ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

IRTPO COMPREHENSIVE SAFETY ACTION PLAN

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

APRIL 2025

STATUTORY NOTICE

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.

IRTPO COMPREHENSIVE SAFETY ACTION PLAN

Prepared for:

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Prepared By:

DKS

In Partnership With:

TOOLE DESIGN

IRTPO COMPREHENSIVE SAFETY ACTION PLAN

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ACRONYMS

ADA – Americans with Disabilities Act

ADT– Average Daily Traffic

ATP – Active Transportation Plan

BIPOC – Black, Indigenous, and Person of Color

CSAP – Comprehensive Safety Action Plan

DUI – Driving Under the Influence of Alcohol and/or Drugs

EMS – Emergency Medical Services

GIS – Geographic Information Systems

HIN – High Injury Network

IB – Infrastructure Based Project

IRTPO – Island Regional Transportation Planning Organization

NI – Non-Infrastructure Based Project

P&R – Park and Ride

RRFB – Rectangular Rapid Flashing Beacon

SHSP – State Highway Safety Plan

SR – State Route

SS4A – Safe Streets and Roads for All

SSA – Safe System Approach

SSN – Safe System Network

USDOT – United States Department of Transportation

VRU – Vulnerable Road User

WSDOT – Washington State Department of Transportation

DEFINITIONS

CRASH/COLLISION	An event involving at least one motorized vehicle on a public roadway within which one or more road users are injured or killed, or that meets a particular property damage threshold (per WAC 446-85-010).
CRASH SEVERITY	The injury severity level of a crash is determined by the most severe injury sustained in the crash: fatal injury (K), suspected serious injury (A), suspected minor injury (B), possible injury (C), and no apparent injury (O).
COMMUNITY AND POPULATION	Community and population are often used interchangeably to describe groups of people sharing similar characteristics or experiences. In this document, we use "community" to mean a group of people who share experiences or cultures. "Population" is used to describe a group of people defined by shared demographic attributes, typically identified through Census data.
DISTRACTED DRIVER	Distraction includes a long list of items, including but not limited to other occupants, a moving object in the vehicle, eating or drinking, or using portable electronic devices.
EQUITY	Equity is a pluralistic concept that centers on the concept of fairness and justice. For a plan to address equity concerns of BIPOC communities, it must acknowledge historical marginalization, disenfranchisement, and disinvestment. An equity analysis should examine disproportionate impacts and disparate outcomes for those who have been harmed.
HIGH INJURY NETWORK	The High Injury Network (HIN) identifies where the most severe traffic-related fatal and serious injuries occur. The HIN represents 3.6% of IRPTO Region's roadway miles and contains 52% of all fatal and serious injury crashes in the IRTPO Region.
HISTORICALLY DISADVANTAGED COMMUNITIES	Historically Disadvantaged Communities refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.
SAFE SYSTEM NETWORK	The Systemic Safety Network (SSN), also known as a high-risk network, is a proactive review of roads in the IRTPO Region that identifies the correlation between roadway characteristics and high frequencies of crashes. The SSN was developed by looking at crashes in the IRTPO study area from 2018-2022 and the following roadway characteristics: traffic volume/average daily traffic, functional class, speed limit, roadway setting, and equity score.
TRANSPORTATION INSECURE	Transportation Insecure is a component of transportation disadvantage according to the US Department of Transportation. It occurs when people are unable to get to where they need to go to meet the needs of their daily lives regularly, reliably, and safely.
VULNERABLE ROAD USER	A Vulnerable Road User refers to individuals who use a human-scale and often human-powered means of travel to get from one place to another, including walking, bicycling, using a mobility assistive or adaptive device such as a wheelchair or walker, using micromobility devices such as skateboards, and using electric-assist devices such as e-bikes and e-foot scooters. Vulnerable road users typically travel without external protection, making them more susceptible to severe injuries in the event of a collision with a vehicle. For this Plan, a Vulnerable Road User is defined as a pedestrian or cyclist for analysis purposes.

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EXECUTIVE SUMMARY

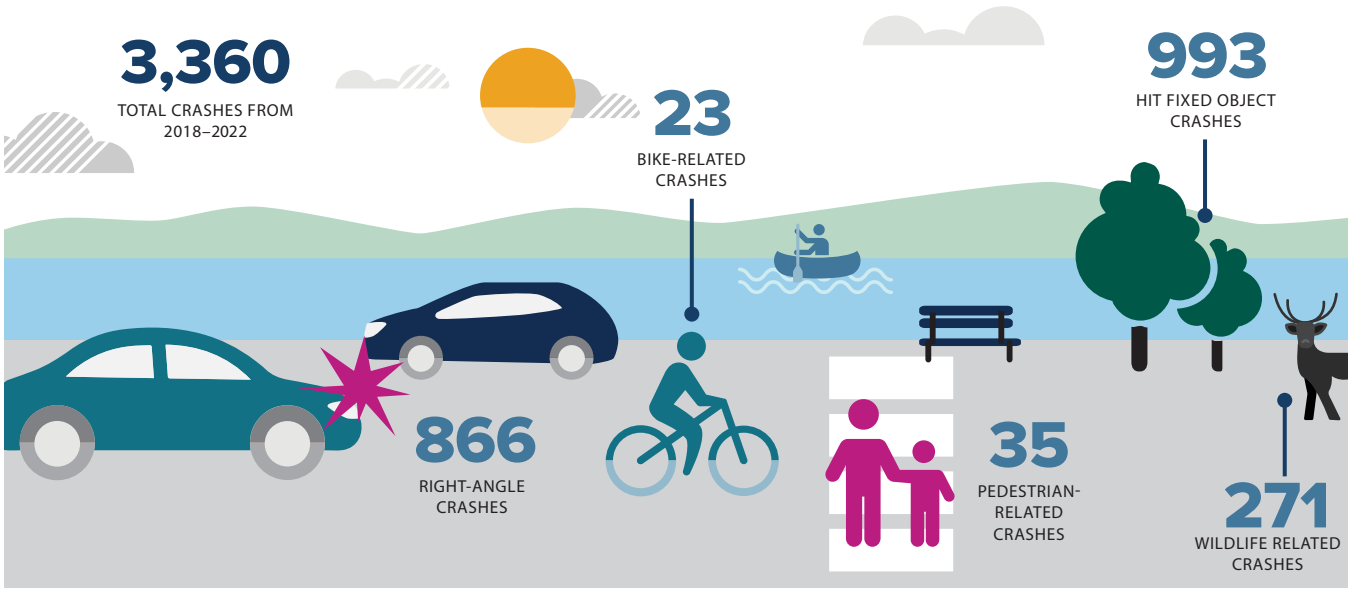
EXECUTIVE SUMMARY

Island County's streets, roads, and highways serve as lifelines for residents and visitors, connecting them to jobs, education, and essential services. However, keeping road users safe while traveling on the islands remains a concern. Between 2008 and 2012, roadway crashes resulted in 28 fatalities and 119 serious injuries reported. These incidents have affected the community, emphasizing the need for safer transportation facilities.

The Island Regional Transportation Planning Organization (IRTPO), made up of Island County, cities, towns, ports, Island Transit, major employers, and the Washington State Department of Transportation (WSDOT), works collaboratively to design, operate, and maintain a transportation system that meets the needs of residents and visitors while promoting sustainability and equity. **IRTPO has cast a vision to eliminate fatalities and serious injuries by 2045 through bold actions in transportation system design, maintenance, and education about safe behaviors.**

To achieve this ambitious goal, IRTPO's Comprehensive Safety Action Plan (CSAP) lays the groundwork for meaningful projects and strategies to reduce the number and severity of roadway crashes. The CSAP employs a data-driven approach,

CRASH PATTERNS:



IRTPO REGION POPULATION SUMMARY:

*ESTIMATES FROM ESRI BUSINESS ANALYST

89,000
TOTAL POPULATION

8,000
POPULATION AGE 16-25

17,000
POPULATION OVER AGE 70

2,600
TOTAL BUSINESSES

10,100
HOUSEHOLDS WITH DISABILITIES

1,100
HOUSEHOLDS WITHOUT VEHICLE

integrating crash history, community demographics, and public feedback to identify and prioritize areas for safety improvements. The plan outlines projects and strategies to address the specific needs of various road users, making roadways safer for everyone who travels to, from, and within Island County. Its foundation is the Federal Safe System Approach, a guiding framework used nationally that considers the comprehensive nature of transportation safety.

The IRTPO project team conducted several important activities to develop this safety plan, as illustrated in **FIGURE 1** and described below.

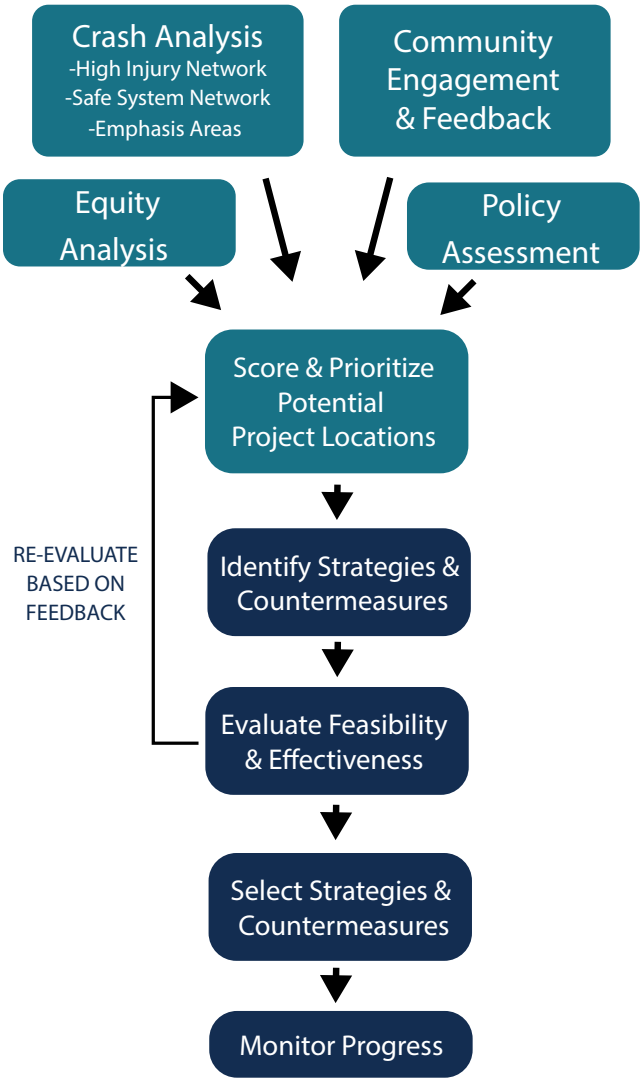
Step 1: Safety Data and Equity Analysis. IRTPO analyzed five years of reported crashes in Island County on all public roadways to understand two important elements of those crash events: location and contributing factors. The team also conducted an equity analysis to identify historically disadvantaged communities and sociodemographic populations.

Step 2: Policy Assessment. IRTPO reviewed regional and member agency policies, plans, guidelines, and standards to assess how each addresses transportation safety needs. Improving policies can have long-term life-saving effects.

Step 3: Community Input. It is vital to understand community concerns to gain a full understanding of roadway safety needs. More than 400 comments were shared about safety and ideas for projects and strategies via an online mapping tool, safety survey, and/or by attending in-person and online events.

Step 4: Project and Strategy Recommendations. Based on all inputs described in previous steps, IRTPO prioritized safety needs, balancing a reactive approach (focused on the past, including crash history) with a vision toward the future by predicting how projects and strategies can be most effective to prevent future crashes.

FIGURE 1. IRTPO CSAP METHODOLOGY APPROACH



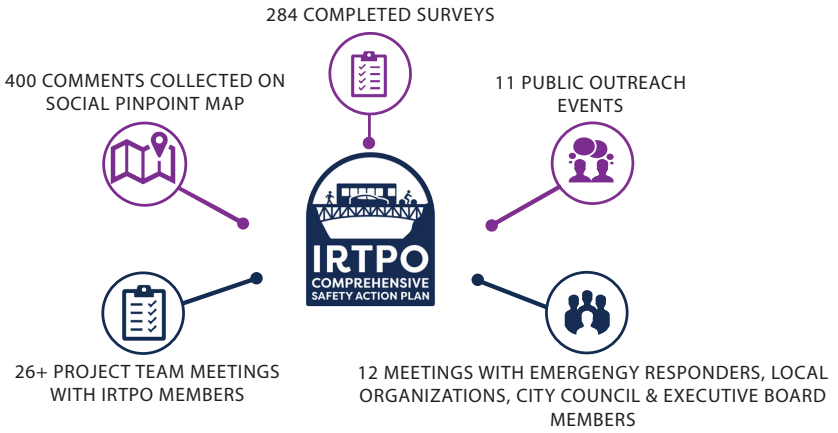
The result of this analysis is a set of recommended projects and strategies in these categories:

- **Policy Strategies** include implementing the County's recently developed speed limit policy, developing Safe Routes to School Plans, and developing an Active Transportation Plan.
- **Non-infrastructure Safety Strategies** include actions to address road user behavior, like high visibility law enforcement, education programs, and public outreach regarding the potential impact of impaired and distracted driving. It also includes improving coordination with IRTPO, Island County, Public Health, and Emergency Services to support post-crash care.
- **Infrastructure Safety Projects** are projects that are larger, more expensive, and can require feasibility studies and grant applications to secure approvals and funding. Examples include signalized intersections, roundabouts, sidewalks, and roadway reconfigurations.

This 4-step process included regular reports to the IRTPO Board and modifications to the process along the way based on their feedback. The result is this Comprehensive Safety Action Plan (CSAP), its recommended projects and strategies, and a foundation for all IRTPO agencies to use to make roads safer for all users.

The IRTPO Region is prioritizing two key projects in its transportation safety efforts. The first, Project IB-09, is a collaboration with WSDOT to widen the road shoulder along State Route 20 between Race Road and Welcher Road. The second priority, Project IB-16, proposes roadway reconstruction along State Route (SR) 20 in Oak Harbor between Whidbey Avenue to Southwest Eagle Vista Ave. This project will assess the feasibility of a road diet, potentially reducing the roadway from five lanes to three, and incorporating separated bike lanes. The proposed Project IB-16 also aims to improve pedestrian safety by enhancing existing crossings and evaluating the need for additional pedestrian crossings along the corridor.

ENGAGEMENT SUMMARY:



POTENTIAL SAFETY RECOMMENDATIONS IDENTIFIED:

17
NON-INFRASTRUCTURE PROJECTS

21
INFRASTRUCTURE PROJECTS

The CSAP is organized into chapters focused on the various contributors to the effort and their jurisdiction, including the whole IRTPO Region (Whidbey and Camano Islands), the Town of Coupeville, the City of Langley, the City of Oak Harbor, and Island Transit. Each chapter details the jurisdiction's unique background, crash history, public outreach efforts, and proposed safety projects. By fostering collaboration among stakeholders and leveraging shared expertise, the plan envisions a safer Island County where residents can live, work, and travel safely.

IRTPO
COMPREHENSIVE
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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

INTRODUCTION

INTRODUCTION

The streets, roads, and highways in Island County connect our residents and visitors to jobs, education, goods and services, and one another. All public roadways in the county should offer ways for people to travel safely. Unfortunately, that is not the current state of roadway safety in Island County. Between 2018 and 2022, 28 people were killed and 119 were seriously injured while traveling in the county. These were our neighbors, coworkers, family members, friends, and visitors.

The Island County Regional Transportation Planning Organization (IRTPO), formed in September 2016, coordinates collaborative transportation planning efforts among Island County, cities, ports, towns, Island Transit, major employers, and the Washington State Department of Transportation.

THE IRTPO HAS MADE A COMMITMENT TO IMPROVE ROADWAY SAFETY FOR ALL ROAD USERS WITH A GOAL TO REACH ZERO FATALITIES AND SERIOUS INJURIES BY 2045.

To meet this goal, IRTPO must act boldly to improve the way we design, operate, and maintain the transportation system, and we must educate our road users about safe behaviors.

The following Comprehensive Safety Action Plan lays a foundation to implement important actions to reduce the number and severity of roadway crashes in the IRTPO Region. Approaching zero deaths and serious injuries will require all of us to share this responsibility and use our combined experience and expertise to implement safety projects and strategies. In the end, together we will make Island County a safer place to live, work, and play.

COMPREHENSIVE SAFETY ACTION PLAN

WHAT IS IT AND WHY DO WE HAVE ONE?

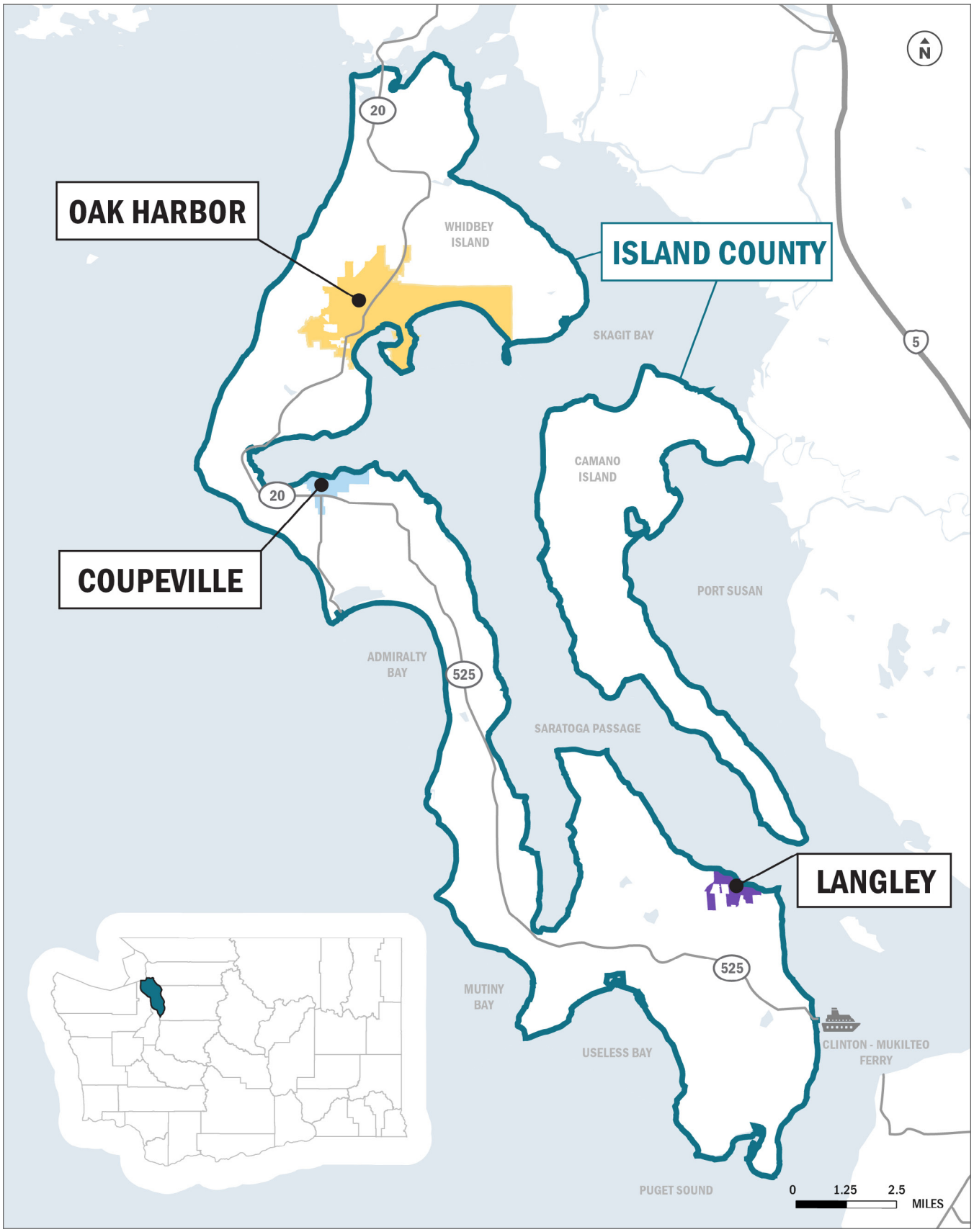
The Comprehensive Safety Action Plan's (CSAP) purpose is to improve safety for all roadway users. Its primary focus is reducing fatal and serious injury crashes. To do this, the CSAP uses data and the perspective of community members to create an understanding of the areas that need safety interventions. Based on this analysis, the plan includes proposed projects and strategies designed to improve roadway safety.

PURPOSE OF THE CSAP

The IRTPO secured funding from the federal Safe Streets and Roads For All (SS4A) grant in 2023 to create a CSAP to reduce fatal and serious injuries in Island County. This safety plan identifies projects and strategies to make roadways safer for all users by using a data-driven approach to analyze crash history, community demographics, and citizen concerns. This information will help identify, prioritize, and implement safety countermeasures to reduce both frequency and severity of crashes.

This Plan is organized based on chapters for each of the partners who helped bring it together (see **FIGURE 2**). The following chapters are divided into IRTPO Region (including both Camano Island and Whidbey Island), then looking at the Town of Coupeville, City of Langley, and the City of Oak Harbor. Each chapter highlights the background, crash data, emphasis areas, high priority locations, feedback from the public, and the potential recommendations identified.

FIGURE 2. STUDY AREAS FOR THE IRTPO CSAP CHAPTERS



SS4A CHECKLIST

The following section identifies the relevant chapters for each SS4A element. The 2024 SS4A Self-Certification Eligibility Worksheet is included in **APPENDIX A**.

ACTION PLAN ELEMENT	PAGE NUMBER
THE SAFETY ACTION PLAN MUST INCLUDE THESE THREE REQUIRED ELEMENTS:	
1. **SAFETY ANALYSIS** • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs, as needed (e.g., high risk road features, specific safety needs of relevant road users); • A geospatial identification (geographic or locational data using maps) of higher risk locations.	**IRTPO REGION (P. 35)** **COUPEVILLE (P. 48)** **LANGLEY (P. 57)** **OAK HARBOR (P. 66)**
2. **STRATEGY AND PROJECT SELECTIONS:** DOES THE PLAN IDENTIFY A COMPREHENSIVE SET OF PROJECTS AND STRATEGIES TO ADDRESS THE SAFETY PROBLEMS IN THE ACTION PLAN, TIME RANGES WHEN PROJECTS AND STRATEGIES WILL BE DEPLOYED, AND EXPLAIN PROJECT PRIORITIZATION CRITERIA?	**PROPOSED PROJECTS (P. 81)**
3. **COMPLETION DATE:**	**APRIL 2025**
THE SAFETY ACTION PLAN MUST INCLUDE AT LEAST THREE OF THE FOLLOWING FIVE OPTIONAL REQUIREMENTS:	
4. **ARE BOTH OF THE FOLLOWING TRUE?** • **Leadership Commitment:** Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalies and serious injuries? • **Goal:** Did the commitment include either setting a target date to reach zero, or setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?	**VISION ZERO COMMITMENT (P. 14)**

ACTION PLAN ELEMENT	REQUIRED OR OPTIONAL?
THE SAFETY ACTION PLAN MUST INCLUDE AT LEAST THREE OF THE FOLLOWING FIVE OPTIONAL REQUIREMENTS (CONT.):	
5. **PLANNING STRUCTURE:** TO DEVELOP THE ACTION PLAN, WAS A COMMITTEE, TASK FORCE, IMPLEMENTATION GROUP, OR SIMILAR BODY ESTABLISHED AND CHARGED WITH THE PLAN'S DEVELOPMENT, IMPLEMENTATION, AND MONITORING?	**WHAT DOES OUR COMMUNITY SAY? (P. 20)**
6. **ENGAGEMENT AND COLLABORATION:** DID THE ACTION PLAN DEVELOPMENT INCLUDE ALL THE FOLLOWING ACTIVITIES? • Engagement with the public and relevant stakeholders, including the private sector and community groups • Incorporation of information received from the engagement and collaboration into the plan • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate	**WHAT DOES OUR COMMUNITY SAY? (P. 20)**
7. **POLICY AND PROCESS CHANGES:** ARE BOTH OF THE FOLLOWING TRUE? • Plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety • Plan discusses implementing through the adoption of revised or new policies, guidelines, and standards	**POLICY & PROCESS REVIEW (P. 31)**

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SAFE SYSTEM APPROACH

SAFE SYSTEM APPROACH

The SS4A grant program is supported by the Safe System Approach, which represents a shift in thinking about transportation safety. This approach includes improving safety culture, increasing collaboration across all safety-interested parties, and redesigning transportation systems to anticipate human error, lessening impact forces to reduce crash severity.

The Safe System Approach is recognized as an effective way to manage inherent risks within the transportation system. As part of this approach, multiple layers of protection are created to prevent crashes and reduce harm when crashes do occur. It provides a holistic and comprehensive approach with a guiding framework to make transportation systems safer for everyone.

FIGURE 3. USDOT SAFE SYSTEM APPROACH DIAGRAM

The Safe System Approach (SSA) prioritizes the elimination of crashes that result in fatal and serious injury outcomes by creating a system with redundancies in place to protect all road users (See **FIGURE 3**).

There are six key principles of the USDOT Safe System Approach:

1. **DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE**
2. **HUMANS MAKE MISTAKES**
3. **HUMANS ARE VULNERABLE**
4. **RESPONSIBILITY IS SHARED**
5. **SAFETY IS PROACTIVE**
6. **REDUNDANCY IS CRUCIAL**

The following are the five Safe System Approach elements. By integrating these elements, the SSA aims to create a transportation system where no one suffers life-changing injuries from road crashes.

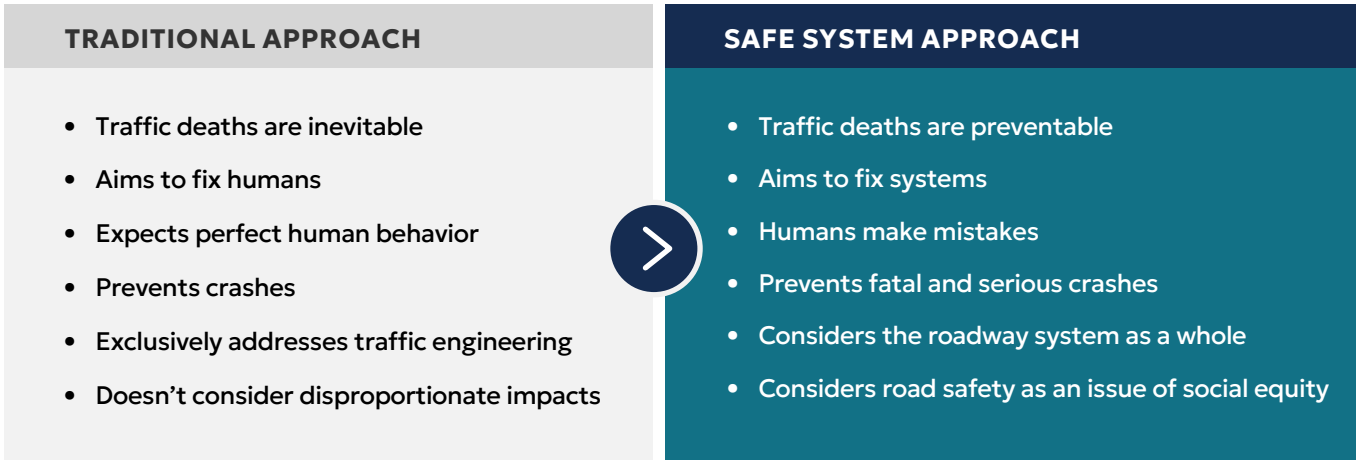
TABLE 1. SAFE SYSTEM APPROACH ELEMENTS

	SAFE SYSTEM ELEMENTS
	**Safer People** – The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
	**Safer Vehicles** – Vehicles are designed and regulated to minimize injury for those inside and outside the vehicle using safety measures that incorporate the latest technology.
	**Safer Speeds** – Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
	**Post Crash Care** – People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.
	**Safer Roads** – Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System Approach refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

To make meaningful progress, changes are needed in how we think about the traffic safety problem and the approaches to solving it. **FIGURE 4** further describes differences between the previously-used traditional approach and the Safe System Approach.

FIGURE 4. COMPARISON BETWEEN TRADITIONAL ROAD SAFETY APPROACH AND SAFE SYSTEM APPROACH



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VISION ZERO COMMITMENT

BEFORE THE ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

IN THE MATTER OF ESTABLISHING A GOAL TO WORK TOWARDS ZERO TRAFFIC DEATHS AND SERIOUS INJURIES	**RESOLUTION NO. 25-002**

WHEREAS, Traffic safety impacts our families, community, neighborhoods, health and livability; and

WHEREAS, The National Highway Traffic Safety Administration projects that an estimated 40,990 people died in motor vehicle traffic crashes in 2023; and

WHEREAS, Island Regional Transportation Planning Organization (IRTPO) adopted the Island County Regional Transportation Plan, also known as Island Access 2045, that includes a goal to support partners' efforts at building, maintaining, and operating a transportation system that safely and efficiently meets mobility needs for all modes of travel while keeping life costs as low as possible; and

WHEREAS, Target Zero is a statewide safety framework in Washington to reduce and eventually eliminate traffic deaths and serious injuries using a data-driven, multi-disciplinary, and the safe system approach that increases safe, healthy, and equitable mobility for all; and

WHEREAS, Target Zero recognizes that while human error will always occur, a combination of engineering, education, enforcement and emergency medical services measures can reduce collisions and prevent collisions from causing death or severe injuries; and

WHEREAS, IRTPO has given said matter careful review and consideration, and finds that good government and the best interests of IRTPO will be served by passage of this resolution.

NOW THEREFORE BE IT RESOLVED BY THE ISLAND REGIONAL TRANSPORTATION ORGANIZATION:

Section l: IRTPO will be committed to the goal to reduce the number of traffic deaths and serious injuries to zero by the year 2045.

Section 2: For IRTPO staff to monitor and periodically report on progress toward the goal.

ADOPTED by the IRTPO Executive Board, this date April 23rd 2025.

Curt Gordon, Port of South Whidbey Commissioner
Co-Chair of the IRTPO Executive Board

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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

METHODOLOGY

This section highlights the analysis components used to help prioritize potential project locations in the IRTPO Region. Every analysis component is used as an input for scoring intersections and segments with the most severe crashes in the IRTPO region.

For more details on the development, analysis, and conclusions drawn from the HIN, the SSN, the Intersection Analysis, and project prioritization, refer to:

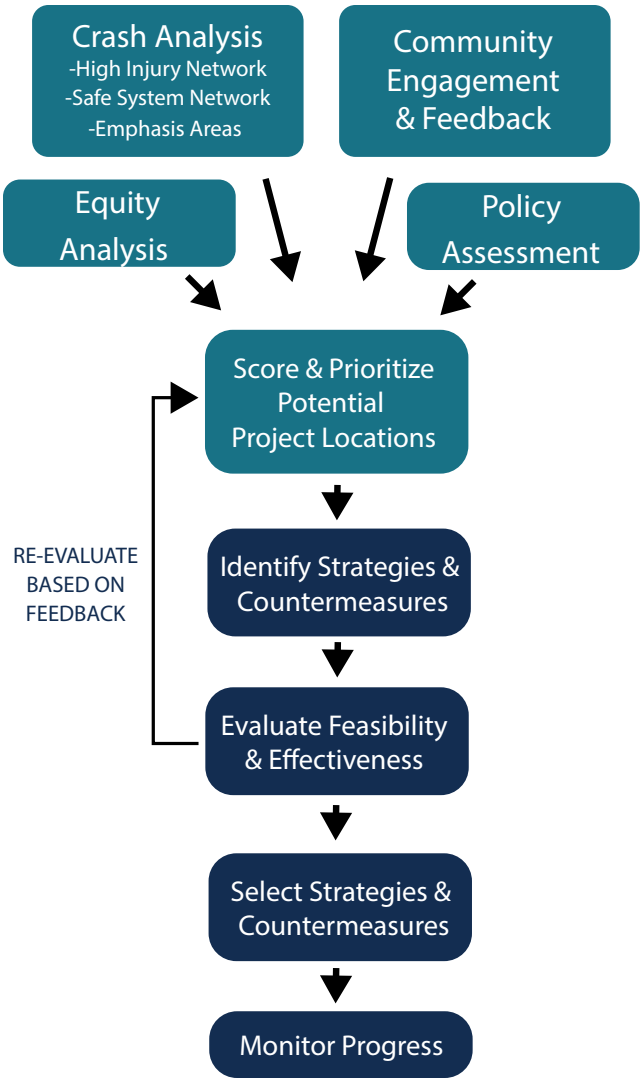
Appendix B: High Injury Network and Intersection Screening.

