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.

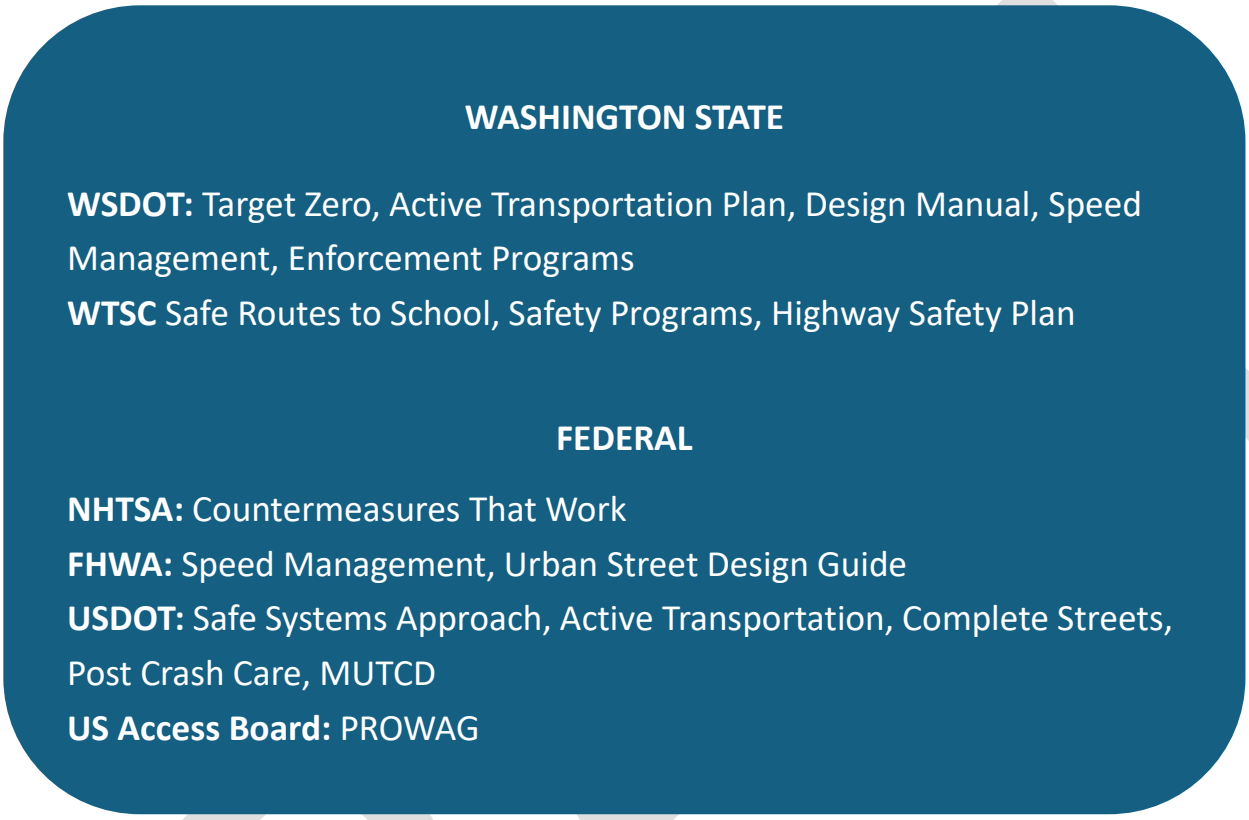

Figure 2. State and Federal Roadway Safety Policy, Plans, and Programs

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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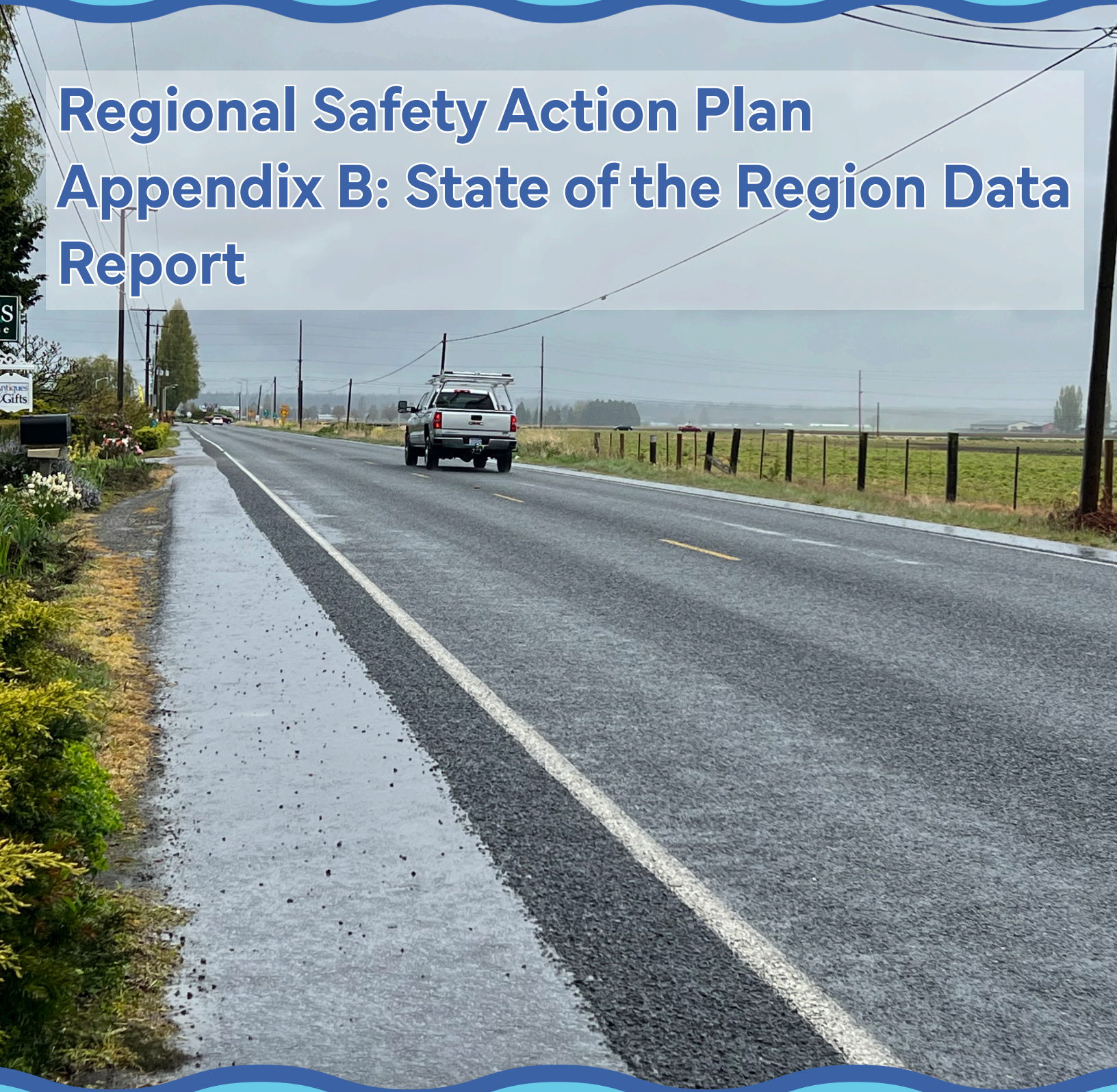
MOVE SKAGIT

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 11-Year Crash Trend Analysis (2013-2023)*.
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)*.
3. **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.

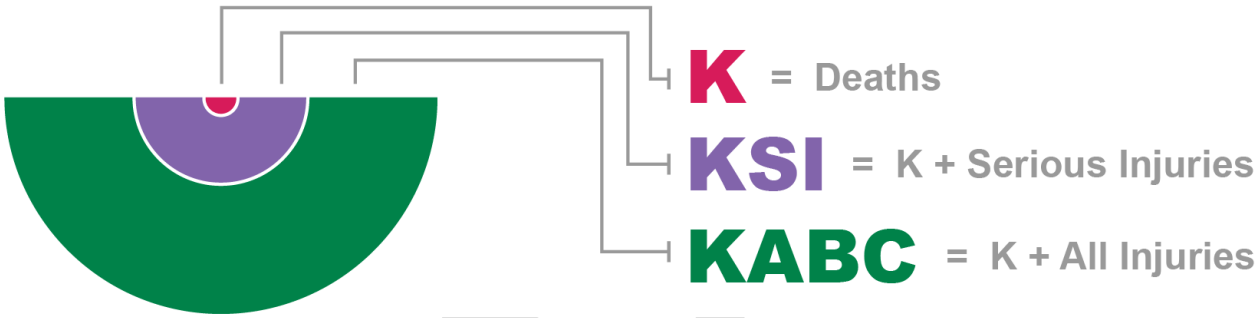
Figure 1 shows the filtration process crash data is subjected to when analysts look for comparison. Specifically, injury count data is nested according to their level of severity. The largest group in this safety analysis is all injuries and deaths (KABC), which includes deaths and all severity levels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

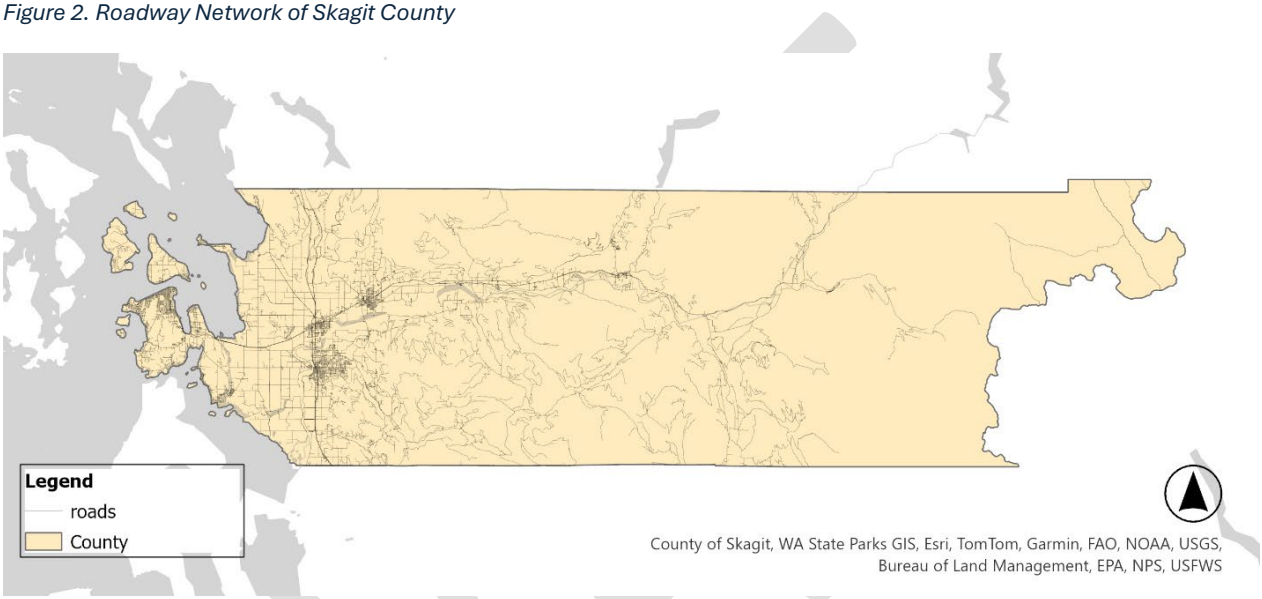
The Washington State Department of Transportation (WSDOT) collects and maintains crash-related data for the state of Washington. This dataset includes information for each person involved in reported injury crashes (KABC crashes). It also includes records for those not injured in a crash (KABCO records). 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 2. 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 3. Incorporated Cities Within the Skagit Council of Regional Governments

