDARDS AND TERMINOLOGY IN SAFETY PERFORMANCE REVIEW

This Transportation Equity Review will assess transportation system safety performance by traffic-related injury classifications. The following section introduces the industry-standard acronyms for various traffic-related injury information, analytical groupings and transportation system safety performance review.

K (DEATHS)

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. In this review, **K** represents the number of fatalities associated with the given variable in tables and graphs.

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. Serious injuries refer to injuries that prevent the victim from walking, driving, or continuing normal activities at the time of the collision. In this review, **KSI** represents the total number of people who died or were seriously injured in a crash, as reflected in tables and figures.

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. KABC is the injury classification used for reporting if the victim died or received any injury regardless of severity resulting from a crash. In this review, **KABC** represents the total number of people who died or sustained any level of injury in a crash.

METHODOLOGIES

Crash records are based on reported injuries per incident and may include multiple victims if more than one person was injured. This review focuses on the number of crash victims by injury severity, rather than the number of crashes, to avoid underreporting.

Figure 1 demonstrates the nested structure of injury severity data, from KABC to K. The largest group in this safety analysis is all injuries and deaths (KABC), which includes deaths and all severity levels of injuries and is used as a baseline to examine safety.

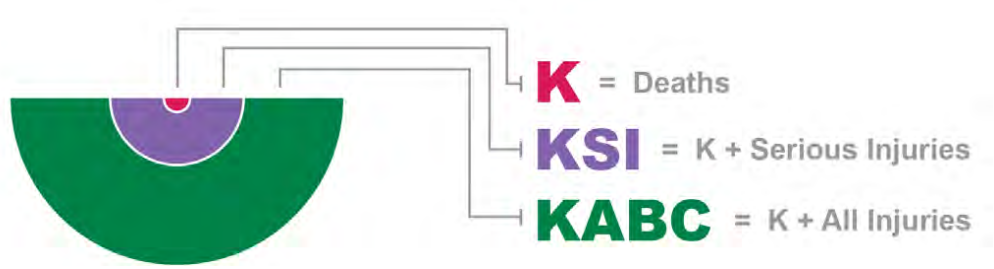


Figure 1. Injury Class Grouping

COMMUNITY ASSET AND CRASH INVENTORY

INITIAL FINDINGS IN CRASH ANALYSIS (2019-2023)

Crash data from 2019 to 2023, obtained from WSDOT, provides key insights into transportation safety trends and conditions in Skagit County, as documented in the Crash Data Analysis Report:

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 of 27% since the Covid 19 global pandemic. More prominent is the rise in deaths on the county's roadways which more than doubled from eight (8) in 2016 to 21 in 2018 and stayed in the teens including 2023 when there were 15 deaths.

Crash severity, deaths and injuries are higher where there are equity disparities: People who live in 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.

The Upper Skagit Indian Tribe reservation land experiences more serious injury roadway crashes: Roadway crashes resulting in serious injuries and fatalities occur at disproportionately high rates on the Upper Skagit Tribe's land. Despite a small population of just 278 people, these incidents happen at nearly two times the county average per 100k population, with a death rate more than six times higher than the county average. It is important to note that crashes occurring on Interstate 5 adjacent to the reservation and may/or may not be related to the proximity to the Tribal reservation.

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.

HIGH INJURY NETWORK (2019-2023)

In the previous crash report, the **High Injury Network (HIN)** was developed to identify corridors with a high density of KSI victims, as shown in **Figure 2**. A corridor is classified as high-priority if it experienced more than **1.5 KSI per mile** on surface streets or controlled-access highways during the study period. In Skagit County, the HIN represents **9% of the Regional Network** but accounts for **44% of all KSI crashes**, underscoring its significance for targeted safety improvements. For this equity analysis, the HIN will be further examined in the context of environmental and sociodemographic disparities, allowing for a more nuanced understanding of how high-risk corridors intersect with equity-priority areas.

