

Skagit County Local Road Safety Plan

developed using the

Systemic Safety Project Selection Tool



Skagit County
Department of Public Works
Updated March 2025

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Introduction

Skagit County is committed to reducing fatalities and serious injury crashes on County maintained roads. As outlined in the [Target Zero Washington State Strategic Highway Safety Plan](#), the identification of crash trends and contributing factors is key to implementing successful crash reduction strategies.

Reasons for Conducting Data Analysis

Skagit County collects detailed crash information and retains it over time. This allows us to return to the data for analysis and identify trends based on location and/or causes. Skagit County also uses a priority array to identify roadway improvement needs, based on factors like traffic data, roadway geometrics, and crash history. These tools are used in combination to develop the local road safety plan. Additionally, the State of Washington has provided us with statewide crash data. With these two data sources, we can compare crash types, contributing causes, and roadway factors to prioritize a list of locations where crashes may occur. We can then address the most significant risk factors throughout our roadway network. Targeting crash types and connecting factors allows Skagit County to be efficient and cost-effective in identifying countermeasures and implementing crash reduction strategies.

2024 Washington State Target Zero Plan (Strategic Highway Safety Plan)

Washington State’s Strategic Highway Safety Plan highlights the importance of *“a data driven strategic plan used to identify priorities and solutions, help create common goals, and develop a common language so we can work together across disciplines.”* Through the Strategic Highway Safety Plan, low-cost, near-term projects can be identified which will improve roadway safety through systemic, meaningful action. As once stated in the plan *“the greatest challenge in addressing fatalities and serious injuries on rural roads is the geographic randomness of collisions scattered over tens of thousands of miles.”*

Target Zero Priorities

Skagit County utilized the Target Zero Priority matrix to identify locations and specific strategies, for three priority levels. This is based on the latest data regarding traffic safety priorities.. It focuses efforts on eliminating deaths and serious injuries on our roadways by analyzing the latest crash data available to determine the highest priorities for immediate efforts. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

- **Priority level one** locations include the highest percentage of contributing factors identified from analyzing the 2019 to 2023 fatal/serious injury crash data. These factors were involved in at least 30% of Skagit County fatality / serious injury crashes and/or far exceeding the Western Washington County Average (WWCA).
- **Priority level two** location contributing factors, while frequent, are not as common as priority level one factors. Level two factors were seen in between 10% to 30% of traffic fatalities or serious injury crashes, or above the WWCA according to the 2019 to 2023 fatal/serious injury crash data.
- **Priority level three** contributing factors are associated with less than 10% of fatalities and serious injuries and exceed the WWCA, according to the 2019 to 2023 fatal/serious injury crash data.

Identification of Relevant Risk/Crash Types

Data Sourcing

Data for the analysis was provided by Washington State Department Of Transportation (WSDOT) or was retrieved from the County Road Administration Board (CRAB) online system for the dates January 1, 2019, through December 31, 2023. The data was reviewed, verified, and entered from collision reports provided by the Skagit County Sheriff's Department or Washington State Patrol for crashes occurring within Skagit County.

Methodology

Skagit County Public Works, in partnership with the Skagit County Sheriff's Office, consistently utilize the three E's: Education, Enforcement, and Engineering, to address our County's roadway safety concerns. This report focuses on engineering strategies, consistent with the goals of Washington States Strategic Highway Safety Plan; Target Zero.

Target Zero is built on the belief that not one death is acceptable on our roadways. Everyone in Washington should be able to travel our roadways without fear of being killed or seriously injured in a traffic crash. Target Zero is a data-driven plan that identifies critical factors that contribute to fatal and serious injury crashes, then determines proven and recommended strategies to mitigate those factors, thereby reducing traffic deaths and serious injuries.