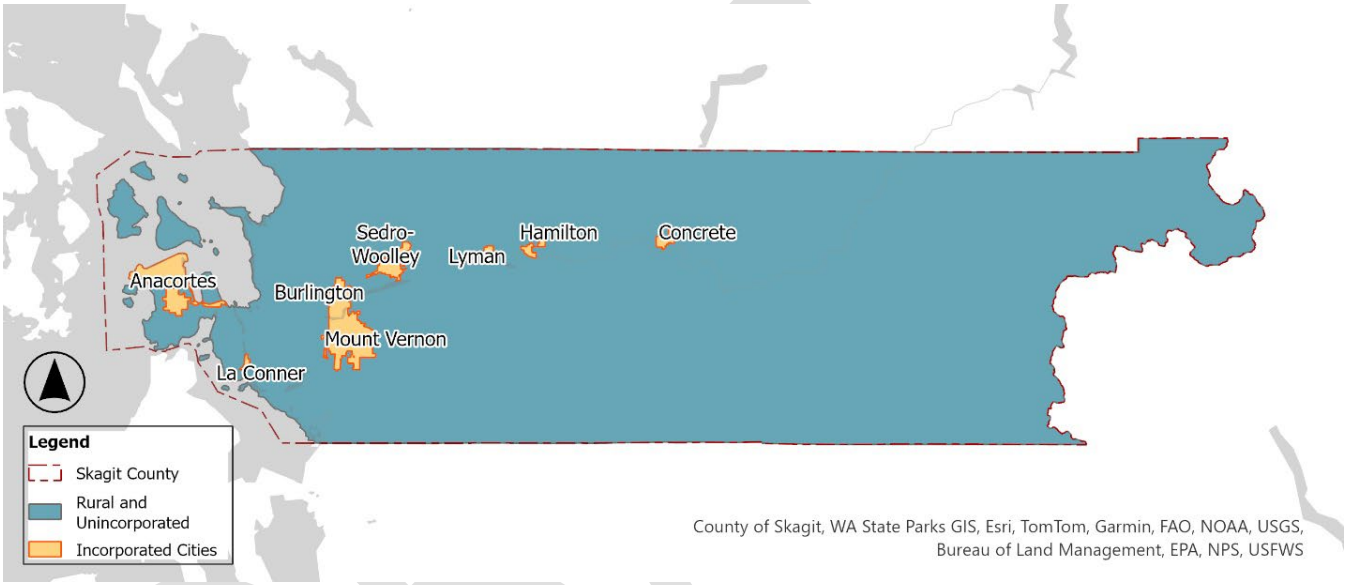
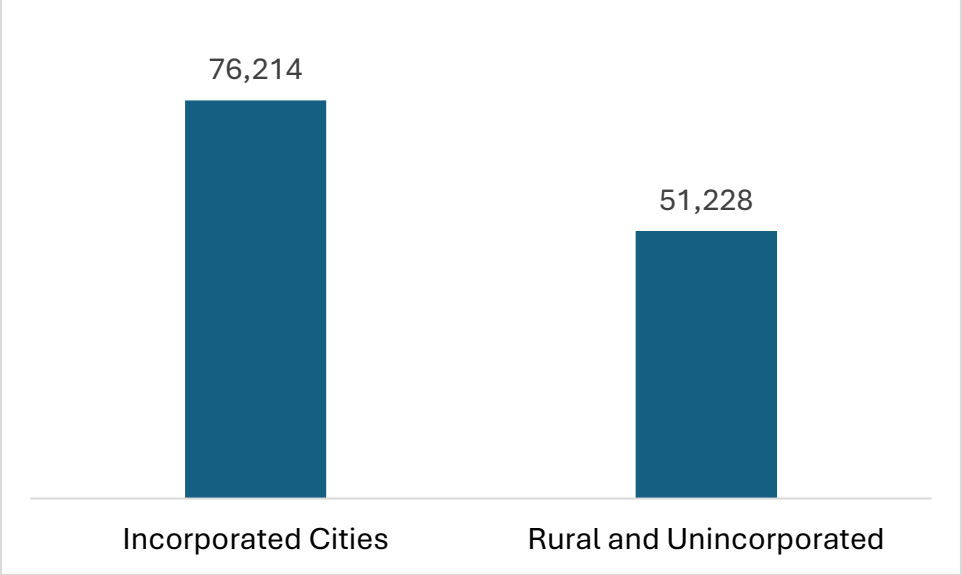


Figure 4. Regional Population Distribution



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

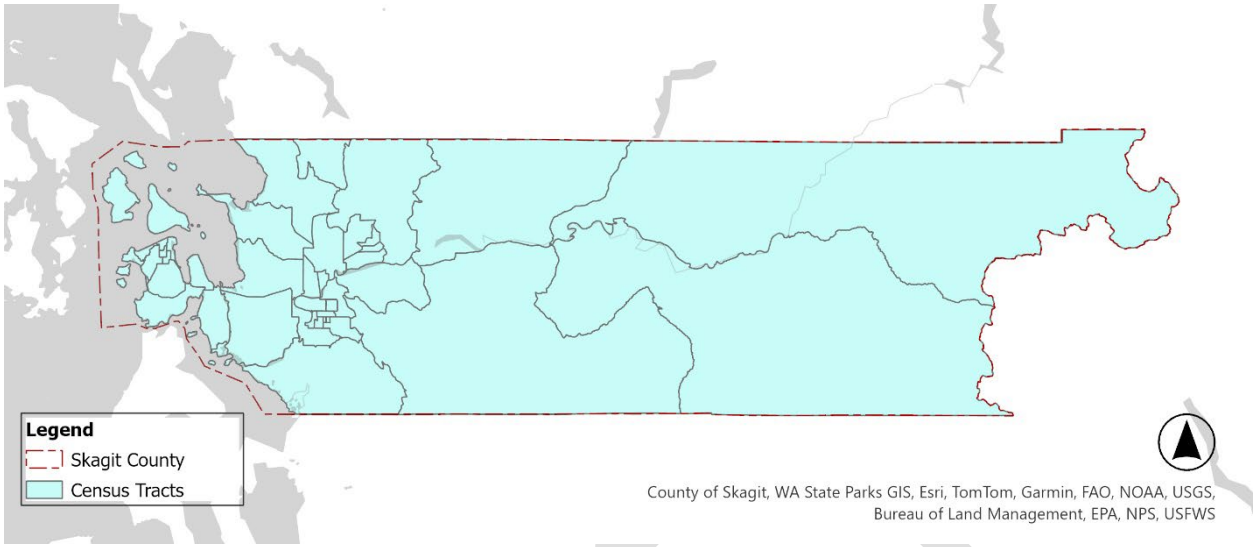
Regional crash trend analyses provide insights into crash types and severity across different geographies and time periods in Skagit County. The data analyzed spans from 2013 through 2023, offering a recent yet comprehensive timeframe for assessing traffic crash injury trends. Two-time windows were studied: 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 5. 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 6. Annual Injuries and Deaths for All Crash Victims in Skagit County (2013-2023)

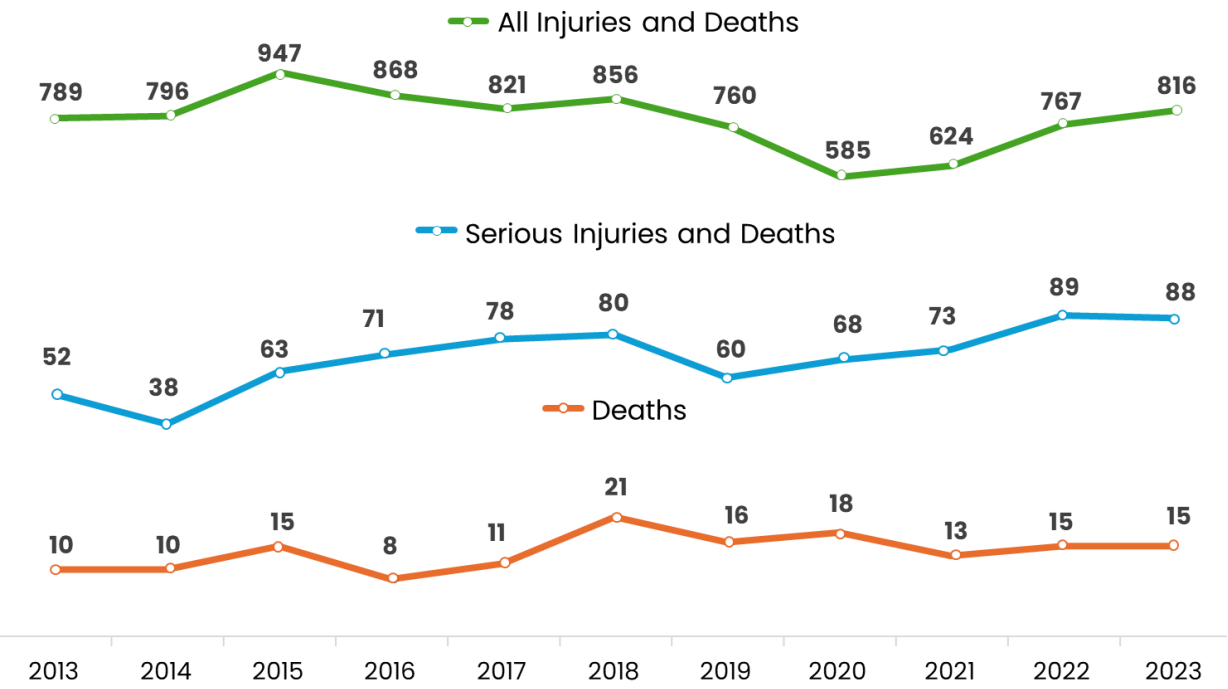


Figure 6 shows that the total quantity of KABC victims has remained relatively flat during the 11-year study period. KABC victims peaked in 2015 at 947 and have generally decreased year over year. However, since 2020 KABC victims have increased annually but have remained lower than those prior to 2020. 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 (2013-2023)

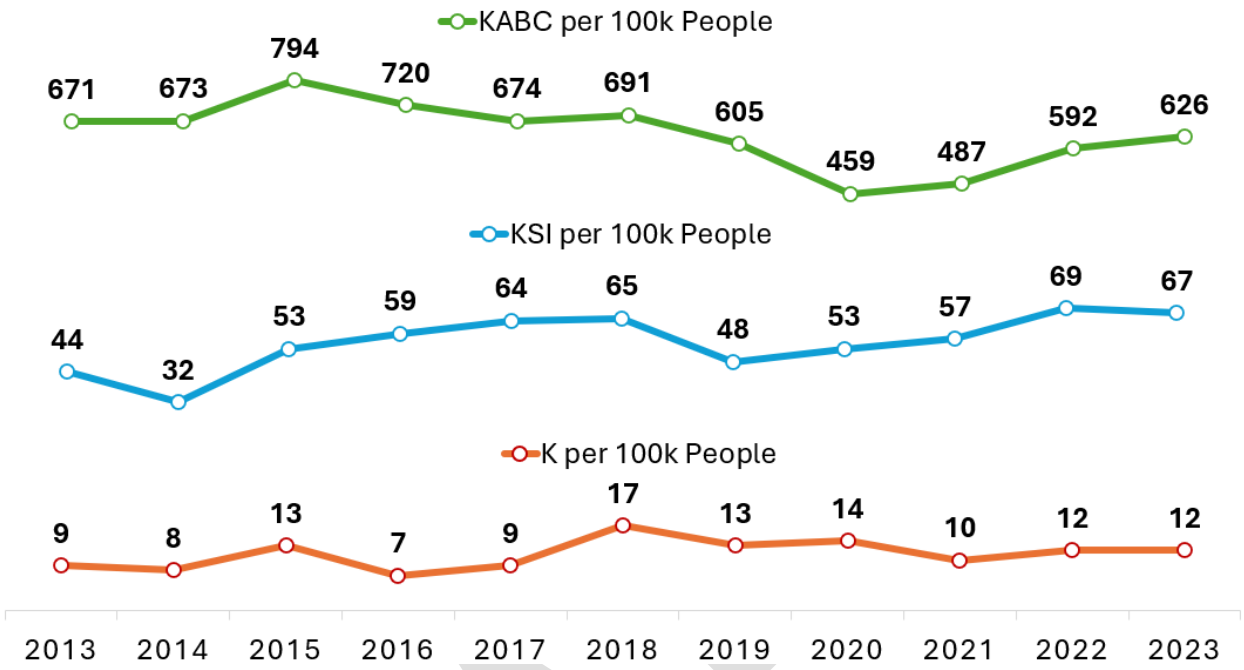


Figure 7 shows regional trends per 100,000 people, revealing that while KABC victim totals have gradually declined from their peak in 2015, they have been increasing since their lowest point in 2020, similar to the raw data in Figure 6. Trends also show an overall increase in both serious injuries (KSI) 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 1. 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)