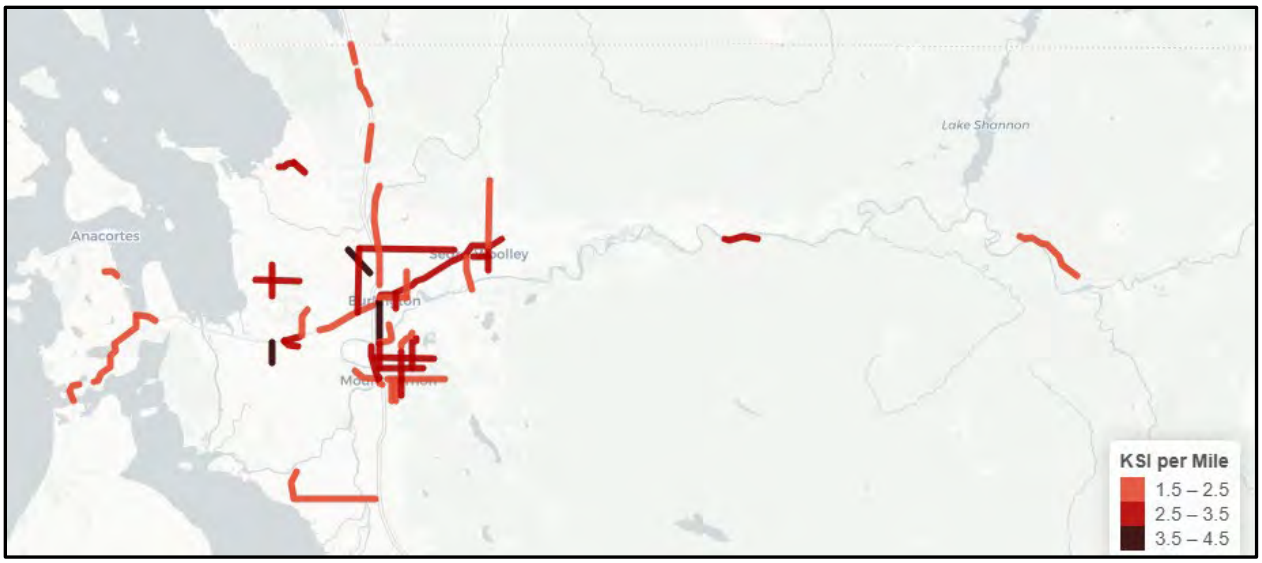


Figure 2. High Injury Network of Skagit County

DEFINING EQUITY AREAS

ENVIRONMENTAL HEALTH DISPARITIES (EHD)

The Environmental Health Disparities (EHD) Index, developed by the State of Washington, measures cumulative environmental and health risks at the census tract level. It reflects how the combined effects of social, medical, climate, and environmental factors contribute to health inequities—resulting in higher rates of illness, pollution exposure, and overall burden in communities with greater economic need. The index is based on the formula: Risk = Threat × Vulnerability, where *Threat* includes environmental exposures and effects, and *Vulnerability* encompasses socioeconomic conditions and the presence of sensitive populations, as shown in **Figure 3** below.

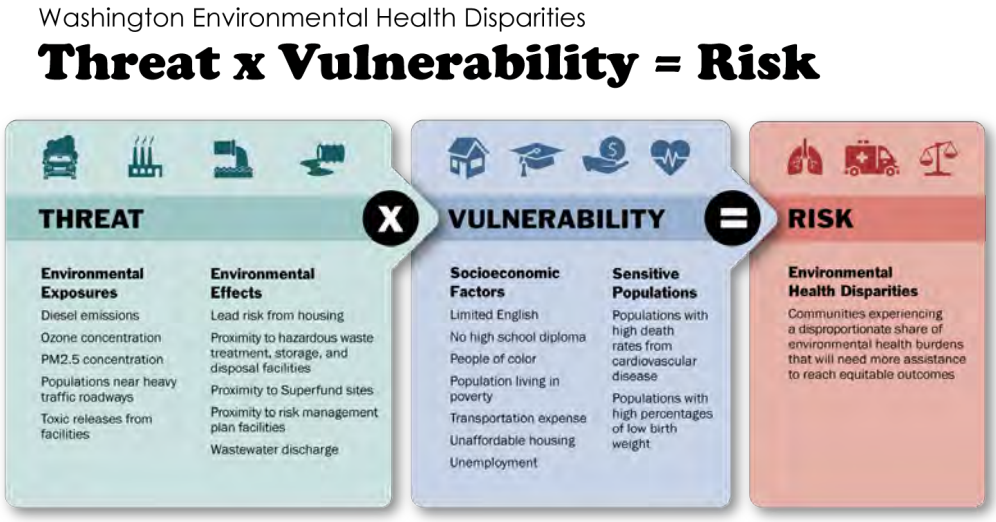


Figure 33. Structure of Washington's Environmental Health Disparities (EHD) Index

For the purposes of this review, census tracts with EHD Index values greater than or equal to 6 (above average) and greater than or equal to 8 (top quartile) are selected as equity areas for focused safety analysis, as shown in **Figure 4** and **Figure 5**.