Appendix C: Systemic Safety Analysis Technical Memorandum

HIGH INJURY NETWORK

The High Injury Network (HIN) for all modes depicts segments of the roadway network with the highest densities of fatal and serious injury crashes. The HIN was developed by using crash data from the 5-year period of 2018-2022, which was acquired from WSDOT for the IRTPO study area (including local, county, and state roadways). WSDOT crash data was retrieved from the Public Disclosure request center and includes all Officer reportable crashes to the public.[1] The crash data analysis began early 2024 and the most recent crash data verified by WSDOT was 2022, therefore crash data for 2023 was not included for this analysis.

The HIN for all modes contains 52% of the fatal and serious injury crashes on just 3.6% of the IRTPO Region's roadway miles. In other words, only 3.6% of all the roadway miles in the IRTPO Region experienced more than half of the fatal and serious injury crashes over the five-year study period.



SYSTEM SAFETY NETWORK

The Systemic Safety Network (SSN), also known as a high-risk network, is a proactive review of roads in the IRTPO Region that looks at the correlation between roadway characteristics and high frequencies of crashes. The SSN was developed by looking at crashes in the IRTPO study area from 2018-2022 and the roadway characteristics in **TABLE 2** on the following page, which are referred to as screening factors.

1 WSDOT Public Disclosure Request Center: https://wsdot.wa.gov/about/contacts/public-disclosure

TABLE 2. SCREENING FACTORS FOR SYSTEMIC SAFETY NETWORK ANALYSIS

SCREENING FACTOR	DESCRIPTION
Traffic Volume/Average Daily Traffic (ADT). The average number of vehicles that traveled along this segment each day.	Up to 1,000 ADT; 1,001 to 10,000 ADT; greater than 10,000 ADT
Functional Class. Roadways are categorized by their function (e.g., moving traffic and/or providing access to properties).	High = highways or arterials Medium = collectors Low = local and residential streets
Speed Limit. Regulatory maximum allowable speed posted on the segment.	Less than 30 MPH, 35 to 45 MPH, and greater than 50 MPH
Roadway Setting. Level of urbanization.	Defined as either 'urban' or 'rural' based on Island County land use data.
Equity Score. Described in Chapter 6, identifies marginalized geographics and/or populations.	Defined as 'Higher Need', 'Moderate Need', 'Lower Need', and 'No Need'

See Appendix E for more information on the specific equity tool that were used and details on how the equity thresholds and areas were determined.

LOCATION IDENTIFICATION AND PRIORITIZATION

The results of the High Injury Network, Systemic Safety Network, and equity analyses, as well as feedback from the public, were used to score roadway corridors and intersections for project development. The roadway corridors and intersections were assigned scores for developing general safety projects, as well as Vulnerable Road User-specific projects. The segments and intersections were assigned scores separately using geospatial software and the scoring frameworks in **TABLE 3** and **TABLE 4**. These locations were ranked and prioritized to guide project development.

TABLE 3. PRIORITIZATION SCORING SYSTEM FOR ROADWAY SEGMENTS – GENERAL SAFETY PROJECTS (ALL MODES)

CRITERION	METRIC (POINTS)	MAX SCORE (POINTS)
1. On High Injury Network for All Modes	Yes = 2 Points No = 0 points	2
2. On Systemic Safety Network for All Modes	Identified as "Critical" = 3 Points Identified as "High" = 2 Points Identified as "Medium" = 1 Point Not on Systemic Safety Network = 0 points	3
3. Overlaps with an Equity Need Area	Identified as "Higher" = 3 Points Identified as "Moderate" = 2 Points Identified as "Low" = 1 Point Not identified as an Equity Need Area = 0 points	3
4. Received Public Feedback	Yes =3 points No = 0 Points	3
	Total Score (Points)	**# / 11**

TABLE 4. PRIORITIZATION SCORING SYSTEM FOR INTERSECTIONS – GENERAL SAFETY PROJECTS (ALL MODES)

CRITERION	METRIC (POINTS)	MAX SCORE (POINTS)
1. On Intersection Screening	Highest Number of Crashes = 4 Points High Number of Crashes = 3 Points Moderate Number of Crashes = 2 Points Low Number of Crashes = 1 Point No Reported Crashes = 0 Points	4
2. On Equity Need Area	Identified as "Higher" = 3 Points Identified as "Moderate" = 2 Points Identified as "Low" = 1 Point Not identified as an Equity Need Area = 0 points	3
3. Received Public Feedback	Yes = 3 points No = 0 Points	3
	Total Score (Points)	**# / 10**

To simplify the scoring system provided for segments and intersections a "Natural-Breaks Method" was used to categorize the prioritized locations. This method uses total scores and divides the data into groups that naturally cluster, ensuring the data points within the same group are more similar to each other than to those in other groups.

TABLE 5. PRIORITIZATION LEVELS FOR ALL SEGMENTS AND INTERSECTIONS

LOCATION/LAYER	TOTAL SCORES
Segments	0 - 1 Points = "Low" 2 - 4 Points = "Medium" 5 – 11 Points = "High"
Intersection	0 Points = "Low" 1 –2 Points = "Medium" 3 – 10 Points= "High"

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WHAT DOES OUR COMMUNITY SAY ABOUT ROADWAY SAFETY?

PUBLIC OUTREACH AND ENGAGEMENT OVERVIEW

Over the course of the Summer and Fall of 2024, the IRTPO CSAP project team conducted several forms of outreach including phone calls, emails, pop-ups at local events on Whidbey and Camano Islands, in-person open house presentations on both islands, and virtual meetings. The project team also developed and regularly updated a publicly accessible project website via Social Pinpoint. In addition to general information describing the IRTPO CSAP project, the project website also featured an interactive comment map, a brief survey, relevant documents such as FAQs and printable flyers, information on future engagement opportunities, and presentation materials from past public meetings and open houses. For more details on the engagement effort, see **Appendix D**. The following section summarizes the engagement effort and highlights the engagement received.

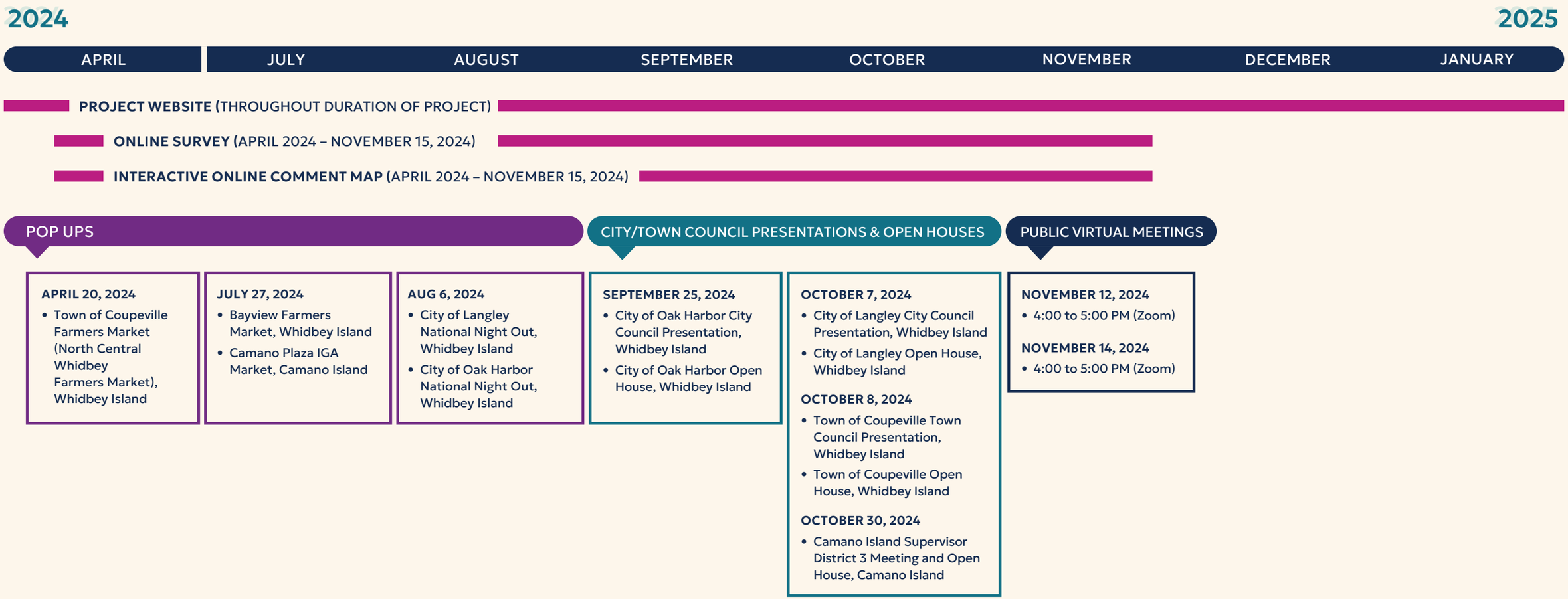
IRTPO developed an extensive initial list of contact information for community groups and organizations; professional societies; federal, county, and local agencies; Tribal nations; emergency responders; fire and police departments; and local businesses throughout the IRTPO region. The list of contact information for community members in the IRTPO region was continuously updated throughout the public engagement process as the public outreach events took place and more people shared their contact information on the Social Pinpoint site. The contact list for public engagement efforts grew to over 170 individuals over the course of the project.

FIGURE 5 depicts the timeline of all the IRTPO CSAP public engagement efforts that were executed from Spring to Fall of 2024.

THE GOALS OF THE IRTPO CSAP OUTREACH WERE TO:

- Inform the IRTPO community members of the IRTPO's goal to eliminate roadway deaths and injuries by 2045
- Inform the IRTPO community members of what CSAPs are, what they entail, and how they can help improve roadway safety in their communities
- Listen to and learn more about the public's safety concerns
- Incorporate the public's feedback and ideas for safety improvements in the IRTPO CSAP project prioritization process

FIGURE 5. ENGAGEMENT EVENTS TIMELINE

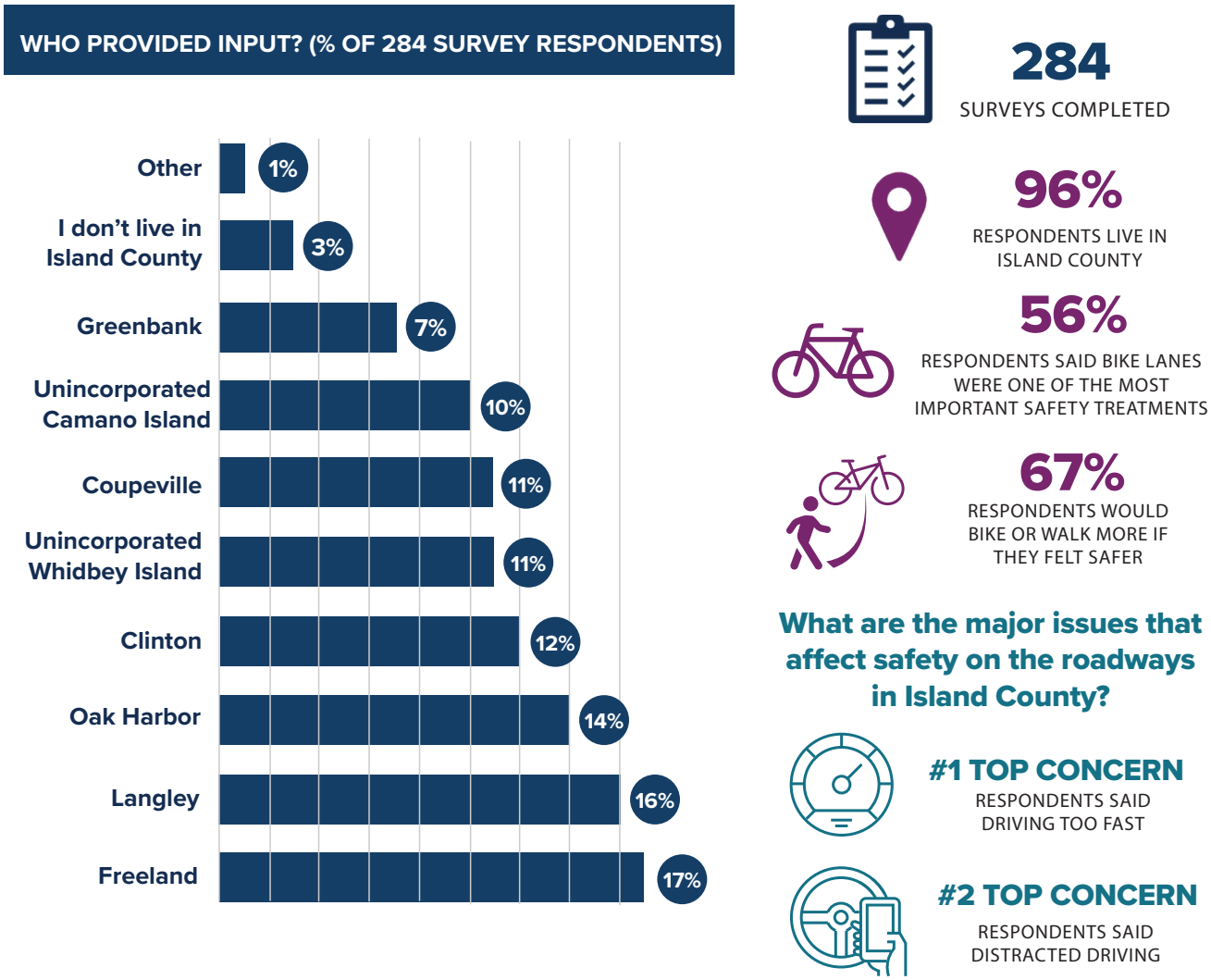


PROJECT WEBSITE – SOCIAL PINPOINT

SURVEY

The project website, hosted by Social Pinpoint, included a brief survey asking participants to share their safety priorities, concerns, and questions with the project team. The survey also asked optional demographic questions to gain a better understanding of which communities were filling out the survey and which communities needed more concerted outreach efforts based on the survey responses.

FIGURE 6. SUMMARY OF PUBLIC ENGAGEMENT EFFORT



INTERACTIVE COMMENT MAP

The project website included an interactive map where participants could add location-based comments to share their safety priorities, concerns, and questions with the project team. The comment categories participants could choose from were Pedestrian/Bicycle, Motor Vehicle, Transit, and General. Participants could also upvote and downvote other comments already posted. Over the span of the project engagement phase, the Interactive Comment Map received 400 comments and numerous upvotes for existing comments.

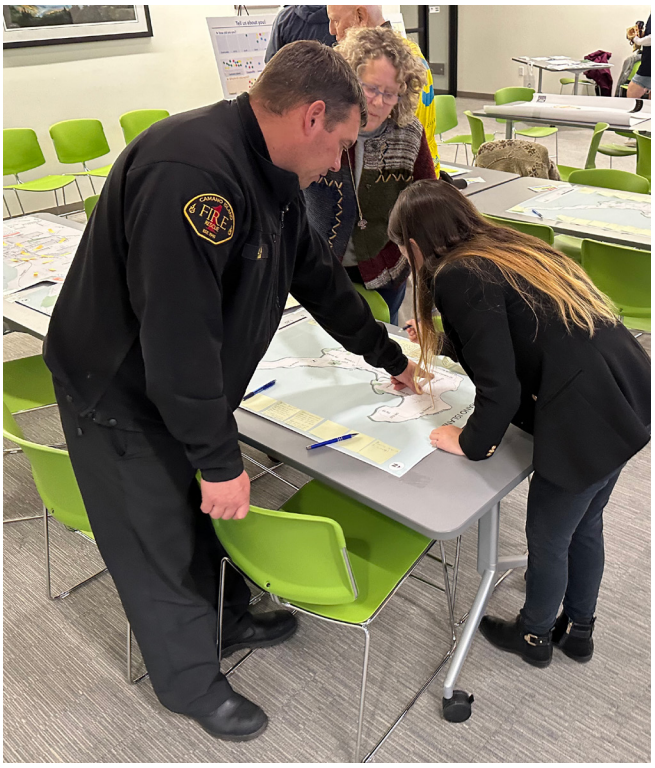
The comments received in the survey responses for each of the major jurisdictions in the IRTPO region (City of Oak Harbor, City of Langley, Town of Coupeville) were summarized in the jurisdiction-specific Chapters.

FIGURE 7. HIGHLIGHTS FROM FEEDBACK RECEIVED

LOCAL LAW ENFORCEMENT AND EMERGENCY RESPONDERS

Local law enforcement officials and emergency responders (EMS and fire departments) were contacted throughout the development of the CSAP and during the public engagement phase. The project team held meetings with these officials to gain insight into crashes in their jurisdictions and ideas they may have for improvements. Local law enforcement officials and emergency responders were also invited to attend the City/Town Council presentations and the open houses to share their experiences with the project team and the public.

In addition to meeting with law enforcement and emergency responders, the Island County Public Health Department's Prevention Services Supervisor provided support for the CSAP and feedback regarding roadway safety improvements in the IRTPO region. The Island County Public Health Prevention Services Supervisor noted that "health care access is a major concern for Island County residents as described in the updated Community Health Assessment (Island County Public Health, 2024).[1] Emergency services are often overburdened due to residents relying on 911 for non-urgent care, stemming from an aging population, social isolation, and a lack of primary care and urgent care options. As a result, transports to emergency departments are increasing, so ensuring EMS routes are prioritized for safety improvements is critical."



ROADWAY SAFETY FEEDBACK FROM THE CITY OF LANGLEY CHIEF OF POLICE

The IRTPO CSAP project team contacted the City of Langley Chief of Police, Tavier Wasser, to discuss safety concerns from a local law enforcement and EMS perspective.

The department's main concerns included road user behaviors (speeding, distraction, pedestrian crossing actions), use of golf carts on public roads, queueing during peak tourist seasons, and sight distance visibility issues. Chief Wasser suggested several strategies, including consistent posted speed limits, improvements to pedestrian infrastructure, and implementing roundabouts and neighborhood traffic calming circles.

1 2024 Island County Community Health Assessment. Retrieved January 27, 2025, from https://www.islandcountywa.gov/DocumentCenter/View/8034/Island-County-Public-Health-Community-Health-Assessment-2024?bidId=

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EQUITY CONSIDERATIONS

EQUITY ANALYSES

The goal of the equity analysis is to present tools for distinguishing populations that are underserved and under-resourced and an approach to assessing how these populations are disproportionately impacted by the safety risks on the transportation system. The results of the analysis reveal demographic patterns in safety outcomes and provide valuable information for adopting an equity lens to prioritize safety investments. Along with the crash analysis, development of the High Injury Network (HIN), and community engagement findings, the results can provide an understanding of the implications of safety risk disparities in various communities.

This analysis acknowledges that it is limited to the data available and may not fully capture how transportation safety affects all disadvantaged populations. The following section provides a summary of the analysis, and the complete equity analysis report can be found in **Appendix E**.

A first step in equity analysis is identifying where historically disadvantaged communities are located. Such communities are distinguished using demographic and socioeconomic indicators from government data such as the U.S. Census or American Community Survey. These indicators reveal how particular communities have been systemically oppressed and marginalized. They can be mapped to see where high equity need communities are located within a given jurisdiction. Examples of such indicators are listed in the appendices of this memo.

The geographic distribution of high equity need areas can then be spatially compared to various outcomes of the transportation system, such as safety risk. Outcomes experienced by various populations can be compared to each other, revealing disparities, and establishing a baseline to improve upon. The equity analysis can be used as a framework to make decisions and investments that reduce socio-demographic disparities and redress past harms.

DEFINING POPULATIONS

To see where communities with sociodemographic vulnerabilities are geographically located, four publicly available tools from Federal and State agencies were researched:

1. Climate and Economic Justice Screening Tool (CEJST)
2. Equitable Transportation Community Explorer (ETC Explorer)
3. Sandy Williams Equity Needs Map
4. Washington Environmental Health Disparities Map

To review the analysis results of all four publicly available tools, see **Appendix E**. These four datasets are not granular enough to recognize trends specific to local jurisdictions within the IRTPO Region. However, they provide a foundation for agencies to incorporate equity when planning transportation safety improvements.

SUMMARY OF HIGH EQUITY NEED AREAS

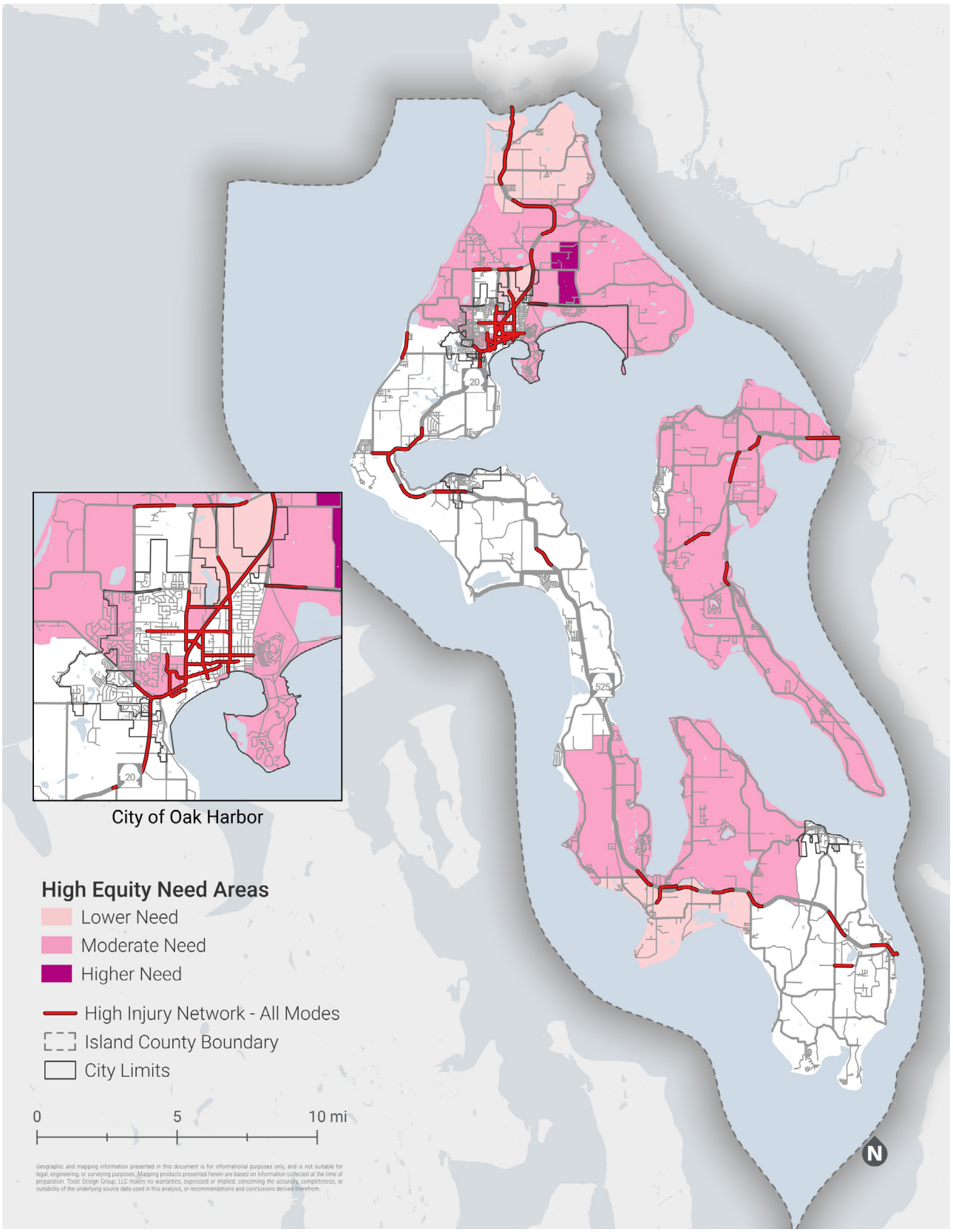
Using Geographic Information Systems (GIS), all four publicly available datasets were extracted and overlayed with each other. When all four datasets overlap (see **FIGURE 8**), a new map highlights particularly high equity need areas.

- Block groups with a score of 13 or higher on the Sandy Williams Equity Needs Map
- Census tracts that are transportation insecure according to the ETC Explorer
- Census tracts that are deemed disadvantaged according to the CEJST
- Census tracts where households spend 27% or 28% of their income on transportation expenses

FIGURE 8 displays the Equity Need Areas and categorizes them as Higher Need, Moderate Need and Lower Need areas. The HIN was also overlaid to see where high equity needs areas and the HIN overlap.

Communities just north of Naval Air Station Whidbey Island are transportation insecure, have a high transportation expense, and have a high equity need according to the Sandy Williams Equity Needs Map. All of Camano Island is both transportation insecure and has a high transportation expense. Places of overlap should be the focus for safety improvements and for targeted community engagement to better understand their needs.

FIGURE 8. HIGH EQUITY NEED AREAS



ADVANCING EQUITY

Equity analysis is the starting point for advancing transportation equity. The greatest insights into equity analysis come from being used at the regional and local levels, as well as for monitoring how outcomes change over time.

STORYTELLING

IRTPO, as a planning organization, does not implement safety projects directly, but it does allocate funding. This funding can influence equity outcomes through storytelling of transportation needs and identifying those vulnerable to mobility limitations, based on patterns from the regional analysis. This is most useful in smaller towns and rural communities with fewer resources to conduct their own analysis.

Equity analysis should be influenced by regional engagement, as equity analysis groups people into broad demographic populations based on demographic data and geographic bounds from the US Census, not neighborhood boundaries. These demographic groupings do not capture individual or community experiences.

The concept of personas can show how people across the region experience the transportation system and its challenges, to bring this data to local jurisdictions.

ACCESS FOR PEOPLE WITH DISABILITIES

This analysis does not fully explore the challenges of accessibility disparities. Since accessibility is tied to safety, further analysis would enhance the results. Expanding quality mobility options can reduce mobility limitations caused by factors such as age, ability, and income, enabling greater freedom of movement.

QUALITATIVE DATA

The entire story is not told just by quantitative data and analysis. Lived experiences, gathered through community engagement, are needed to fully understand transportation disadvantages. This input helps define safety risks, barriers to access and mobility, and establish the existing conditions and context.

CONTINUED ASSESSMENT

This analysis identified areas in IRTPO's jurisdiction with high equity needs by using online tools from government agencies. IRTPO can assess its progress on safety and addressing disparities by monitoring the impact investment decisions are having on marginalized communities. Monitoring these impacts over time ensures that investments address disproportionate impacts and underinvestment.

Updating the equity analysis by adjusting demographic factors and indicators will improve the process. Regularly repeating the analysis will help evaluate outcomes over time to help efforts toward equity.

Current inequities are from past discrimination, disinvestment, and disenfranchisement. Recognizing the history of racialized communities, other key communities, Whidbey Island, and Camano Island can highlight harms that need to be addressed, many of which affect mobility.

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POLICY AND PROCESS REVIEW

CURRENT POLICIES AND PROCESSES

The current policies, plans, guidelines, and standards within the IRTPO region were cataloged and reviewed to determine how roadway safety is currently prioritized and identify opportunities to improve how these processes can impact safety. See **Appendix F** for the full policy review. **TABLE 6** lists the existing documents that were reviewed.

TABLE 6. IRTPO REGION EXISTING POLICIES AND PLANS

	DOCUMENT NAME	STATUS
IRTPO		
1	Regional Transportation Plan	Adopted 2019
2	IRTPO Unified Planning Work Program	Adopted 2023
ISLAND COUNTY		
3	Comprehensive Plan	Completed 2016, update scheduled for 2025
4	Local Road Safety Plan	Completed March 2023
5	Design Guidelines/Speed Limit Policy	2024 Version
6	Non-Motorized Trails Plan	Completed 2018
COUPEVILLE		
7	Comprehensive Plan	Completed 2023, update scheduled for 2025
8	Code of Ordinances	2023 Version
LANGLEY		
9	Comprehensive Plan	Completed 2018, amended in 2020, update scheduled for 2025
10	Municipal Code/Complete Streets/Speed Limit Policy	2022 Version
OAK HARBOR		
11	Comprehensive Plan	Completed 2022, updated scheduled for 2025
12	Capital Improvements Plan	Completed 2022
13	Active Transportation Plan	Completed 2024
14	Street Design Standards	2023 Version
15	Parks, Recreation, and Open Space Plan	Completed 2019
16	Impact Fee Ordinance	Completed 2022

TYPES OF POLICIES AND POLICIES REVIEWED

The following types of plans related to roadway safety are currently in place within the IRTPO Region:

COMPREHENSIVE PLANS:

A comprehensive plan is a long-term guiding document for the future growth and development of a city, town, or county. It outlines the community's vision for the future and establishes goals, policies, and objectives to guide decisions on land use, housing, transportation, economic development, environmental protection, and other key aspects of the built environment.

LOCAL ROAD SAFETY PLANS:

A local road safety plan identifies, analyzes, and prioritizes safety improvements on local roadways. These plans focus on issues that are specific to the jurisdiction and allow for a more tailored approach to taking safety actions.

MUNICIPAL CODE/DESIGN GUIDELINES:

Municipal code and design guidelines are regulatory tools used to shape the built environment and ensure that development aligns with a community's vision for its future.

ACTIVE TRANSPORTATION PLANS (ATP):

An ATP is a blueprint for a community's active transportation future. It's a strategic document that lays out a vision, goals, and a detailed roadmap for creating a network of safe, accessible, and enjoyable walking, biking, rolling, and micro mobility infrastructure.

TABLE 7 summarizes which jurisdictions have documents dedicated to the following transportation and planning elements: a comprehensive plan, a local road safety plan, municipal code/design guidelines, and an active transportation plan.

TABLE 7. INVENTORY SUMMARY OF RELEVANT POLICIES AND PLANS THAT INCLUDE SAFETY

JURISDICTION	HAS POLICIES RELATED TO SAFETY IN COMPREHENSIVE PLAN	HAS A LOCAL ROAD SAFETY PLAN	HAS MUNICIPAL CODE/ DESIGN GUIDELINES THAT INCLUDE A SAFETY COMPONENT	HAS AN ACTIVE TRANSPORTATION PLAN
ISLAND COUNTY	✓	✓	✓	
COUPEVILLE	✓		✓	
LANGLEY	✓		✓	
OAK HARBOR	✓		✓	✓

TABLE 8 summarizes the proposed non-infrastructure plans and policies to pursue. These projects aim to address the missing, incomplete, or outdated roadway safety plans and policies throughout the IRTPO region. The table includes the project number, name, and the USDOT Safe System Approach category it falls under.