System Crash Evaluation

Our crash data analysis began with data provided by WSDOT (Appendix A: 2019 – 2023 Skagit County Crash Data), identifying crash factors that exceed the state average or are the leading factor(s) for Skagit County fatal/serious injury crashes. By determining contributing risk factors, identifying the most common among them, and then analyzing the road network for presence of these factors, we can begin to prioritize sites and select the most effective countermeasure(s) and group them into low-cost safety projects to address the risk and provide the maximum benefit to the traveling public.

The following table (Table 1) compares the WWCA percentage rates with percentages of the same accident types for Skagit County. The table highlights factors where Skagit County either has a high crash rate or exceeds the average historical rates of WWCA's and prioritizes risk factors to address. Priority Level 1 risk factors are shown in red bold, Level 2 in blue bold, and Level 3 in green bold.

Table 1 – Analysis based on WSDOT provided data.

	Fatal/Serious Injury Crashes		Total Crashes	
	WWCA	Skagit County	WWCA	Skagit County
By Functional Class				
Rural Major Collector	25.1	60.3	16.5	57.5
Rural Local Access	10.4	15.9	7.7	17.2
Rural Minor Collector	6.1	13.8	3.9	10.9
By Speed Limit				
50 MPH	16.9	61.3	11.4	38.1
35 MPH	45.5	29.4	49.2	48.8
By Roadway Curvature				
Straight Level	45.1	56.8	56.7	59.0
Horizontal Curve	20.2	23.9	13.2	18.2
By Junction Relationship				
Non-Intersection	65.0	75.0	50.7	65.3
Intersection Related	22.0	13.5	29.6	20.7
By Collision Type				
Hit Fixed Object	41.2	44.8	36.8	51.5
Angle (T)	11.5	10.4	18.3	12.4
Overturn	6.8	8.3	2.5	4.0
Head On	6.5	7.3	1.3	1.0
Hit Fixed Object Crashes				
Tree / Stump	25.1	20.5	13.0	9.8
Utility Pole	10.5	20.5	13.8	16.8
Over Embankment	6.9	13.6	4.7	3.5
Guardrail	3.5	11.3	3.5	7.1
By Contributing Circumstance				
Under Influence of Alcohol/Drugs	15.9	15.9	4.6	5.5
Exceeding Safe / Posted Speed	10.4	13.3	4.5	8.9
Did Not Grant ROW to Vehicle	5.2	6.0	7.0	8.1

The WSDOT data was used in determining the risk factors for each priority level and is summarized as follows:

- **Priority Level 1** risk factors are:
 - Road Function Class Rural Major Collector
 - 50 MPH Posted Speed Limit
 - Straight & Level portions of roadway
 - Junction Relationship at non-intersections
 - Hit Fixed Object and lane departure type crashes
 - Presence of roadside hazards (tree/stump or utility poles)

- **Priority Level 2** risk factors are:
 - Functional class of Minor Collector or Local Access roads
 - Posted speed of 35+ MPH but less than 50 MPH
 - Horizontal curves
 - Hit Fixed Object and lane departure type crashes
 - Presence of roadside hazards (Over Embankment or Substandard Guardrail)

- **Priority Level 3** risk factors are:
 - Intersection related crashes
 - Angle (T) collision type

Evaluation of County Road System

Analysis of County Data

The goal of this safety plan is to reduce the amount of fatal/serious injury crashes that could occur anywhere on our system. The data is pulled from 1,598 total crashes over a five-year span (2019 – 2023), emphasizing 77 serious injury collisions and 19 fatality collisions that occurred on the 800 miles of Skagit County’s road network. Corresponding to the Washington State data, Skagit County’s data shows that: rural major collectors, posted 50 MPH speed limit, and hit fixed objects involve a vast majority of all serious injury and fatality crashes at 60.3%, 61.3% and 44.8%, respectfully.

In order to target higher volume roads, we analyze County data that is entered and maintained in our Road Log database known as GIS-Mo, formerly known as Mobility. County staff also utilizes the most current Skagit County Priority Array which takes into account traffic volumes, roadway conditions, geometrics, accidents per million vehicle miles, and matters of significant local importance. Each road is then assigned a priority array number depending on the number of risk factors present, the higher the number the more risk factors present. The Priority array is one of several criteria used to develop the local road safety plan.