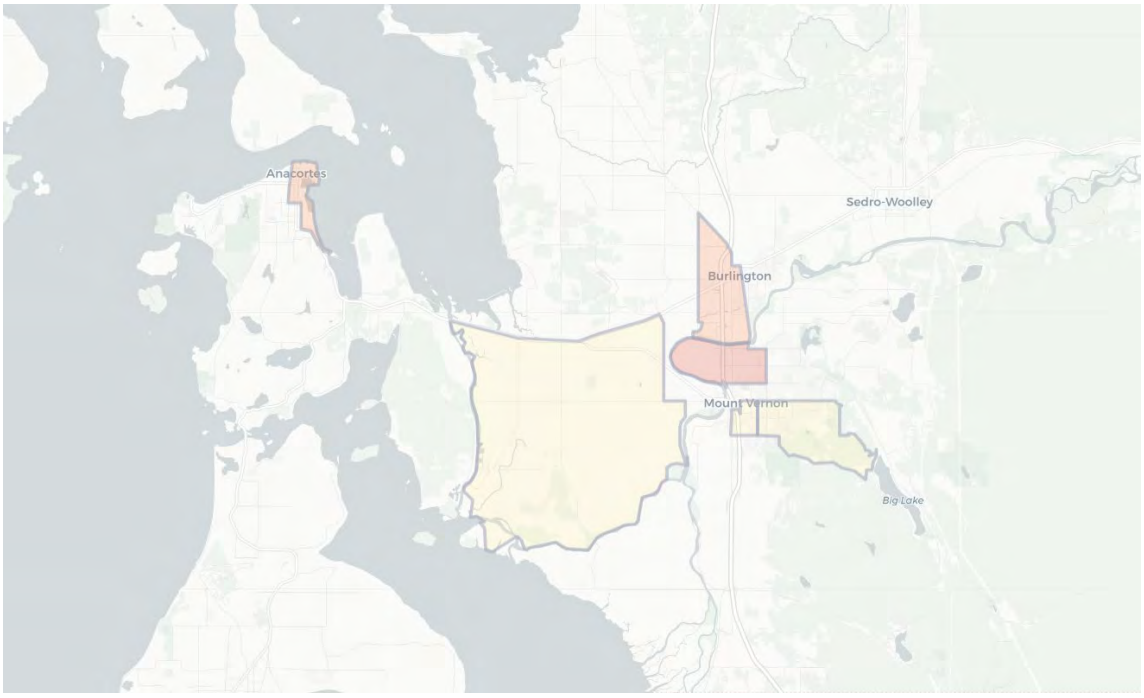


Figure 45. Equity Area: Census Tracts with EHD Index ≥ 6

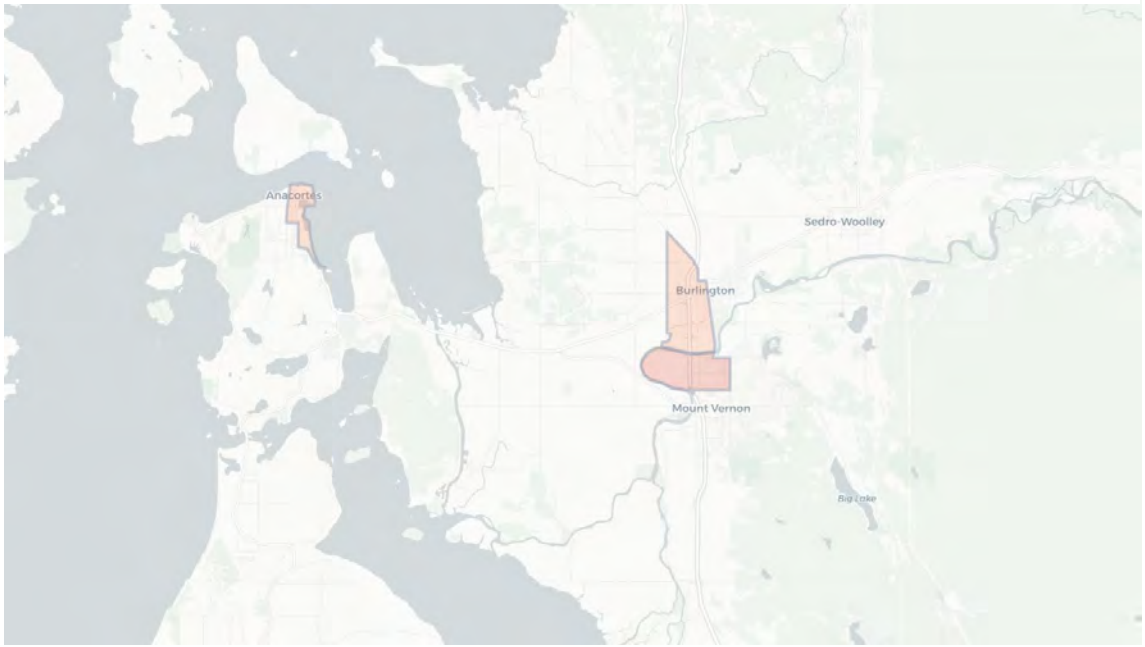


Figure 55. Equity Area: Census Tracts with EHD Index ≥ 8

TRIBAL LANDS

Tribal lands are also designated as equity areas. Approximately 21% of Skagit County's population resides on Tribal lands. When normalized by population, crash-related injuries and fatalities are disproportionately higher on the Upper Skagit Reservation as compared to the averages for the County: It shows a fatality rate six times higher and an injury rate nearly twice as high as the county average. It is important to note that the number of crash-related injuries and deaths on Tribal land is controlled for population size by comparing proportions of crash-related injury and deaths to 100,000 people. Currently, there are 26,709 people (much less than 100,000) living on Tribal land. These disparities further highlight the need for focused safety interventions in both environmentally overburdened and Tribal communities.

LITERATURE AND PRACTICE REVIEW

REVIEW OF EQUITY METRICS IN SAFETY PLANNING

Peer regions and agencies increasingly use equity-focused approaches to identify and address disparities in transportation safety. The Environmental Health Disparities (EHD) Index, used in Washington State Department of Health, incorporates socioeconomic factors—such as low educational attainment, unaffordable housing and transportation expense, linguistic isolation, poverty, unemployment, and race (people of color)—that influence individual and community vulnerability. The index is designed to evaluate how social and economic disadvantage increases susceptibility to poor health outcomes, thereby enhancing equity awareness and supporting more targeted, data-informed safety interventions.

CRASH EQUITY ANALYSIS

CRASH DATA ON THE HIGH INJURY NETWORK (HIN)

The Washington State Department of Transportation (WSDOT) collects and maintains statewide crash data. For this memo, collision data from 2019 through 2023 (five years) was used to inform the crash analysis. The dataset includes all reported crashes involving injuries, fatalities, and non-injury incidents. **For this equity analysis, the focus is limited to crashes occurring on High Injury Network (HIN) segments**, excluding those involving only property damage. The filtered HIN crash data was broken down by severity—KABC, KSI, and K—to support both statistical and spatial analysis.