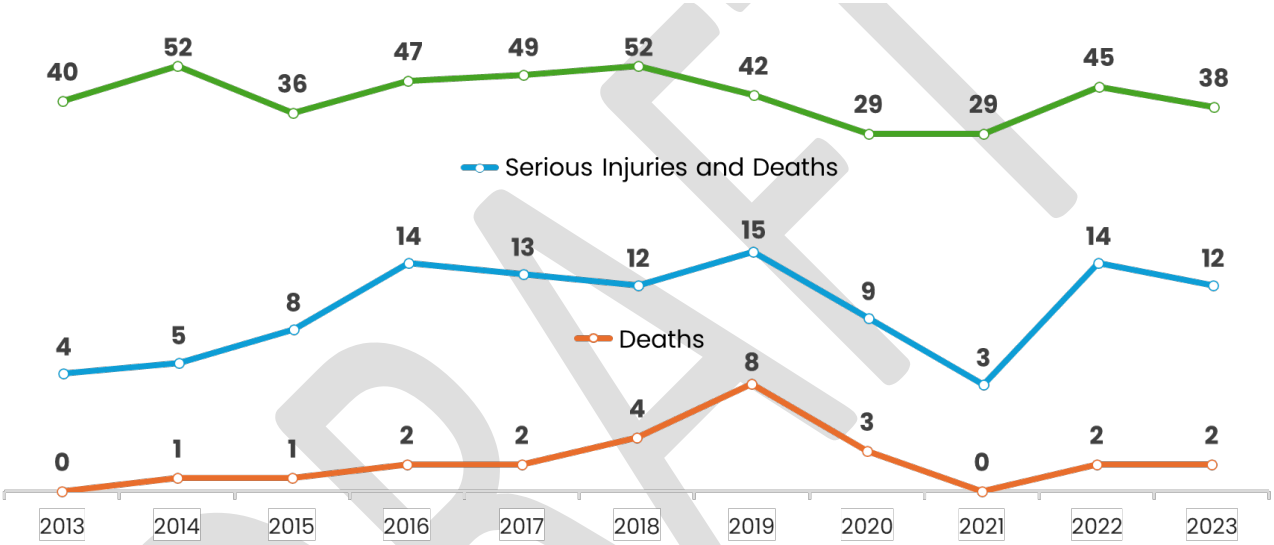
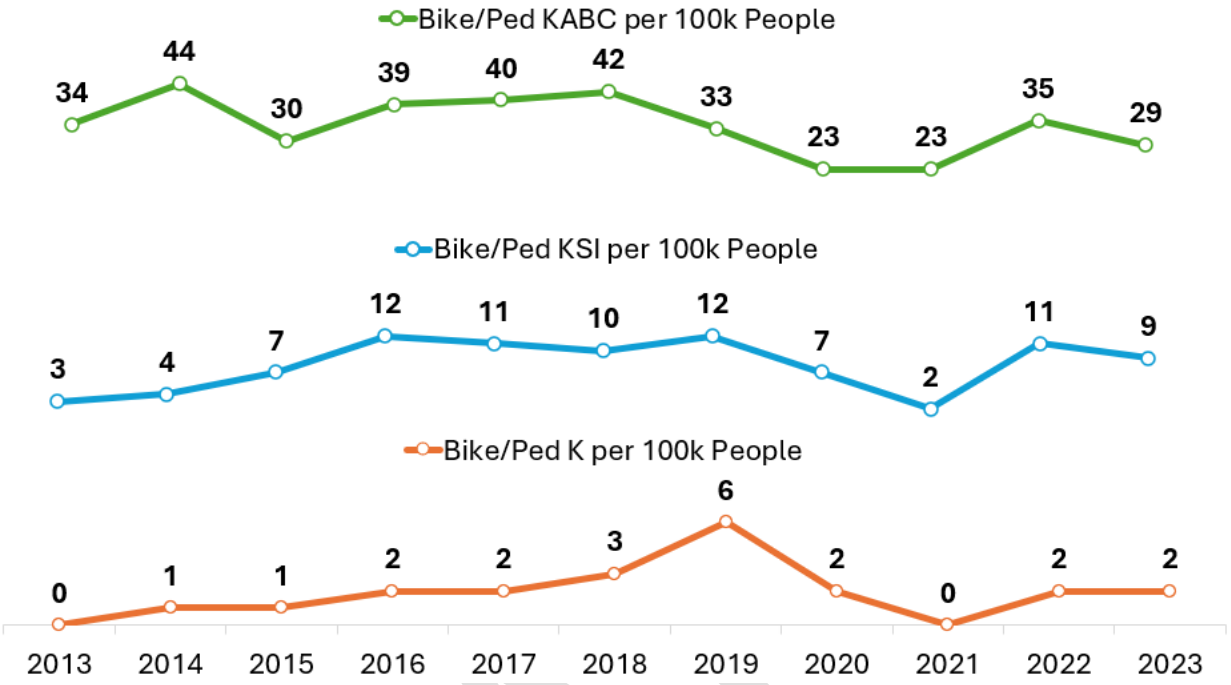


Figure 8 above shows that KABC outcomes for pedestrians and bicyclists remained relatively stable throughout the study period, with a gradual decline after 2018 leading to a low of 29 in 2020 and 2021, which was the best performing year for outcomes of all severity levels. That year recorded 29 KABC 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.

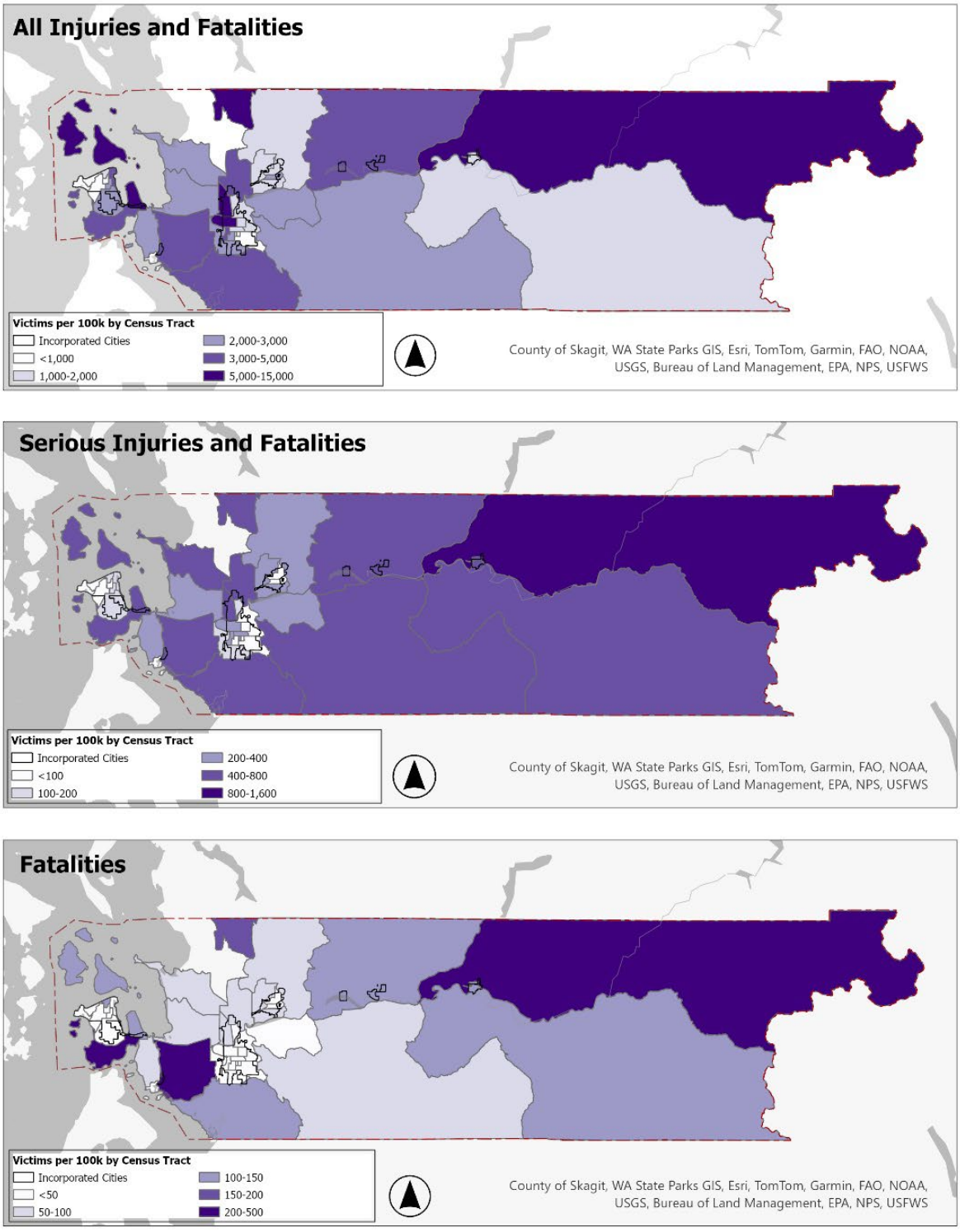
Figure 9. Annual Injuries and Deaths per 100,000 People for Pedestrian and Bicyclist Victims in Skagit County (2013-2023)



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 10. Crash-Related Injuries and Deaths per 100,000 People, Urban vs. Rural (2013-2023)



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 2. Snapshot of Crash Statistics: Skagit County from 2019 to 2023

	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 3. 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 4. 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 11. Crash-Related Injuries and Deaths for Incorporated Cities Compared to the County Average

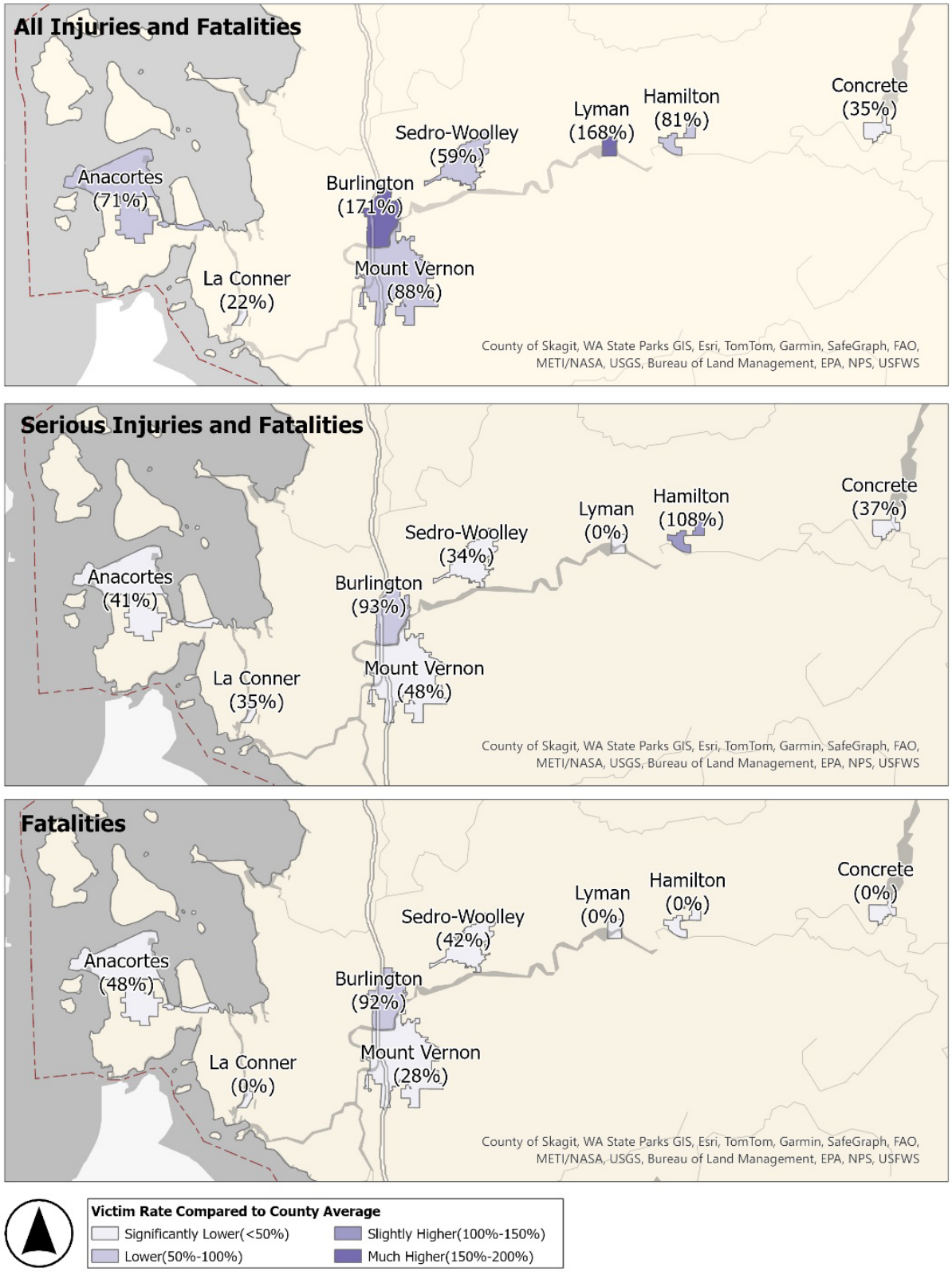
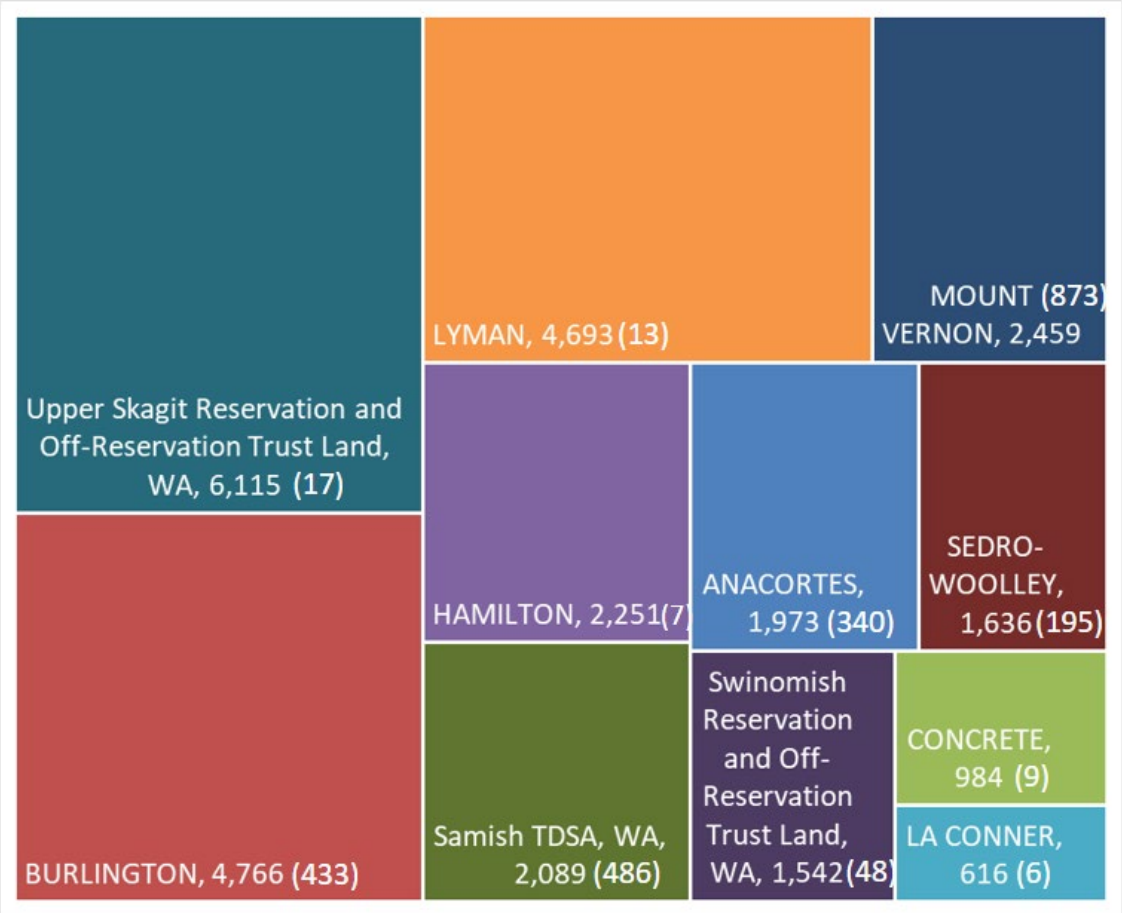