The following locations are a result of combining the state and county data while also acknowledging locations that have already had safety improvements or received funding for future safety installations that require further evaluation.

Priority Level 1

Road Name	FFC	50+ MPH	AADT	Shoulder Width	Pave Width	Priority Array	Status
Cook Road	07	Yes	14491	6	42	36	
Old Highway 99 N	07	Yes	4843	6	34	34	Awarded 2021 HSIP
Alger-Cain Lake Road	07	No	4696	2	22	31	Awarded 2017/2021 HSIP
Francis Road Section 1	17	Yes	6788	3	22	31	Awarded 2023 HSIP
Francis Road Section 3	17	Yes	6788	3	22	31	Awarded 2019 HSIP
Reservation Road	07	Yes	4981	3	36	30	
Fir Island Road	07	Yes	3769	5	32	29	
Baker Lake Road	07	Yes	1062	4	28	24	Awarded 2021 HSIP
Best Road	07	Yes	3871	6	34	29	Awarded 2019 HSIP
Rosario Road	07	No	3318	3	28	29	Awarded 2021 HSIP
Bow Hill Road	07	Yes	4045	4	29	28	Awarded 2017/2021 HSIP
Havekost Road	07	No	3768	4	32	27	
Pioneer Highway	07	Yes	9389	6	34	26	Awarded 2021 HSIP
LaConner Whitney Rd	07	Yes	4427	6	34	24	
Pioneer Parkway	07	No	5224	3	28	19	

Priority Level 2

RoadName	FFC	BMP	EMP	ADT Volume	Thru Lane Width	Shldr Widths	Curves Present	Roadside Hazards Present	Speed Limit
ALLEN ROAD	09	0.69	1.26	195	9	2	Yes	No	35
BARRELL SPRINGS ROAD	09	0.00	2.27	443	10	1	No	No	35
BRADSHAW ROAD	09	0.00	3.81	229	8	3	No	Yes	35
BUTLER HILL ROAD	09	0.00	0.99	200	10	1	No	No	35
CAPE HORN ROAD	09	0.16	5.02	216	10	1	Yes	Yes	35
DAHLSTEDT ROAD	09	0.00	2.00	390	10	1	No	No	35
GRANSTROM ROAD	09	0.00	3.01	235	10	1	Yes	Yes	35
LYMAN HAMILTON HWY	08	4.65	4.81	255	9	1	Yes	No	35
MARTIN ROAD	09	0.23	1.73	138	10	1	Yes	No	35
MOORE ROAD	08	2.20	2.97	126	10	1	Yes	No	35
MOSIER ROAD	09	1.53	1.86	238	10	1	No	No	45
SAMISH ISLAND ROAD	09	2.66	2.73	549	10	1	Yes	Yes	35
SHARPE ROAD	09	0.24	2.26	521	9	1	Yes	No	35
WEST BIG LAKE BLVD	08	2.30	2.72	479	10	3	Yes	Yes	40