HIGH ENVIRONMENTAL HEALTH DISPARITIES (EHD) INDEX AREAS (≥ 8)

To identify areas of concern from an equity perspective, this analysis focuses on census tracts with Environmental Health Disparities (EHD) Index values greater than or equal to 8, representing the top quartile of environmental and social risk. After filtering the HIN to include only segments located within these high EHD tracts, crash data was analyzed to assess safety conditions and disparities within these equity-priority areas. From **Table 1**, although census tracts with an EHD Index $\geqslant$ 8 make up only 8.8% of the population, 0.5% of Skagit County's land area, and 4.4% of the roadway network, they account for 14% of all KABC victims from 2019 to 2023. While the shares of KSI victims (7%) and fatalities (6%) are roughly in line with the population proportion, the elevated rate of total injury crashes relative to roadway coverage suggests a disproportionate safety burden in these environmentally overburdened communities.

Table 1. Crash Summary in High EHD Index Areas (2019-2023)

Crash Summary	Population %	Area Square Mile %	Network Mileage %	KABC Victim	KABC Victim %	KSI Victim	KSI Victim %	K Victim	K Victim %
Skagit County	NA	NA	NA	3,552	100%	378	100%	77	100%
Environmental Disparity Index >= 8	8.8%	0.5%	4.4%	485	**14%**	26	7%	5	6%

CRASH TYPE ANALYSIS

Table 2 presents crash type within high EHD areas and their severity rates. Angle and rear-end collisions are the most common, accounting for approximately 40% of all crashes. However, pedestrian/bicycle and fixed object crashes tend to result in more severe outcomes compared to the county average. Notably, in these areas, 1 out of every 4 bike/pedestrian crashes results in a fatality.

Compared to countywide crash type analysis, while angle and fixed object crashes remain the top two types associated with severe outcomes, pedestrian/bicycle crashes rise from third to the most significant when focusing specifically on KSI and K outcomes. Additionally, rear-end collisions emerge as the most frequent crash type when considering all KABC outcomes.