TABLE 8. IRTPO PLANS AND POLICIES TO PURSUE

PROJECT NUMBER	PROJECT NAME	SAFE SYSTEM APPROACH
NI-07	Island County Safe Routes to School Plan	All
NI-09	Island County Speed Limit Policy Implementation	Safer Speeds
NI-10	Island County Complete Streets policy	All
NI-11	Island County Active Transportation Plan	Safer People
NI-13	Oak Harbor Citywide Posted Speed Limit Evaluation and Policy	Safer Speeds

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

IRTPO REGION

BACKGROUND

The IRTPO Region, located in Washington State, consists of Whidbey and Camano Islands, along with several smaller islands. The IRTPO's roadway network supports a mix of rural and suburban communities, with state highways and county roads serving as vital transportation links. Major routes include State Route 20 (SR 20), which runs the length of Whidbey Island, and State Route 525 (SR 525), connecting the Clinton Ferry Terminal to SR 20. On Camano Island, SR 532 serves as the primary connection to the mainland. These roadways are essential for residents, visitors, and commuters, particularly those traveling to the Seattle metropolitan area via ferry.

The county has a population of approximately 87,000, with a median age of 46.5 years, reflecting a higher proportion of older residents compared to the state average. This demographic trend influences roadway design and safety priorities, including the need for safer infrastructure for vulnerable road users. The road network experiences seasonal traffic surges during the summer, as tourists visit parks, beaches, and historical sites. Most roads are two-lane rural highways with narrow or no shoulders, presenting unique challenges for traffic safety and roadway maintenance.

The following section presents a comprehensive safety analysis based on the latest crash data. Key emphasis areas are identified by examining crash data trends. Additionally, public feedback on safety concerns and specific locations within the study area is gathered as part of the CSAP. Drawing on crash data trends, identified emphasis areas, and public input, recommendations for safety improvements are provided.

CRASH DATA AND TRENDS

In the past five years, there was an average of 670 reported crashes that occurred on all roadways (local, county, and state roadways) in the IRTPO Region, 28 of which were fatal or serious injury crashes. **FIGURE 9** presents the summary of total crashes by fatal and serious injury crash types in the IRTPO Region over the five-year study period (2018-2022). During this period, the year 2020 had the lowest number of crashes, after which the number increased and then slightly decreased. The number of serious injury crashes continued to increase after 2020.

FIGURE 9. NUMBER OF FATAL AND SERIOUS INJURY CRASHES (2018-2022) IN THE IRTPO REGION

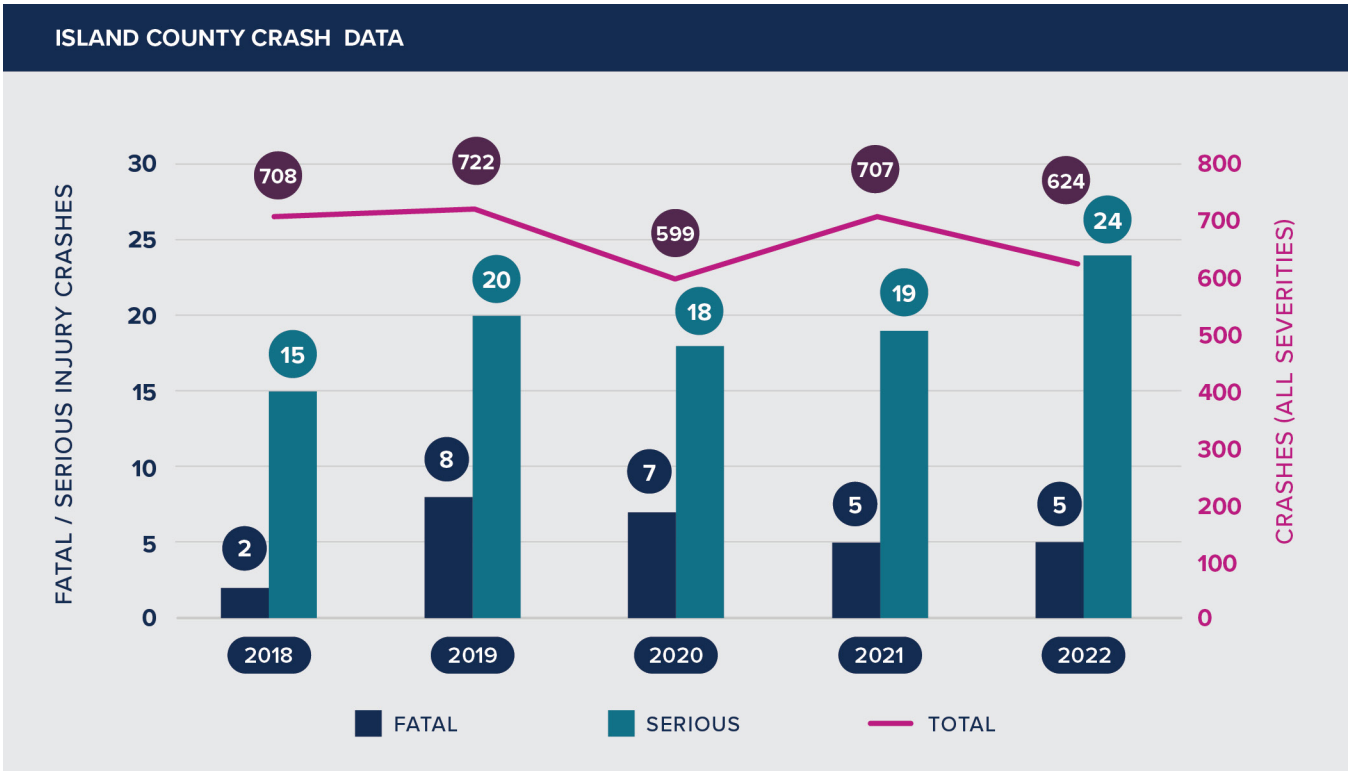


FIGURE 10 presents the percentage distribution of fatal and serious injury crashes by crash type. Hit Fixed Object (40%) and Angle (27%) crashes are the two most common crash types, followed by Pedestrian Involved (7%) and Head-on (7%) crash types.

Hit Fixed Object crash types normally occur due to lane departure. Angle crashes are most common at signalized intersections, unsignalized intersections, and driveways.

FIGURE 10. PERCENTAGE DISTRIBUTION OF FATAL AND SERIOUS INJURY CRASHES (2018-2022) IN THE IRTPO REGION

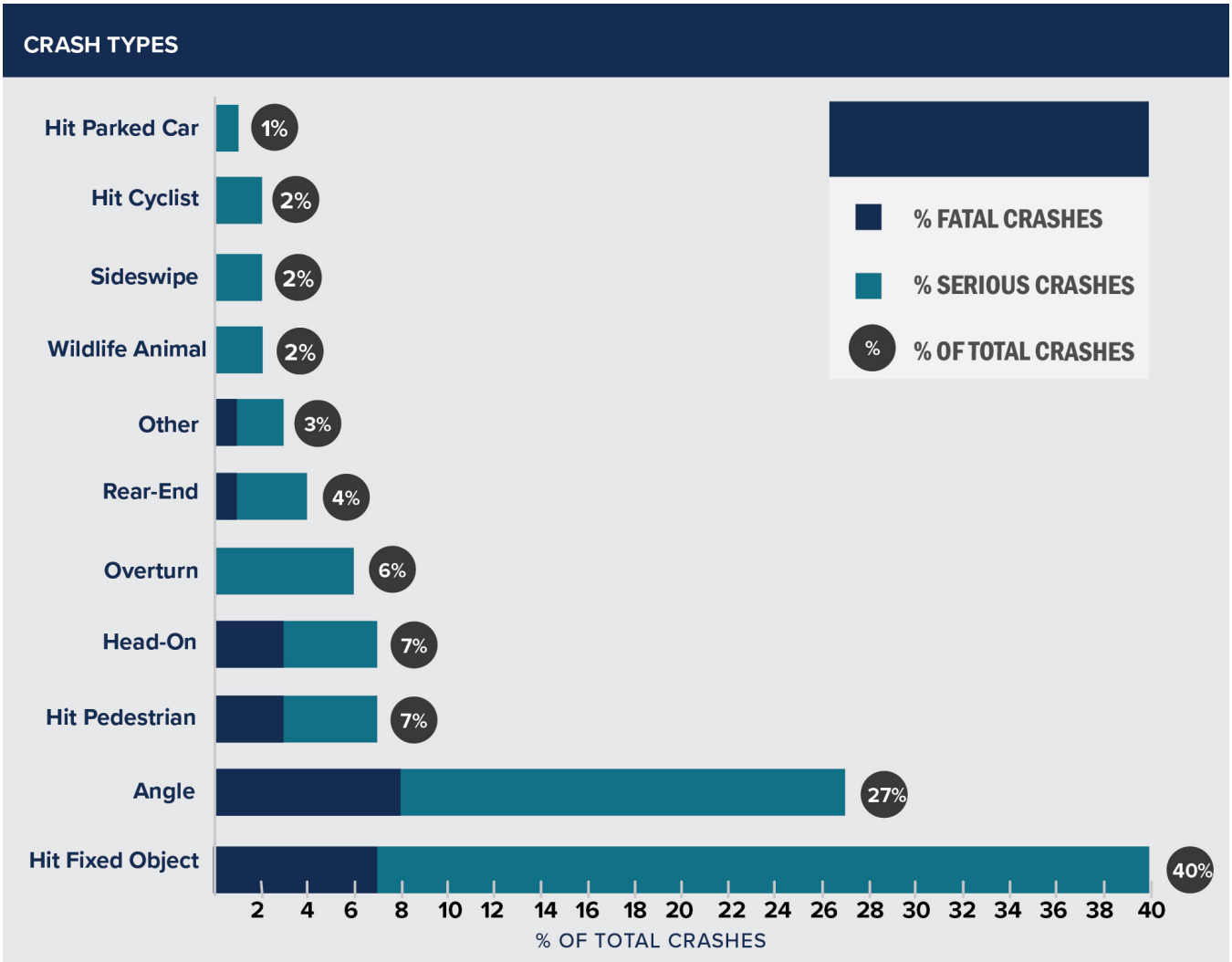


FIGURE 11 illustrates geolocated fatal and serious injury crashes on all roadways in the IRTPO Region from 2018 to 2022. Fifty-two percent of these crashes occurred on County roads, while 37% occurred on State Routes, and 11% on city streets. Among the State Routes, SR 20 and SR 525 experienced most of the fatal and serious injury crashes, aligning with the results of the HIN. Additionally, several County roads, including Ault Field Road, West Crescent Harbor Road, NE Camano Drive, and West Camano Hill Road, had multiple fatal and serious injury crashes.

Also mapped in **FIGURE 11**, the High Injury Network (HIN) for all modes depicts segments of the roadway network with the highest densities of fatal and serious injury crashes. The HIN represents 3.6% of roadway miles in the IRTPO Region and contains 52% of all fatal and serious injury crashes.

FIGURE 11. LOCATION OF FATAL AND SERIOUS INJURY CRASHES IN THE IRTPO REGION

EMPHASIS AREAS

Washington State's Safety Emphasis Areas are 11 specific focus areas identified in the Target Zero Plan, updated in 2024. These areas target high-priority issues related to traffic crashes and aim to reduce fatalities and serious injuries. They are designed to address the most significant causes of crashes in Washington and are aligned with national traffic safety goals. **TABLE 9** summarizes the total crashes, and fatal and serious injury crashes, categorized by emphasis areas.

TABLE 9. CRASHES BY EMPHASIS AREAS IN THE IRTPO REGION

	EMPHASIS AREAS	TOTAL	% OF TOTAL CRASHES	FATAL AND SERIOUS INJURY CRASHES	% OF FATAL AND SERIOUS INJURY CRASHES**
	LANE DEPARTURE	977	29%	64	**52%**
	INTERSECTION RELATED	1,278	38%	38	31%
	IMPAIRMENT INVOLVED	276	8%	36	**29%**
	DISTRACTED ROAD USER	848	25%	34	**28%**
	MOTORCYCLISTS	101	3%	29	**24%**
	YOUNG DRIVER (16-25) INVOLVED	1,164	35%	30	24%
	OLDER DRIVERS (70+) INVOLVED	562	17%	23	**19%**
	SPEEDING	514	15%	21	**17%**
	UNRESTRAINED OCCUPANT	65	2%	16	**13%**
	HEAVY VEHICLE INVOLVED	96	3%	3	2%
	ACTIVE TRANSPORTATION USERS	24	1%	0	0%

** **##%** *indicates percentage of Fatal and Serious Injury crashes are higher than percentage of total crashes*

The emphasis area in the IRTPO Region with the highest percentage of fatal and serious injury crashes is lane departure crashes (52%), followed by intersection related, impairment, distraction, young driver involved, and motorcyclist involved crashes. **FIGURE 12** presents a summary of the emphasis areas with the highest safety concerns. Except intersections, all other emphasis areas have a higher percentage of fatal and serious injury crashes compared to the percentage of total crashes in the region.

FIGURE 12 also provides additional information on overlapping emphasis areas for each of the top five emphasis areas. The lane departure fatal and serious injury crashes are found to have impaired and distracted drivers involved. The intersection fatal and serious injury crashes have young and older drivers involved. Around one-third of the fatal and serious injury crashes involving impaired driving are either unrestrained (vehicle occupant was not wearing a seatbelt) and/or speeding related. One-fourth of the distracted drivers are young drivers. One-fourth of the fatal and serious injury crashes involving motorists occur at intersection or are of lane departure crash type.

Identifying overlapping emphasis areas helps prioritize safety strategies that can significantly reduce fatal and serious injury crashes. For instance, a high percentage of young and older drivers involved in crashes at intersections highlights the need to focus on educating these drivers about navigating intersections effectively, either through training programs or targeted awareness campaigns.

HIGH PRIORITY LOCATIONS IN THE IRTPO REGION

Identifying road segments and intersections with safety concerns is a key approach to addressing safety issues. Tackling these concerns helps target emphasis areas such as lane departure and intersection-related crashes. Methods like the High Injury Network, Systemic Safety Network, Vulnerable Road Users, and Equity Need are used to pinpoint locations with safety concerns. A scoring system evaluates all segments and intersections based on the HIN, SSN, and VRU methods, with total scores indicating the level of safety risk. Locations with higher scores are designated as prioritized segments or intersections. Chapter 6 details the scoring methodology used to identify these priority areas. **FIGURE 13** presents a map of segments and intersections with the priority levels.

From **FIGURE 13**, sections of SR 20 and SR 525 show up as high prioritized corridors. Among the County roads, Ault Field Road, Crescent Harbor Road, NE Camano Drive, E Camano Drive, SE Camano Drive and Elger Bay Road are high prioritized corridors. Within the various city's limits, NE Goldie Street, Whidbey Avenue, SR Barrington Drive, SW Erie Street, SW Bayshore Drive are some of the prioritized corridors in Oak Harbor.

A total of 110 intersections are prioritized with high level, the top three among these are SR 20 at SW Barrington Drive, SR 20 at Erie St in the City of Oak Harbor and SR 525 at Cameron Road. Another intersection of note identified on the high injury network was Double Bluff Road and State Route 525.

By combining high-priority locations with safety concerns highlighted by the public, a list of recommended safety improvements is developed. The following sections summarize public feedback and propose safety enhancements for all of Island County.

FIGURE 12. TOP FIVE EMPHASIS AREAS FOR THE IRTPO REGION

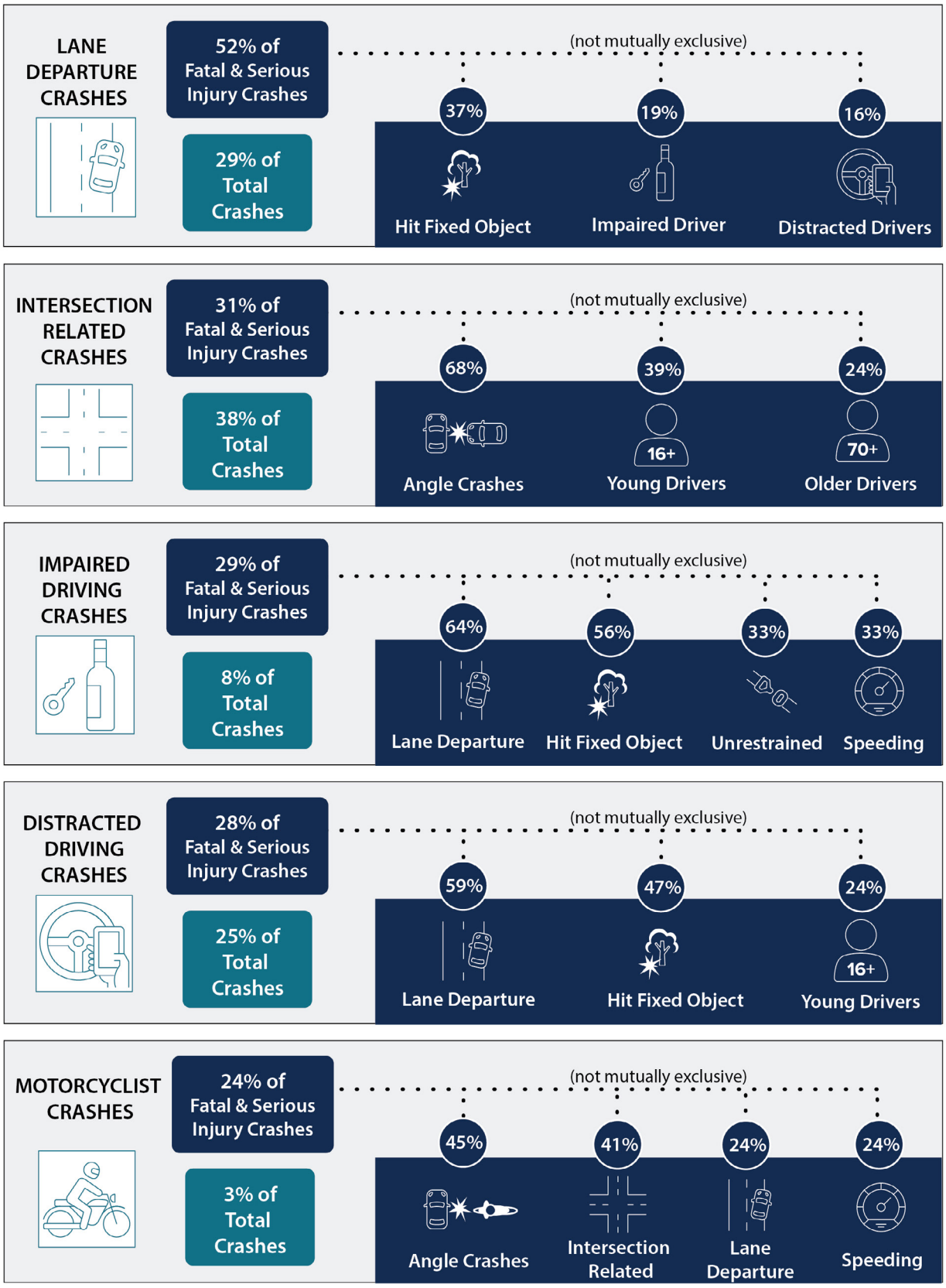
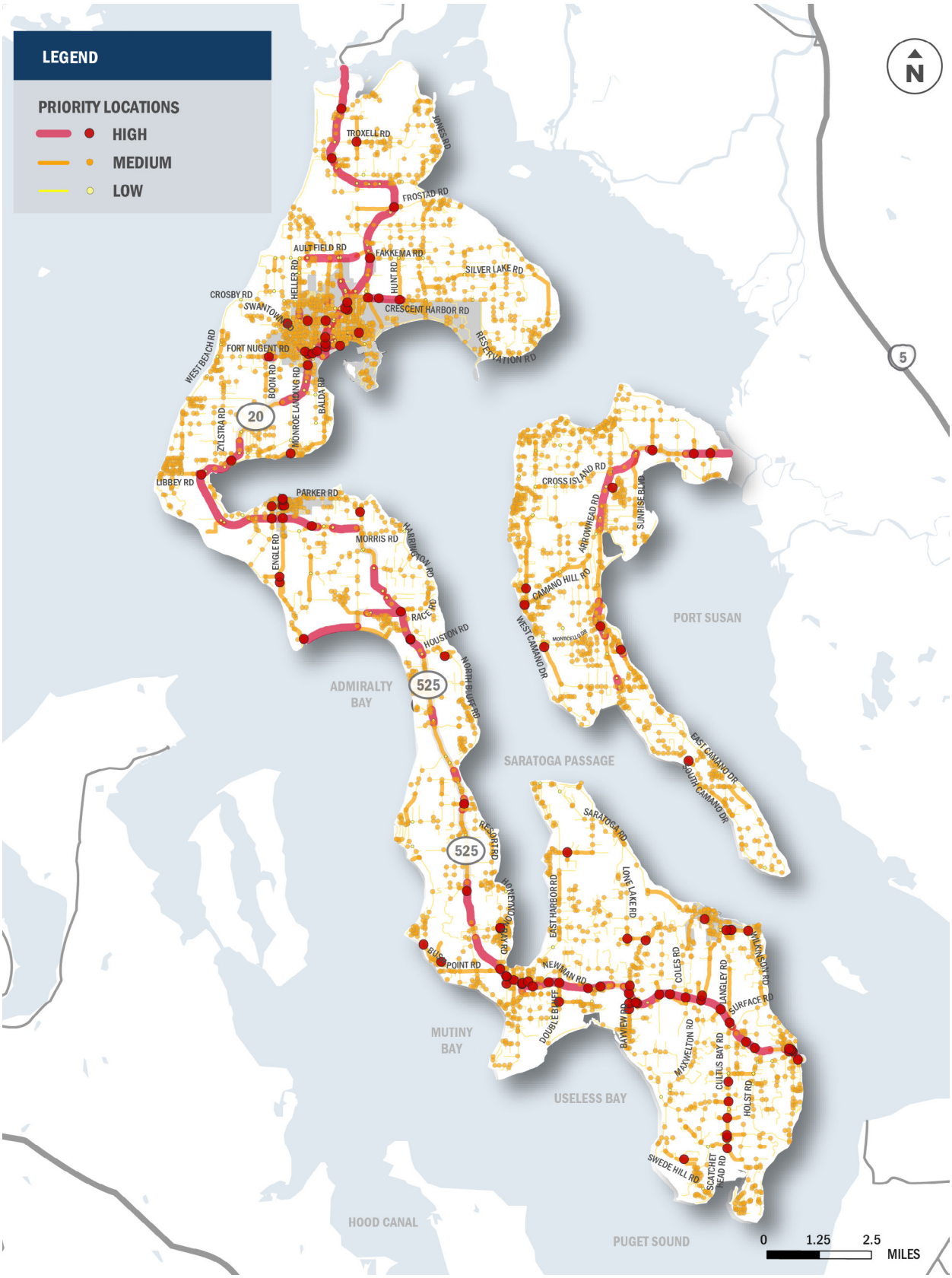


FIGURE 13. HIGH PRIORITY SEGMENTS AND INTERSECTIONS IN THE IRTPO REGION



FEEDBACK FROM THE PUBLIC

The inclusion of all of IRTPO Region is vital to understanding the best solutions for improving safety in areas outside of the Town of Coupeville, the City of Langley, and the City of Oak Harbor. IRTPO Region includes Whidbey Island and Camano Island. Both islands have a significant portion of the population living in the areas of the IRTPO Region outside of the municipalities, including Tribal communities.

WHIDBEY ISLAND

Nearly half (47%) of the survey respondents said they lived in areas of Whidbey Island outside of the municipalities. Throughout the engagement process, community members from all over Whidbey Island provided valuable feedback on their safety concerns, including specific locations and ideas for improvements.

SAFETY CONCERNS

Community members in Whidbey Island expressed concerns about:

- Speeding vehicles, especially within five miles of the ferry, safer speed limits, and more speed limit enforcement
- Unsafe pedestrian infrastructure such as missing, incomplete, or damaged sidewalk and sidewalk networks
- Drivers using the shoulders to pass, especially as many community members mentioned pedestrians and bicyclists using the shoulders on roads without pedestrian or bicyclist infrastructure
- Chip seal on the roadway shoulders coming off the pavement and injuring bicyclists while they ride

LOCATIONS OF CONCERN

Many community members from Whidbey Island shared concerns about specific locations they found to be concerning. The locations mentioned the most were:

- Segments along Highway 20 and Highway 525
- Several intersections with Highway 20 and Highway 525
- Libbey Road
- Regatta Drive
- Engle Road
- Bush Point Road
- Bayview Road

IDEAS FOR SAFETY IMPROVEMENTS

Community members from Whidbey Island shared some of their own ideas to improve roadway safety in their neighborhoods. The most common ideas shared with the project team were:

- Safer speed limit, more speed limit enforcement, and consideration of speed limit reduction
- Implementing neighborhood traffic circles and roundabouts at appropriate intersections
- Improving pedestrian facilities such as extending sidewalk networks, widening narrow sidewalks, and constructing new sidewalks
- Improving bicycle facilities such as implementing more bike lanes, connecting the existing network, and constructing multi-use trails
- Widening shoulders where possible throughout all of Whidbey Island

CAMANO ISLAND

Ten percent of the survey respondents said they lived in Camano Island. Throughout the engagement process, community members from Camano Island provided valuable feedback on their safety concerns, including specific locations and ideas for improvements.

SAFETY CONCERNS

Community members in Camano Island expressed concerns about the following issues:

- Speeding vehicles
- Driving the narrow, winding, and poorly lit roads with steep ditches, especially the senior population on Camano Island
- Unsafe passing by drivers, especially using the roadway shoulders. Many pedestrians and bicyclists use road shoulder in areas without pedestrian and bicyclist infrastructure
- Crashing into wildlife
- Chip seal on the roadway shoulders coming off the pavement and injuring bicyclists while they ride

LOCATIONS OF CONCERN

Many community members from Camano Island shared concerns about specific locations they found to be concerning. The locations mentioned the most were:

- South Camano Drive (particularly between Shumway Road and Monticello Drive, Monticello Drive and Cascade View Drive)
- Southeast Camano Drive (particularly between Broadmoor Road and Shady Lane, West Camano Hill Road and Monticello Drive)
- Utsalady Road
- Country Club Drive
- Monticello Drive
- Elger Bay Road
- Highway 532
- North Sunrise Boulevard

IDEAS FOR SAFETY IMPROVEMENTS

Community members from Camano Island shared some of their own ideas to improve roadway safety in their neighborhoods. The most common ideas shared with the project team were:

- Safer speed limit, more speed limit enforcement, consistent speed limits, and consideration of speed limit reduction
- Improving roadway lighting
- Improving pedestrian facilities such as extending sidewalk networks, widening narrow sidewalks, and constructing new sidewalks
- Improving bicycle facilities such as implementing more bike lanes, connecting the existing network, constructing multi-use trails, and improving bicycle signage and roadway striping
- Widening shoulders where possible
- Updating and limiting passing lanes
- Improving pavement markings, especially turn lane pavement markings throughout Camano Island

The locations with safety concerns and a list of proposed safety improvements were used to identify potential projects throughout Island County, as described in the next section.

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

UNINCORPORATED ISLAND COUNTY

POTENTIAL RECOMMENDATIONS

The following tables highlight the potential projects identified by Island County, IRTPO, and WSDOT. The tables separate infrastructure-based projects (IB) and non-infrastructure-based (NI) projects. See Chapter 12 for the full list of projects with descriptions. The order of appearance does not indicate prioritization order of the project.

TABLE 10. ISLAND COUNTY PROPOSED NON-INFRASTRUCTURE (NI) PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
NI-01	Neighborhood Safety Organization Program	All	Safer People
NI-03	Improve coordination between Island County Public Works and Public Health	All	Safer Roads
NI-04	Improve coordination between Island County and EMS	All	Safer Post Crash Care
NI-05	Neighborhood Traffic Management Program	Speeding	All
NI-06	Additional Driver's Education programs	Young Drivers	Safer People
NI-07	Safe Routes to School Plan	Active Transportation	All
NI-08	Emergency vehicle operator course	All	Safer Post Crash Care
NI-09	Countywide Speed Limit Policy Implementation	Speeding	Safer Speeds
NI-10	Complete Streets policy	All	All
NI-11	Active Transportation Plan	Active Transportation	Safer People
NI-16	Countywide speed feedback signs	Speeding	Safer People
NI-17	Intersection Traffic Studies (including, but not limited to, SR 525 & Double Bluff Road)	Intersection	Safer Roads

TABLE 11. ISLAND COUNTY PROPOSED INFRASTRUCTURE (IB) PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
IB-06	Dedicated Multi-Use Trail on SR 525 from Clinton Ferry to Ken's Korner	Active Transportation	Safer People
IB-07	Northeast Camano Dr and East Cross Island Rd Roundabout	Intersection	Safer Roads
IB-08	Northeast Camano Dr and Mc Elroy Dr Roundabout	Intersection	Safer Roads
IB-09	Widen Shoulders on SR 20 from Race Rd to Welcher Rd	Lane Departure	Safer Roads
IB-21	Bush Point Rd at Honeymoon Bay Intersection Safety	Intersection	Safer Roads, Safer Speeds

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

TOWN OF COUPEVILLE

BACKGROUND

Coupeville is a small, historic waterfront town located on the central part of Whidbey Island within Island County and Washington State. Today it is primarily a residential community and serves as the commercial center for central Whidbey.[1] SR 20 is the major route which provides access to the town via Main Street.

As of 2022, Coupeville has an estimated population of 1,965 people, approximately 2.3% of Island County population. The median age is 63.6, which is nearly 20 years older than the median age in Island County and 25 years older than the median age in Washington State.

The Town is committed to improving the transportation system within its community to provide safer roads for all roadway users. Its 2023-2045 Comprehensive Plan provides a detailed list of goals and policies toward transportation elements like roadway mobility and accessibility needs, and improvements necessary to enhance safety, bicycle and pedestrian facilities, and public transit.

1 Coupeville-Comprehensive-Plan: https://townofcoupeville.org/wp-content/uploads/2023/11/Coupeville-Comprehensive-Plan_Volume-I-Plan_FINAL_23-1110.pdf

CRASH DATA AND TRENDS

Between the years 2018 and 2022, there were 39 total crashes on all roadways within the Town of Coupeville, which is 1 percent of the IRTPO Region. There were no fatal crashes, but one serious injury crash occurred. **FIGURE 14** presents the summary of crashes by year (2018-2022). After 2019, there was a decrease in total number of crashes.