Priority Level 3

Skagit County Intersections		Posted Speeds	ADT's	2017 - 2021 Crash Data (75' Radius)				Status
Major	Minor			Property Damage	Injury	Fatal	Total	
Josh Wilson	Farm-to-Market	50 / 50	3500 / 3300	5	5	2	12	Roundabout constructed
Cook Rd	Old Hwy 99	35 / 35	17662 / 4913	27	7	0	34	Signalized
Old Hwy 99	Bow Hill Rd/Prairie Rd	50 / 35	3782 / 4045	11	4	0	15	2021 HSIP - Signage
Josh Wilson	Pulver Rd	50 / 50	4893 / 1224	7	8	0	15	Awarded 2021 HSIP
McLean Rd	Bradshaw Rd	50 / 35	5331 / 233	5	3	0	8	
McLean Rd	Beaver Marsh Rd	35 / 35	3507 / 510	7	1	0	8	
Rosario Rd	Marine Dr/Marine Dr Wye	45 / 30	4234 / 4995	7	1	0	8	Awarded 2023 HSIP
Best Rd	Chilberg Rd/Calhoun Rd	35 / 50	3394 / 2347	6	1	0	7	Awarded 2021 HSIP
Peterson Rd	Pulver Rd	35 / 50	4068 / 1252	2	4	0	6	Awarded 2021 HSIP
Cook Rd	Collins Rd	50 / 35	14032 / 732	5	1	0	6	
McLean Rd	Best Rd	50 / 50	5331/ 3276	5	0	0	5	Roundabout constructed
Pioneer	Fir Island Rd	50 / 35	12302 / 5077	5	0	0	5	Roundabout constructed
McLean Rd/Downey Rd	LaConner Whitney	50 / 35	2274/ 4427	2	2	0	4	
Old Hwy 99	Alger-Cain Lake	35 / 35	2122 / 4696	1	1	0	2	
Josh Wilson	Avon Allen Rd	50 / 50	5088 / 1629	1	0	0	1	Awarded 2021 HSIP

Selection of Countermeasures

After identifying high-risk locations for fatal/serious injury crashes, we considered effective countermeasures. These have been evaluated through FHWA's Crash Modification Factors (CMF) clearinghouse, which details safety countermeasures and their effectiveness in reducing crashes.

The countermeasures considered as a part of this plan are as follows:

Objective	Countermeasure
Reduce vehicles leaving roadway	Increase lane and recoverable shoulder widths
	Apply friction treatments to curves and intersections
	Install center line and/or edge line profile striping
	Install delineation along travel way or fixed objects
	Install chevron signs, curve warning signs
Minimize severity of lane departures	Install new and/or upgrade existing guardrail
	Remove/relocate objects in hazardous locations within the clear zone
	Install safety edge on new overlays and/or road widening projects
Reduce crashes at intersections	Convert intersections to roundabouts
	Install left turn lanes
	Install street illumination

2025 Project Priority Selection

The list below contains the project priorities with an estimated cost for each.

Priority Level 1: Lane Departure / Hit Fixed Object related crashes on major collector roadways, posted speed of 50 MPH.

- ❖ Baker Lake Road MP 1.20 – 1.95
 - Countermeasure: Replace existing substandard guardrail with new guardrail that meets current standard.
 - Cost Estimate: \$690,500

Priority Level 2: Lane Departure / Hit Fixed Object related crashes on Minor Collector roadways, posted speed of 35+ MPH

- ❖ Granstrom Road MP 1.67 – 1.92 & MP 2.14 – 2.34
 - Countermeasure: Install new standard guardrail.
 - Cost Estimate: \$498,400
- ❖ West Big Lake Boulevard, MP 2.28 - 2.71
 - Countermeasure: Replace existing substandard guardrail with new guardrail that meets current standard.
 - Cost Estimate: \$426,500

*Note: If all 3 guardrail type projects bundled as one project:

- Cost Estimate: \$1,363,900
- Estimated Cost Savings: \$251,500

Priority Level 3: Intersection related crashes involving major collector roads with posted speeds of 50 MPH.

- ❖ Old Highway 99 / Bow Hill Rd / Prairie Rd Intersection Improvements
 - Countermeasure: Replace 4-legged 2-way STOP controlled intersection with a Roundabout.
 - Cost Estimate: \$3,400,500

Conclusion

The 800 miles of Skagit County rural roads experience collisions throughout for many different reasons, but, with the help of the 2019-2023 Collision Data provided by Washington State Local Programs, we identified problem areas and prioritized mitigation measures. This strategic risk-based assessment identified numerous road segments that meet all or some of the risk factors highlighted by the collision data. These segments were thoroughly analyzed and vetted among Public Works staff to properly address the issues and mitigate the risk. With the Highway Safety Improvement Program now being offered every odd numbered year; this plan shall be updated every two years to evaluate the success of the program and identify additional risk factors and

employ new countermeasures as needed. Skagit County appreciates the assistance of the Highway Safety Improvement Program and hopes to continue to build on the success of the many previously funded highway safety improvements.