Table 2. Crash Types and Severity for All Victims on HIN within High EHD Index Areas (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
Angle	200	41%	6	23%	1	20%	1 : 33	1 : 200	1 : 6
Rear End	195	40%	2	8%	1	20%	1 : 98	1 : 195	1 : 2
Pedestrian /Bike	43	9%	10	38%	2	40%	1 : 4	1 : 22	1 : 5
Fixed Object	34	7%	7	27%	2	40%	1 : 5	1 : 17	1 : 4
Opposite direction – Other	20	4%	1	4%	0	0%	1 : 20	N/A	N/A
Rollover	11	2%	4	15%	0	0%	1 : 3	N/A	N/A
Parked car	7	1%	2	8%	0	0%	1 : 4	N/A	N/A
Other	2	0%	1	4%	1	20%	1 : 2	1 : 2	1 : 1

CONTRIBUTING FACTORS ANALYSIS

Table 3 summarizes the contributing factors to crashes in high EHD index areas. Follow too closely, distracted driving and failure to yield to vehicles are the most common causes of injury crashes (29%, 23% and 21% of KABC, respectively), while impaired driving, though responsible for only 6% of KABC,

accounts for a disproportionately high share of KSI (23%) and fatal crashes (20%), highlighting its severe impact.

Other notable factors include disobeying traffic signals (11% KABC, 12% KSI) and reckless driving (8% KSI despite only 2% of KABC), both linked to elevated injury severity. Due to the small sample sizes for fatal and serious injuries, percentages for K and KSI should be interpreted cautiously, as they may exaggerate trends. It is notable that reporting by enforcement agencies varies and 23 of the KABC crashes did not report a contributing factor.

Compared to countywide contributing factor analysis, impairment remains the leading contributing factor for severe outcomes (KSI and K) in high EHD Index areas. Meanwhile, following too closely and distraction arise as the most frequent contributing factors for all injury crashes (KABC) in these areas.

Table 3. Contributing Crash Factors and Severity for All Victims on HIN within High EHD Index Areas (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
Follow Too Closely	143	29%	1	4%	0	0%	1 : 143	N/A	N/A
Distracted	112	23%	3	12%	0	0%	1 : 37	N/A	N/A
Failure to Yield to Vehicle	101	21%	1	4%	1	20%	1 : 101	1 : 101	1 : 1
Disobey Signal or Stop Sign	54	11%	3	12%	0	0%	1 : 18	N/A	N/A
Improper Turn/Merge	33	7%	1	4%	0	0%	1 : 33	N/A	N/A
Impaired	31	6%	6	23%	1	20%	1 : 5	1 : 31	1 : 6
Other Contributing Circumstances Not Listed	23	5%	3	12%	0	0%	1 : 8	N/A	N/A
Failure to Use Due Care / Reckless	9	2%	2	8%	0	0%	1 : 5	N/A	N/A
Overcorrecting /Oversteering	2	0%	1	4%	0	0%	1 : 2	N/A	N/A

EMPHASIS AREA ANALYSIS

Table 4 examines crash emphasis areas in high Environmental Health Disparities (EHD) tracts, focusing on non-causal factors like driver age and behavior. Young drivers (16–25) account for 41% of KABC crashes and 19% of KSI, indicating elevated risk-taking. Older adults (65+) are involved in 31% of KABC but only 8% of KSI and no fatalities, despite representing 25% of countywide deaths, suggesting lower crash severity in high EHD areas.

Distracted driving contributes to 24% of KABC crashes but plays a lesser role in severe outcomes. In contrast, impaired driving, speeding, and single-vehicle surface street crashes are overrepresented in KSI (15–23%) and fatalities (20%). These patterns are consistent with countywide trends, though young drivers in high EHD areas show slightly lower severity.

Due to the small number of KSI and fatal crashes in some categories, percentages may be sensitive to minor changes. Therefore, findings should be interpreted with caution.