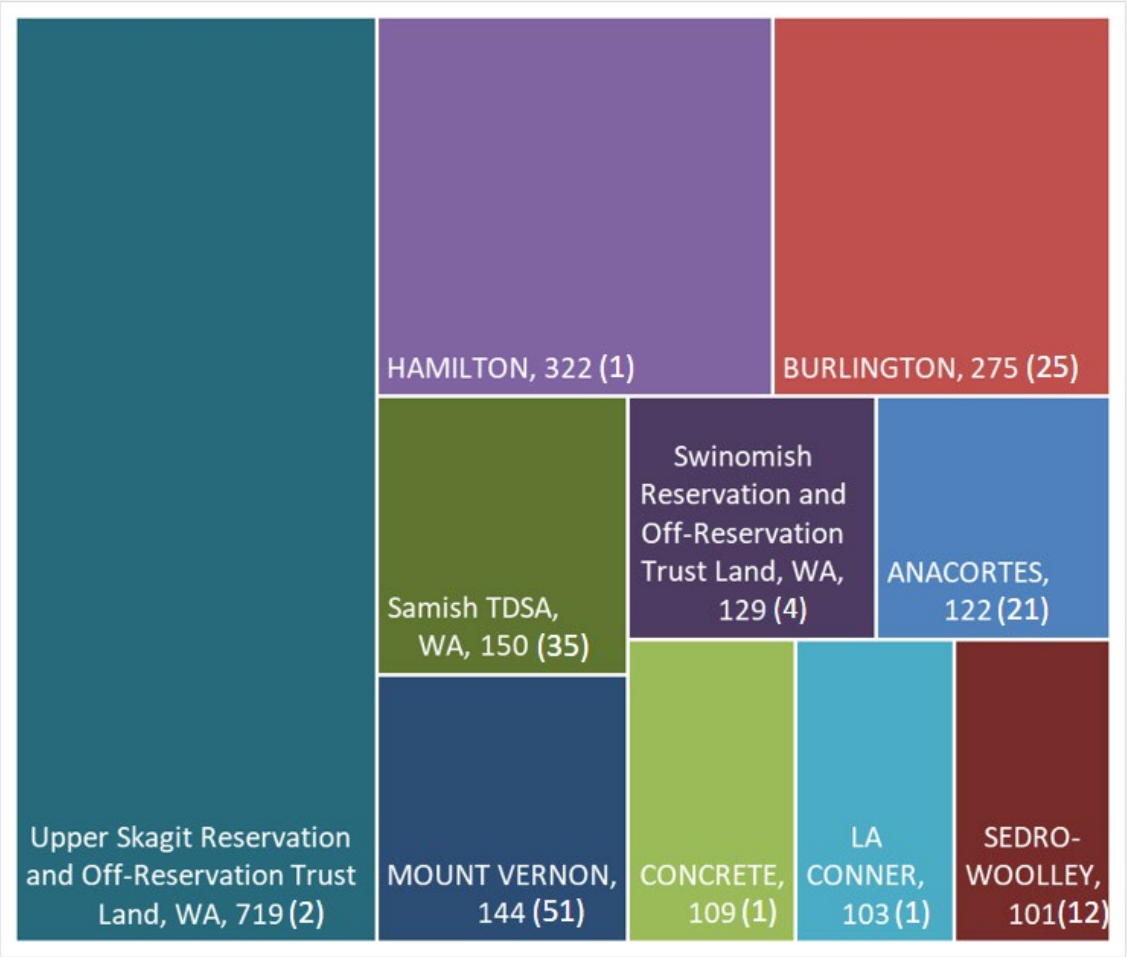
Figure 12 and Figure 13 below offer a proportional comparison of KABC, KSI and K crash outcomes across all SCOG jurisdictions, including incorporated cities and Tribal lands. These visualizations present normalized rates of injuries and deaths per 100,000 people, allowing for comparison across areas 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 12. KABC Victims per 100k People by Jurisdiction (Raw Totals in Parentheses)



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

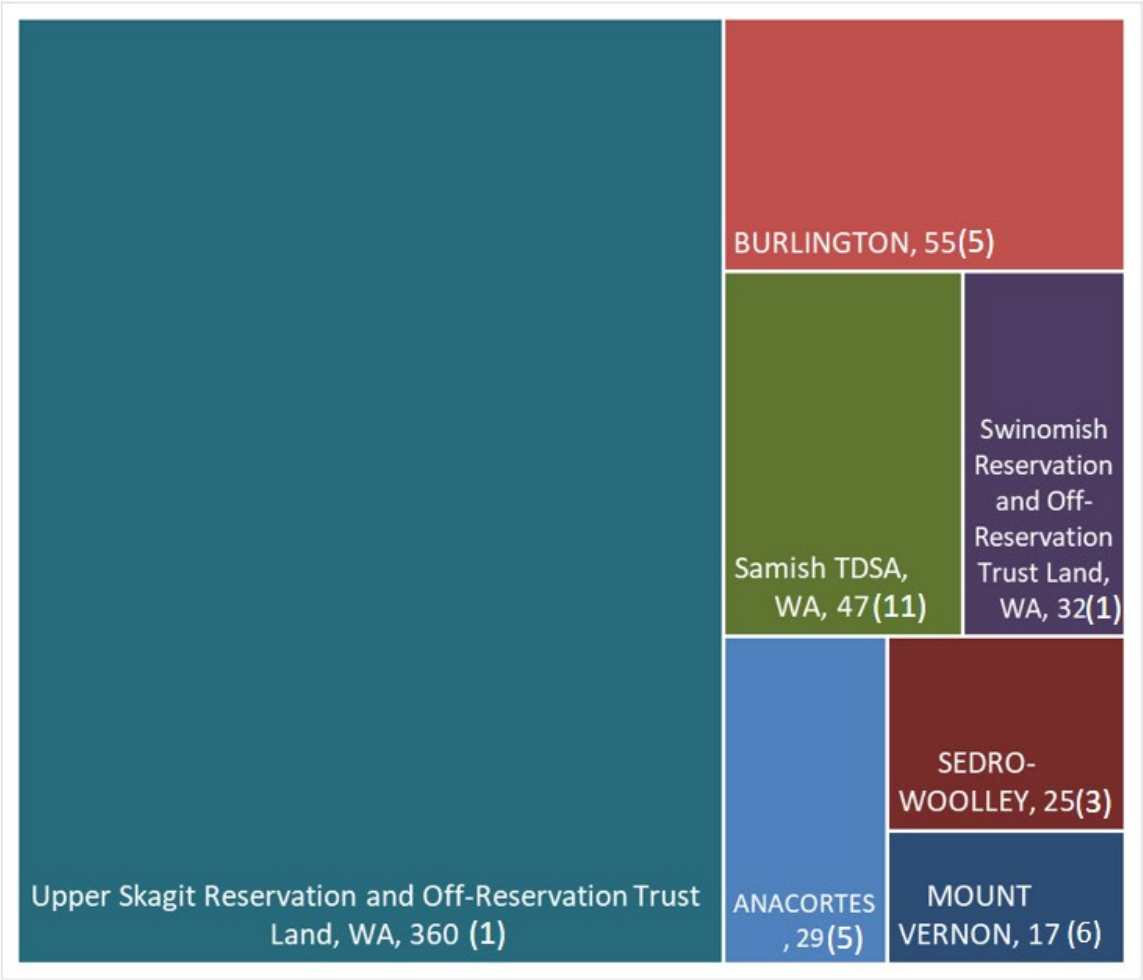
Figure 13. KSI Victims per 100k People by Jurisdiction (Raw Totals in Parentheses)



* 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 14. K Victims per 100k People by Jurisdiction (Raw Totals in Parentheses)



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

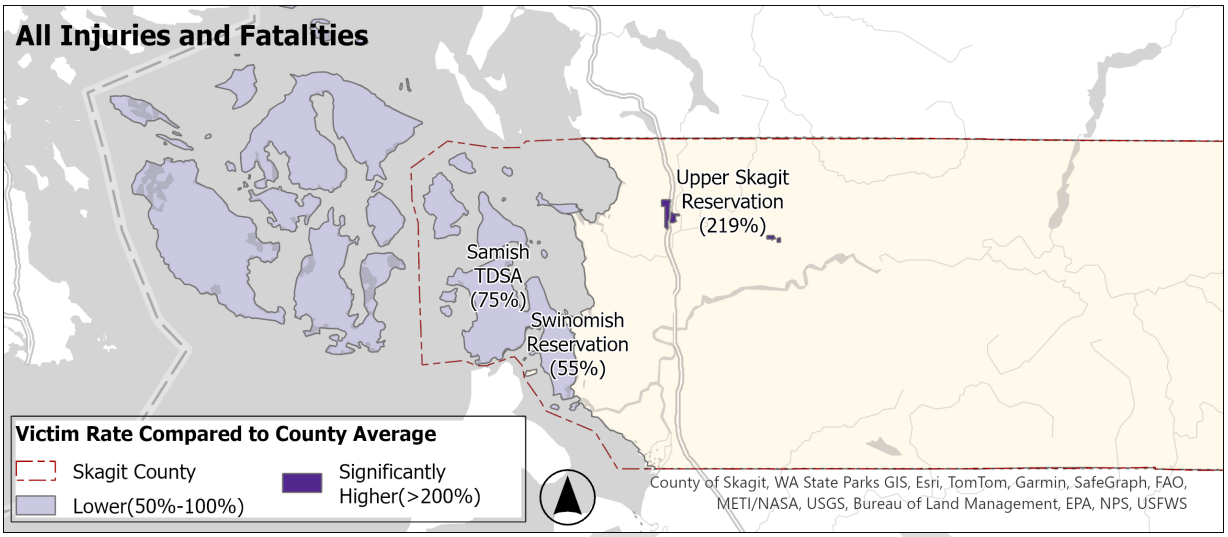
**Concrete, Hamilton, La Conner, and Lyman have a value of 0 and are excluded from this graph.