FIGURE 14. NUMBER OF FATAL AND SERIOUS INJURY CRASHES (2018-2022) IN THE TOWN OF COUPEVILLE

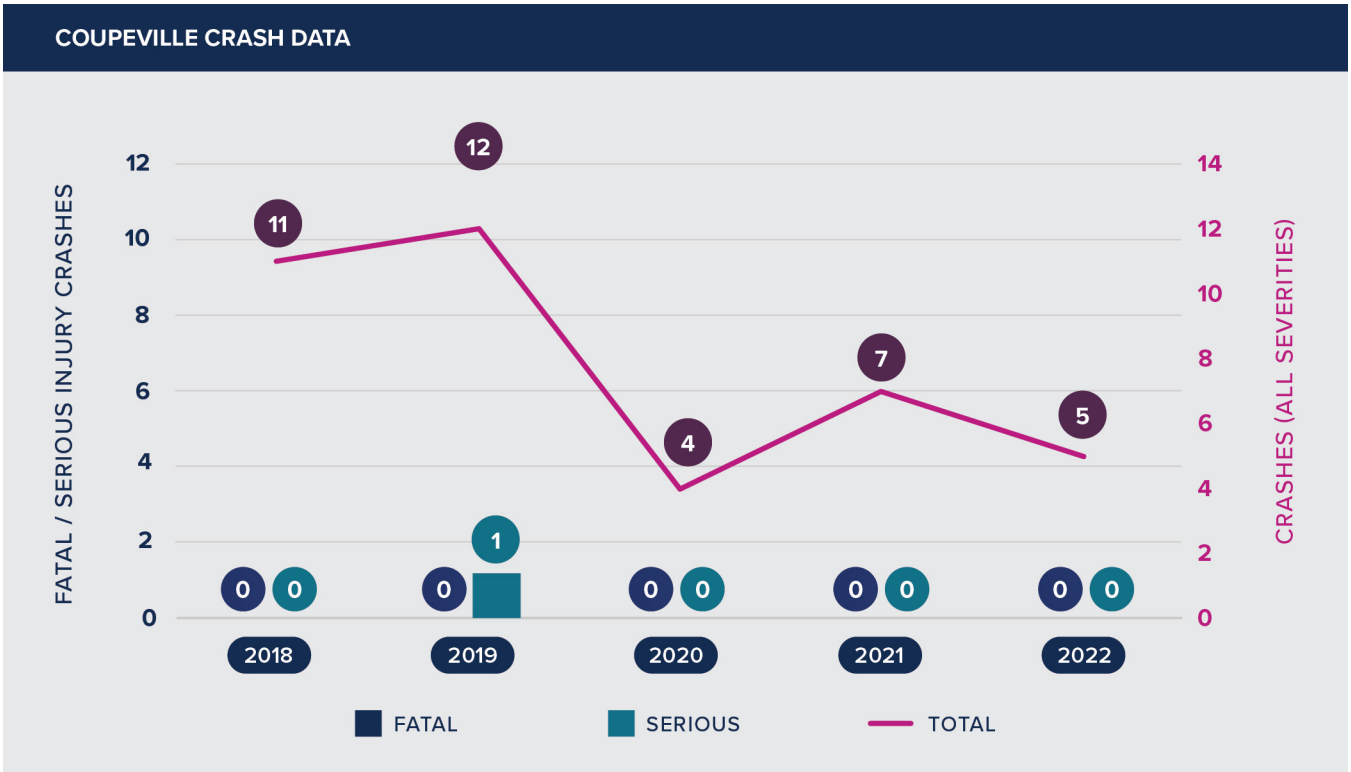
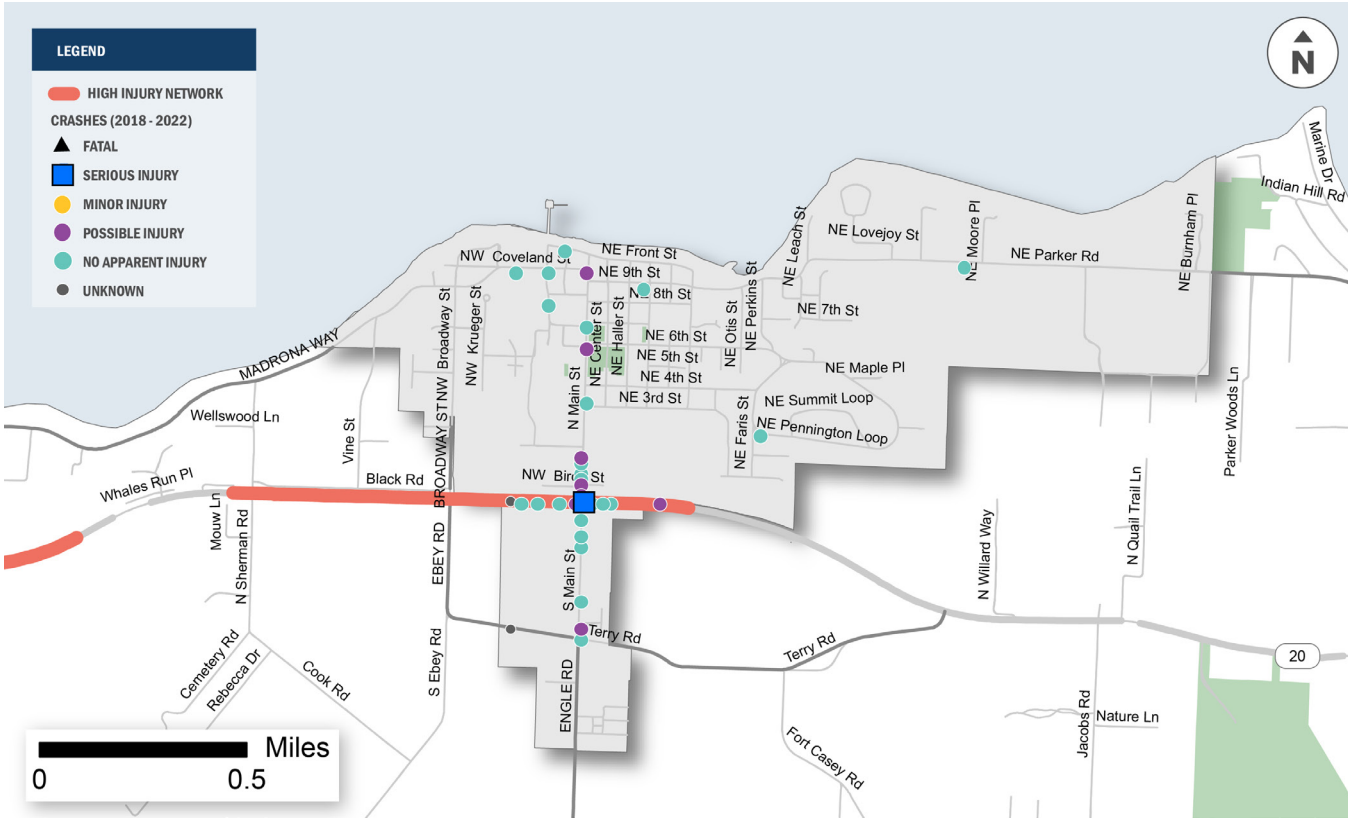


FIGURE 15 presents the crashes from 2018 to 2022 by severity type in the Town of Coupeville. One seriously injured crash occurred at the intersection of SR 20 and Main Street. The most common crash types are end (33%) and angle (26%) types.

Forty-six percent of the crashes occurred on Main Street (north and south). There were 13 intersection related crashes in the Town of Coupeville, of which 6 crashes occurred at the intersection of SR 20 and Main Street. This intersection had angle and rear-end type crashes. One pedestrian crash occurred at the intersection of N Main Street and NE 6th Street.

FIGURE 15. CRASHES BY SEVERITY IN THE TOWN OF COUPEVILLE



EMPHASIS AREAS

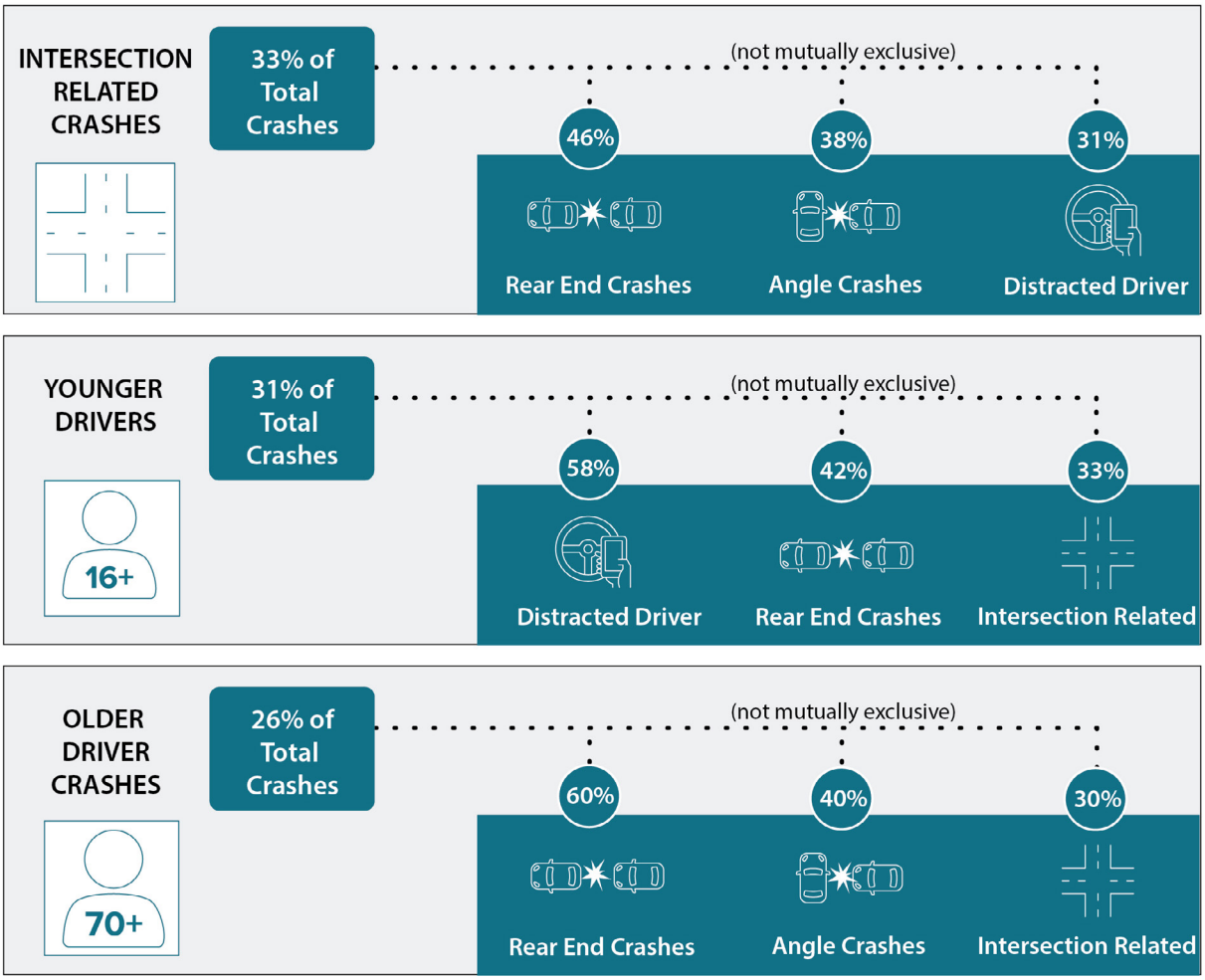
TABLE 12 provides a summary of total and fatal and serious injury crashes categorized by emphasis areas. This analysis is based on the eleven emphasis areas defined in the Washington State Target Zero Plan (Strategic Highway Safety Plan). By analyzing the percentage distribution of total crashes, the top three emphasis areas specific to the Town of Coupeville are identified.

TABLE 12. CRASHES BY EMPHASIS AREAS IN TOWN OF COUPEVILLE

	EMPHASIS AREAS	TOTAL	% OF TOTAL CRASHES	FATAL AND SERIOUS INJURY CRASHES
	INTERSECTION RELATED	13	33%	1
	YOUNG DRIVER (16-25) INVOLVED	12	31%	0
	DISTRACTED ROAD USER	10	26%	0
	OLDER DRIVERS (70+) INVOLVED	10	26%	0
	LANE DEPARTURE	4	10%	0
	SPEEDING	2	5%	0
	HEAVY VEHICLE INVOLVED	2	5%	0
	IMPAIRMENT INVOLVED	1	3%	0
	ACTIVE TRANSPORTATION USERS	1	3%	0
	UNRESTRAINED OCCUPANT	0	0%	0
	MOTORCYCLISTS	0	0%	0

Older drivers, young drivers, and intersections are the top three emphasis areas identified in the Town Coupeville, as described in **FIGURE 16**. Overall, young drivers are involved in crashes at intersections and are found to be distracted. The older drivers are involved in intersection related crashes.

FIGURE 16. TOP EMPHASIS AREAS IN THE TOWN OF COUPEVILLE



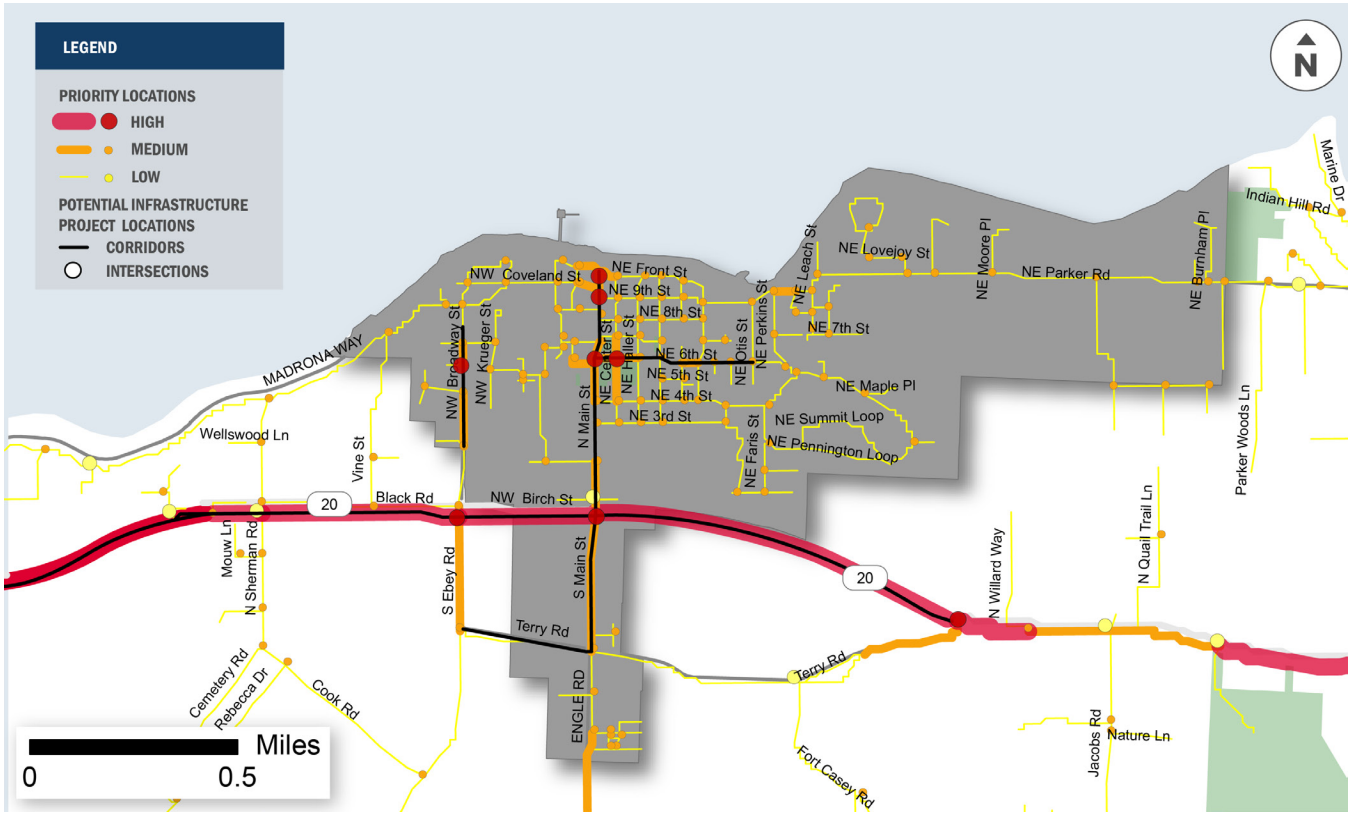
HIGH PRIORITY LOCATIONS IN THE TOWN OF COUPEVILLE

FIGURE 17 presents the segments and intersections prioritized by “low”, “medium,” and “high” in the Town of Coupeville. The high priority corridors with crashes are SR 20, Main Street and NW 6th Street.

The top priority intersections with crashes are along Main Street at SR 20, NW 6th Street and NW Coveland Street.

A list of proposed safety improvement projects are identified by merging high-priority locations and public safety concern information. The following sections outlines public feedback and potential projects for the Town of Coupeville.

FIGURE 17. HIGH PRIORITY SEGMENTS AND INTERSECTIONS IN THE TOWN OF COUPEVILLE



FEEDBACK FROM THE PUBLIC IN THE TOWN OF COUPEVILLE

Eleven percent of the survey respondents said they lived in the Town of Coupeville. Throughout the engagement process, community members from Coupeville provided valuable feedback on their safety concerns, including specific locations and ideas for improvements.

SAFETY CONCERNS

Community members in the Town of Coupeville expressed concerns about:

- Speeding vehicles
- Distracted drivers, especially by cell phone use
- Unsafe intersections and pedestrian crossings
- Unsafe pedestrian infrastructure such as missing, incomplete, or damaged sidewalk and sidewalk networks
- Drivers using the shoulders to pass, especially as many community members mentioned pedestrians and bicyclists using the shoulders on roads without pedestrian or bicyclist infrastructure
- Chip seal on the roadway shoulders coming off the pavement and injuring bicyclists while they ride

LOCATIONS OF CONCERN

Many community members from the Town of Coupeville shared concerns about specific locations they found to be concerning. The locations mentioned the most were:

- Engle Road
- Highway 20
- Main Street
- Ebey Road
- Smuggler's Cove Road
- Libbey Road
- Deception Pass
- Keystone Hill Road

IDEAS FOR SAFETY IMPROVEMENTS

Community members from the Town of Coupeville shared some of their own ideas to improve roadway safety in their neighborhoods. The most common ideas shared with the project team were:

- Safer and consistent speed limits, more speed limit enforcement, and consideration of speed limit reduction
- Improving roadway lighting
- Implementing neighborhood traffic circles and roundabouts at appropriate intersections
- Improving pedestrian facilities such as extending sidewalk networks, widening narrow sidewalks, and constructing new sidewalks
- Improving bicycle facilities such as implementing more bike lanes, connecting the existing network, and constructing multi-use trails and shared use paths
- Widening shoulders where possible
- Improving signage and pavement markings for bicycle facilities

POTENTIAL RECOMMENDATIONS

The following tables highlight the proposed projects identified by the Town of Coupeville. The tables separate proposed infrastructure-based (IB) projects and non-infrastructure-based (NI) projects. See Chapter 12 for the full list of projects with descriptions. The order of appearance does not indicate prioritization order of the project.

TABLE 13. TOWN OF COUPEVILLE PROPOSED NON-INFRASTRUCTURE PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
NI-02	Updated Crosswalk Markings Townwide and add ADA Ramp Pads	Active Transportation	Safer Roads

TABLE 14. TOWN OF COUPEVILLE PROPOSED INFRASTRUCTURE PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
IB-01	Main St Corridor Improvements	Active Transportation	Safer People
IB-02	Terry Road Pedestrian Improvements	Active Transportation	Safer People
IB-03	NE 6th St Shoulder Access	Active Transportation	Safer Roads
IB-04	Broadway Neighborhood Greenway	Active Transportation	Safer Roads, Safer Speeds, Safer People
IB-05	Cedar Hollow Lane to Terry intersection improvements along SR 20 corridor	Intersection	Safer Roads

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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

CITY OF LANGLEY

BACKGROUND

Langley preserves its quaint historic charm and distinct character, defined by the blend of stunning natural landscapes and appealing architecture. This unique combination has earned it the nickname "Village by the Sea." The City remains a lively, artistic, and walkable community that fosters social and cultural ties among residents and visitors alike. As a result of these qualities, Langley serves as the artistic, cultural, retail, and entertainment hub for South Whidbey, drawing in tourists, retirees, businesses, and new families.[1]

State Route 525 is the main arterial road connecting Langley to other parts of Whidbey Island and the mainland. Langley Road, Bayview Road, and Coles Road connect the City to SR 525.

Its population was reported 1,147 in 2020, approximately 1.4 percent of Island County population. The median age is 69.6, which is 25 years older than the average age in Island County and 30 years older than the average age in Washington State.

1 City of Langley Comprehensive Plan: https://cms4files1.revize.com/langleywashington/Consolidated%20Comp%20Plan%202020.pdf

CRASH DATA AND TRENDS

FIGURE 18 presents the trend of crashes from 2018 to 2022 in the City of Langley. There were 8 total crashes with no fatal and serious injury crashes during the study period. Half of the crashes were due to hitting a parked car and three were due to hitting a fixed object. Most of these crashes were of lane departure type.

FIGURE 19 presents the crash by severity type in the City of Langley. All eight crashes are of no-injury type. A cluster of 4 crashes is seen near the shore at the intersections of Cascade Avenue and 1st/2nd Street.

FIGURE 18. NUMBER OF FATAL AND SERIOUS INJURY CRASHES (2018-2022) IN THE CITY OF LANGLEY

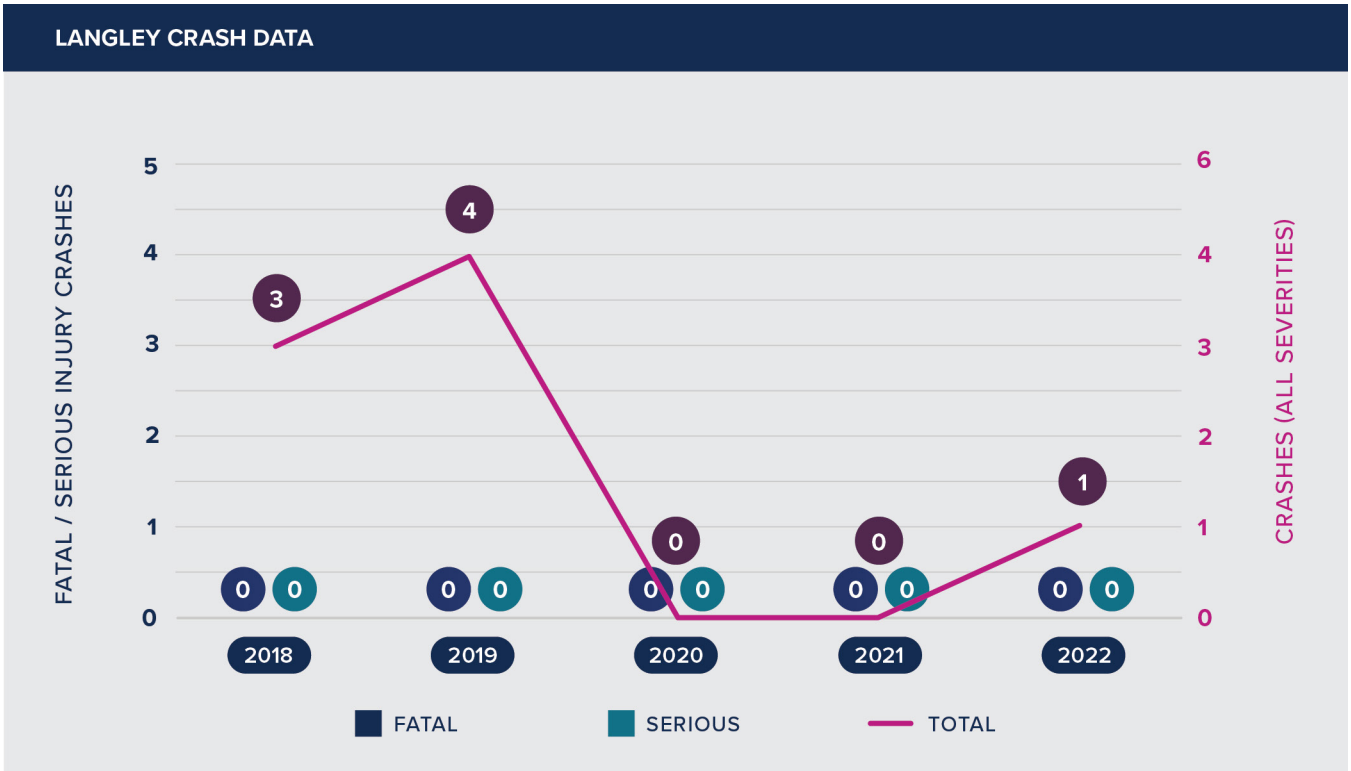
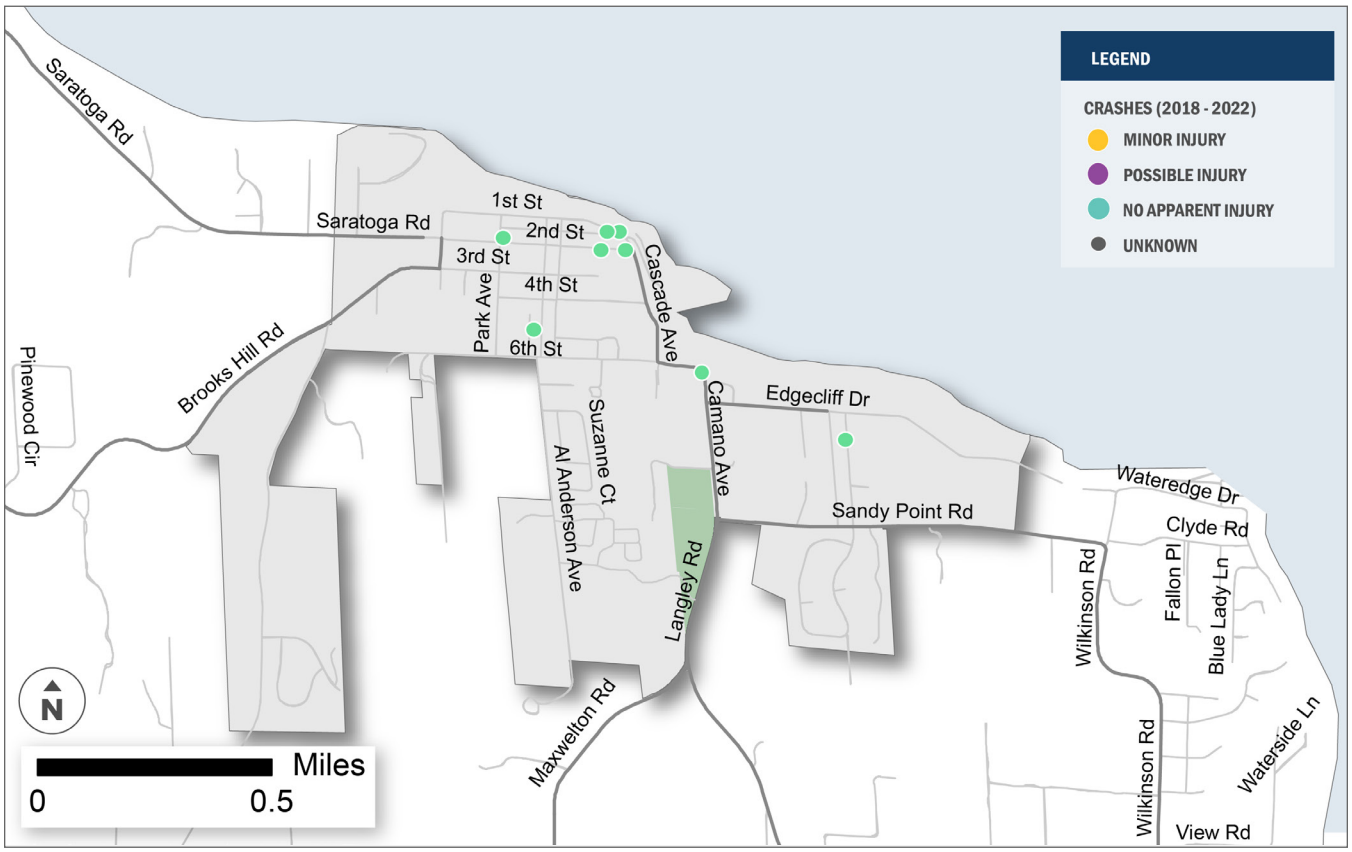


FIGURE 19. CRASHES BY SEVERITY IN THE CITY OF LANGLEY



EMPHASIS AREAS

There are eleven emphasis areas outlined in the Washington State Target Zero Plan (Strategic Highway Safety Plan). **TABLE 15** presents the summary of crashes, and its percentage distribution for these eleven emphasis areas. By examining the percentage distribution of total crashes, the top two emphasis areas are identified.

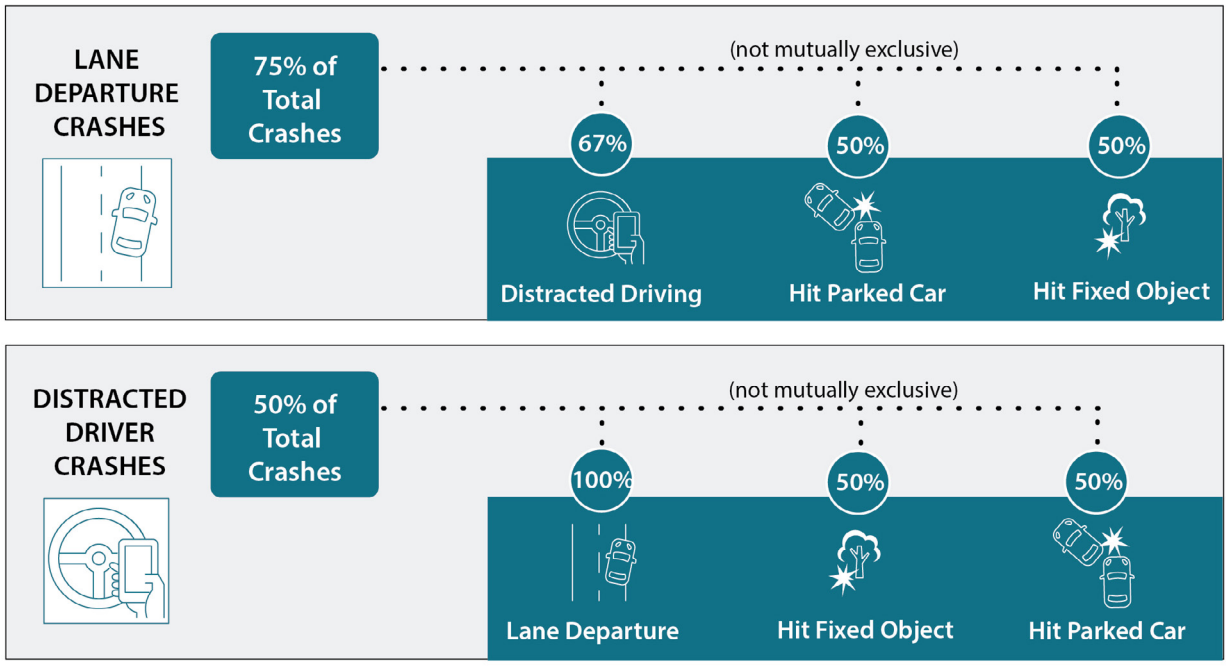
TABLE 15. CRASHES BY EMPHASIS AREAS IN THE CITY OF LANGLEY

	EMPHASIS AREAS	TOTAL	% OF TOTAL CRASHES
	LANE DEPARTURE	6	75%
	DISTRACTED ROAD USER	4	50%
	OLDER DRIVERS (70+) INVOLVED	2	25%
	HEAVY VEHICLE INVOLVED	1	13%
	YOUNG DRIVER (16-25) INVOLVED*	1	13%
	INTERSECTION RELATED	1	13%
	IMPAIRMENT INVOLVED	0	0%
	SPEEDING	0	0%
	ACTIVE TRANSPORTATION USERS	0	0%
	UNRESTRAINED OCCUPANT	0	0%
	MOTORCYCLISTS	0	0%

The emphasis areas with the highest number of identified crashes are distracted drivers and lane departure. From **FIGURE 20**, the lane departure crashes that hit a car or a fixed object were due to distracted driving.

In addition, high priority locations are identified using the methodology discussed in Chapter 4.