Table 4. Emphasis Area and Severity for All Victims on HIN within High EHD Index Areas (2019–2023)

Emphasis Area	KABC	County Share of KABC	KSI	County Share of KSI	K	County Share of K	K to KABC	KSI to KABC	K to KSI
Driver Age 16-25	197	41%	5	19%	1	20%	1 : 39	1 : 197	1 : 5
Driver Age 65+	150	31%	2	8%	0	0%	1 : 75	N/A	N/A
Distracted Involved Person	114	24%	3	12%	0	0%	1 : 38	N/A	N/A
Speeding Driver	49	10%	4	15%	1	20%	1 : 12	1 : 49	1 : 4
Hit and Run	42	9%	5	19%	0	0%	1 : 8	N/A	N/A
Impaired Involved Person	32	7%	6	23%	1	20%	1 : 5	1 : 32	1 : 6
Single Vehicle on Surface Streets	18	4%	6	23%	1	20%	1 : 3	1 : 18	1 : 6

HIGH INJURY NETWORK (HIN)

Table 5 shows that high EHD Index areas have a disproportionately high concentration of severe crash risk. 70% of KSI crashes in these areas occur on the High Injury Network (HIN), compared to 50% countywide. HIN mileage makes up 32% of the local roadway network—246% higher than the county average—indicating greater exposure to high-risk corridors. Per capita, HIN mileage in high EHD areas is 85.08 miles per 100,000 population, versus 66.16 countywide. When adjusted by land area, the contrast is even greater: 1.13 miles per square mile in high EHD areas compared to just 0.05 miles countywide. **(Figure 6**).

Table 5. HIN Summary in High EHD Index Areas (2019-2023)

HIN Summary	KSI In Area	KSI On Network	KSI On HIN	KSI On HIN / KSI On Network	KSI On HIN / KSI On Network Compared to County	KSI On Network / KSI In Area	HIN Mileage/ Network Mileage	HIN Mileage / Network Mileage Compared to County	HIN Mileage/ 100k Population	HIN Mileage / Area
Skagit County	378	337	168	0.50	/	0.89	0.13	/	66.16	0.05
Environmental Disparity Index >= 8	39	33	23	0.70	140%	0.85	0.32	246%	85.08	1.13

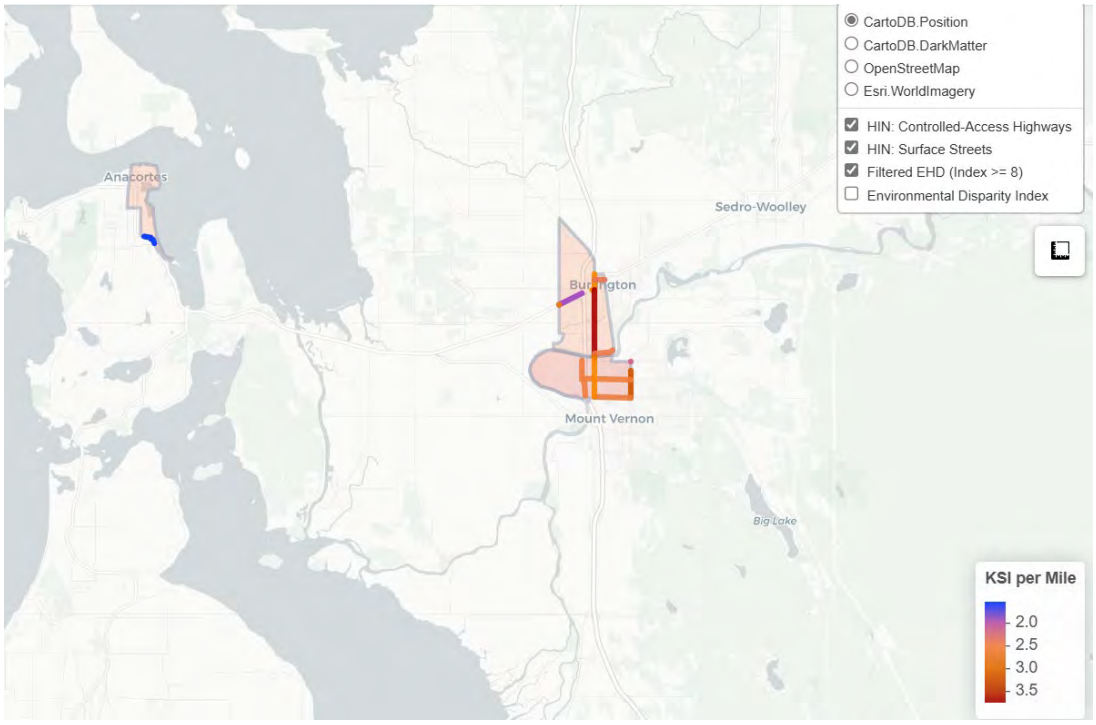


Figure 66. High Injury Network (HIN) Overlay in Census Tracts with EHD Index ≥ 8

COMPARATIVE AND CONTEXTUAL ANALYSIS

REGIONAL COMPARISION: CRASH SUMMARY

Table 6 and **Table 7** reveal significant disparities in traffic injury outcomes across different equity-priority census tracts in Skagit County. The analysis focuses on KABC, KSI, K rates per 100,000 population across multiple demographic and equity indicators.