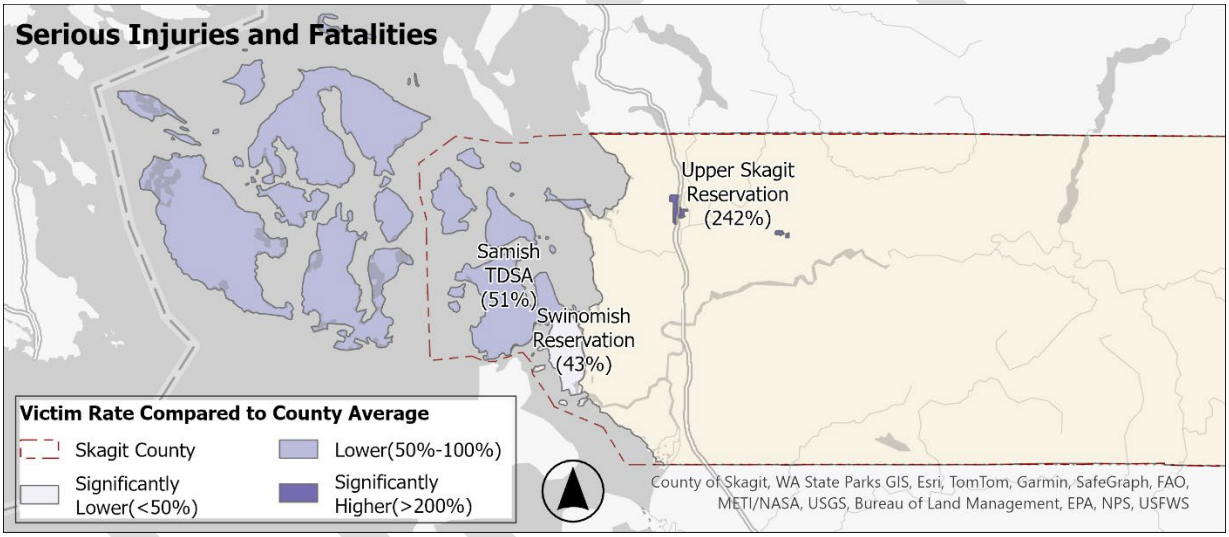
Tribal Lands

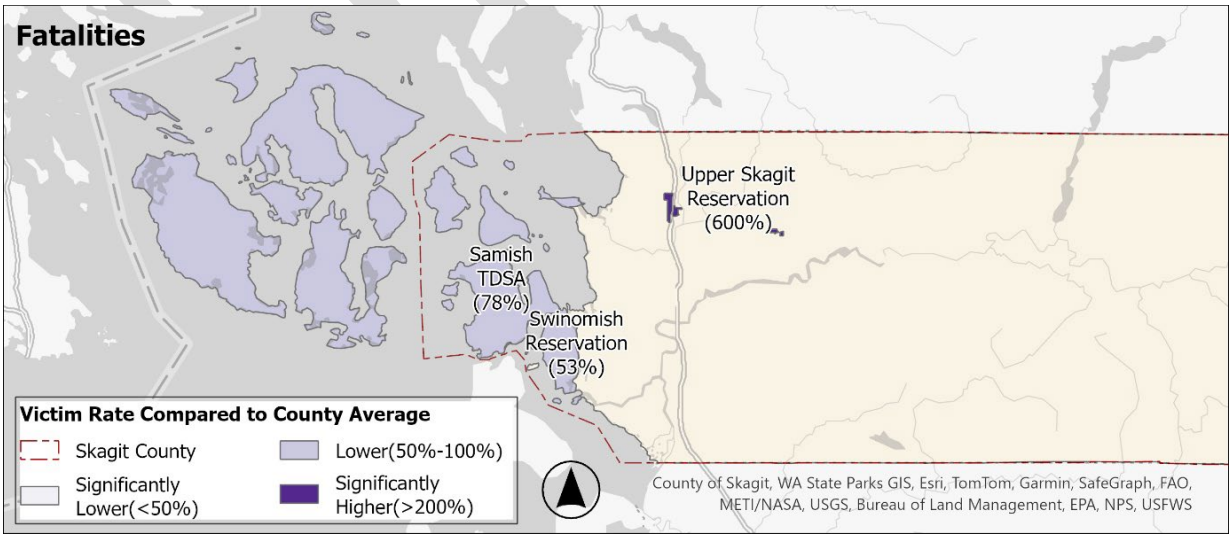
A significant proportion of Skagit County's population (21%) resides on Tribal lands. This study considers injuries and deaths that occurred on or within fifty feet of Tribal lands and compares them to the broader region. Injury rates were derived using several metrics related to crash severity and outcome 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 15. Crash-Related Injuries and Deaths on Tribal Land Compared to the County Average

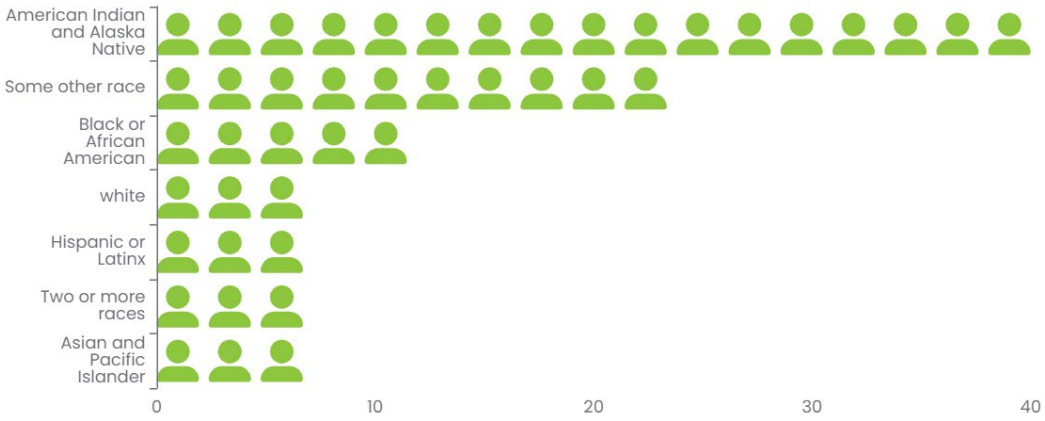






It is also important to note the disparities that occur for Tribal members regardless of whether they live on tribal lands or not. As seen in Figure 16, people who identify as American Indian and Alaskan Native were seven times more likely to die in a traffic collision than white residents.

Figure 16. Crash-Related Deaths per 100k by Census Race & Ethnicity



Source: U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA); Bureau of Transportation Statistics (BTS); 2020; Fatality Analysis Reporting System, 2023.

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.

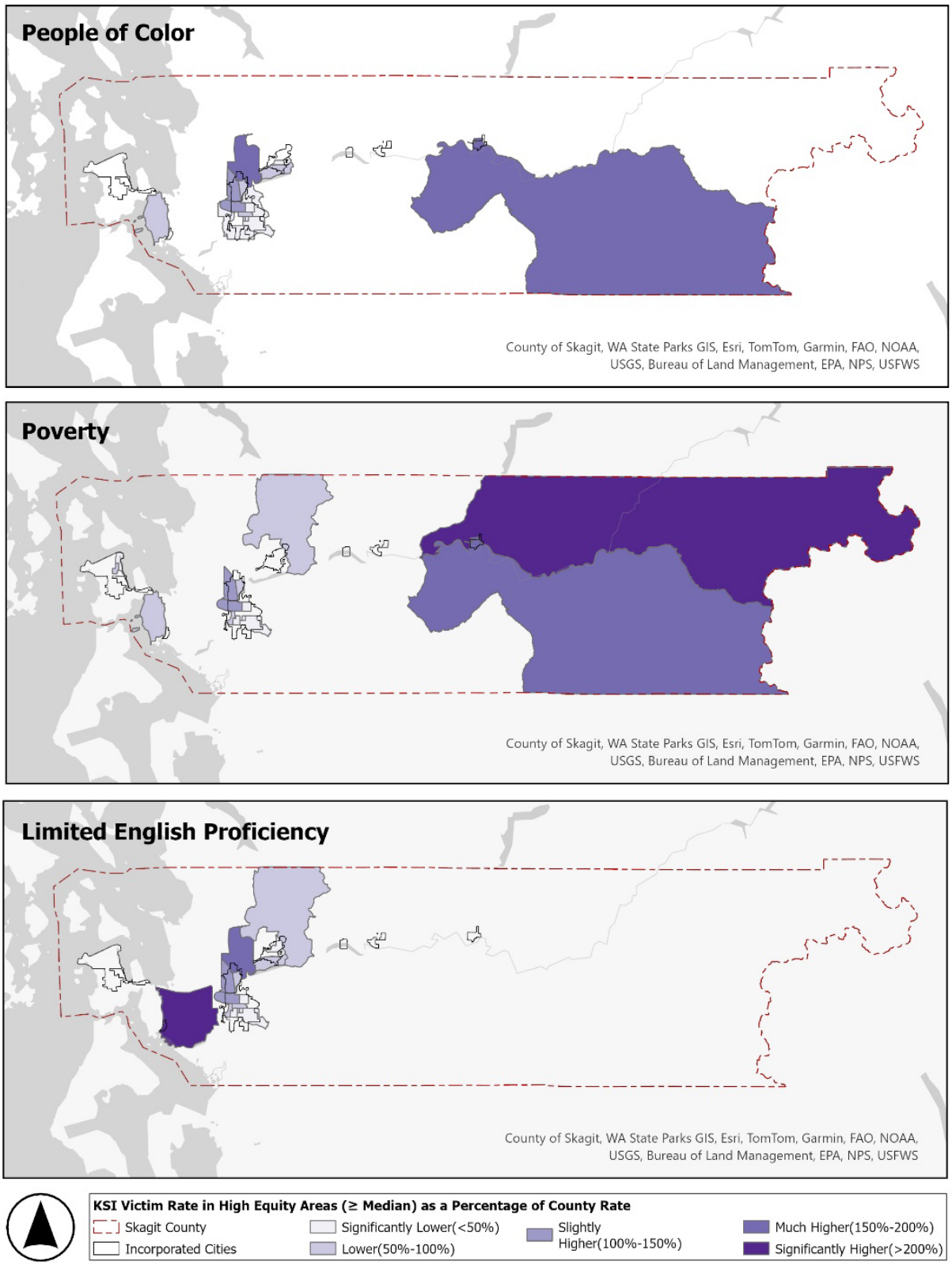
The data highlights that severity of traffic injuries within Skagit County are not distributed evenly.

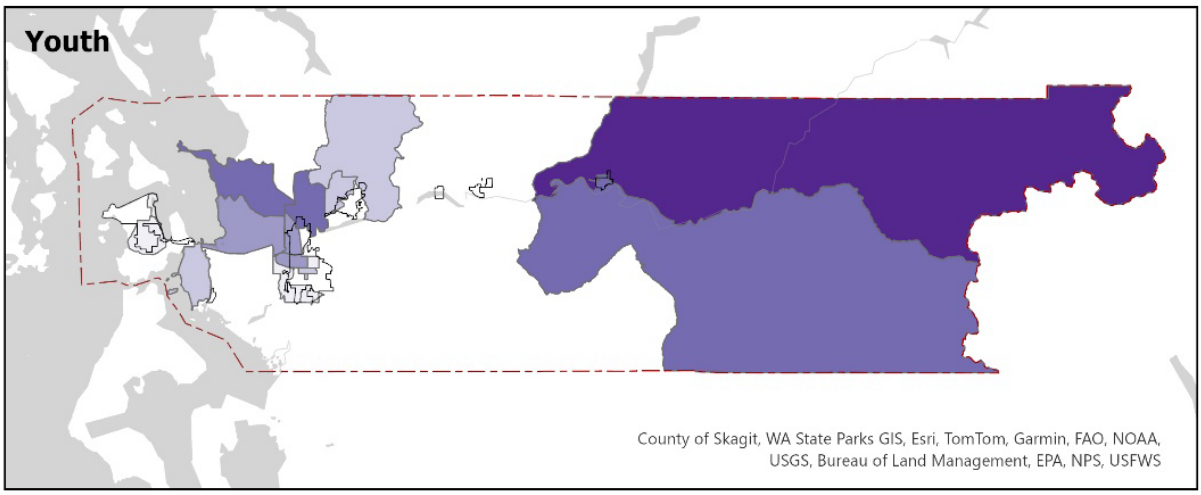
Table 5 shows that six out of eight equity areas experienced more KABC outcomes compared to the county average. Communities with a high elderly population had 12% more K outcomes compared to the county average, despite having KABC outcomes compared to the county average. Similarly, census tracts with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

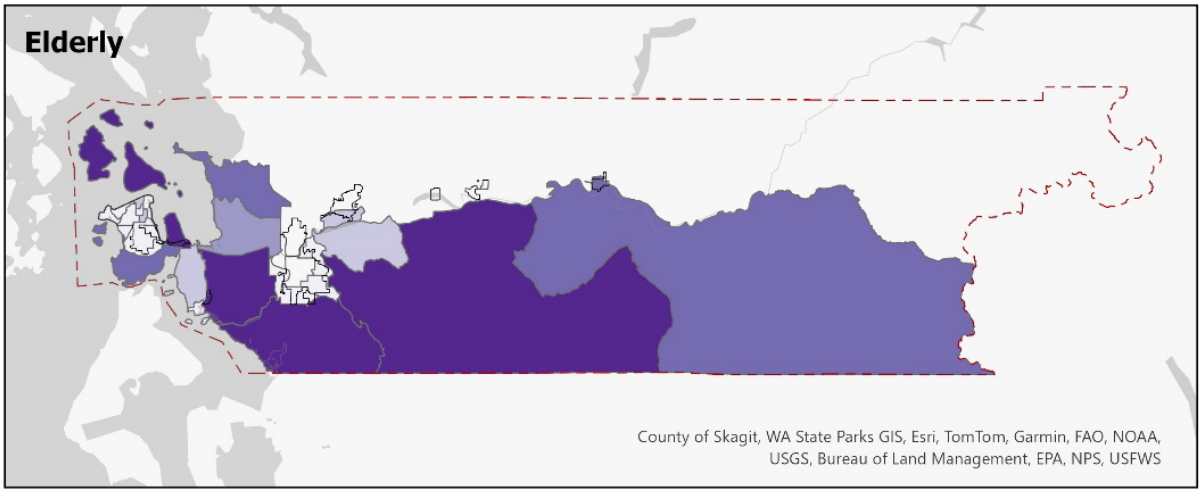
Table 5. Crash-Related Injuries and Deaths in Skagit County Equity Focus Areas (Census Tracts with Higher Numbers of Census Demographic Populations Identified) (2019-2023)