FIGURE 20. TOP EMPHASIS AREAS IN THE CITY OF LANGLEY

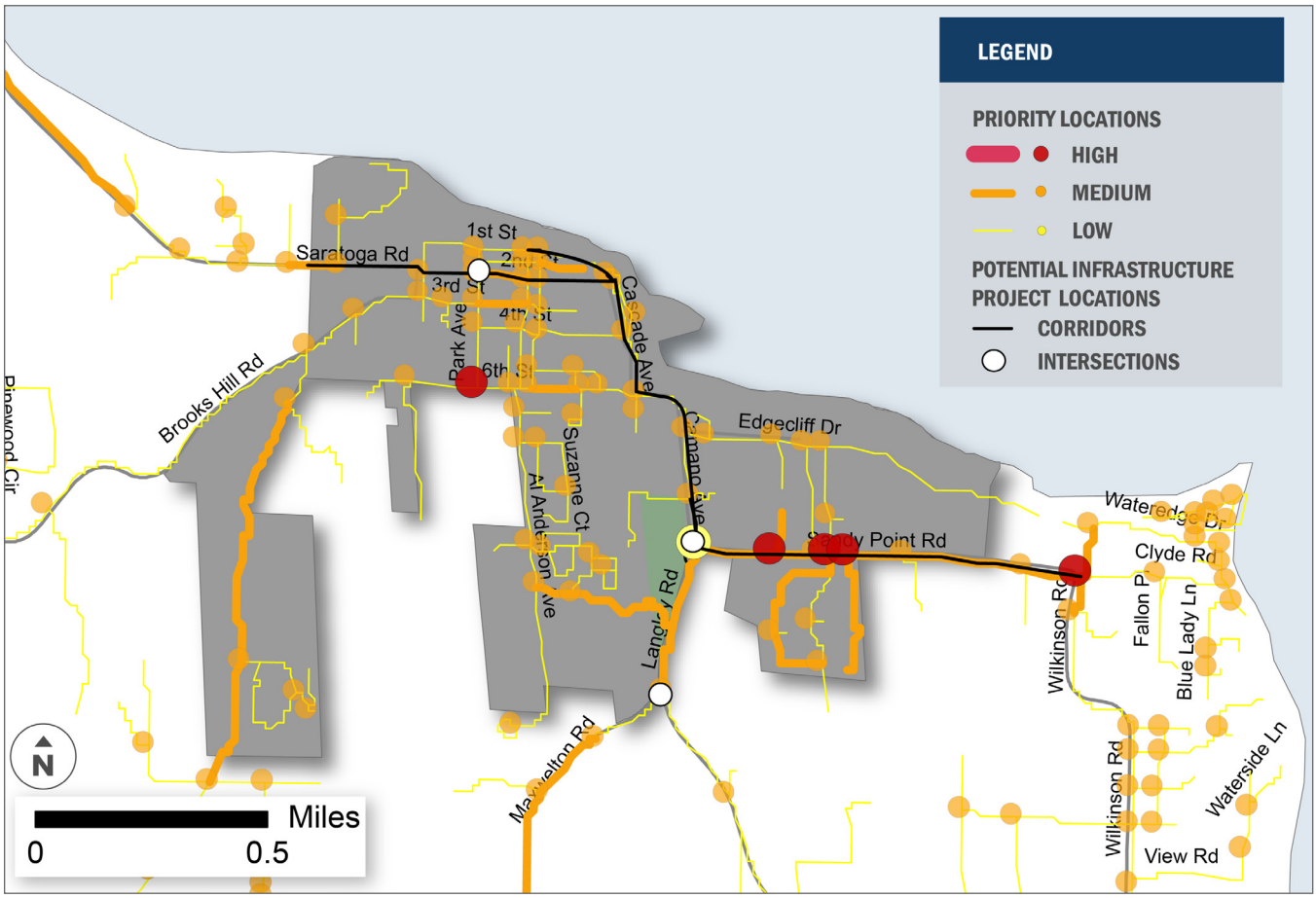


HIGH PRIORITY LOCATIONS IN THE CITY OF LANGLEY

FIGURE 21 presents the segments and intersections prioritized by "low," "medium," and "high" in the City of Langley. Looking at just the City of Langley, some of the high priority segments identified overlap with the public concerns provided during the engagement process for example the 6th Street and Saratoga Road. Other high priority segments are Fairgrounds Road, 2nd Street, 3rd Street. The intersection of 6th Street and Park Avenue is the one identified as top priority.

A list of proposed safety enhancements is developed by combining high-priority locations with public safety concerns. The following sections summarize public input and suggest projects for the City of Langley.

FIGURE 21. HIGH PRIORITY SEGMENTS AND INTERSECTIONS ALONG WITH PROPOSED PROJECTS IN THE CITY OF LANGLEY



FEEDBACK FROM THE PUBLIC IN THE CITY OF LANGLEY

Sixteen percent of the survey respondents said they lived in the City of Langley. Throughout the engagement process, community members from Langley provided valuable feedback on their safety concerns, including specific locations and ideas for improvements.

SAFETY CONCERNS

Community members in the City of Langley expressed concerns about:

- Speeding vehicles
- Distracted driving
- Aggressive driving, including tailgating
- Unsafe pedestrian crossings
- Drivers using the shoulders to pass, especially as many community members mentioned pedestrians and bicyclists using the shoulders on roads without pedestrian or bicyclist infrastructure
- Narrow roads and roads with poor visibility due to the roadway alignment

LOCATIONS OF CONCERN

Many community members, including law enforcement, from the City of Langley shared concerns about specific locations they found to be concerning. The locations mentioned the most were:

- Highway 525
- Langley Road
- Kramer Road
- Maxwelton Road
- Saratoga Road
- 6th Street
- Cascade Drive
- Coles Road
- Double Bluff Road
- Bayview Road

It should be noted that most of the roads mentioned by community members in the City of Langley are outside of the city limits. Parts of Saratoga Road, Cascade Drive, and Coles Road are within the city limits.

IDEAS FOR SAFETY IMPROVEMENTS

Community members from the City of Langley shared some of their own ideas to improve roadway safety in their neighborhoods. The most common ideas shared with the project team were:

- Safer and consistent speed limits, more speed limit enforcement and speed feedback technology, and consideration of speed limit reduction
- Implementing neighborhood traffic circles and roundabouts at appropriate intersections
- Improving pedestrian facilities such as extending sidewalk networks, widening narrow sidewalks, and constructing new sidewalks, walkways, shared use paths, and multi-use paths
- Improving bicycle facilities such as implementing more bike lanes, connecting the existing network, and constructing multi-use trails and shared use paths
- Improve signage and pavement markings for bicycle facilities

POTENTIAL RECOMMENDATIONS

The following table highlights the proposed projects identified by the City of Langley. See Chapter 12 for the full list of projects with descriptions. The order of appearance does not indicate prioritization order of the project.

TABLE 16. CITY OF LANGLEY PROPOSED INFRASTRUCTURE PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
IB-11	Second St & Park Ave Intersection All Way Stop Control Conversion	Intersection	Safer Roads
IB-12	Saratoga and 2nd Gateway	Speeding	Safer Roads, Safer Speeds
IB-13	1st St Gateway	Intersection	Safer Roads
IB-14	Sandy Point Rd Traffic Calming	Active Transportation	Safer Roads, Safer Speeds
IB-15	Camano Ave/Langley Rd/Sandy Point Rd Intersection Improvement	Intersection	Safer Roads

The following **TABLE 17** provides the additional infrastructure projects that may be considered.

TABLE 17. CITY OF LANGLEY ADDITIONAL INFRASTRUCTURE PROJECTS TO CONSIDER

PROJECT NAME	DESCRIPTION	EMPHASIS AREAS	SAFE SYSTEM APPROACH
CAMANO AVE SIGHT LINES (CAMANO AVE FROM CASCADE AVE TO SANDY POINT RD)	Along Camano Ave from Cascade Ave to Sandy Point Rd: Maintain vegetation to keep good sight distance lines around curves and intersections (North of Edgecliff Drive).	Intersection	Safer Roads
LANGLEY RD AND MAXWELTON ROUNDABOUT	Build a roundabout at Langley Rd and Maxwelton Rd.	Intersection	Safer Roads

CITY OF
Oak Harbor
WHIDBEY ISLAND, WASHINGTON

IRTPO
COMPREHENSIVE
SAFETY ACTION PLAN

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

CITY OF OAK HARBOR

BACKGROUND

Oak Harbor is a city located on Whidbey Island and is the largest municipality in the IRTPO region by population. Oak Harbor is known for its scenic waterfront, small-town charm, and strong military presence. State Route 20 (SR 20) runs through Oak Harbor, dividing the town into distinct east and west sections, each with its own character. The majority of the city's commercial services are situated along this highway, serving not only Oak Harbor but also the northern and central parts of Whidbey Island.[1]

The City of Oak Harbor had a population of 24,016 people in 2023, accounting for 28% of the population in Island County. The median population age is 31.8, which is 13 years younger compared to the average age in Island County and 8 years younger than the average age in Washington State.

1 City of Oak Harbor Comprehensive Plan: https://www.oakharbor.gov/ImageRepository/Document?documentId=1273

CRASH DATA AND TRENDS

FIGURE 22 presents a summary of crashes that occurred on all roadways in the City of Oak Harbor from 2018 to 2022. Oak Harbor experienced 988 crashes for the five-year study period, averaging around 198 crashes per year. In 2020, the City of Oak Harbor experienced 159 crashes, which was the lowest number of yearly crashes in the study period. While yearly crashes were roughly steady during the study period, the combined number of fatal and serious crashes was steady in the first four years but suddenly increased in 2022.

FIGURE 22. NUMBER OF FATAL AND SERIOUS INJURY CRASHES (2018-2022) IN THE CITY OF OAK HARBOR

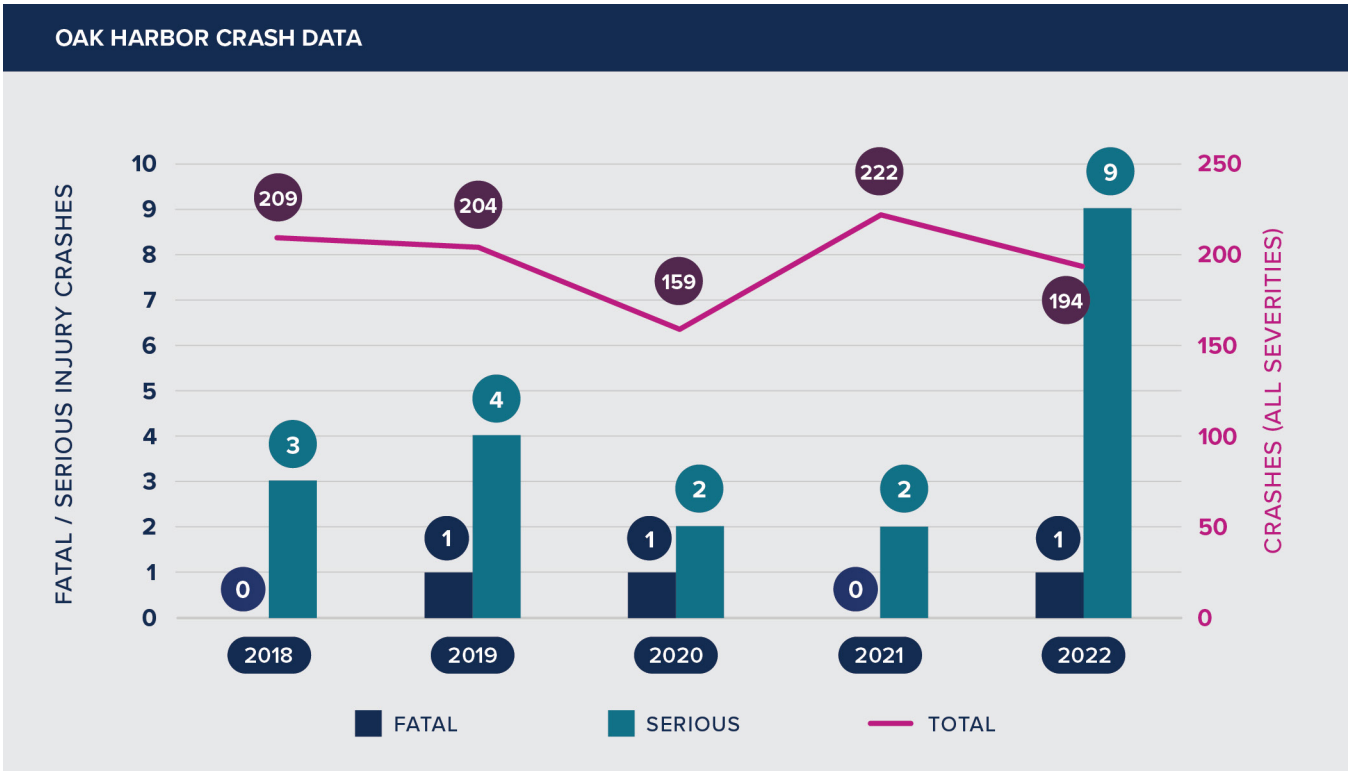
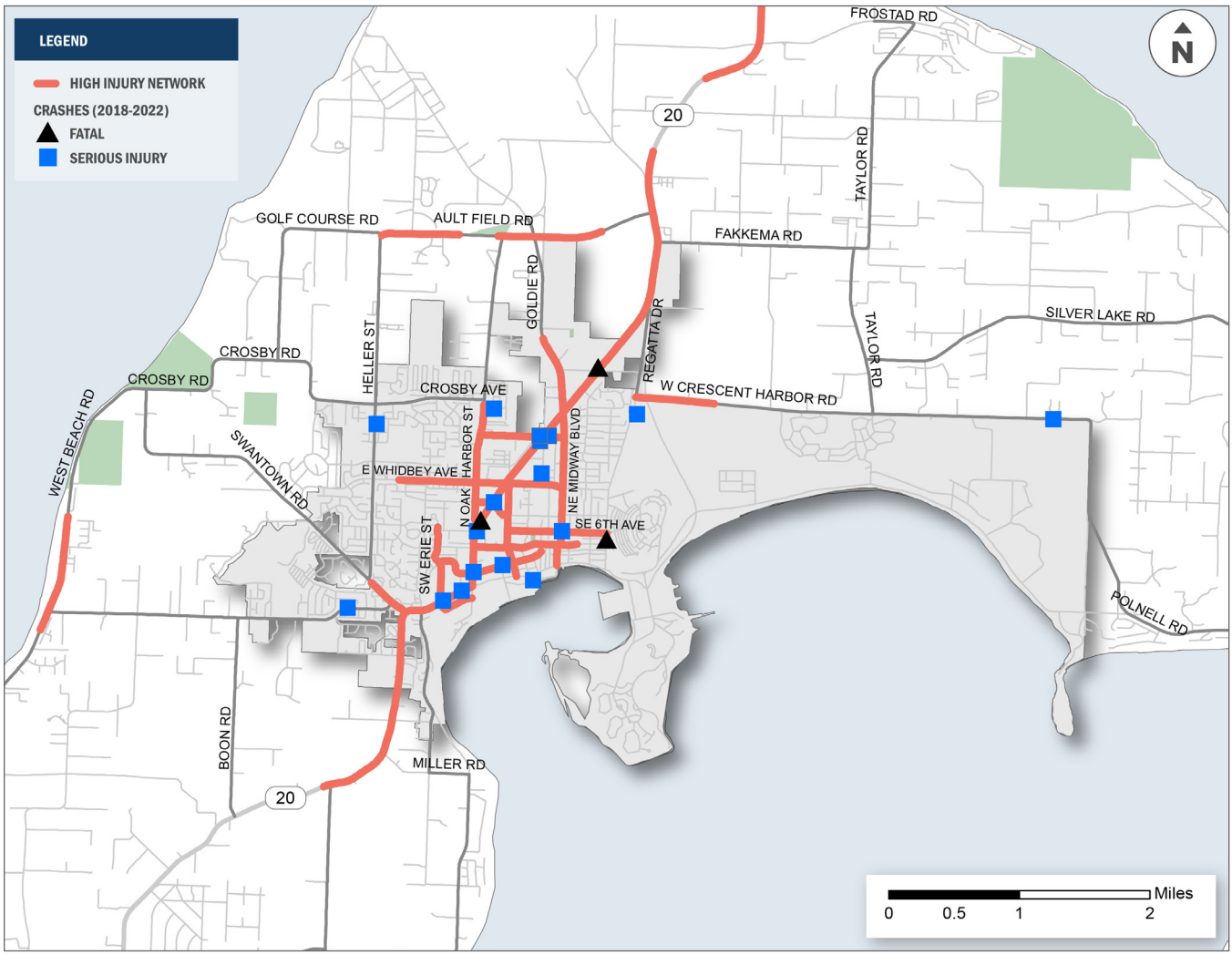


FIGURE 23 maps the fatal and serious injury crashes that occurred within the City of Oak Harbor. Two out of the three fatal crashes occurred on SR 20. The highest number of four serious injury crashes occurred at the intersections of SR 20 at NE 7th Avenue, three of which occurred at the driveway near the intersection. The intersection of SR 20 at SE 3rd Avenue/SE Cabot Drive experienced two serious injury crashes.

The four crash types with the highest proportion of fatal and serious injury crashes are angle (52%), hit fixed-object (17%), hit pedestrian (13%), and rear-end (13%) crashes.

FIGURE 23. FATAL AND SERIOUS INJURY CRASHES IN THE CITY OF OAK HARBOR



EMPHASIS AREAS

The Washington State Highway Safety Plan (SHSP) outlines 11 emphasis areas. **TABLE 17** provides a summary of total crashes, as well as fatal and serious injury crashes, organized by these emphasis areas. By comparing the percentage distribution of total crashes to that of fatal and serious injury crashes, the top three emphasis areas specific to City of Oak Harbor are identified.

TABLE 18. CRASHES BY EMPHASIS AREA IN THE CITY OF OAK HARBOR

	EMPHASIS AREAS	TOTAL	% OF TOTAL CRASHES	FATAL AND SERIOUS INJURY CRASHES	% OF FATAL AND SERIOUS INJURY CRASHES**
	INTERSECTION RELATED	556	56%	14	**61%**
	MOTORCYCLISTS	27	3%	9	**39%**
	DISTRACTED ROAD USER	265	27%	7	**30%**
	YOUNG DRIVER (16-25) INVOLVED*	429	43%	6	26%
	OLDER DRIVER (70+) INVOLVED	195	20%	5	**22%**
	IMPAIRMENT INVOLVED	71	7%	5	**22%**
	LANE DEPARTURE	119	12%	4	**17%**
	SPEEDING	73	7%	2	**9%**
	UNRESTRAINED OCCUPANT	12	1%	2	**9%**
	ACTIVE TRANSPORTATION USERS	31	3%	0	0%
	HEAVY VEHICLE INVOLVED	28	3%	0	0%

** **##%** *indicates percentage of Fatal and Serious Injury crashes are higher than percentage of total crashes*

The emphasis areas with the highest number of crashes, including fatal and serious injury, for the City of Oak Harbor are ranked as follows: intersection-related crashes, motorcyclist crashes, and distracted driving, which are described in **FIGURE 24**.

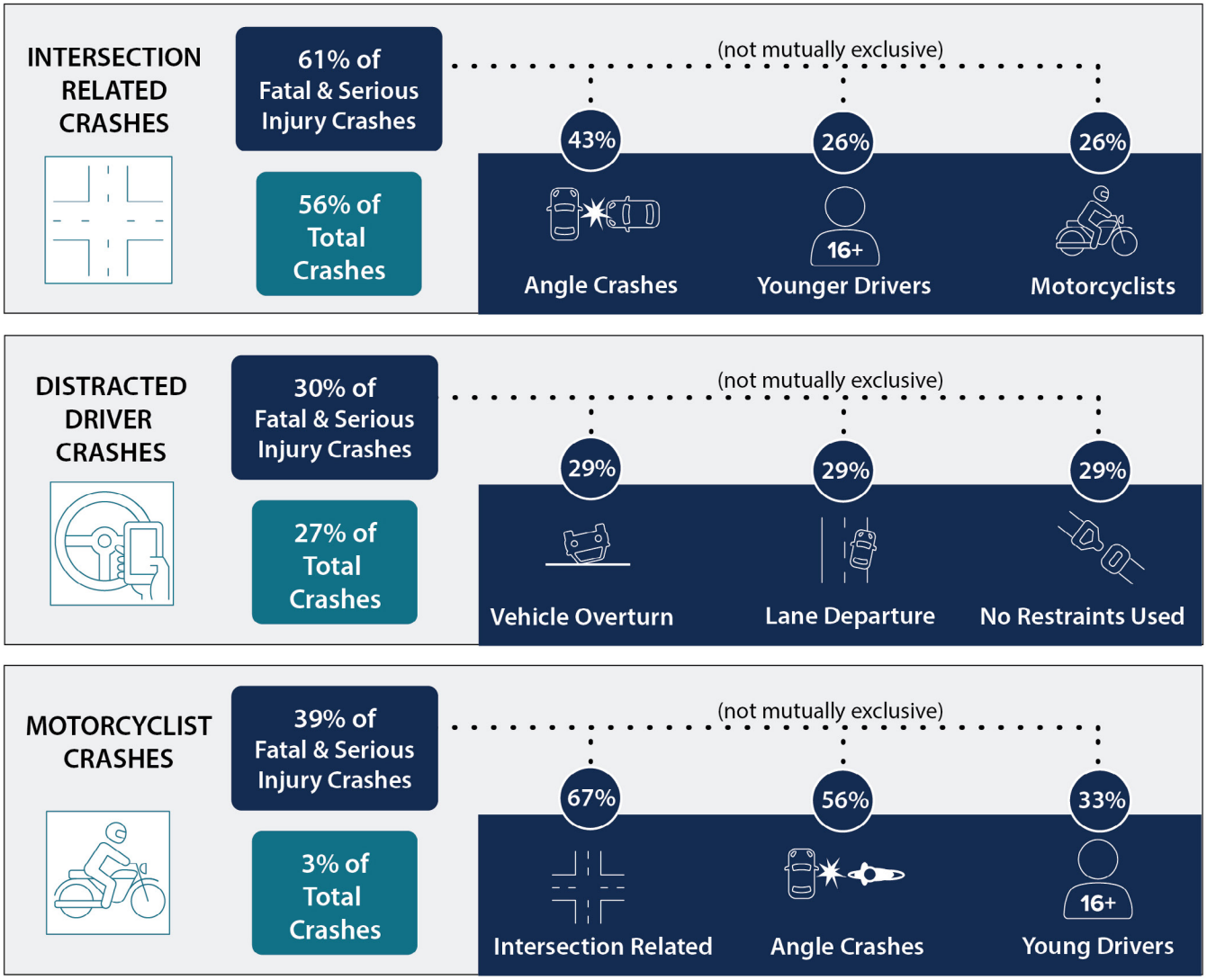
Common crash types at intersections include angle and rear-end collisions. Fatal and serious injury crashes involving young drivers and motorcyclists occur at a higher rate.

Although the percentage of motorcyclist crashes is relatively low (only 3% of all reported crashes), these crashes have a high likelihood of resulting in fatal or serious injuries, accounting for 39% of all fatal and serious injury crashes in Oak Harbor. Motorcyclist crashes are often associated with intersections and/or young drivers.

Distracted driving poses significant risks at intersections and on high-speed roadways. On such roadways, lane departures and vehicle overturns are more likely to result in fatal or serious injury crashes.

In addition to the emphasis areas, high priority locations are identified based on the methodology discussed in Chapter 6.

FIGURE 24. TOP EMPHASIS AREAS IN THE CITY OF OAK HARBOR



HIGH PRIORITY LOCATIONS IN OAK HARBOR

Prioritizing road segments and intersections with safety concerns is a critical strategy for identifying projects that will address the safety concerns. Techniques like the High Injury Network (HIN), Systemic Safety Network (SSN), Vulnerable Road Users (VRU), and Equity Need are utilized to identify locations with safety concerns and prioritize them. A detailed methodology on how the segments and intersections are prioritized is discussed in Chapter 6.

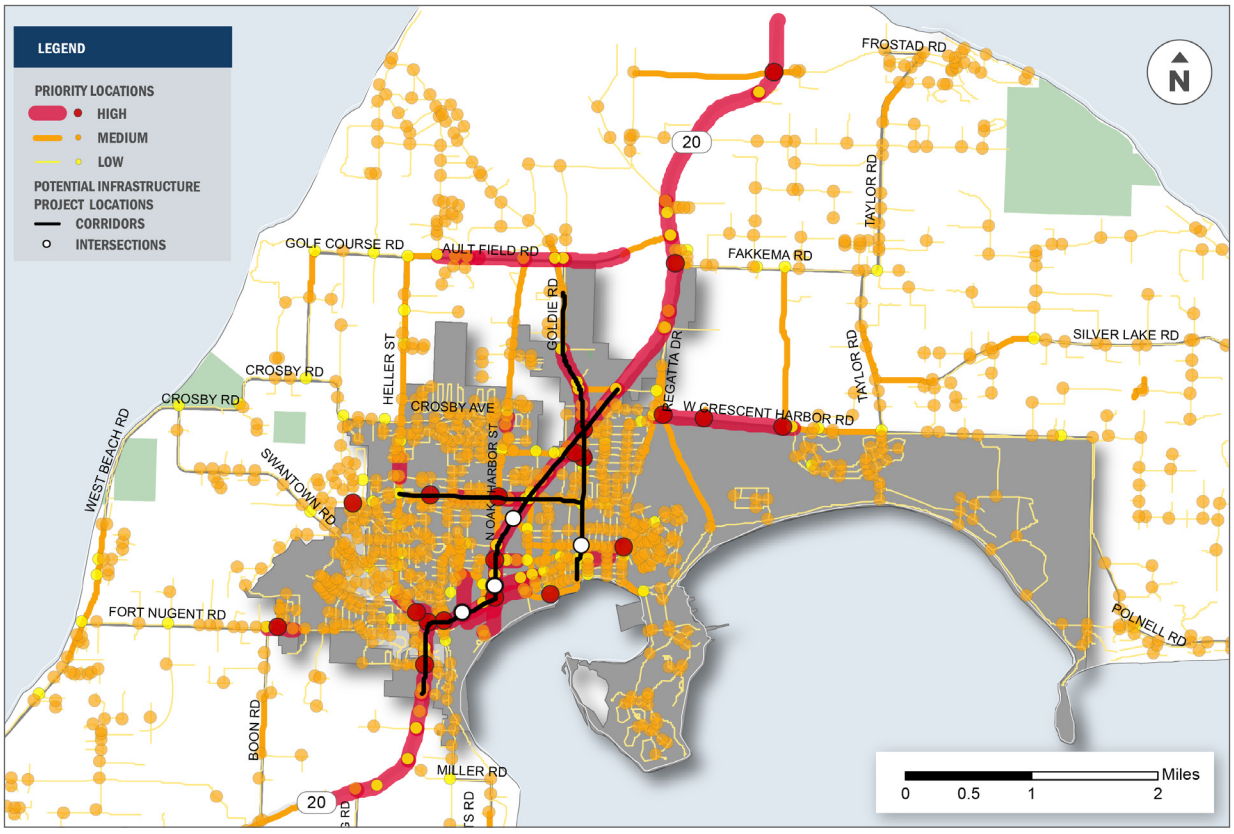
FIGURE 25 presents the high priority segments and intersections in the City of Oak Harbor. The whole corridor of SR 20 is of high priority. Other roadways of note are W Crescent Harbor Road, cross streets along SR 20 like west and east Whidbey Avenue, SE Barrington Drive, SW Erie Street, SW Bayshore Drive, SW Beeksma Drive, and SW Swantown Road.

Approximately 20 intersections are identified as high priority. This includes two sets of consecutive intersections along the same corridor:

- Three consecutive intersections on W Crescent Harbor Road.
- Seven consecutive intersections on SR 20 from SW 8th Street in the north to SW 24th Avenue in the south.

By integrating high-priority locations with safety concerns raised by the public, a list of proposed safety improvement projects is created. The following sections provide an overview of public feedback and the proposed safety enhancements projects for the City of Oak Harbor.

FIGURE 25. HIGH PRIORITY SEGMENTS AND INTERSECTIONS ALONG WITH PROPOSED PROJECTS IN THE CITY OF OAK HARBOR



FEEDBACK FROM THE PUBLIC IN THE CITY OF OAK HARBOR

Fourteen percent of the IRTPO survey respondents said they lived in the City of Oak Harbor. Throughout the engagement process, community members from the City of Oak Harbor provided valuable feedback on their safety concerns, including specific locations and ideas for improvements.

SAFETY CONCERNS

Community members in the City of Oak Harbor expressed concerns about:

- Speeding vehicles
- Unsafe pedestrian crossings
- Drivers using the shoulders to pass, especially as many community members mentioned pedestrians and bicyclists using the shoulders on roads without pedestrian or bicyclist infrastructure
- Narrow roads and roads with poor visibility due to the roadway alignment
- Chip seal on the roadway shoulders coming off the pavement and injuring bicyclists while they ride

LOCATIONS OF CONCERN

Many community members from the City of Oak Harbor shared concerns about specific locations they found to be concerning.[1] The locations mentioned the most were:

- Highway 20
- Oak Harbor Road
- Regatta Drive
- Monkey Hill Road
- Crescent Harbor Road
- Arnold Road
- Ault Field Road

IDEAS FOR SAFETY IMPROVEMENTS

Community members from the City of Oak Harbor shared some of their own ideas to improve roadway safety in their neighborhoods. The most common ideas shared with the project team were:

- Improving pavement markings, especially turn lane pavement markings throughout the City of Oak Harbor
- Safer speed limits, more speed limit enforcement, consistent posted speed limits, and consideration of speed limit reduction
- Improving roadway lighting
- Implementing pedestrian-focused traffic calming measures
- Improving pedestrian facilities such as extending sidewalk networks, widening narrow sidewalks, and constructing new sidewalks
- Improving bicycle facilities such as implementing more bike lanes, connecting the existing network, constructing multi-use trails, and improving bicycle signage
- Widening shoulders where possible

1 Note: Some locations mentioned by community members in the City of Oak Harbor are outside the city limits.

POTENTIAL RECOMMENDATIONS

The following tables highlight the proposed projects identified by the City of Oak Harbor. The tables separate infrastructure-based projects and non-infrastructure-based projects. See Chapter 12 for the full list of projects with descriptions. The order of appearance does not indicate prioritization order of the project.

TABLE 19. OAK HARBOR PROPOSED NON-INFRASTRUCTURE PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
NI-12	Proactive Traffic Neighborhood Program	Speeding	Safer People
NI-13	Citywide Posted Speed Limit Evaluation and Policy	Speeding	Safer Speeds
NI-14	Yard Sign Safety Program	Distracted Driving	Safer People
NI-15	SR 20 Signal Coordination in Oak Harbor	Intersection	Safer Roads

TABLE 20. OAK HARBOR PROPOSED INFRASTRUCTURE PROJECTS

PROJECT NUMBER	PROJECT NAME	EMPHASIS AREAS	SAFE SYSTEM APPROACH
IB-16	SR 20 Oak Harbor Reconstruction (Mid Term)	Speeding	Safer Roads, Safer Speeds, Safer People
IB-17	Whidbey Ave Intersection improvements	Active Transportation	Safer Roads, Safer Speeds, Safer People
IB-18	Intersection Pedestrian Improvements	Active Transportation	Safer Roads, Safer People
IB-19	Midway Blvd Improvements	Active Transportation	Safer Roads, Safer People
IB-20	SW 3rd Ave and SE Cabot Dr from S Oak Harbor St and SE Ely St	Active Transportation	Safer Roads, Safer Speeds, Safer People

The following **TABLE 21** provides the additional infrastructure projects that may be considered.