Over the last few updates to the Skagit County Local Road Safety Plan, it has become apparent that lane departure type crashes on collector roads remain a top priority for Skagit County. Although intersections remain an on-going concern, recent improvements have made a positive impact, accounting for only 13.5% of serious injury/fatality crashes (compared to 22.0% of WWCA crashes), and down from 19.4% in 2019. Currently, Skagit County wishes to focus on lane departure locations that will benefit the traveling public with either new guardrail installations that meet warrant, or replacement of sub-standard rail that may not perform as intended.

Priority 1 locations focus on reducing the severity of guardrail related crashes on Major Collectors with 50 MPH posted speeds by replacing the existing substandard guardrail with new guardrail and end treatments that meet current roadway standards. Skagit County has prioritized Baker Lake Road due to the deterioration and inadequate rail height of the existing guardrail.

Priority 2 locations focus on addressing lane departure type crashes on Minor Collectors and local access roads with 35+ MPH posted speeds, traffic volume over 200 ADT, thru lane widths of less than or equal to 10-feet with little to no shoulders, and roadside hazards present. Skagit County elects to mitigate accident risks at these locations by installing guardrail at new locations or reducing the severity of guardrail related crashes by replacing existing substandard guardrail with new guardrail and end treatments meeting current roadway standards. Skagit County has prioritized two locations on Granstrom Road for new guardrail locations and West Big Lake Boulevard for replacement of substandard rail suffering from deterioration, roadside sloughing, and inadequate rail height.

Priority 3 Intersection-related crashes on collector roadway with posted speed of 50 MPH can be effectively addressed by the installation of a roundabout. Skagit County prioritizes Old Highway 99 N / Bow Hill Rd / Prairie Rd, that received 2021 HSIP funds to upgrade the existing STOP signs to LED flashing STOP signs, however to adequately address all crash types at this location installation of a roundabout is the most effective long-term solution. This intersection is also part of the Upper Skagit Indian Tribe's National Tribal Transportation Facilities Inventory that connects commercially developed Tribal Lands to their Reservation.

Appendix A: 2019 – 2023 Skagit County Crash Data

Skagit County

Summary Fatal-Serious Only

By County	Total		By County					Total	%
	2023	2022	2021	2020	2019	Count			
Count	23	17	24	18	14	1,598			
# of Fatal Collisions	1	5	7	2	4	19	1%		
Total # of Fatalities	1	5	7	2	4	19	1%		
# of Susp. Serious Inj. Collisions	22	12	17	16	10	77	5%		
# of Alcohol-Related Collisions	3	4	7	4	7	175	11%		
Total # of Fatalities	1	5	7	2	4	19	1%		
Total # of Injuries	31	22	28	22	14	591			

Summary All Injuries

By County	Total		By County					Total	%
	2023	2022	2021	2020	2019	Count			
Count	23	17	24	18	14	1,598			
# of Fatal Collisions	1	5	7	2	4	19	1%		
Total # of Fatalities	1	5	7	2	4	19	1%		
# of Susp. Serious Inj. Collisions	22	12	17	16	10	77	5%		
# of Alcohol-Related Collisions	3	4	7	4	7	175	11%		
Total # of Fatalities	1	5	7	2	4	19	1%		
Total # of Injuries	31	22	28	22	14	591			