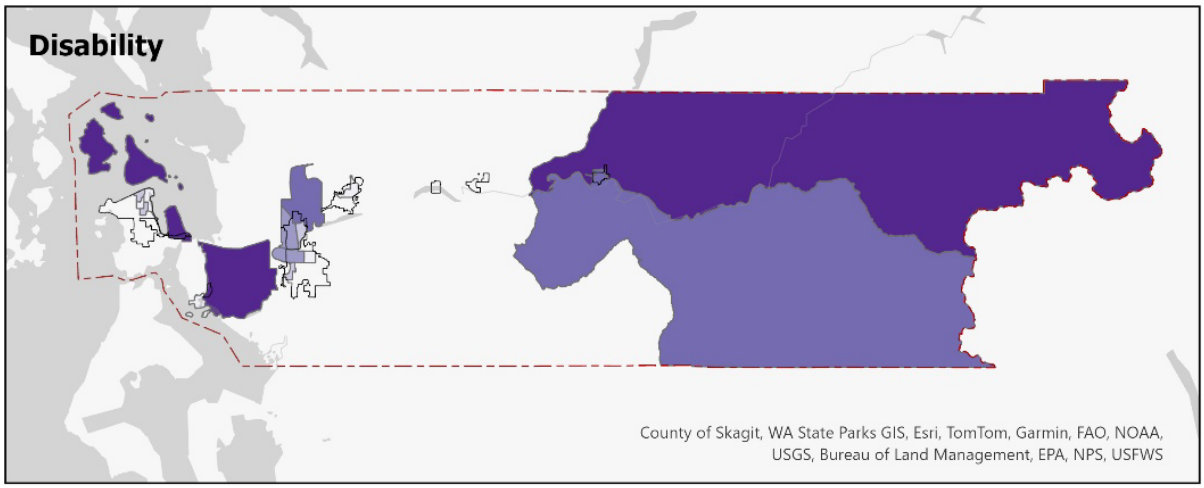
Above average Census Tracts with Equity Population	People of Color	High People of Color Rate (>50%)	Low-Income	Youth	Elderly	Disability	Low Education Attainment	Limited English Proficiency
2020 Population in Census Tracts	75,640	1,361	64,607	68,340	59,914	64,115	71,226	73,938
KABC	2,189	23	2,039	2,040	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

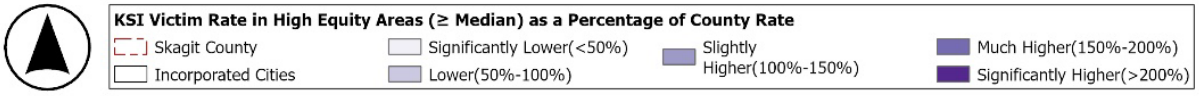
Figure 17. KSI Victims in Equity Focus Areas Compared to the County (2019-2023)




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 6. Vision Zero Focus Areas for All Crash-Related Victims (2019-2023)

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 7. Vision Zero Focus Areas for Pedestrian and Bicyclist Victims (2019-2023)

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 8. 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 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 9. 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

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 10. 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

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 11. Injuries and Deaths by Vehicle Type for All Crash Victims (2019-2023)

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 12. Injuries and Deaths by Vehicle Type for Pedestrian and Bicyclist Victims (2019-2023)

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.

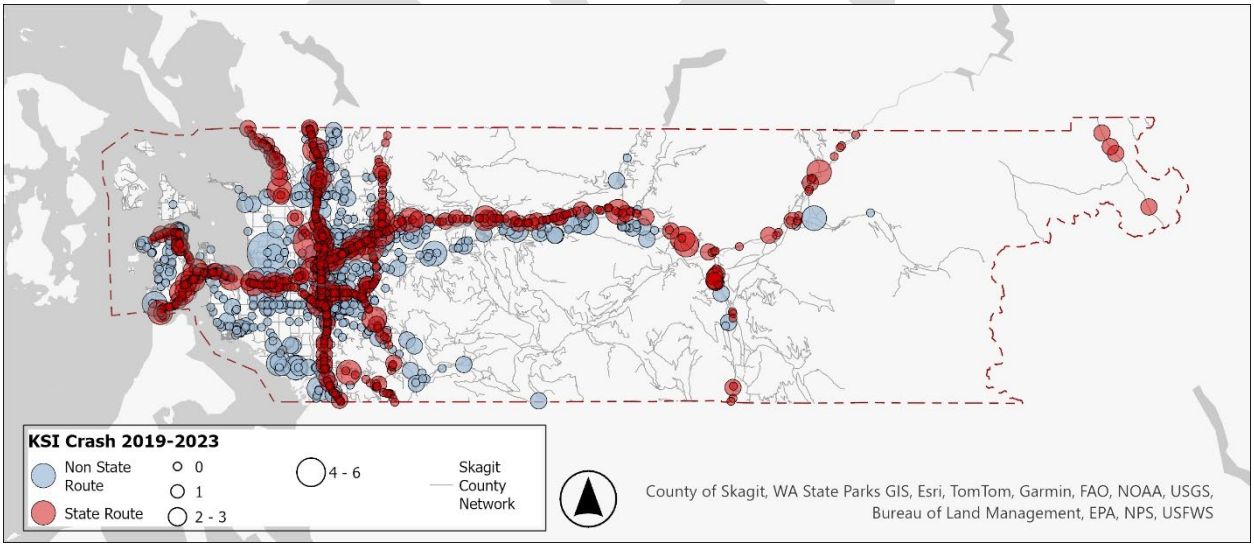
Table 13. Crash-Related Injuries at Intersections (2019-2023)

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 18. High-Traffic KSI Victim Locations in Skagit County



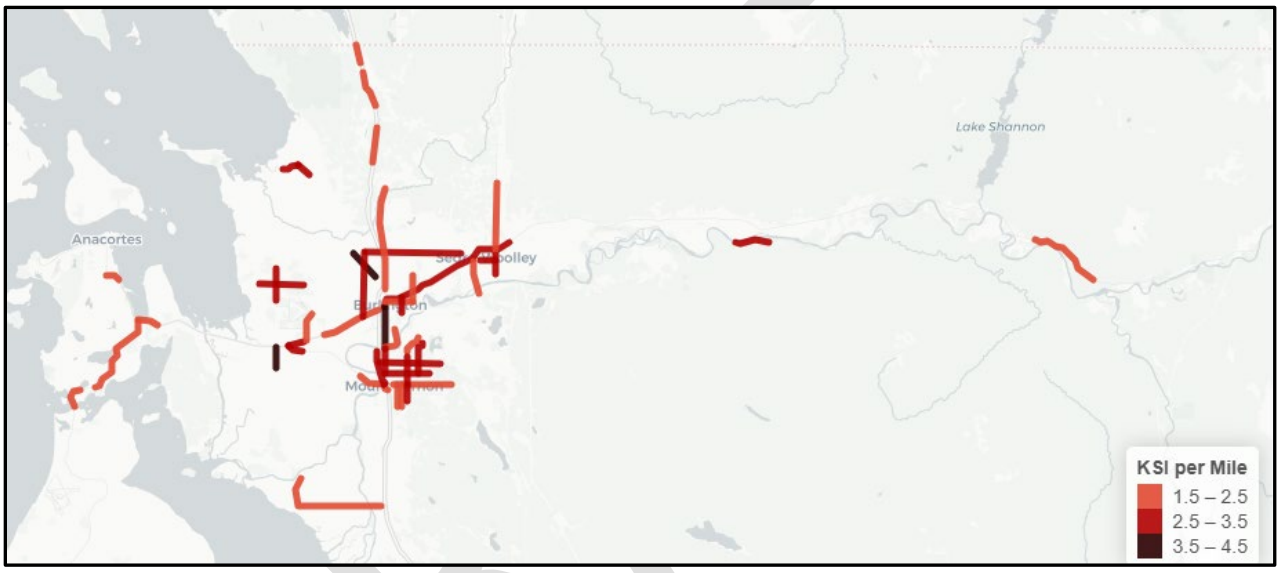
High Injury Network (2019-2023)

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 19. High Injury Network of Skagit County

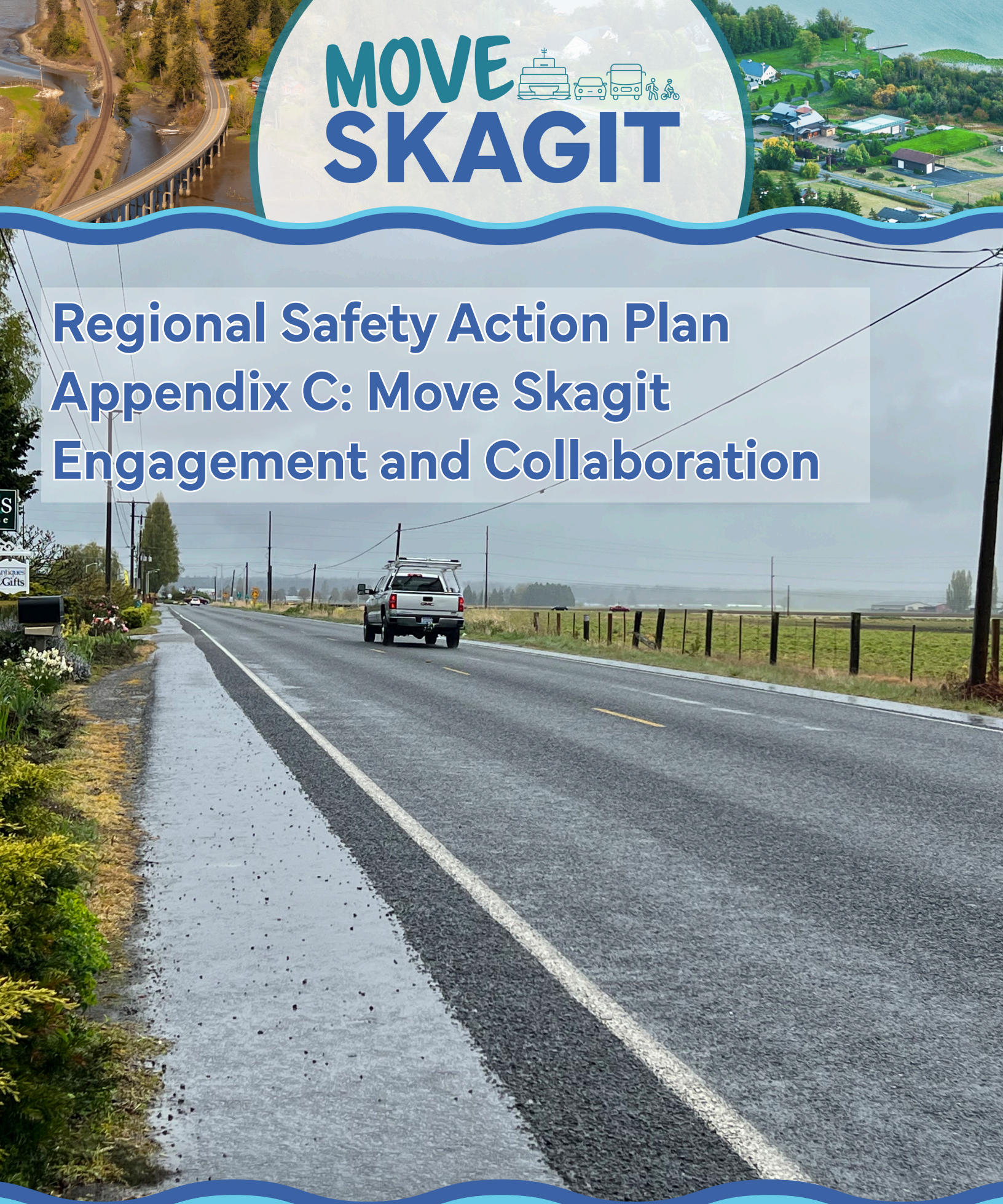


Conclusions and Applications for the Region

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



DRAFT 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 **December 9, 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.