TABLE 21. OAK HARBOR ADDITIONAL INFRASTRUCTURE PROJECTS TO CONSIDER

PROJECT NAME	DESCRIPTION	EMPHASIS AREAS	SAFE SYSTEM APPROACH
WHIDBEY AVE – HELLER ST TO NW JIB ST	Add protection in the bike buffers. Road diet from 5 lanes to 3 lanes. Add a mid-block enhanced pedestrian crossing at Barron Drive. Evaluate reducing the speed limit. Modify the Signal operations.	Active Transportation	Safer Roads, Safer Speeds, Safer People
SR 20 OAK HARBOR RECONSTRUCTION (LONG TERM)	Road diet 5 lane to 3 lane. Separated Bike Lanes per Oak Harbor ATP. Long-Term project. Safe Routes to School considerations.	Speeding	Safer Roads, Safer Speeds, Safer People
SR 20 AND SW ERIE ST AND SW BAYSHORE DR INTERSECTION SAFETY	Evaluate intersection signal operations for additional safety benefits.	Intersection	Safer Roads
SR 20 AT BARRINGTON DR INTERSECTION SAFETY	Add no right-turn on red signs, refreshing the pedestrian pavement markings and ensure pedestrian push buttons are operational.	Intersection	Safer Roads
SR 20 AT BARRINGTON DR INTERSECTION SAFETY	Roundabout at SR 20 at S Barrington Dr.	Intersection	Safer Roads

Island Transit

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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

ISLAND TRANSIT

BACKGROUND

Since December 1, 1987, Island Transit has offered free public transportation to the Island County community. It began as a small system, serving 161 riders on its first day. Over the years, it has grown into a county-wide service, catering to nearly 1,350 daily ridership per weekday for those who travel for work, school, medical appointments, business needs, and to connect with ferries and other transit systems. Currently, Island Transit provides a comprehensive range of transportation services, including fixed routes, paratransit, and vanpool options, totaling over 380,574 trips each year.[1]

Island Transit serves the residents of Island County, encompassing Whidbey and Camano Islands, while also offering connections to neighboring transit systems like Skagit Transit, Everett Transit, the Coupeville and Clinton Ferry Terminals, and multiple Park & Ride (P&R) locations. The agency provides a range of services, including fixed-route buses, on demand rides, paratransit, and rideshare/vanpool options. Committed to accessibility, all Island Transit buses are fully equipped to meet Americans with Disabilities Act (ADA) requirements, ensuring convenient and inclusive transportation for all.

1 Source: https://irp.cdn-website.com/ac3d33af/files/uploaded/FINALDraft%28V2%298.26.24.2024-2029_Transit_Development_Plan.pdf

FARE-FREE: Island Transit is fare-free, meaning that passengers can ride all buses and services without having to pay a fare. This makes public transportation more accessible to everyone, including seniors, individuals with disabilities, and those on fixed or limited incomes. By eliminating fares, Island Transit helps reduce financial barriers, encouraging more people to take advantage of their convenient and reliable service.

ON DEMAND SERVICE: Island Transit's On Demand service provides flexible, bus stop-to-bus stop transportation for riders in specific service areas where regular bus routes do not operate. This service is perfect for those who need a more personalized travel option and can be booked in advance through the Island Transit app or by calling their customer service line. To sign up, call our dispatch 360-678-7771 for assistance. Visit our website (www.islandtransit.org) to learn more.

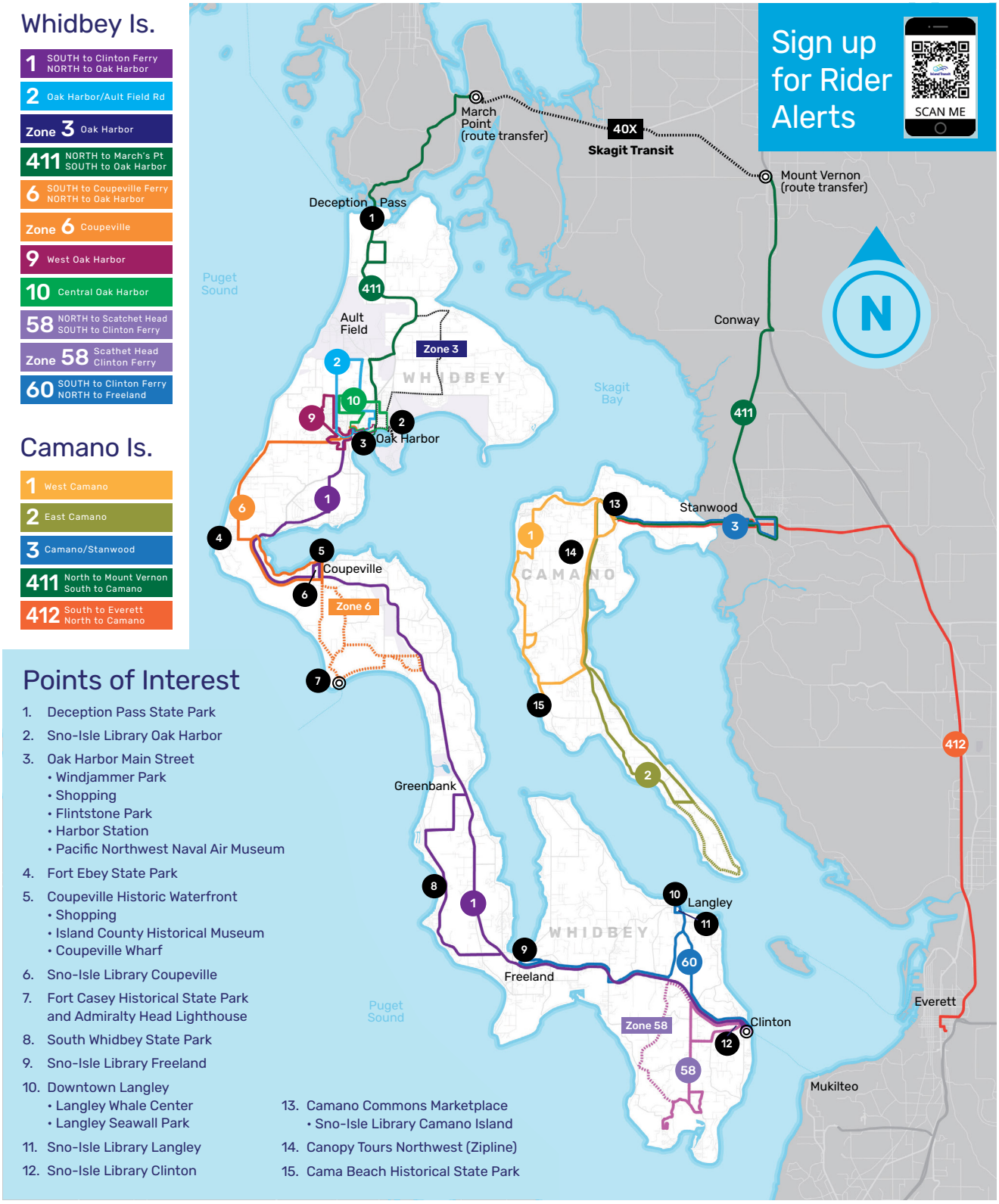
PARATRANSIT SERVICE: Island Transit's fare-free Paratransit service requires an application, interview, and functional assessment for eligibility. It extends 3/4 of a mile beyond fixed bus routes, offering curb-to-curb service. This specialized transportation ensures accessibility for individuals with disabilities, enhancing mobility and independence within the community.

TRAVEL TRAINING PROGRAM: Island Transit's Travel Training Program helps individuals build the skills and confidence they need to use public transportation safely and independently. The program offers personalized instruction on navigating bus routes, reading schedules, and understanding transit schedules, making it easier for riders to access essential services and destinations. To sign up, participants can contact Island Transit directly by phone at 360-678-7771 or visit our website (www.islandtransit.org) for more information and to schedule a training session.

RIDER ALERTS: Island Transit's Rider Alerts keep passengers informed about service changes, delays, or route disruptions in real time. To stay updated on schedule changes or emergencies, riders can sign up for alerts via email or text message by visiting the Island Transit website (www.islandtransit.org/Rider-Alert-Simplify-Transit) and subscribing to the Rider Alerts section. This service ensures that passengers are informed before heading out.

ISLAND TRANSIT SAFETY TIPS: For added safety while riding Island Transit, it's important to wear bright or reflective clothing, especially when traveling during early morning or evening hours. This makes you more visible to bus drivers and other travelers, reducing the risk of crashes. Additionally, if you're traveling in the dark, consider carrying a flashlight to improve visibility. Island Transit can provide free safety vests and flashlights to riders to support greater visibility at night.

FIGURE 26. ISLAND TRANSIT SERVICE MAP[1]



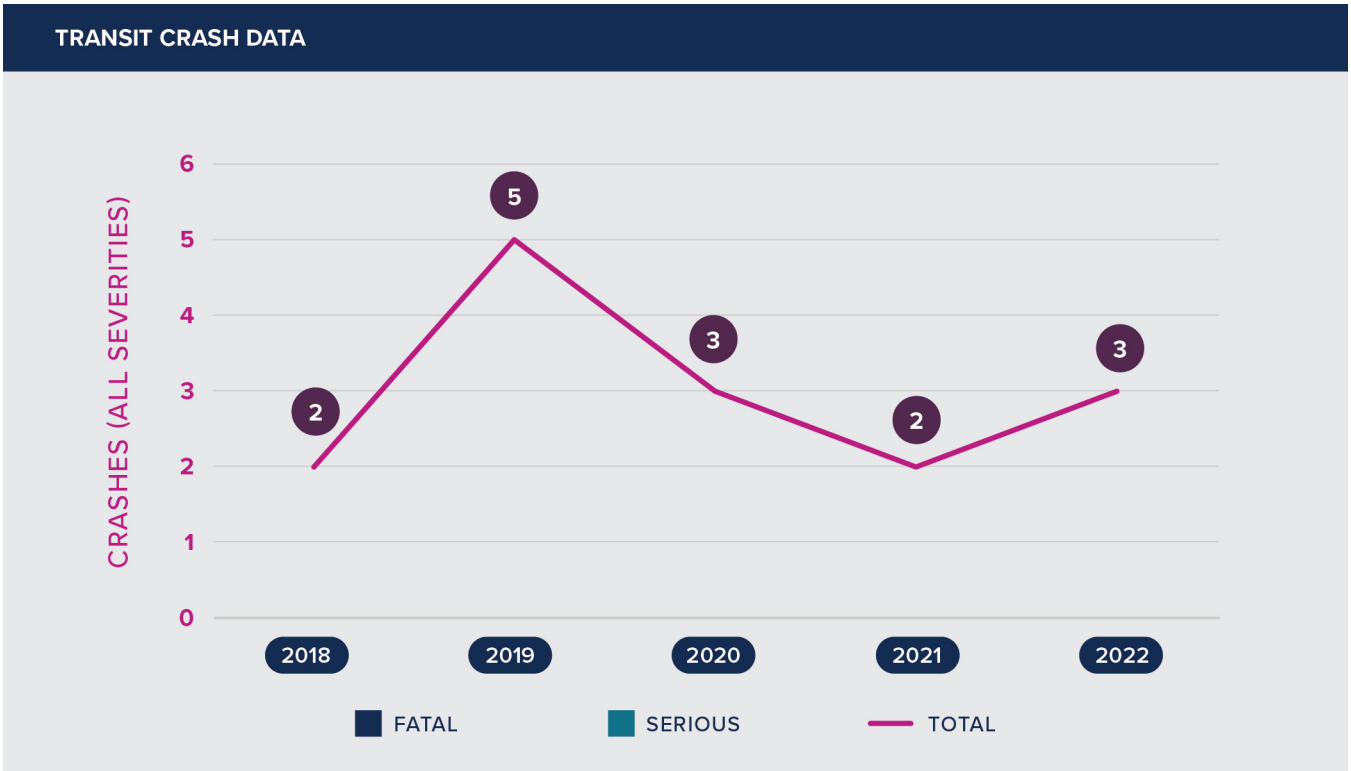
1 Island Transit Service Map: https://irp.cdn-website.com/ac3d33af/files/uploaded/FINALDraft%28V2%298.26.24.2024-2029_Transit_Development_Plan.pdf (Pages 44-46)

CRASH DATA AND TRENDS

FIGURE 27 presents the trend of crashes where a transit vehicle was involved. From 2018 to 2022, there were a total of 15 crashes in which a transit vehicle was involved. None of the crashes resulted in a fatal or serious injury.

There were eight crashes at intersections, four of which were of rear-end type. There were four crashes that involved a distracted road user.

FIGURE 27. NUMBER OF CRASHES (2018-2022) INVOLVING TRANSIT



FEEDBACK FROM THE PUBLIC REGARDING ISLAND TRANSIT

Many community members left feedback through either the interactive map, the project website survey, or verbally at the in-person pop-ups and open houses. The public feedback regarding transit in the IRTPO region is summarized below.

SAFETY CONCERNS

Community members in the IRTPO region expressed concerns about:

- Unsafe pedestrian crossing locations or insufficient crossing locations at or near the bus stops
- Nonexistent, inadequate, or poor lighting at bus stops
- Proximity to vehicles and driver behavior (speeding) while waiting for the bus
- Lack of ADA accessibility at bus stops
- Lack of bus stop infrastructure such as bus shelters, benches, and signage

LOCATIONS OF CONCERN

Many community members from the IRTPO region shared concerns about specific locations they found to be concerning. The locations mentioned the most were:

- Admiral Drive
- Penn Cove Road
- Bayview Road
- Swantown Road
- Freeland Avenue
- Clinton, Island County, WA
- Honeymoon Bay Road
- Scatchet Head Road

IDEAS FOR SAFETY IMPROVEMENTS

Community members from throughout the IRTPO region shared some of their own ideas to improve roadway safety related to transit. The most common ideas shared with the project team were:

- Improving bus stop lighting, signage, and benches
- Improving pedestrian crossings
- Implementing more and safer pedestrian crossings
- Implementing roundabouts or neighborhood traffic calming circles where appropriate
- Implementing clearly marked dedicated Island Transit bus stops

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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

PROPOSED PROJECTS

This section summarizes all the proposed non-infrastructure and infrastructure-based projects. The projects are ordered alphabetically based on agency and timeframe. The order of appearance does not indicate the prioritization order of the project.

TABLE 22. SUMMARY OF PROPOSED NON-INFRASTRUCTURE BASED PROJECTS

Near Term (Under 3 years) | Mid Term (3 to 5 years) | Long Term (Greater than 5 years)

AGENCY	CSAP	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	TIMEFRAME
All Agencies	NI-01	Neighborhood Safety Organization Program	All Agencies	Develop a neighborhood safety ambassador program, promoting road safety awareness and advancing safety initiatives.	Long Term
Coupeville	NI-02	Updated Crosswalk Markings Townwide and add detectable warning surfaces (DWS) to curb ramps	Coupeville Townwide	Refresh crosswalk markings to improve crosswalk visibility and add ADA ramp pads in Coupeville.	Near Term
Island County Public Health / Island County Public Works	NI-03	Improve coordination between Island County Public Works and Public Health	All Agencies	Improve coordination and cooperation with Island County Public Health and Public Works to help in planning and decision-making.	Near Term
Island County (Camano Island)	NI-04	Improve coordination between Island County and EMS	Countywide	Improve coordination between Island County and Camano Island EMS to improve EMS priority routes (in particular Camano Hill Rd and Monticello Dr).	Near Term
Island County	NI-05	Neighborhood Traffic Management Program	Countywide	Continue funding the Neighborhood Traffic Calming Program.	Near Term
Island County Public Health	NI-06	Additional Driver's Education programs	Countywide	Incorporate additional education in driver's education programs that address contributing factors for crashes in youth ages 15-19. Funding for the following activities will support this effort: • Gain an understanding of main contributing factors (exceeding safe speeds, distracted driving, alcohol, etc.). • Develop materials or adapt existing materials for driver's education programs. Use evidence-based programs if they exist and collaborate with driver's education programs. • Integrate positive community norms in education.	Mid Term

AGENCY	CSAP	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	TIMEFRAME
Island County Public Works and Public Health	NI-07	Safe Routes to School Plan	Countywide	Develop a Safe Routes to School Plan in Island County to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Island County Public Health proposes piloting this program on Camano Island before expanding to other school districts as efforts to improve routes to school will also address locations of concern and other safety concerns.	Mid Term
Island County	NI-08	Emergency vehicle operator course	Countywide	Ensure all first responders take the emergency vehicle operator course.	Mid Term
Island County	NI-09	Countywide Speed Limit Policy Implementation	Countywide	Implement the Island Countywide Speed Limit Policy Recommendations.	Long Term
Island County	NI-10	Complete Streets policy	Countywide	Develop a complete streets policy countywide.	Long Term
Island County	NI-11	Active Transportation Plan	Countywide	Develop an Island County Active Transportation Plan to identify and improve active transportation connections and facilities.	Long Term
Oak Harbor	NI-12	Proactive Traffic Neighborhood Program	Oak Harbor Citywide	Give the community members an opportunity to apply for signage or other traffic calming programs to support the existing traffic neighborhood program.	Near Term
Oak Harbor	NI-13	Citywide Posted Speed Limit Evaluation and Policy	Oak Harbor Citywide	Evaluate the current posted speed limit policy and update the policy if needed.	Mid Term
Oak Harbor	NI-14	Yard Sign Safety Program	Oak Harbor Citywide	Develop a yard sign safety program to make yard signs available for community members to improve transportation safety awareness. Examples include, "Share the road, " "Beware of Wildlife," "Slow Down: Drive like you live here" Signs.	Mid Term
Oak Harbor	NI-15	Yard Sign Safety Program	Oak Harbor Citywide	Develop a yard sign safety program to make yard signs available for community members to improve transportation safety awareness. Examples include, "Share the road, " "Beware of Wildlife," "Slow Down: Drive like you live here" Signs.	Mid Term
WSDOT / Oak Harbor	NI-15	SR 20 Signal Coordination in Oak Harbor	SR 20 from SW Swantown Ave to E Whidbey Ave	Update signal timing and coordination for seven signalized intersections. Consider safety and operations to prevent speeding and red-light running.	Near Term
WSDOT / IRTPO	NI-16	Countywide speed feedback signs	Countywide	Identify locations and Installing speed feedback signs along Hwy 20 and SR 525.	Long Term

AGENCY	CSAP	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	TIMEFRAME
WSDOT / IRTPO	NI-17	Intersection Traffic Studies (including, but not limited to, SR 525 & Double Bluff Road)	Various	Conduct traffic analysis studies on priority locations to determine intersection controls. In particular, consider a compact roundabout at SR 525 and Double Bluff Road.	Long Term

TABLE 23. SUMMARY OF PROPOSED INFRASTRUCTURE-BASED PROJECTS

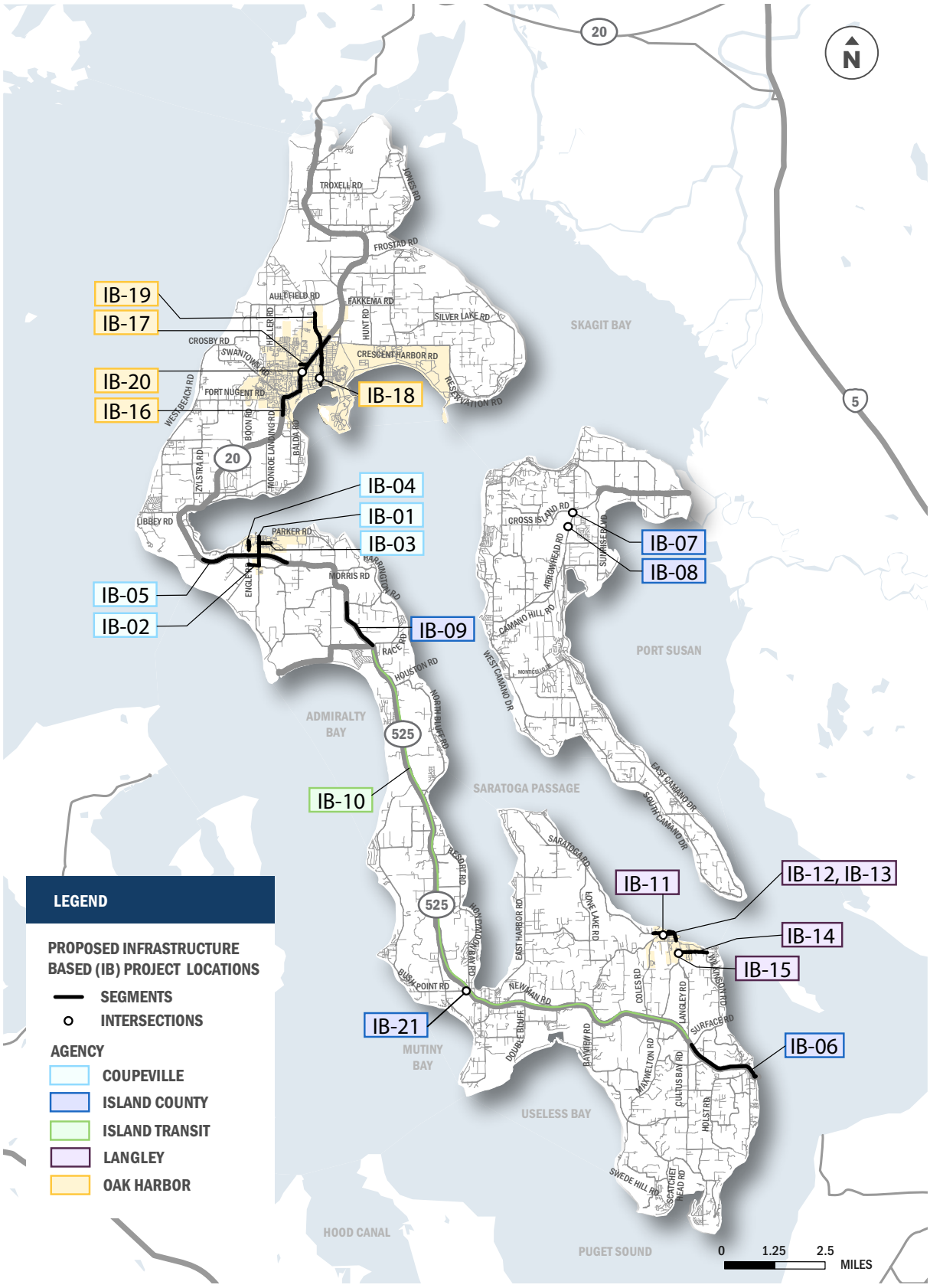
Near Term (Under 3 years) | Mid Term (3 to 5 years) | Long Term (Greater than 5 years)

AGENCY	CSAP	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	TIMEFRAME
Coupeville	IB-01	Main St Corridor	Northeast Front Street to Southwest Terry Road	Roadway improvements including sidewalk connections, bicycle facilities, right turn lanes and bus pullout.	Mid Term
Coupeville	IB-02	Terry Road Pedestrian Improvements	SW Terry St from S Main St to S Ebey Rd	Install sidewalk, pedestrian crossing flashing lights and raised crossings.	Long Term
Coupeville	IB-03	NE 6th St Shoulder access	NE 6th St from N Main St to NE Otis St	Widen shoulders along NE 6th St for bikes and pedestrians from N Main St to NE Otis St.	Long Term
Coupeville	IB-04	Broadway Neighborhood Greenway	NW Broadway from NW Oakmont St to NW Madrona Way	Neighborhood Greenway on Broadway, install a raised crosswalk, add a pinch point or other traffic calming elements. Pave the gravel pedestrian path.	Long Term
Coupeville / Island County / WSDOT	IB-05	Cedar Hollow Lane to Terry intersection improvements along SR 20 corridor	SR 20 from Cedar Hollow Lane to Terry Road	Provide left turn lanes at intersections, or roundabouts. Add wildlife signing.	Long Term
Island County	IB-06	Dedicated Multi-use trail on SR 525 from Clinton Ferry to Ken's Korner	SR 525 from Clinton Ferry to Surface Rd (Ken's Korner)	• Add a dedicated multi-use trail for pedestrians and cyclists from Clinton Ferry to Ken's Korner Shopping Plaza parallel to SR 525.	Long Term

AGENCY	CSAP	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	TIMEFRAME
Island County	IB-07	Northeast Camano Dr and East Cross Island Rd Roundabout	Northeast Camano Dr and East Cross Island Rd	Roundabout at Northeast Camano Dr and East Cross Island Rd.	Long Term
Island County	IB-08	Northeast Camano Dr and Mc Elroy Dr Roundabout	Northeast Camano Dr and Mc Elroy Dr	Roundabout at Northeast Camano Dr and Mc Elroy Dr.	Long Term
Island County / WSDOT	IB-09	Widen Shoulders on SR 20 from Race Rd to Welcher Rd	SR 20 from Race Rd to Welcher Rd	Partner with WSDOT to widen shoulders along SR 20 from Race Rd to past Welcher Rd.	Long Term
Island Transit	IB-10	Bus Pull Outs on SR 525	Countywide	Evaluate and add bus pull outs at strategic bus stop locations along SR 525 between WA-20 and Cultus Bay Rd. Island Transit will be undertaking a long-term project to add pullouts over time.	Long Term
Langley	IB-11	Second St & Park Ave Intersection All Way Stop Control Conversion	Second St and Park Ave	Convert intersection into all way stop control to improve consistency throughout the corridor. Evaluate other intersections, as well.	Mid Term
Langley	IB-12	Saratoga and 2nd Gateway	Saratoga Rd - 2nd St from City Limits to Cascade Ave	Gateway Treatment such as a pinch point and signs eastbound on Saratoga before 2nd Ave. Add speed tables on Saratoga Rd to slow vehicles approaching town. Consider speed feedback signage.	Mid Term
Langley	IB-13	1st St Gateway	1st St - Cascade Ave from Melsen Aly to 6th St	Gateway treatment. Remove centerline "arterial" striping between Anthes Ave and Wharf St. Install concrete instead of asphalt (like Second Street). Raised crosswalks at intersections with 4th, second, Wharf, and Anthes.	Long Term
Langley / Island County	IB-14	Sandy Point Rd Traffic Calming	Sandy Point Rd from Langley Rd to Wilkinson Rd	Pedestrian Improvements with traffic calming elements.	Long Term
Langley / Island County	IB-15	Camano Ave/ Langley Rd/ Sandy Point Rd Intersection Improvement	Camano Ave/Langley Rd/Sandy Point Rd	• Intersection Improvement Project. Consider roundabouts or neighborhood traffic circle.	Long Term
Oak Harbor	IB-16	SR 20 Oak Harbor Reconstruction	SR 20 from Whidbey Ave to Southwest Eagle Vista Ave	Road diet 5 lane to 3 lane. Separated Bike Lanes per Oak Harbor ATP. Enhance pedestrian crossings and consider additional pedestrian crossings.	Mid Term

AGENCY	CSAP	PROJECT TITLE	PROJECT LOCATION	PROJECT DESCRIPTION	TIMEFRAME
Oak Harbor	IB-17	Whidbey Ave Intersection improvements	S Oak Harbor St to SR 20	Add protection in the bike buffers. Road diet from 5 lanes to 3 lanes. Add a mid-block enhanced pedestrian crossing at Barron Drive. Evaluate reducing the speed limit. Modify the Signal operations.	**Long Term**
Oak Harbor	IB-18	Intersection Pedestrian Improvements	SE 6th St and SE Midway Blvd	• ADA markings, curb ramps, all-way stop intersection, pedestrian crosswalk markings, advanced warning signs, RFB. Add pedestrian crossing treatments in the near term for SE 6th Ave intersection.	**Long Term**
Oak Harbor	IB-19	Midway Blvd Improvements	NE Goldie St - NE Midway Blvd from South of Colin Ln to SE Pioneer Way	Street overlay, restriping from 4 lane to 3 lanes with bike facilities. Consider enhanced pedestrian crossings and driveway consolidation.	**Long Term**
Oak Harbor / WSDOT	IB-20	SW 3rd Ave and SE Cabot Dr from S Oak Harbor St and SE Ely St	S Oak Harbor St to SE Ely St	Reconfigure lanes to add Bike Lanes along SW 3rd Ave /SE Cabot Dr between S Oak Harbor St and SE Ely St. Top priority bicycle project in Oak Harbor ATP.	**Long Term**
WSDOT	IB-21	Bush Point Rd at Honeymoon Bay Intersection Safety	SR 525 and Bush Point Rd and Honeymoon Bay Rd	Signalized Intersection or Roundabout	**Long Term**

FIGURE 28. PROPOSED INFRASTRUCTURE-BASED PROJECTS IN IRTPO REGION



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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

MEASURING & MONITORING PROGRESS

As part of the Safe System Approach, it is important to monitor both output (the number of projects and strategies implemented) and outcomes (the effectiveness of the projects to reduce the number and severity of roadway crashes).

Each project will be monitored to assess its status toward completion and its effectiveness in reducing traffic fatalities and severe injuries. To ensure the monitoring process is conducted properly, the IRTPO Transportation Advisory Committee (TAC) may review and oversee progress on an annual basis. Monitoring results may be presented in a publicly available annual report. The potential performance metrics are shown in **TABLE 24** below. The purpose of monitoring the proposed projects is to ensure that projects lead to the intended goals of reducing fatal and serious injury crashes.

TABLE 24. HOW TO MEASURE PROGRESS OF OUTPUTS AND OUTCOMES

PERFORMANCE METRICS	HOW DO WE MEASURE
PROJECT SCHEDULE	❑ On-schedule ❑ Behind Schedule
PROJECT STATUS	Determine the status of the project: ❑ Yet to begin ❑ Work started ❑ Work on-going ❑ Completed
FUNDING STATUS	Status: ❑ Looking for Funding ❑ Funded ❑ Needs more funding
PROJECT OUTCOMES	Before / After Assessment: ❑ No documentation at this time ❑ Documented improvement (e.g., fewer conflicts or crashes) ❑ Documented, but no improvement

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ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

HELPFUL RESOURCES

IF YOU ARE IN AN EMERGENCY OR WANT TO REPORT A TRANSPORTATION SAFETY ISSUE (WILDLIFE CRASH, STOP SIGN DOWN, ETC.)

CALL 911

TO REQUEST FIXING A SIGNAL, PEDESTRIAN PUSH BUTTON OR PROVIDE FEEDBACK TO WASHINGTON STATE DEPARTMENT OF TRANSPORTATION:

HTTPS://WSDOT.WA.GOV/ABOUT/CONTACTS/SEND-US-YOUR-FEEDBACK

Here are some other resources from the Whidbey Health Emergency Medical Services:
Visit: https://whidbeyhealth.org/services/emergency-care/ems-community-programs/

AED PROGRAMS Manages Public Access Defibrillation Programs and provides AEDs to reduce unnecessary sudden cardiac arrest deaths	**AMBULANCE STANDBYS** Partners with community events to proactively ensure that Community Programs, participants, and visitors have the safest experience possible
TAKE10 Provides community-based peer-taught CPR training through 10-minute classes to teach compression-only CPR	**ACT** Offers ACT to Save a Life, a one hour first aid class that teaches 3 vital skills that can save a life during the crucial minutes before EMS arrives.

Learn and improve your driving and motorcycle safety skills:

CASCADE MOTORCYCLE SAFETY Visit: cascademotosafety.com Call: 360.969.1710	**DEFENSIVE DRIVING SCHOOL OF OAK HARBOR** Visit: Driving-school.com Call: 360.848.0686 Address: 520 E Whidbey Ave, Oak Harbor, WA
MUNROS' DRIVING INSTRUCTION INC. Visit: Driving-school.com Call: 360.848.0686 Address: 520 E Whidbey Ave, Oak Harbor, WA	

REMEMBER YOUR HIGH-VISIBILITY PROTECTIVE GEAR!

LEARN HOW TO USE A CAR SEAT OR BOOSTER SEAT:

READ 2025 LATCH MANUAL
www.saferidenews.com

Contact:

Denise Donaldson, CPST-I
Safe Ride News Publications
Publisher/Editor
P.O. Box 136
Greenbank, WA 98253
425.640.5710 (local)
800.403.1424

SAFE KIDS SNOHOMISH COUNTY
Safe Kids Snohomish County will provide assistance and car seat checks for Camano Island residents.

https://www.southsnofire.org/community-programs/safe-kids-coalition

https://stanwoodwa.org/476/Car-Seat-Safety-Checks

Car seat class form: https://us02web.zoom.us/meeting/register/tZEkcOutpj8iHN0H3nYnJjh1a1BCdYDk2AdB#/registration

NORTH WHIDBEY OAK HARBOR FIRE STATION

855 E Whidbey Ave
Oak Harbor, WA 98277
Phone: 360.675.1131
Contact: Ashley Byer

Appointments are required. To reserve your time slot, send us an email: carseatsNW@gmail.com

SOUTH WHIDBEY FIRE/EMS CAR SEAT SAFETY PROGRAM
https://www.swfe.org/programs-and-education

Free car seat checks are by appointment only.Email: carseats@swfe.org to schedule

SAFE KIDS NORTHWEST
https://www.safekidsnorthwest.org/car-seat-checkup-locations.html

4 – 6PM 2nd Tuesday of the Month
Whidbey General Hospital
101 N. Main St, Coupeville, WA 98239

Email: safekidsnorthwest@gmail.com to locate a car seat technician near you.