Crash Type	Skagit										
	West Co Rds		Crash Type		Total		Crash Type		Total		
	Count	%	Count	%	Count	..%.	Count	%	Count	..%.	
Hit Fixed Object	1,008	41.23%	43	44.79%	10	8	11	7	7	823	51.50%
Angle (T)	281	11.49%	10	10.42%	2	3	3	2	2	198	12.39%
Hit Pedestrian	208	8.51%	8	8.33%	3	1	1	2	2	164	10.26%
Angle (Left Turn)	195	7.98%	7	7.29%	1	1	4	1	1	90	5.63%
Overturn	166	6.79%	6	6.25%	1	1	1	2	1	72	4.51%
Head-On	158	6.46%	5	5.21%	2	2	1	1	1	64	4.01%
Other	105	4.29%	4	4.17%	1	1	1	1	1	61	3.82%
Rearend	104	4.25%	4	4.17%	1	1	1	2	2	31	1.94%
Hit Cyclist	65	2.66%	4	4.17%	1	1	1	3	2	27	1.69%
Sideswipe (Opposite Direction)	61	2.49%	2	2.08%	2	2	1	1	1	27	1.69%
Hit Parked Car	31	1.27%	2	2.08%	1	1	1	1	1	17	1.06%
Wildlife/ Animal	30	1.23%	1	1.04%	1	1	1	1	1	9	0.56%
Sideswipe (Same Direction)	27	1.10%	1	1.04%	1	1	1	1	1	8	0.50%
Angle (Right)	5	0.20%								7	0.44%

Object Struck	Skagit										
	West Co Rds		Object Struck		Total		Object Struck		Total		
	Count	%	Count	%	Count	..%.	Count	%	Count	..%.	
Tree or Stump (stationary)	257	25.05%	9	20.45%	2	1	3	1	2	206	24.41%
Roadway Ditch	163	15.89%	6	13.64%	4	1	1	2	1	142	16.82%
Utility Pole	108	10.53%	5	11.36%	1	1	3	1	1	83	9.83%
Earth Bank or Ledge	90	8.77%	3	6.82%	2	1	1	1	1	67	7.94%
Fence	71	6.92%	3	6.82%	1	1	1	1	1	60	7.11%
Over Embankment - No Guardrail Present	71	6.92%	3	6.82%	1	1	1	1	1	48	5.69%
Mailbox	37	3.61%	2	4.55%	1	1	1	1	1	41	4.86%
Guardrail - Face	36	3.51%	1	2.27%	1	1	1	1	1	31	3.67%
Culvert and/or other Appearance in Ditch	23	2.24%	1	2.27%	1	1	1	1	1	30	3.55%
Wood Sign Post	18	1.75%	1	2.27%	1	1	1	1	1	19	2.25%
Retaining Wall (concrete, rock, brick, etc.)	17	1.66%	1	2.27%	1	1	1	1	1	11	1.30%
Boulder (stationary)	15	1.46%	1	2.27%	1	1	1	1	1	10	1.18%
Guardrail - Through, Over or Under	14	1.36%	1	2.27%	1	1	1	1	1	9	1.07%

Fatal/Suspected Serious Injuries Crash Data Summary

All Injuries Crash Data Summary

Appendix A: 2019 – 2023 Skagit County Crash Data

Fatal/Suspected Serious Injuries Crash Data Summary											
Washington State						Skagit					
Crash Type	West Co Rds		County FFC		Total		County FFC		Total		
	Count	%	Count	%	Count	%	Count	%	Count	%	
Rural Major Collector	1,323	25.14%	53	60.32%	16	9	11	11	6	6	
Urban Minor Arterial	1,009	19.18%	19	15.87%	1	3	3	6	6	6	
Urban Major Collector	714	13.57%	18	13.76%	6	4	7	1	1	1	
Urban Other Principal Arterial	587	11.16%	2	4.23%	1	1	1	1	1	1	
Rural Local Access	546	10.38%	2	3.70%	1	1	2	2	2	2	
Urban Local Access	354	6.73%	1	0.53%	1	1	1	1	1	1	
Rural Minor Collector	323	6.14%	1	1.59%							
Urban Minor Arterial	264	5.02%									
Rural Other Freeways / Expressways	140	2.66%									