Overall, five out of seven equity groups experienced higher KABC rates than the county average, showing a disproportionate burden of traffic-related injuries among underserved communities. Notably, Low-Income communities show a 13% higher KABC rate than the county average.

Communities with a high proportion of elderly individuals showed 12% higher fatality (K) rates than the county average, despite having slightly below-average KABC and KSI rates. This indicates that when crashes occur in these areas, they are more likely to result in fatal outcomes, possibly due to the greater physical vulnerability of older adults. Similarly, census tracts with a higher concentration of people with disabilities experience 21% more KABC outcomes and 8% more KSI outcomes than the county average, reinforcing the higher transportation safety risk among individuals with limited mobility or access. In addition, communities with Low Educational Attainment and Limited English Proficiency face 8% and 6% higher KABC and KSI rates, respectively, than the county average.

Tribal areas also show concerning patterns: for instance, the Upper Skagit Reservation and Off-Reservation Trust Land has some of the highest per capita injury and fatality rates, with a KSI rate 142% above county average.

Table 6. Crash-Related Injuries and Deaths in Skagit County Equity Focus Areas (Census Tracts with Higher Numbers of Census Demographic Populations Identified) (2019-2023)

Above average Census Tracts with Equity Population	High People of Color Rate (>50%)	Low-Income	Youth	Elderly	Disability	Low Education Attainment	Limited English Proficiency
2020 Population in Census Tracts	1,361	64,607	68,340	59,914	64,115	71,226	73,938
KABC	23	2,039	2,040	1,355	2,167	2,148	2,180
KABC per 100k	1,690	3,156	2,985	2,262	3,380	3,016	2,948
KABC Compared to County Average	61%	113%	107%	81%	121%	108%	106%
KSI	3	181	185	170	206	190	175
KSI per 100k	220	280	271	284	321	267	237
KSI Compared to County Average	74%	94%	91%	96%	108%	90%	80%
K	0	34	36	40	40	34	35
K per 100k	0	53	53	67	62	48	47
K Compared to County Average	0%	88%	88%	112%	103%	80%	78%
K to KABC	N/A	1 in 60	1 in 57	1 in 34	1 in 54	1 in 63	1 in 62
KSI to KABC	1 in 8	1 in 11	1 in 11	1 in 8	1 in 11	1 in11	1 in 12
K to KSI	N/A	1 in 5	1 in 5	1 in 4	1 in 5	1 in 6	1 in 5

Table 7. Crash-Related Injuries and Deaths in Skagit County Tribal Areas .

Above average Census Tracts with Equity Population	Samish TDSA, WA	Swinomish Reservation and Off-Reservation Trust Land, WA	Upper Skagit Reservation and Off-Reservation Trust Land, WA
2020 Population in Census Tracts	23,267	3,112	278
KABC	486	48	17
KABC per 100k	2089	1542	6115
KABC Compared to County Average	59%	75%	55%
KSI	12	35	4
KSI per 100k	101	150	129
KSI Compared to County Average	51%	43%	242%
K	11	1	1
K per 100k	47	32	360
K Compared to County Average	78%	53%	60%
K to KABC	1 in 44	1 in 48	1 in 17
KSI to KABC	1 in 14	1 in 12	1 in 9
K to KSI	1 in 3	1 in 4	1 in 2

REGIONAL COMPARISION: HIN SUMMARY

Table 8 and **Table 9** provide a deeper understanding of how severe crashes represented by KSI are distributed across both the general road network and the designated High Injury Network (HIN) in equity-

priority census tracts of Skagit County. These tables compare KSI counts, proportions of those crashes occurring on HIN segments, and corresponding HIN mileage relative to the full network.

While **Table 6** reveals that some groups, such as youth, have slightly lower overall KSI rates than the county average, **Table 8.** shows that a higher proportion of these KSI crashes in equity communities occur on the HIN. This suggests not a lower risk overall, but a concentration of risk along the most dangerous corridors.

Similarly, communities with low education attainment and limited English proficiency experience KSI rates that are 90% and 80% of the county average, respectively, yet the percentage of KSI occurring on HIN segments in these groups is 120% and 124% of the county average. This pattern is consistent across other groups such as youth (116%) and people with disabilities (102%). Additionally, communities with a high percentage of people of color experience 200% of the county average in terms of KSI on HIN relative to total network crashes. These disparities suggest that certain underserved groups particularly those defined by language barriers, race, age, and disability status, are significantly more likely to experience severe crashes on the most dangerous road segments.