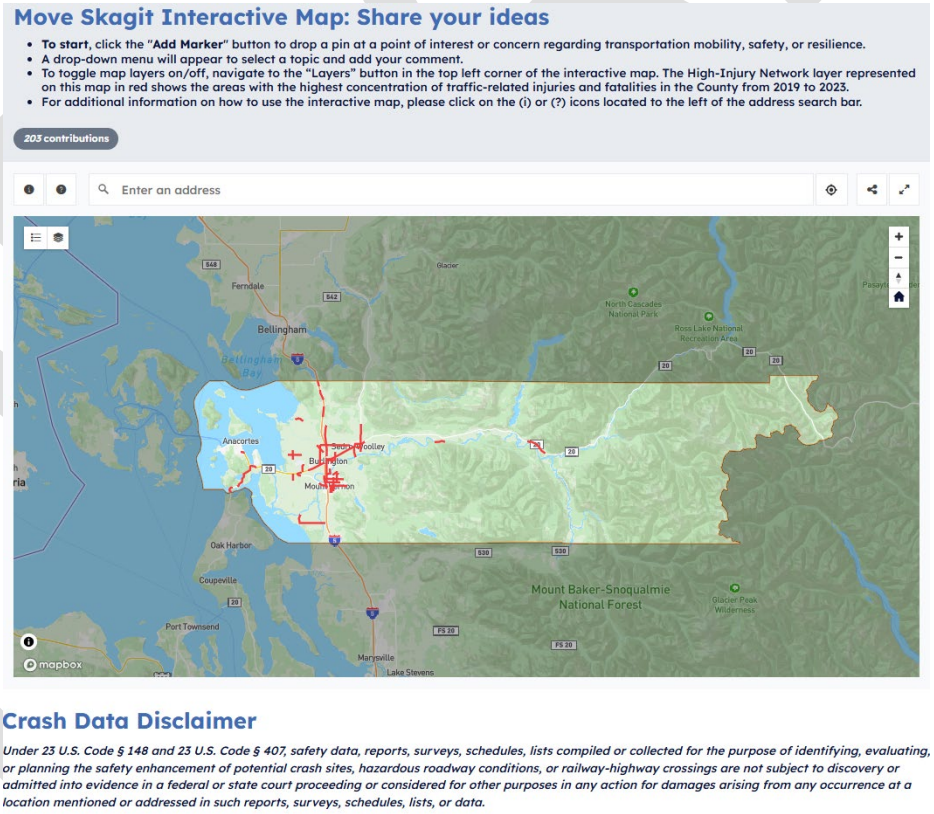


Figure 3. Interactive Map Landing Page with High Injury Network

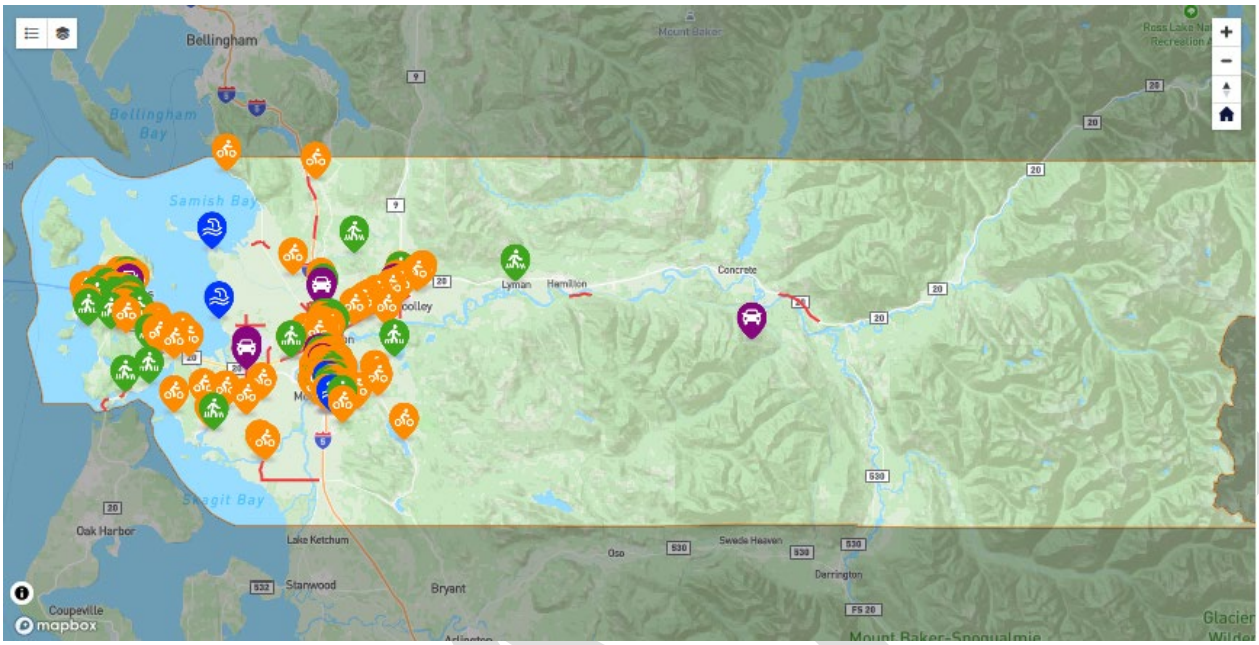


Figure 4. Interactive Map with Community Comments "pinned"

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 will be posted to SCOG's website as well as the Move Skagit website, along with a notification of the public review and comment period for each of the plans. Additionally, SCOG will give notice of public comment periods through the newspaper, on SCOG's website, and on the Move Skagit project website.

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 – Tentative Draft Released for Public Review and Comment.*
- *January 21, 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 – Tentative 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.

NEXT STEPS

This engagement memo will be updated and used as an appendix to each of the Move Skagit Plans and will be updated in the future to reflect engagement planned engagement events and summarize outcomes of public comment periods.

MOVE SKAGIT

Attachment 1: Public Involvement Plan

DRAFT 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

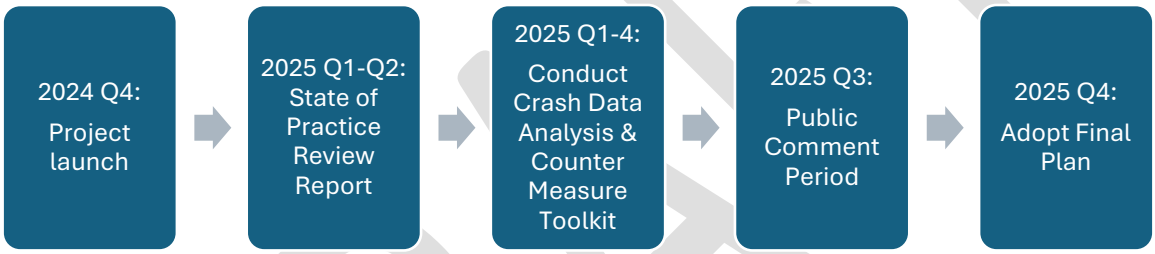
The Skagit Regional Safety Action Plan (RSAP) aims to address the critical issue of transportation safety within Skagit County. Despite ongoing efforts, the region continues to experience a significant number of traffic-related incidents, including fatalities and serious

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

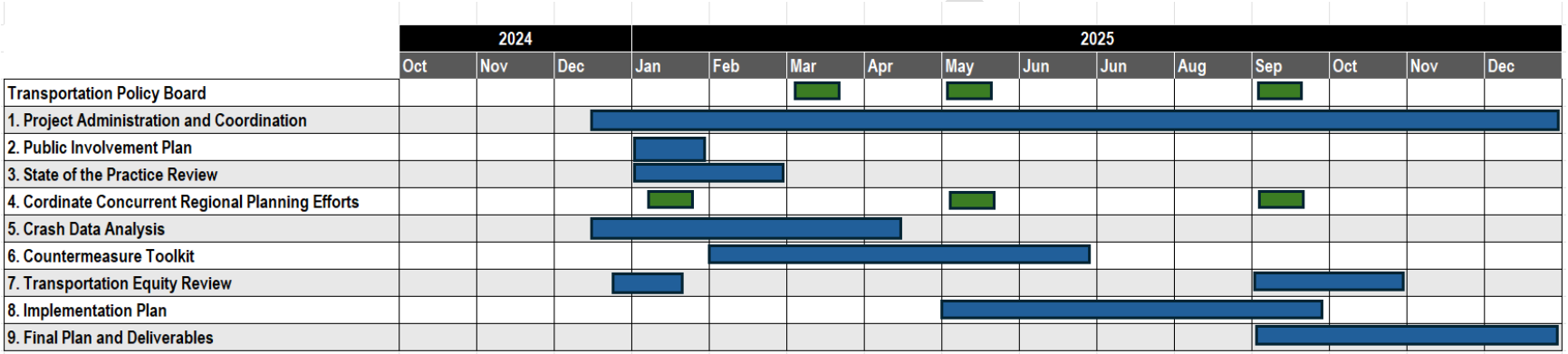
Feedback on the engagement process will be sought through 1-3 added questions on the public comment survey, at the end of discussion groups or interviews and a focused email to highly interested parties.

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



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

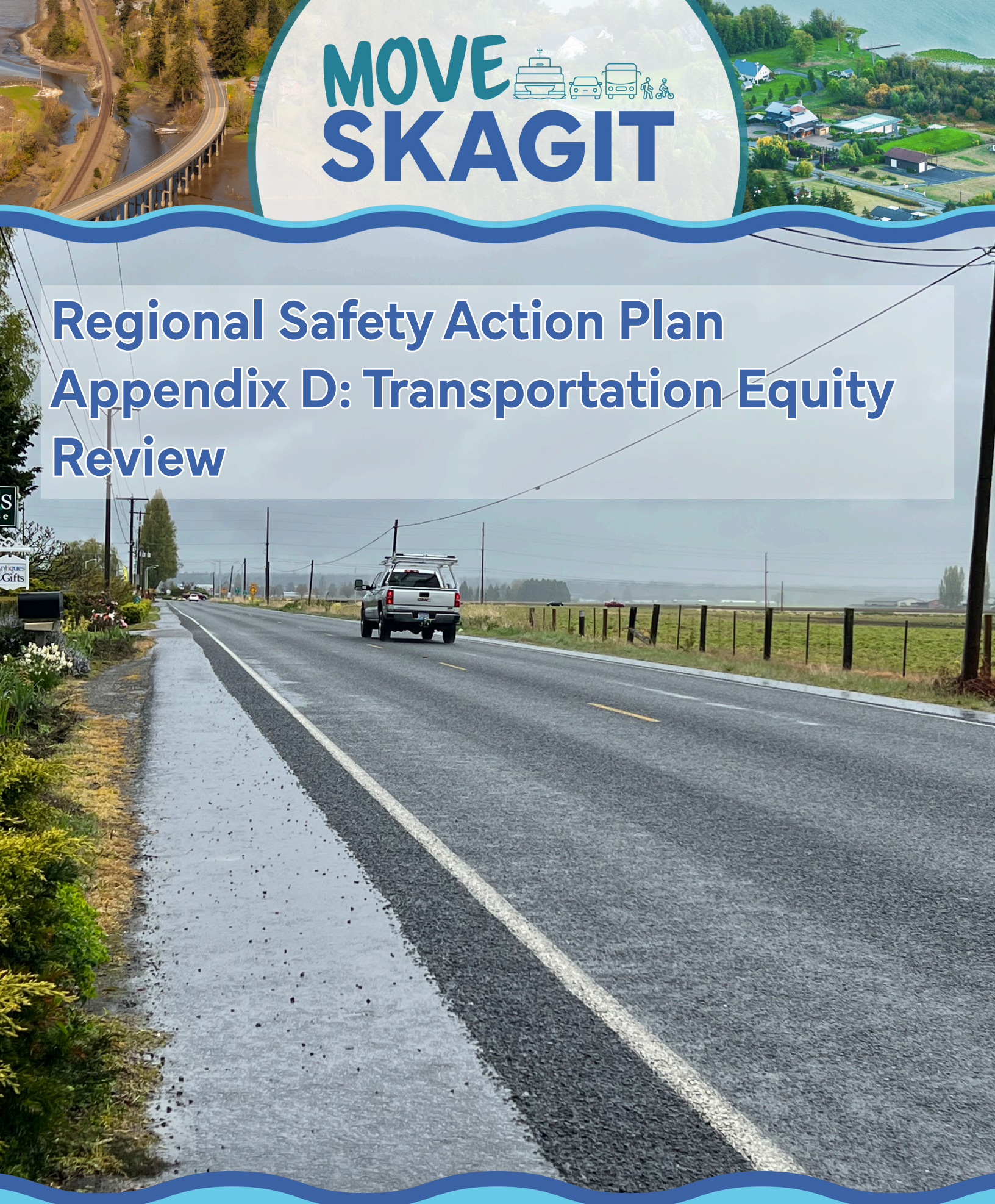
- More protection for pedestrians: safe crossings and sidewalks *(17 comments)*
- Desire for more bike lanes, especially protected bike lanes *(15 comments)*
- Mixed opinions on roundabouts, but a general consensus that some of them are too small for trucks *(9 comments)*
- Fear of collisions at the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

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.