All Injuries Crash Data Summary											
Washington State						Skagit					
Crash Type	West Co Rds		County FFC		Total		County FFC		Total		
	Count	%	Count	%	Count	%	Count	%	Count	%	
Rural Major Collector	844	57.49%	314	17.21%	42	37	37	180	155	145	
Urban Minor Arterial	207	10.92%	66	3.60%	19	15	13	7	12	10	
Urban Major Collector	40	3.25%	48	3.04%	9	6	9	6	7	9	
Urban Local Access	38	2.48%	26	1.57%	1	1	1	5	8	11	
Rural Minor Collector	4	0.45%									

Fatal/Serious Injuries Crash Data Summary											
Washington State						Skagit					
Curvature	West Co Rds		Curvature		Total		Curvature		Total		
	Count	%	Count	%	Count	%	Count	%	Count	%	
Straight & Level	1,021	45.12%	50	56.82%	9	10	9	14	8	8	
Curve & Level	457	20.19%	21	23.86%	4	6	4	3	4	4	
Curve & Grade	341	15.07%	8	9.09%	6	6	2	2	2	2	
Straight & Grade	334	14.76%	6	6.82%	3	1	1	1	1	1	
Straight at Hillcr	41	1.81%	2	2.27%	1	1	1	1	1	1	
Straight in Sag	29	1.28%	1	1.14%							
Curve at Hillcrest	21	0.93%									
Curve in Sag	17	0.75%									

All Injuries Crash Data Summary											
Washington State						Skagit					
Curvature	West Co Rds		Curvature		Total		Curvature		Total		
	Count	%	Count	%	Count	%	Count	%	Count	%	
Straight & Level	694	59.01%	694	59.01%	129	133	134	133	165	165	
Curve & Level	214	18.20%	214	18.20%	38	46	37	43	50	50	
Curve & Grade	113	9.61%	113	9.61%	26	22	22	25	18	18	
Curve & Grade	108	9.18%	108	9.18%	26	21	18	18	25	25	
Straight at Hillcr	16	1.36%	16	1.36%	4	3	2	2	7	7	
Curve at Hillcrest	11	0.94%	11	0.94%	4	4	2	1	1	1	
Curve in Sag	10	0.85%	10	0.85%	6	2	1	1	2	2	
Straight in Sag	10	0.85%	10	0.85%	3	3	5	2	2	2	

Fatal/Suspected Serious Injuries Crash Data Summary											
Washington State						Skagit					
Speed	West Co Rds		Speed		Total		Speed		Total		
	Count	%	Count	%	Count	%	Count	%	Count	%	
35	2,041	45.47%	50	61.25%	98	16	17	29	24	12	
50	757	16.86%	35	29.38%	47	10	10	13	8	6	
45	634	14.12%	25	3.75%	6	6	5	1	1	1	
40	569	12.68%	40	3.13%	5	5					
25	298	6.64%	45	2.50%	4	4	2	2	2	2	
30	132	2.94%									
55	25	0.56%									
20	22	0.49%									
15	6	0.13%									

All Injuries Crash Data Summary											
Washington State						Skagit					
Speed	West Co Rds		Speed		Total		Speed		Total		
	Count	%	Count	%	Count	%	Count	%	Count	%	
35	1,040	48.76%	35	48.76%	1,040	218	200	232	160	230	
50	812	38.07%	50	38.07%	812	150	168	181	173	140	
45	115	5.39%	25	5.39%	115	18	20	20	42	15	
40	90	4.22%	40	4.22%	90	23	14	16	20	17	
25	48	2.25%	45	2.25%	48	4	6	13	12	13	
30	7	0.33%	15	0.33%	7	3	3	1	3	3	
55	7	0.33%	55	0.33%	7	2	4	1	2	1	
20	6	0.28%	30	0.28%	6	1	1	2	3	3	
15	5	0.23%	20	0.23%	5	2	2	2	2	2	