In addition, the HIN mileage per network mileage is also higher than the average county value in high people of color rate, youth, low educational attainment, and limited English proficiency areas, indicating a greater exposure to dangerous road segments for these populations.

Table 8. HIN Summary in Skagit County Equity Focus Areas (Census Tracts with Higher Numbers of Census Demographic Populations Identified) (2019-2023)

	High People of Color Rate (>50%)	Low-Income	Youth	Elderly	Disability	Low Education Attainment	Limited English Proficiency
2020 Population in Census Tracts	1,361	64,607	68,340	59,914	64,115	71,226	73,938
KSI In Area	3	181	185	170	206	190	175
KSI On Network	1	159	166	145	177	170	151
KSI On HIN / KSI On Network	1	0.47	0.58	0.41	0.51	0.6	0.62
KSI On HIN / KSI On Network Compared to County	200%	94%	116%	82%	102%	120%	124%
KSI On Network / KSI In Area	0.33	0.88	0.9	0.85	0.86	0.89	0.86
KSI On Network / KSI In Area Compared to County	37%	99%	101%	96%	97%	100%	97%
HIN Mileage / Network Mileage	0.5	0.1	0.14	0.08	0.11	0.14	0.16
HIN Mileage / Network Mileage Compared to County	**417%**	83%	**117%**	67%	92%	**117%**	**133%**
HIN Mileage / 100k Population	36.74	54.79	71.7	53.24	62.08	63.04	56.94
HIN Mileage / 100k Population Compared to County	56%	84%	110%	82%	95%	97%	87%

Table 9. HIN Summary in Skagit County Tribal Areas.

	Samish TDSA, WA	Sauk-Suiattle Reservation, WA	Swinomish Reservation and Off-Reservation Trust Land, WA	Upper Skagit Reservation and Off-Reservation Trust Land, WA
2020 Population in Census Tracts	39,849	99	3,249	172
KSI In Area	35	0	4	2
KSI On Network	30	0	3	2
KSI On HIN / KSI On Network	0.5	N/A	0	0
KSI On HIN / KSI On Network Compared to County	100%	N/A	0%	0%
KSI On Network / KSI In Area	0.86	N/A	0.75	1
KSI On Network / KSI In Area Compared to County	97%	N/A	84%	112%
HIN Mileage / Network Mileage	0.08	N/A	0	0

CRASH–ENVIRONMENTAL DISPARITY CORRELATION ASSESSMENT

To examine the relationship between KSI crash numbers, HIN mileage, and sociodemographic characteristics across different areas, a correlation matrix is provided, as illustrated in **Table 10**.The matrix reveals that areas with a higher proportion of young residents (aged 15–24) tend to exhibit greater HIN mileage, indicating a larger share of their road network is associated with severe crash risk. In contrast, areas with a higher proportion of older adults (aged 65 and above) generally experience lower HIN mileage.

Moreover, HIN mileage is positively associated with indicators of socioeconomic disadvantage, including higher poverty rates, lower median incomes, lower educational attainment, and a higher proportion of residents identifying as people of color. Additionally, median income is negatively correlated, suggesting that lower-income areas tend to have a greater share of high-injury corridors. These findings suggest that communities with limited resources face greater exposure to road environments prone to severe traffic injuries.

The composite Equity Index metric, which reflects a combined index of environmental burden and socioeconomic disadvantage, further supports this observation: **Higher ranked (i.e., more underserved) areas are disproportionately burdened by greater HIN mileage.** This spatial concentration of high injury corridors in underserved communities highlights a significant equity issue in transportation safety.

Table 10. Correlation between KSI, HIN, and sociodemographic variables for equity analysis. Red cells indicate positive correlations, while blue cells indicate negative correlations

	Age 15–24 (%)	Age 65+ (%)	Median Income	Poverty Rate (%)	No High School Diploma (%)	Non-White Population (%)	Disability Rate (%)	Limited English Proficiency (%)	Equity Index
KSI in Area	++	---	++	+	-	-	++	+	---
KSI on HIN / KSI on Network	++	---	+	+	++	+++	----	+++	+
KSI on Network / KSI in Area	---	+	+	+	---	----	+	----	--
HIN Mileage / Network Mileage	++++	----	----	++++ +	+++++	+++++	++	+++++	++++
HIN Mileage / 100k Population	++ +	--	+++	-	+	-	-	+++	-

Key:

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Very Strong Negative				Very Weak Negative	Very Strong Positive				Very strong Positive