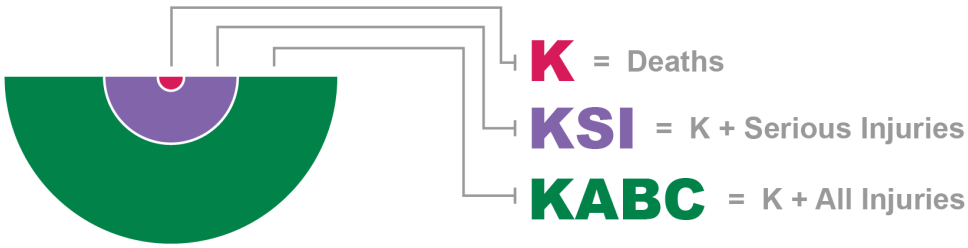


Figure 1. Injury Class Grouping

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.

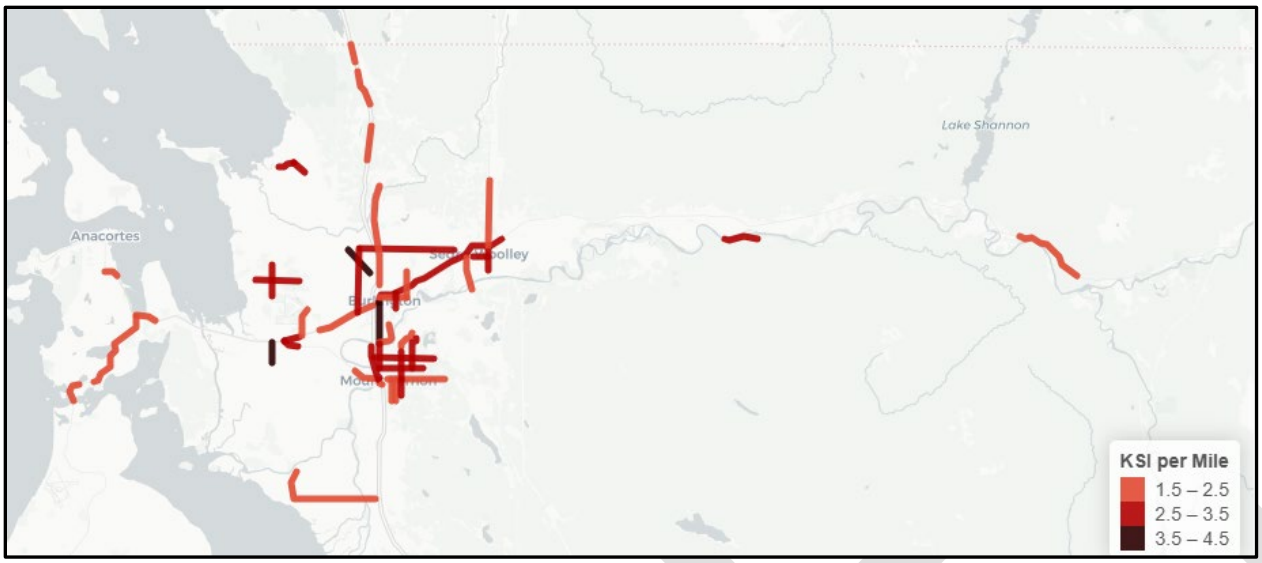


Figure 2. High Injury Network of Skagit County

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.

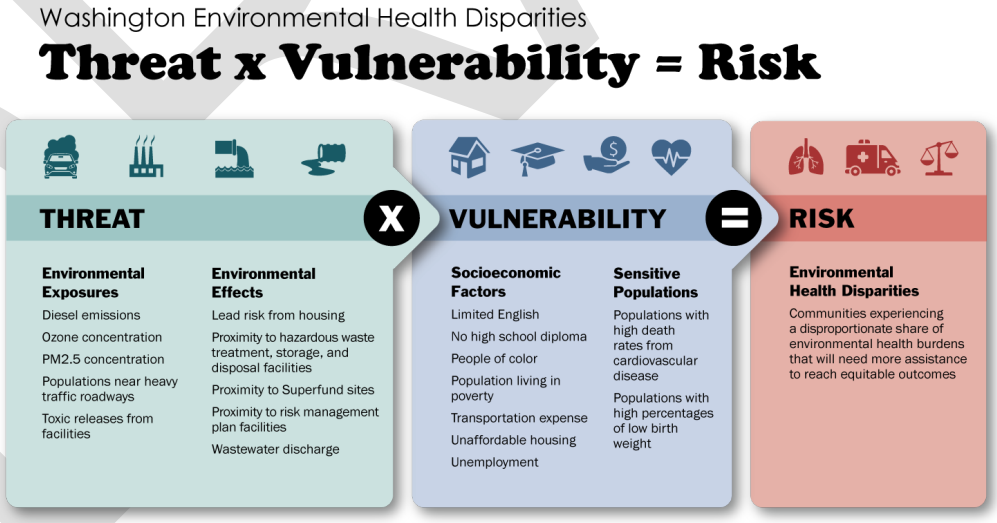


Figure 33. Structure of Washington's Environmental Health Disparities (EHD) Index

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**.

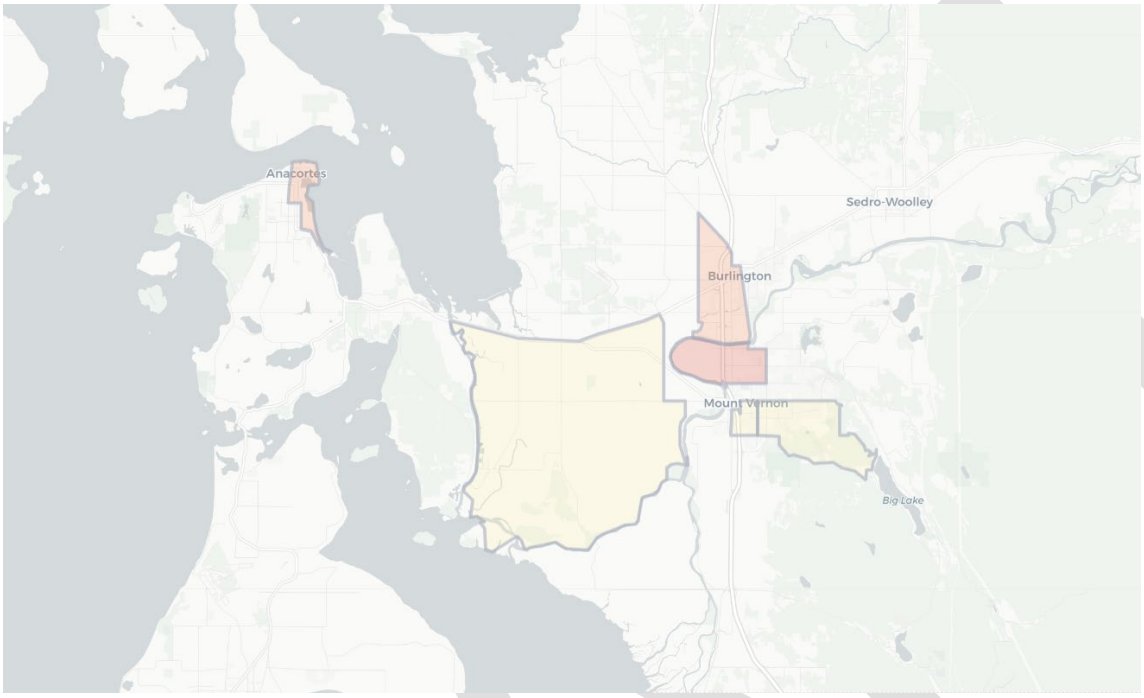


Figure 45. Equity Area: Census Tracts with EHD Index ≥ 6

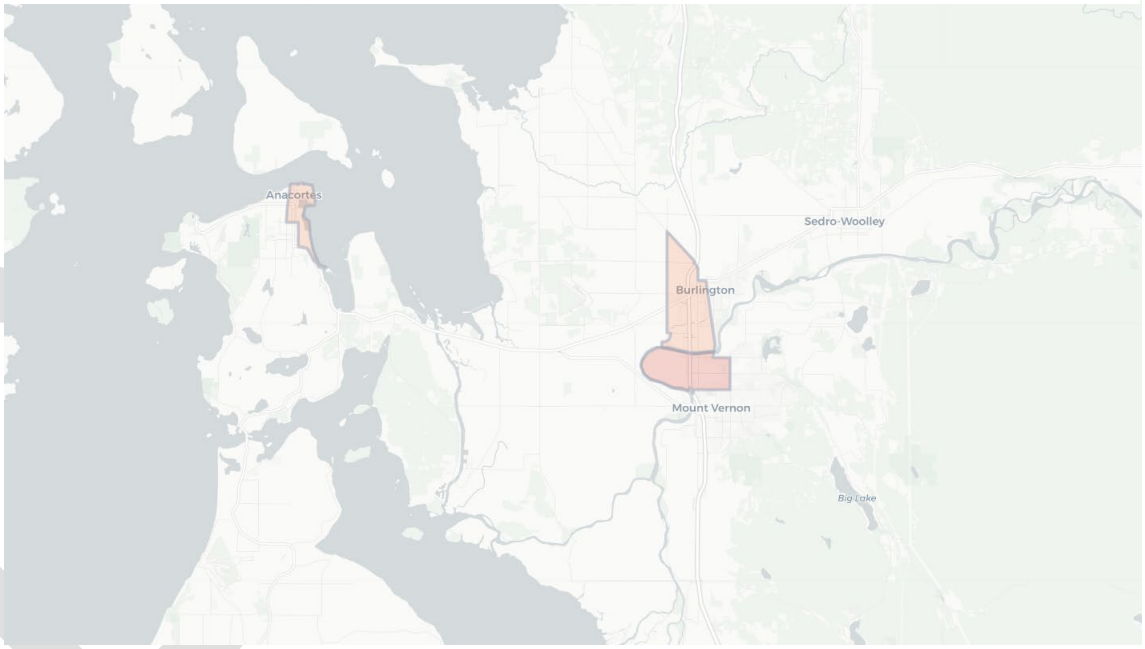


Figure 55. Equity Area: Census Tracts with EHD Index ≥ 8

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

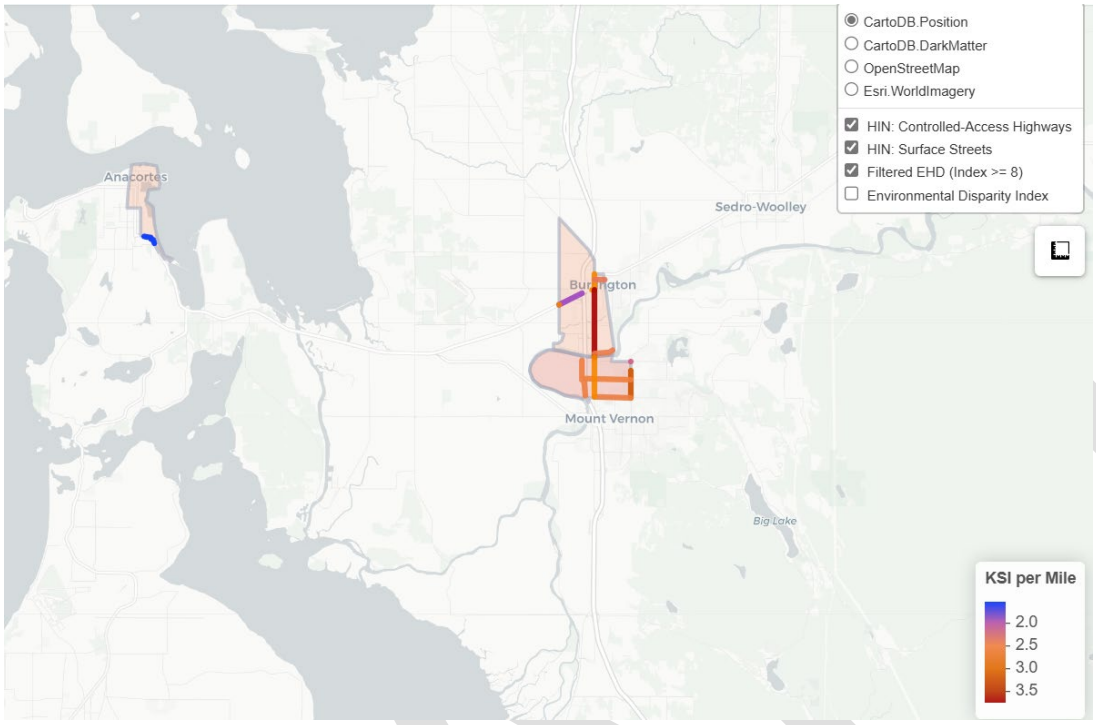


Figure 66. High Injury Network (HIN) Overlay in Census Tracts with EHD Index ≥ 8

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