APPENDIX A

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

2025 Safe Streets and Roads for All Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____ **UEI:** _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☐ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☐ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☐ **YES**

☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ **YES**

☐ **NO**

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☐ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☐ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☐ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)

2024 Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes eight components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 7,** and **9** in this worksheet; *and*
- You can answer "YES" to **at least four of the six remaining** Questions, **1, 2, 4, 5, 6**, and **8.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____ **UEI:** _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

☐ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☐ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☐ **YES**

☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ **YES**

☐ **NO**

Note: This should be a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

5. Equity Considerations

Did the Action Plan development include **ALL** of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

☐ **YES**

☐ **NO**

Note: This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☐ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

7. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☐ **YES**
☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ **YES**
☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

9. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?

☐ **YES**
☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an Equity Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document(s), date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)

APPENDIX B

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

TOOLE DESIGN

HIGH INJURY NETWORK AND INTERSECTION SCREENING

IRTPO COMPREHENSIVE SAFETY ACTION PLAN

AUGUST 7, 2024

In partnership with DKS Associates

HIGH INJURY NETWORK

Toole Design has prepared the following High Injury Network (HIN) maps as part of the IRTPO Comprehensive Safety Action Plan (CSAP). The following memo describes the consultant team's crash data sources, methodologies, and thresholds for the development of the maps created. Development of this HIN emphasizes that the key goal of the safety action plan is the elimination of fatal and serious injury crashes.

Crash Data Sources

Crash data for the 5-year period of 2018-2022 was acquired from the Washington State Department of Transportation (WSDOT) for the IRTPO study area. The HIN maps used fatal and injury crash data.

Sliding Windows Analysis Methodology

Sliding window analysis helps safety professionals better understand and quantify safety performance along a transportation network, identifying segments with the highest densities of severe crashes. The analysis works by determining the number and severity of crashes along a roadway segment (the window) and sliding that window along the network at set intervals. In this approach, the window is moved along a corridor, counting the number of crashes by density and severity by mode that occurred within each successive segment.

To perform this HIN analysis, all roads were split based on road segments, and then combined into corridors based on name and functional class. The analysis segment windows extended 0.5 miles in length and slid along the network at 0.1 mile increments. A lateral buffer of 25 feet on either side of the segment was used to capture crashes that may not be precisely aligned within the roadway.

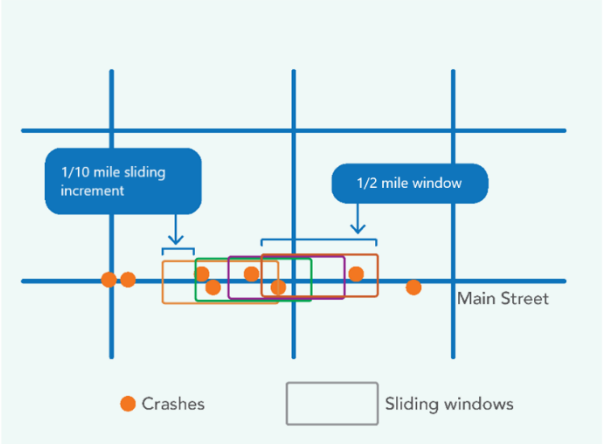

Figure 1. Sliding Window Analysis

Both intersection and segment crashes were included in this evaluation, as the focus was on overall corridor conditions. Crash events occurring within the bounds of an intersection were counted on both corridors for the purposes of identifying the HIN. An example of a sliding windows analysis is shown in Error! Reference source not found.. The sliding windows analysis was conducted for transportation modes that include bicycle, pedestrian, motorcycle, and motor vehicle. For crashes involving multiple modes, a crash was assigned a single mode based on the most vulnerable mode involved. For example, a crash between a motor vehicle and a bicyclist would be classified as a bicycle crash, but it would not be included in the "motor vehicles only" HIN analysis.

The score for each window was determined based on the frequency and severity of crashes by mode. Fatal and serious injury (K+A) crashes were given a weight of 3, other visibility injury (B) a weight of 2, complaint of pain (C) crashes a weight of 1, and PDO (O) crashes a weight of zero. Once the weights are established and applied to the crashes, the number of crashes is aggregated to each window, incorporating the crash severity weighting. For example, if a segment had one K crash, two A crashes, zero B crashes, two C crashes, and five O crashes, it would receive a score of 11; (1x3) + (2x3) + (0x2) + (2x1) + (5x0). This weighting places a greater focus on fatal and serious injury crashes.

Development of High Injury Network

The development of an HIN is a key element of a safety plan to help identify where fatal and serious injury crashes have occurred at the greatest density over a period of time. The HIN development process involves counting fatal and serious injury crashes along each corridor throughout the region, calculating severity-weighted crash density scores for each corridor, and identifying roadway segments that meet an established score threshold for each transportation mode. The analysis process and related thresholds are described in the following sections.

High Injury Network Process

The process of defining scoring thresholds and examining those segments with the highest scores is done using the following steps:

1. Map the sliding window analysis results for all modes collectively and each mode individually.
2. For each mode, determine the threshold score required to be included in the HIN for that mode. This step eliminates streets that have a lower severity-weighted crash density, prioritizing segments that have higher frequencies of severe crashes.
3. Produce maps that show the segments that meet the threshold for all modes collectively and each mode individually.

High Injury Network Thresholds

Setting the sliding windows score threshold for each mode will determine which corridors are selected for inclusion in the HIN. These scores may differ by transportation mode. For example, a score of 3 may be high for the bicycle network, but relatively low for a motor vehicle network since there are generally more motor vehicle crashes than bicycle crashes. A segment that meets or exceeds the score threshold for that mode will be included in that mode's HIN. These thresholds generally summarize about 50% of the crashes in a subset of the roadway network. **The HIN for all modes contains 52% of the fatal and serious injury crashes on just 3.6% of the region's roadway miles.** The threshold scores used for the IRTPO CSAP are listed below.[1]

Mode	Threshold Score
All Modes	10
Pedestrian	3
Bicycle	3
Motorcycle	5
Motor Vehicle Only	10

Figure 1 to **Figure 5** show the HINs for all crashes, pedestrian, bicycle, motorcycle, and motor vehicle modes, respectively, within the IRTPO study area.

[1] At least one motor vehicle is involved in every reported traffic crash in the WSDOT collision database.

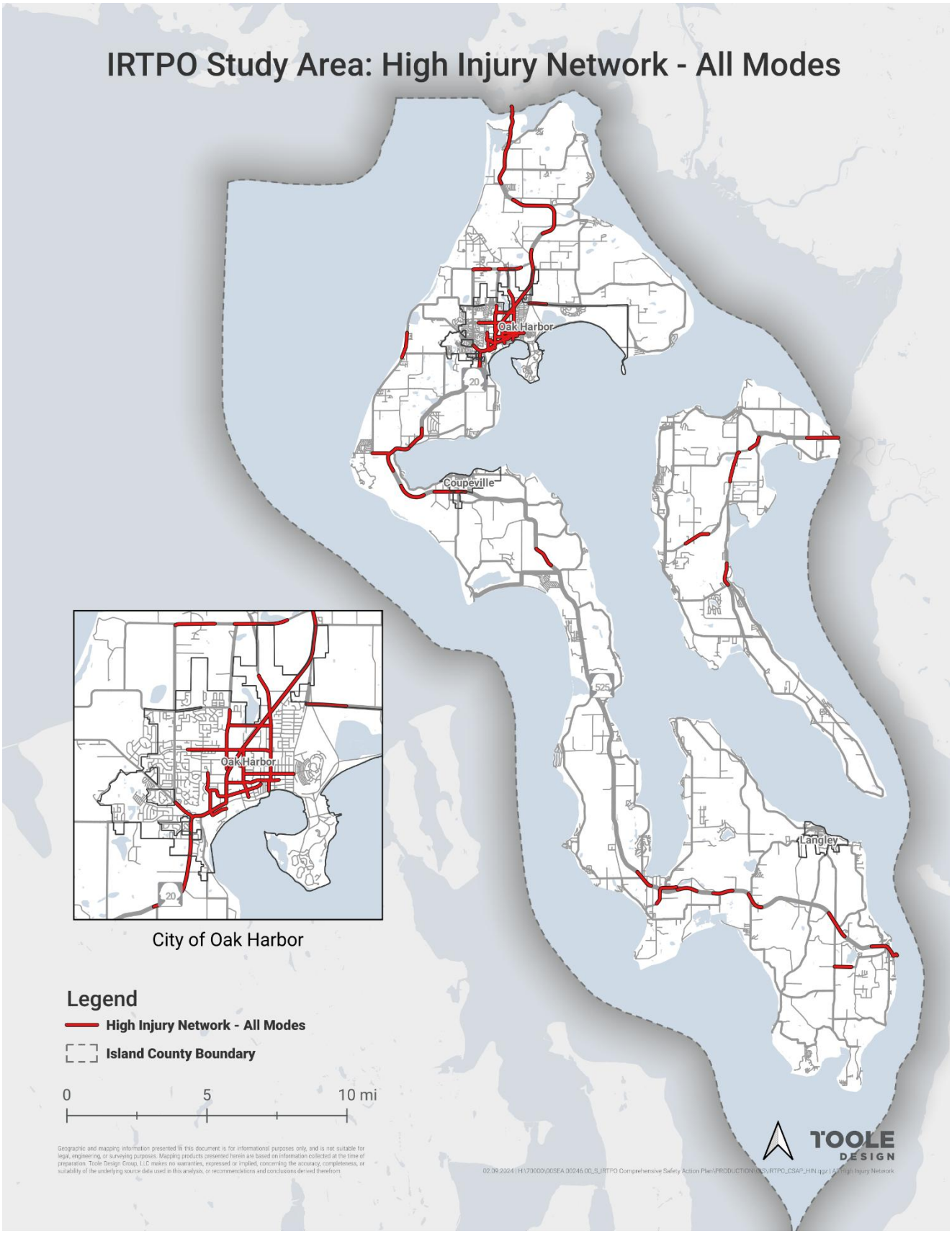

Figure 1: High Injury Network – All Modes

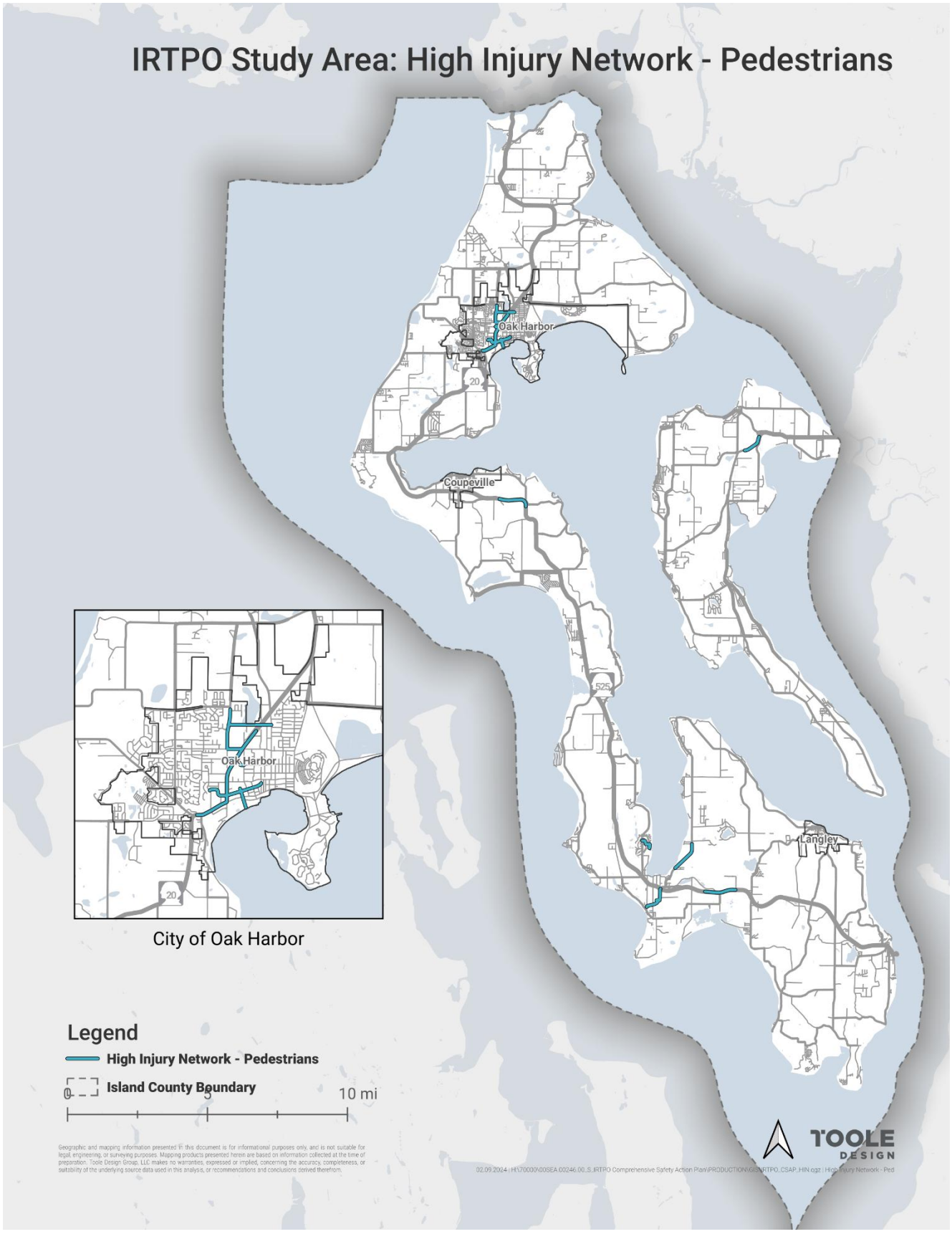

Figure 2: High Injury Network - Pedestrians

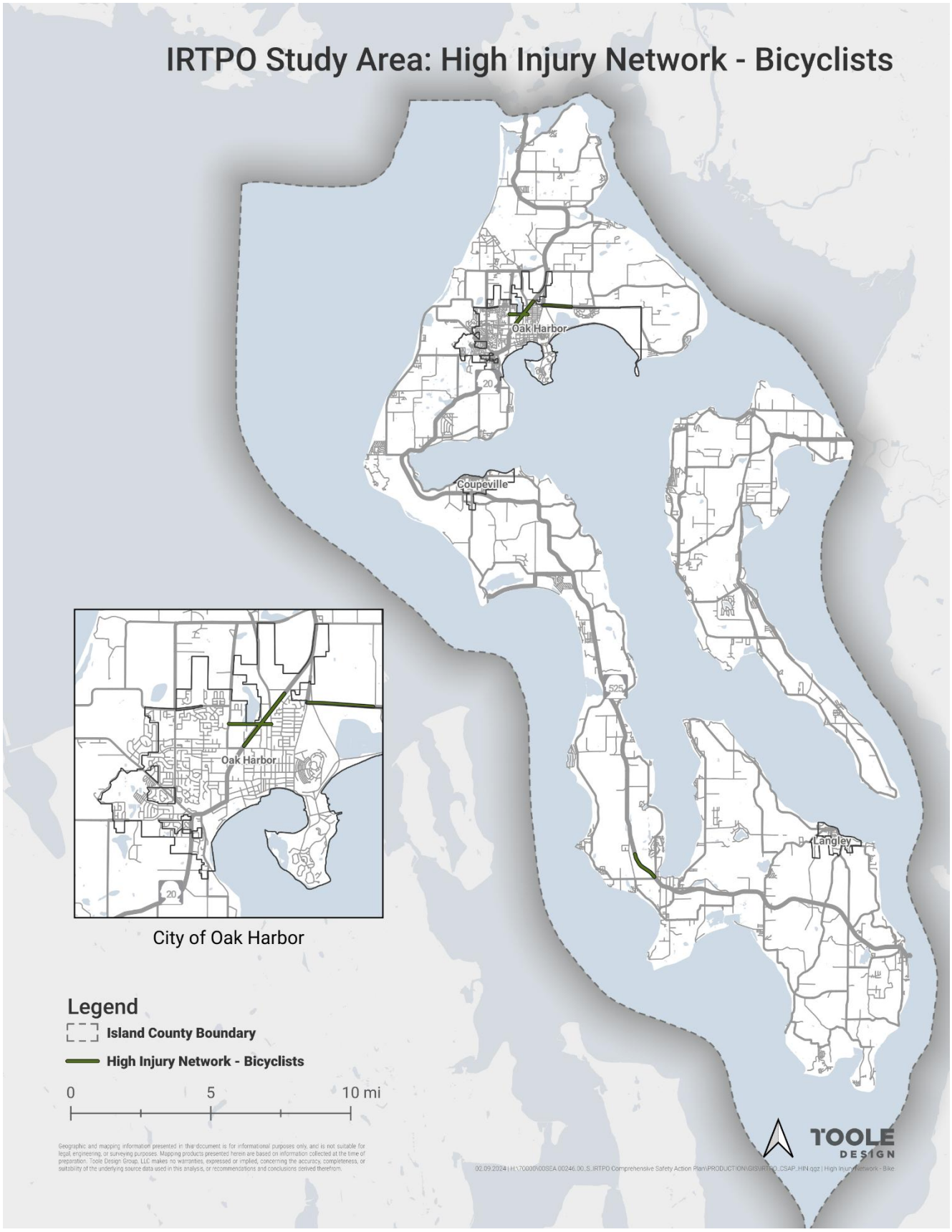

Figure 3: High Injury Network - Bicyclists

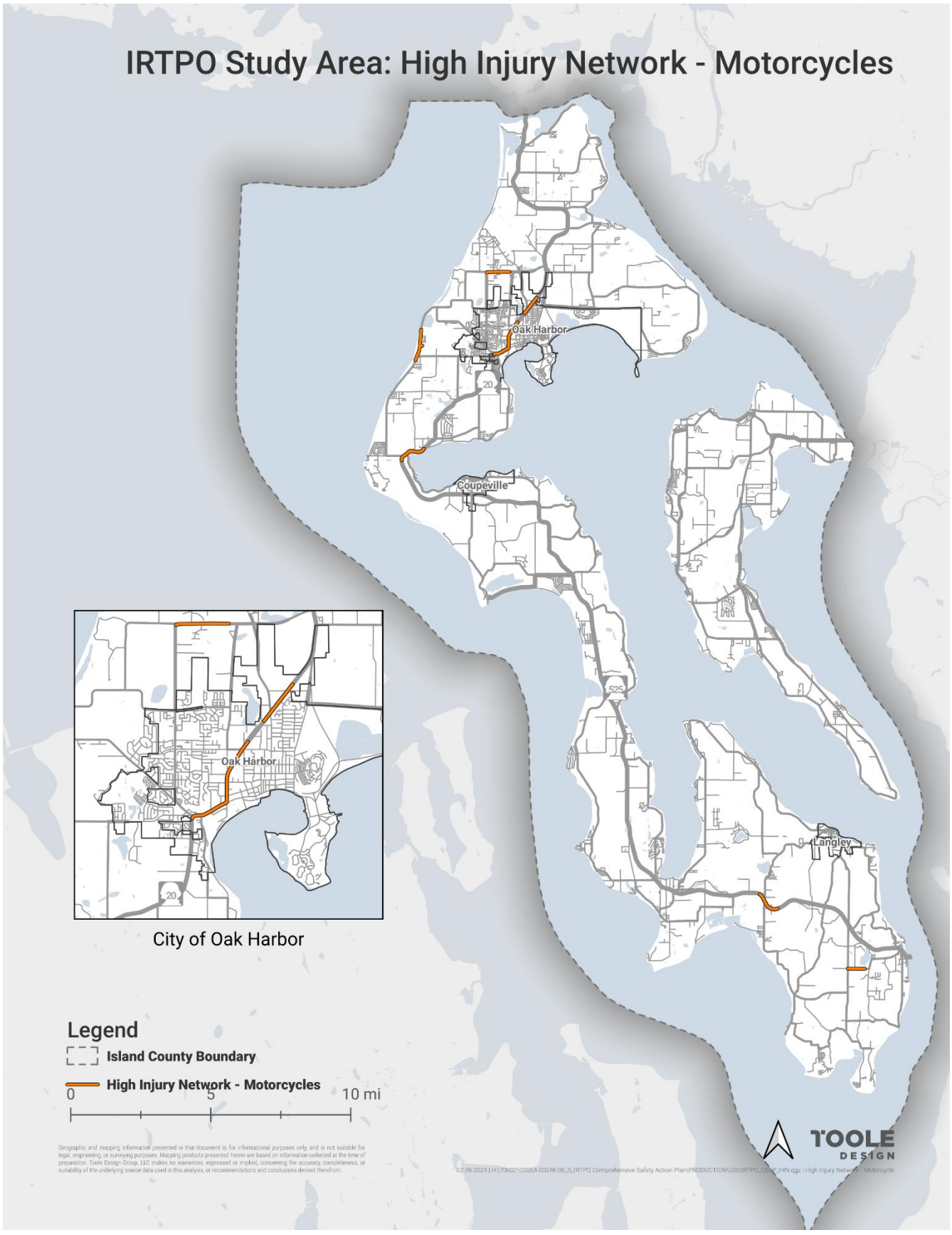

Figure 4: High Injury Network - Motorcycles

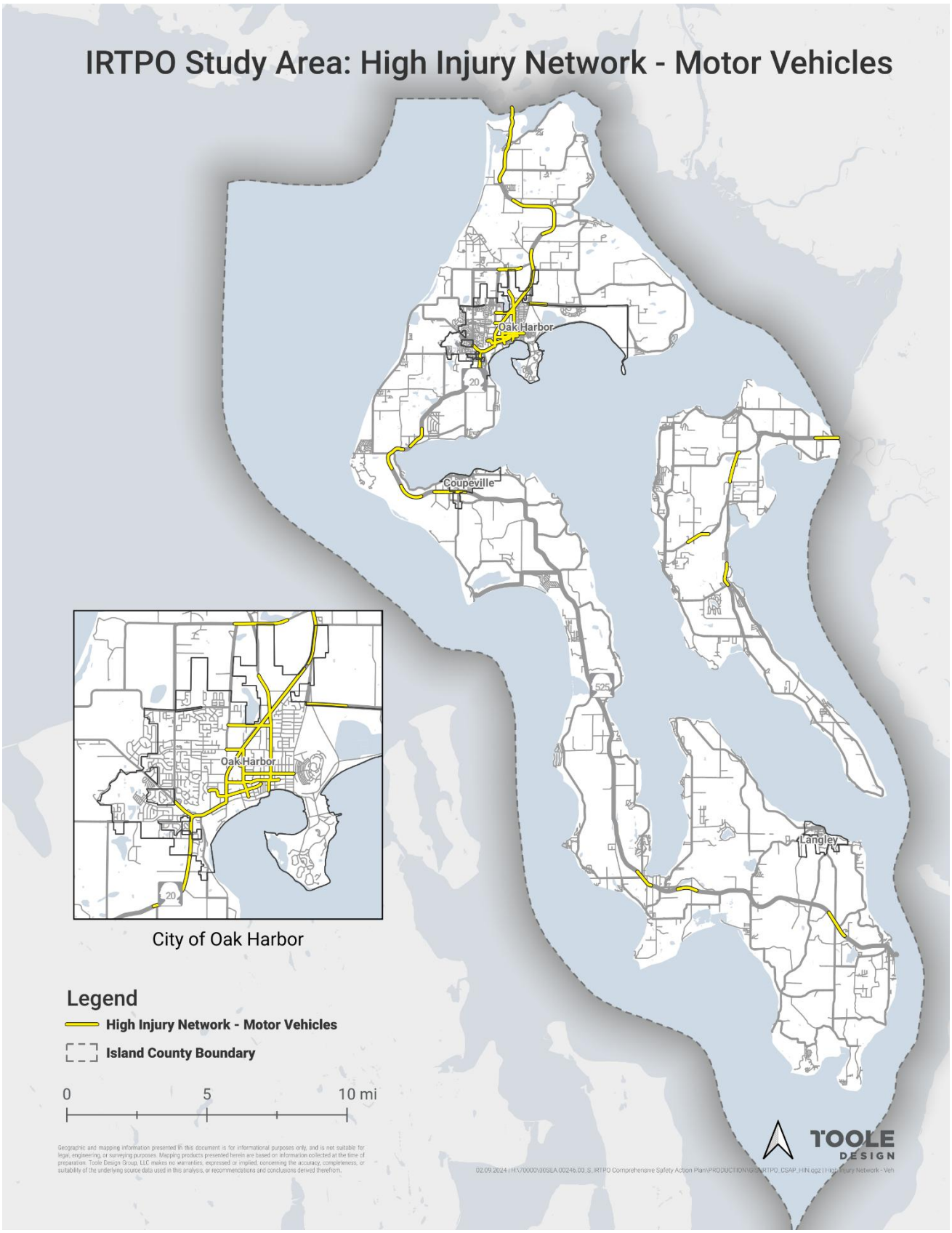

Figure 5: High Injury Network – Motor Vehicles

INTERSECTION SCREENING

Toole Design has prepared the following Intersection Screening as part of the IRTPO CSAP, supporting Task 2.2, Crash Analysis. The following section describes the consultant team's crash data sources, methodologies, and results of the crash analysis.

Crash Data Sources

Crash data for the 5-year period of 2018-2022 was acquired from the WSDOT for the IRTPO study area.

Intersection Analysis Methodology and Results

Through geospatial analysis, the Toole Design team counted the number and severity of crashes within 100 feet of the center point of each intersection. **Table 1** shows the top 20 intersections ranked by number of all injury crashes.[2] **Table 2** to **Table 4** show the top intersections ranked by number of all injury crashes for the City of Oak Harbor, the Town of Coupeville, and the City of Langley, respectively.

Figure 6 shows the results of the intersection analysis in the IRTPO study area.

Table 1: Top 20 Intersections by Number of All Injury Crashes

No.	Intersection Name	Jurisdiction	All Injury Crashes	Killed and Severe Injury (KSI) Crashes	Pedestrian Crashes	Bicyclist Crashes
1	SR 20 & Barrington Drive	Oak Harbor	14	1	4	1
2	SR 20 & NE Midway Blvd/NE Goldie St	Oak Harbor	11	0	0	0
3	SR 20 & SW Erie St/SW Bayshore Dr	Oak Harbor	10	1	0	0
4	SE 6th Ave & SE Midway Blvd	Oak Harbor	8	1	0	0
5	SR 20 & E Whidbey Ave	Oak Harbor	8	0	1	0
6	SR 20 & S Ebey Rd/NW Broadway St	Unincorporated Island County (State Route)	7	0	0	0
7	SR 20 & SW Swantown Ave	Oak Harbor	7	0	0	0
8	SE Ely St & SE 8th Ave	Oak Harbor	7	0	0	0
9	SR 20 & SE 3rd Ave/SE Cabot Dr	Oak Harbor	7	2	2	1
10	SR 525 & Main St/Fish Rd	Unincorporated Island County (State Route)	7	0	0	0
11	SR 20 & NE 7th Ave	Oak Harbor	6	1	0	1
12	Torpedo Rd & W Crescent Harbor Rd	Oak Harbor	6	0	0	0
13	SR 20 & Libbey Rd	Unincorporated Island County (State Route)	5	0	0	0
14	Oak Harbor St & Whidbey Ave	Oak Harbor	5	1	1	0
15	SR 20 & W Troxell Rd/Soundview Ln	Unincorporated Island County (State Route)	5	0	0	0
16	SR 20 & W Fakkema Rd	Oak Harbor	5	0	0	0
17	SR 20 & W Frostad Rd	Unincorporated Island County (State Route)	5	1	0	0
18	SR 525 & Double Bluff Rd	Unincorporated Island County (State Route)	5	0	0	0
19	N East Camano Dr & Mcelroy Dr	Unincorporated Island County (State Route)	5	0	0	0
20	SR 532 & Smith Rd	Unincorporated Island County (State Route)	5	0	0	0

[2] All Injury crashes are fatal injury, suspected serious injury, suspected minor injury, or possible injury (WA Police Traffic Collision Report Instructions Manual).

Table 2: Top 20 Intersections by All Injury Crashes in the City of Oak Harbor

No.	Intersection Name	All Injury Crashes	Killed and Severe Injury (KSI) Crashes	Pedestrian Crashes	Bicyclist Crashes
1	SR 20 & Barrington Drive	14	1	4	1
2	SR 20 & NE Midway Blvd/NE Goldie St	11	0	0	0
3	SR 20 & SW Erie St/SW Bayshore Dr	10	1	0	0
4	SE 6th Ave & SE Midway Blvd	8	1	0	0
5	SR 20 & E Whidbey Ave	8	0	1	0
6	SR 20 & SW Swantown Ave	7	0	0	0
7	SE Ely St & SE 8th Ave	7	0	0	0
8	SR 20 & SE 3rd Ave/SE Cabot Dr	7	2	2	1
9	SR 20 & NE 7th Ave	6	1	0	1
10	Torpedo Rd & W Crescent Harbor Rd	6	0	0	0
11	Oak Harbor St & Whidbey Ave	5	1	1	0
12	SR 20 & W Fakkema Rd	5	0	0	0
13	W Whidbey Ave & SW Jib St	4	0	0	0
14	SR 20 & S Beeksma Dr/SE Pioneer Way	4	0	0	0
15	SR 20 & SW Barlow St	3	1	0	0
16	SR 20 & SW 8th Ave	3	0	0	0
17	SR 20 & SW 6th Ave	3	1	0	1
18	SE Bayshore Dr & SE Dock St	3	1	1	1
19	SE 8th Ave & SE Midway Blvd	3	0	0	0
20	SE 8th Ave & SE Ireland St	3	0	0	0

Table 3: Top 5 Intersections by All Injury Crashes in the Town of Coupeville

No.	Intersection Name	All Injury Crashes	Killed and Severe Injury (KSI) Crashes	Pedestrian Crashes	Bicyclist Crashes
1	SR20/S Ebey Rd/NW Broadway St	7	0	0	0
2	SR 20/N Main St	2	1	0	0
3	N Main St/NE Birch St	2	0	0	0
4	N Main S/NW 6th St	1	0	1	0
5	N Main St/NW Coveland St	1	0	0	0

Table 4: Top 2 Intersections by All Injury Crashes in the City of Langley

No.	Intersection Name	All Injury Crashes	Killed and Severe Injury (KSI) Crashes	Pedestrian Crashes	Bicyclist Crashes
1	Furman Ave/Cedar Cir/Sandy Point Rd	1	0	0	1
2	Sandy Point Rd/Camano Ave/Langley Rd	1	0	0	0

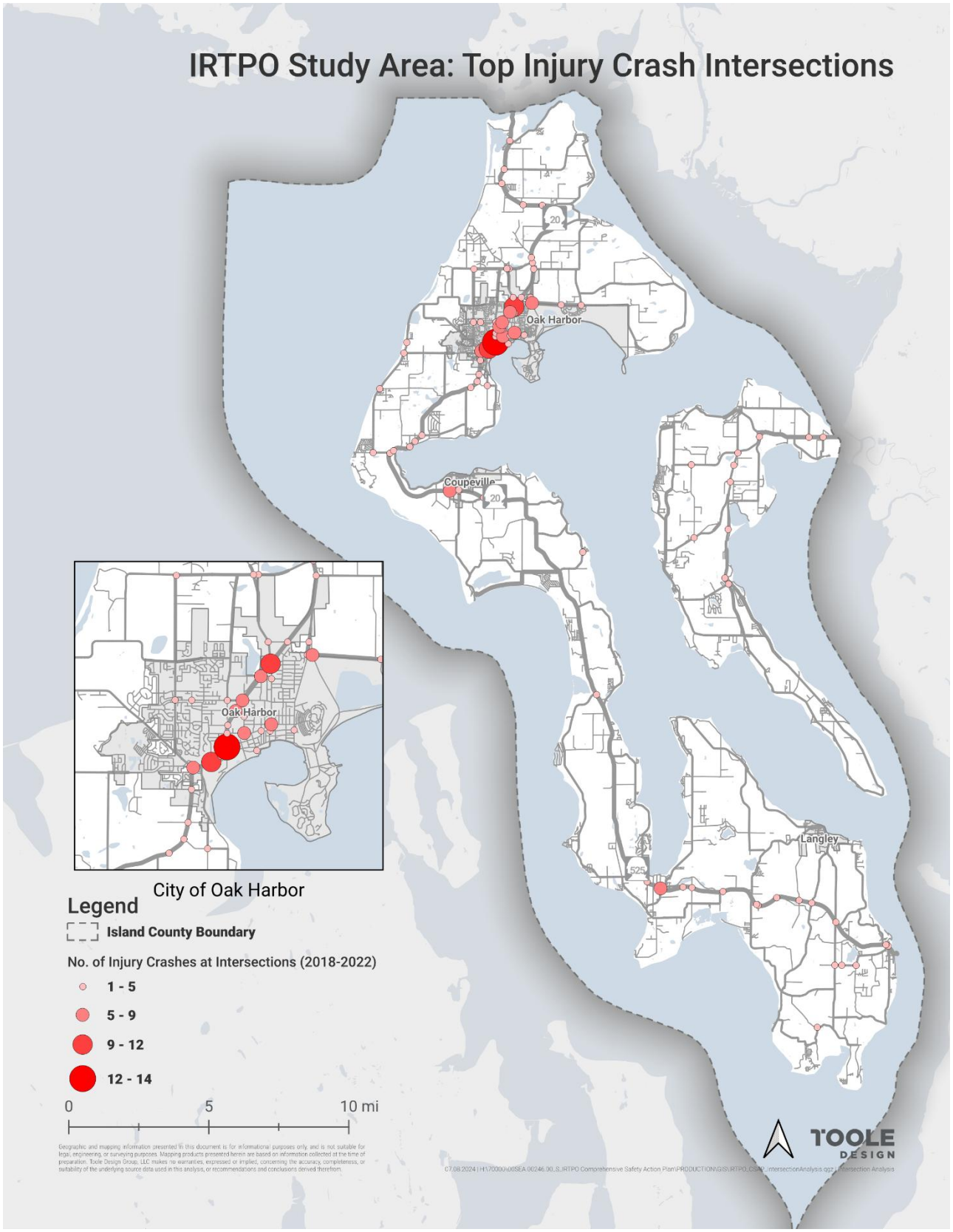

Figure 6: Intersection Analysis Results

APPENDIX C

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

TOOLE DESIGN

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MEMORANDUM

January 6, 2025

To: IRTPO
Organization: Island Regional Transportation Planning Organization
From: Alex DuVall, Kyle McGowan, Tariq Shihadah, Maimoona Rahim
Project: IRTPO Comprehensive Safety Action Plan

Re: Task 2.2 Systemic Safety Analysis Technical Memorandum

The purpose of this memorandum is to document the systemic safety analysis process and results conducted as part of the IRTPO Comprehensive Safety Action Plan. This systemic analysis will help the agency identify roadway facilities with the greatest potential for safety improvements by identifying combinations of roadway attributes associated with higher frequencies serious crash frequencies.

Systemic Screening Factors

One of the key outcomes of the systemic safety analysis process is the identification of roadway facility attributes that have been found to correlate with high crash frequency. These attributes are also known as systemic screening factors. Combinations of these factors identify roadway facility profiles that are associated with higher crash frequencies. However, it is important to note that this does not necessarily indicate a causal relationship, nor that these individual factors should necessarily be the target of treatments. For example, though the presence of nearby pedestrian generators may be found as a factor that correlates with elevated pedestrian crash frequencies, this does not mean that these generators should be removed, but instead that facilities near such generators may require additional safety investment.

Screening factors and roadway facility profiles should be studied from a practical and policy-driven perspective to determine what components may be reasonable targets of safety improvements and which should be viewed primarily as non-causal correlations.

Table 1 includes all roadway segment attributes that were identified as candidate factors for consideration in the analysis. Factors considered in the analysis were limited by data quality and availability. Several equity factors were identified from the Equity Analysis Framework and were included in this analysis.

Table 1. Factors Screened for Systemic Analysis

Screening Factor	Description
Traffic Volume/Average Daily Traffic (ADT)	0-1,000 ADT, 1,001-10,000 ADT, >10,000 ADT
Functional Class	High = highways or arterials Medium = collectors Low = local and residential streets
Speed Limit	≤30 MPH, 35-45 MPH 50+ MPH
Roadway Setting	Defined as either 'urban' or 'rural' based on Island County land use data.
Equity Score	Defined as 'Higher Need', 'Moderate Need', 'Lower Need', and 'No Need'

Analysis Process

The systemic analysis focused on the study period of 2018 through 2022. The target study roadway facilities included all public roadways in Island County. Consolidated roadway data was analyzed to retain all relevant roadway cross-sectional and contextual attributes.

The systemic analysis screening process is based on a decision tree machine learning algorithm where each factor is screened individually to determine whether the factor distinguishes between locations with relatively high or low average crash densities per mile. For categorical factors such as functional classification, speed limit, traffic volumes, and the equity, accessibility, economic, and livability indices, the algorithm considers each unique classification individually. The algorithm screens all factors recursively to identify the most correlated factors and continues until a set of factors is identified as a systemic safety network tier. **Figure 1** illustrates the decision tree algorithm where three correlated factors define a systemic safety network tier (facility profile).

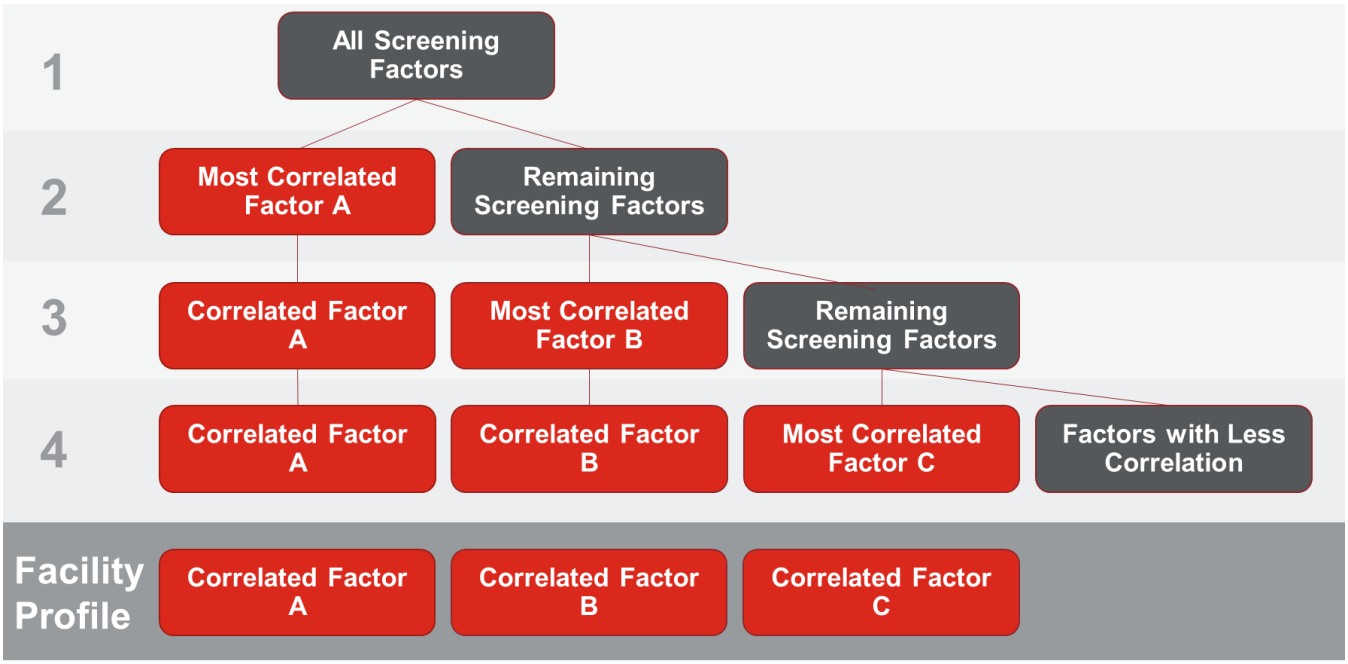

Figure 1. Illustration of decision tree screening process

Crash Data Sources and Limitations

Law enforcement officers complete the State of Washington Motor Vehicle Collision Report (crash report) when investigating a roadway crash. The form captures information about the persons involved, location, crash factors, and other crash attributes. The data utilized in this analysis consists of injury crash data from 2018 through 2022 within Island County.

This analysis focuses on injury crashes defined as crashes that involved a fatality, also known as *K* severity crashes, according to the *KABCO* scale, as well as crashes that involved serious injury (A), other visible injuries (B), and complaints of pain (C).[1] Property damage only crashes (O) are excluded.

The analysis weighted crashes with a higher severity: fatal and serious (KA) crashes being weighted 3 times more than a 'C' crash, and 'B' crashes being weighted 2 times more than a 'C' crash.

Although crash reports are currently the best way to obtain information about a large number of crashes, they have limitations. Crash severity may have limited accuracy because officers completing reports typically do not have medical training, and victims of crashes may be unaware of internal injuries. The total number of crashes (especially vulnerable road users) may be underreported due to fears, language barriers, financial concerns, etc. Crash reports may not capture the effects of speed in crashes, as the first responders are typically on the scene after the crash has occurred and witnesses outside a crash are not typically interviewed about operator speed. Even when crash reports are perfect, they do not record near misses or the self-limiting behavior of travelers who do not feel safe in currently configured networks. It is useful to keep these limitations in mind when using crash data and to vet data with priority populations as part of the planning process.

[1] The KABCO scale is used to assess the severity of a crash. For more information, see: https://safety.fhwa.dot.gov/hsip/spm/conversion_tbl/pdfs/kabco_ctable_by_state.pdf

Focusing on high-severity crashes aligns with the goal of the Safe Streets and Roads for All (SS4A) program to eliminate fatalities and serious injuries through holistic safety solutions. This also directs attention to the most pressing transportation safety issues within IRTPO's jurisdiction, which correlates to Island County.

Analysis Results

In the following subsections, systemic analysis results are broken out by crash mode, outlining the unique factors and priority rankings associated with each systemic safety tier. Each subsection provides definitions of unique tiers identified by the analysis and their associated factors, crash score and mileage metrics associated with these profiles, and a summary figure. Profiles are grouped into five tiers, from critical to minimal, highlighting the facilities that are associated with the highest to lowest correlation with severe crashes. Based on these profiles and their tiers, roadways associated with higher levels of crash correlation for each mode were identified.

All Modes

Figures in this section represent results for all modes (motor vehicle, pedestrian, bicycle, and motorcycle) within the full study area.

Table 2 indicates that the screening factors most effective at indicating elevated KABC crash frequency (facilities in Critical, High, and Medium tiers).

Table 2. Systemic safety network tier definitions for all modes fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Screening Factor				
	Traffic Volume (ADT)	*Functional Class*	*Roadway Setting*	*Speed Limit (MPH)*	*Equity Score*
Critical	>10,000 ADT	-	-	-	Lower to No Need
Critical	>10,000 ADT	-	-	-	Moderate to High Need
High	0-10,000 ADT	High	-	-	-
Medium	0-10,000 ADT	Medium	-	50+ MPH	-
Medium	0-10,000 ADT	Medium	-	≤45 MPH	-
Low	0-10,000 ADT	Low	Urban	-	Lower to No Need
Minimal	0-10,000 ADT	Low	Urban	-	Moderate to High Need
Minimal	0-10,000 ADT	Low	Rural	-	-

Critical tier facilities are those with over 10,000 ADT, while High tier facilities are highway or arterial roads lower than 10,000 ADT. Medium tier facilities are collector streets with lower than 10,000 ADT.

The associated average fatal and injury crash frequency per mile as well as the relative mileage of each tier are summarized in **Table 3** and illustrated in **Figure 2**. About three-fourths (78.3%) of fatal and injury crashes in the study area are on Critical, High, and Medium tier facilities, but these facilities only represent 24.7% of the total roadway miles in the study area. This discrepancy is especially true for the Critical tier facilities – 3.5% of the total roadway miles in the study area are Critical tier facilities, but 37.8% of fatal and injury crashes occurred on those facilities.

Table 3. Systemic safety network tier metrics for all modes fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Network Metrics				
	Avg. Crashes per Mile	*Miles*	*Crashes*	*Miles Share*	*Crashes Share*
Critical	4.43	134.03	594	3.5%	37.8%
High	1.63	127.29	207	3.3%	13.2%
Medium	0.62	687.43	428	17.9%	27.3%
Low	0.26	816.83	213	21.2%	13.6%
Minimal	0.06	2088.83	126	54.2%	8.1%

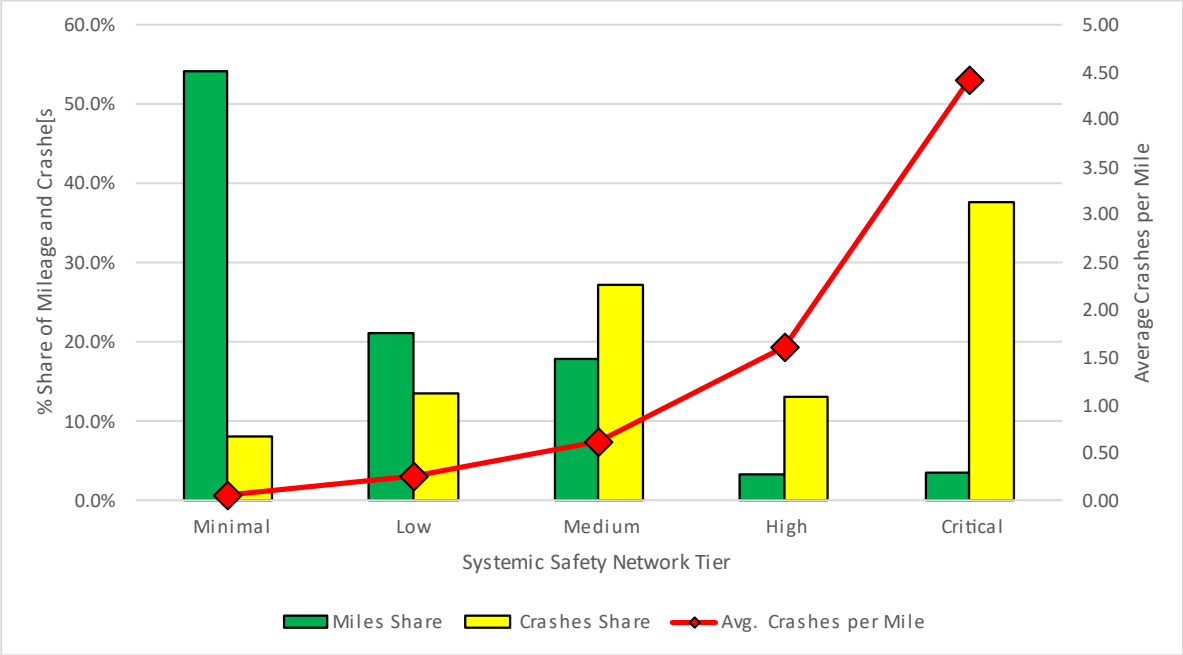

Figure 2. Systemic safety network tier metrics for all modes fatal and injury crashes

The corridors identified as 'Critical', 'High', and 'Medium' in the Systemic Safety analysis of all modes are shown in **Figure 3**.

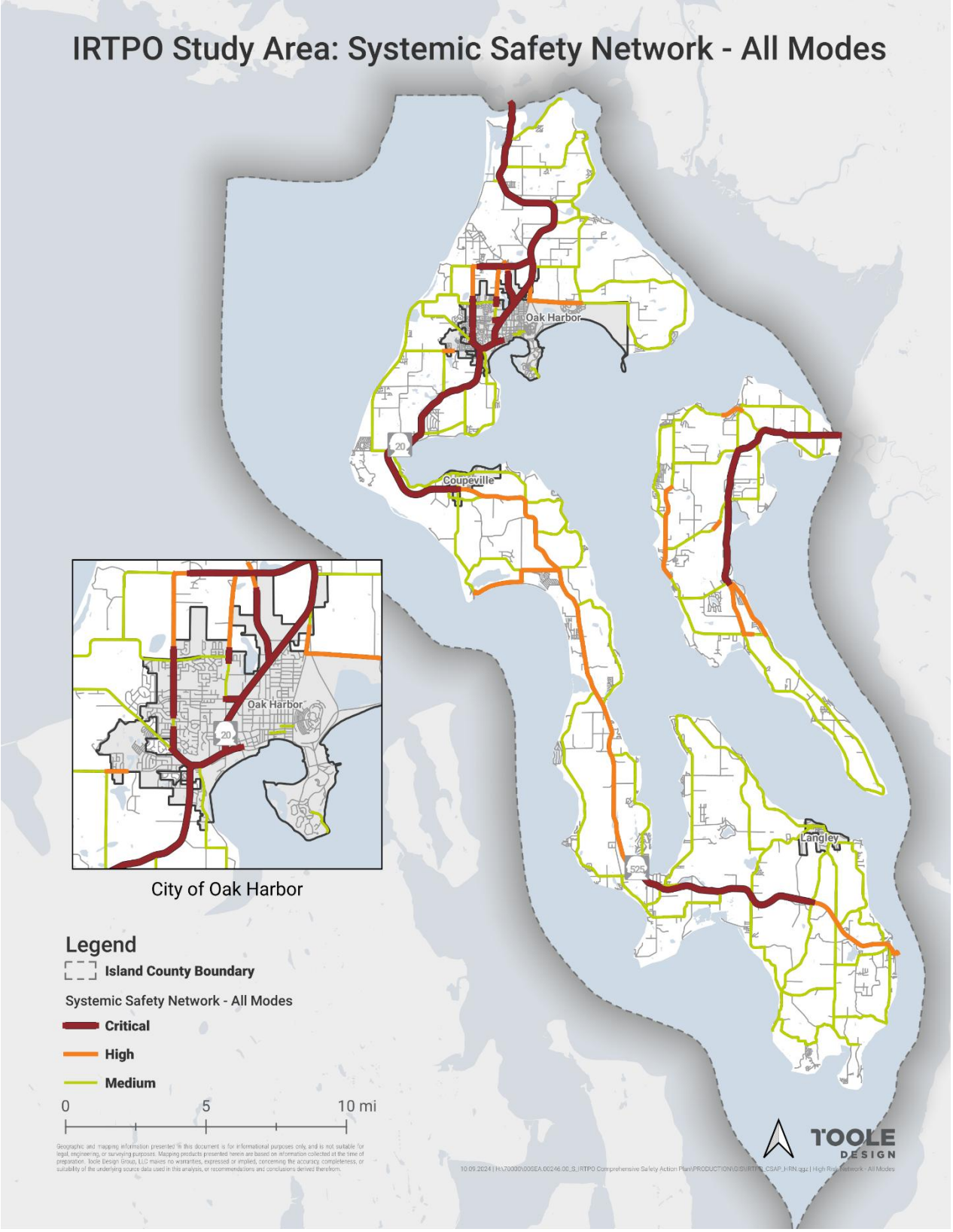

Figure 3. Systemic Safety Network - All Modes

Motor Vehicles

Figures in this section represent results for motor vehicles within the full study area.

Table 2 indicates that the screening factors most effective at indicating elevated KABC crash frequency (facilities in Critical, High, and Medium tiers).

Table 4. Systemic safety network tier definitions for motor vehicle fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Screening Factor				
	Traffic Volume (ADT)	*Functional Class*	*Roadway Setting*	*Speed Limit (MPH)*	*Equity Score*
Critical	>10,000 ADT	-	-	-	-
High	0-10,000 ADT	High	-	-	-
Medium	0-10,000 ADT	Medium	-	50+ MPH	-
Medium	0-10,000 ADT	Medium	-	≤45 MPH	-
Low	0-10,000 ADT	Low	Urban	-	Low to No Need
Minimal	0-10,000 ADT	Low	Urban	-	Moderate to High Need
Minimal	0-10,000 ADT	Low	Rural	-	-

Critical tier facilities are those with over 10,000 ADT, while High tier facilities are highway or arterial roads lower than 10,000 ADT. Medium tier facilities are collector streets with lower than 10,000 ADT.

The associated average fatal and injury crash frequency per mile as well as the relative mileage of each facility are summarized in **Table 5** and illustrated in **Figure 2**. 81.3% of fatal and injury crashes in the study area are on Critical, High, and Medium tier facilities, but these facilities only represent 24.7% of the total roadway miles in the study area.

Table 5. Systemic safety network tier metrics for motor vehicle fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Network Metrics				
	Avg. Crashes per Mile	*Miles*	*Crashes*	*Miles Share*	*Crashes Share*
Critical	3.83	134.03	513	3.5%	40.1%
High	1.34	127.29	171	3.3%	13.4%
Medium	0.52	687.43	355	17.9%	27.8%
Low	0.18	816.83	143	21.2%	11.2%
Minimal	0.05	2088.83	97	54.2%	7.6%

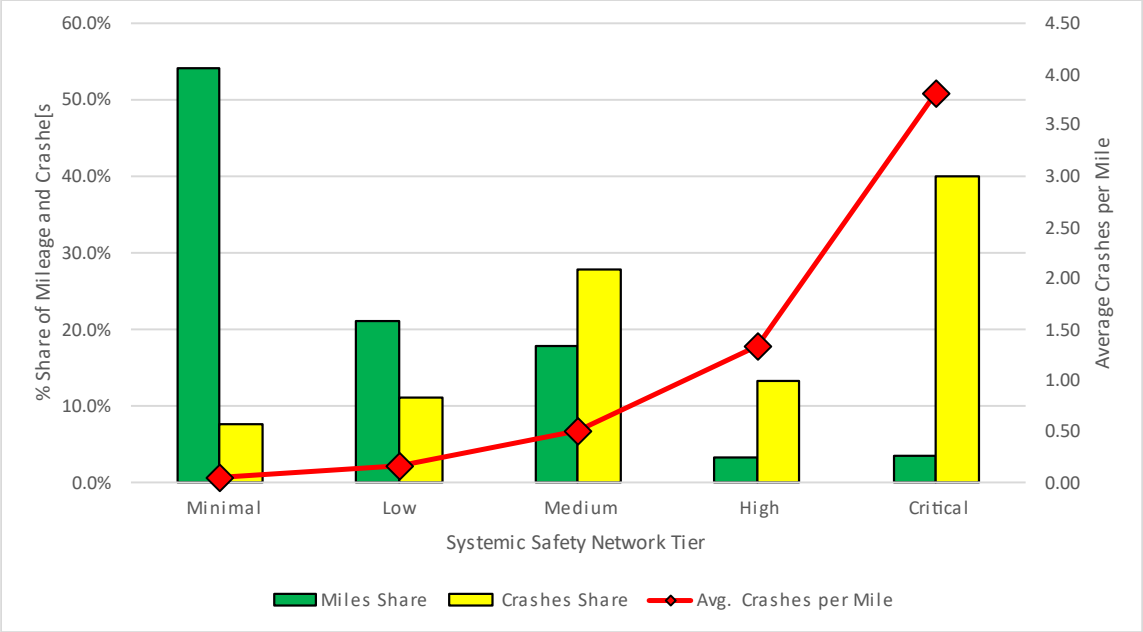

Figure 4. Systemic Safety Network tier metrics for motor vehicle fatal and injury crashes

The corridors identified as 'Critical', 'High', and 'Medium' in the Systemic Safety Analysis for motor vehicle crashes are shown in **Figure 5.**

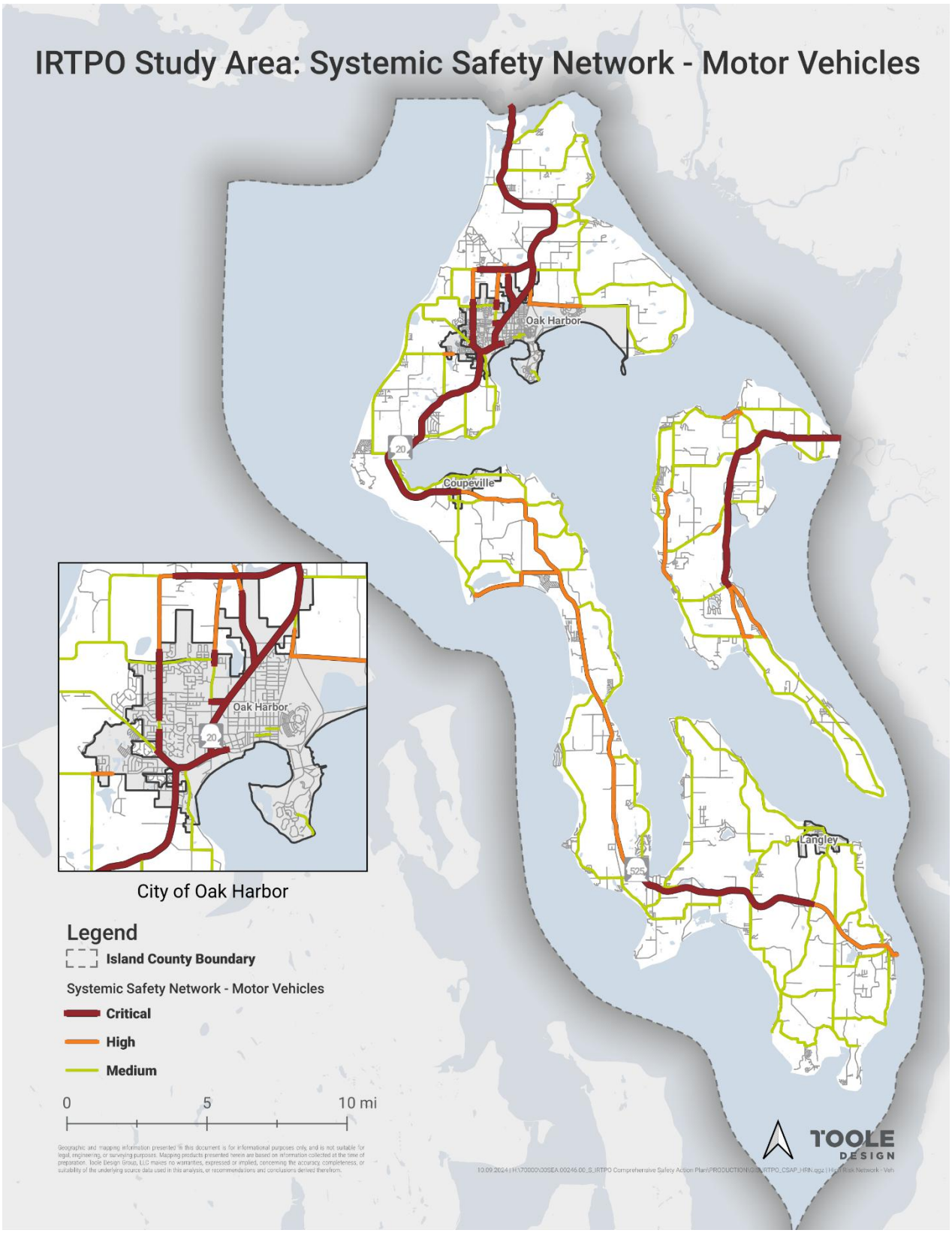

Figure 5. Systemic Safety Network – Motor Vehicles

Pedestrians

Figures in this section represent results for pedestrians within the full study area.

Table 6 indicates that the screening factors most effective at indicating elevated KABC pedestrian crash frequency (facilities in Critical, High, and Medium tiers).

Table 6. Systemic safety network tier definitions for pedestrian fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Screening Factor				
	Traffic Volume (ADT)	*Functional Class*	*Roadway Setting*	*Speed Limit (MPH)*	*Equity Score*
Critical	>10,000 ADT	-	-	-	Lower to No Need
High	1,000-10,000 ADT	Low	-	-	-
Medium	>10,000 ADT	-	-	-	Moderate to High Need
Low	1,000-10,000 ADT	Medium to High	-	-	-
Low	0-1,000 ADT	-	Urban	-	-
Minimal	0-1,000 ADT	-	Rural	-	-

Critical tier facilities are roads with >10,000 ADT in areas that have a lower to no need equity scoring. High tier facilities are roads with 1,000-10,000 ADT. Medium tier facilities are roadway with less than 10,000 ADT with moderate to high equity scoring.

The associated average fatal and injury crash frequency per mile as well as the relative mileage of each facility are summarized in **Table 7** and illustrated in **Figure 6**. Just under half (42.0%) of pedestrian injury crashes in the study area are on Critical, High, and Medium tier facilities, but these facilities only represent 5.5% of the total roadway miles in the study area.

Table 7. Systemic safety network tier metrics for pedestrian fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Network Metrics				
	Avg. Crashes per Mile	*Miles*	*Crashes*	*Miles Share*	*Crashes Share*
Critical	0.19	73.18	14	1.9%	20.3%
High	0.16	76.75	12	2.0%	17.4%
Medium	0.05	60.85	3	1.6%	4.3%
Low	0.02	1909.16	34	49.5%	49.3%
Minimal	0.00	1734.46	6	45.0%	8.7%

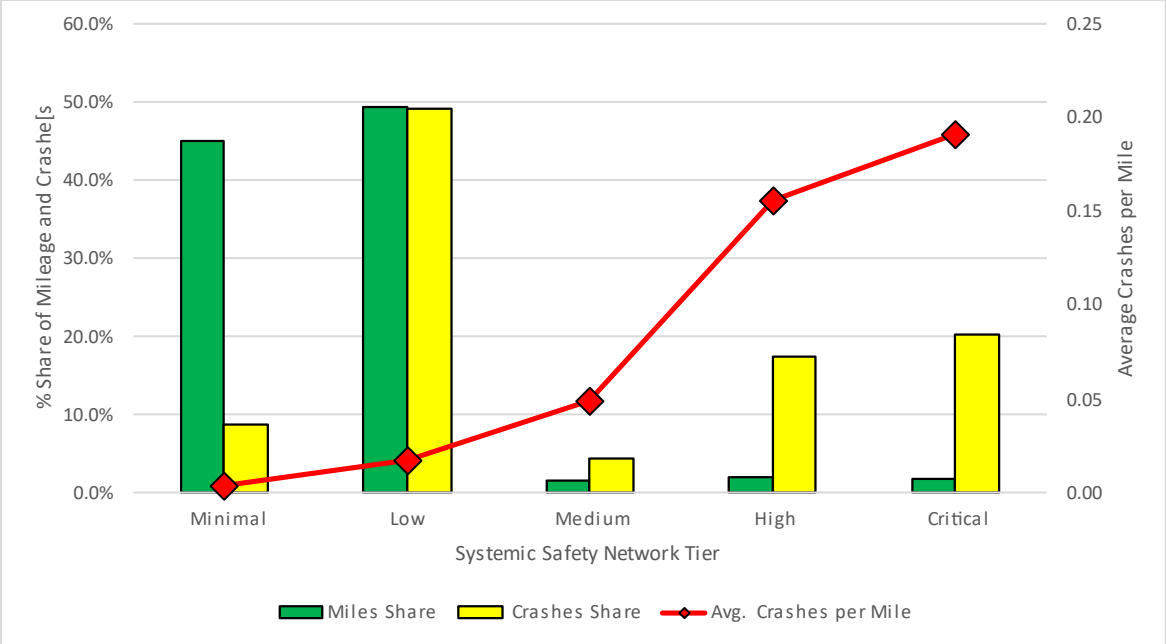

Figure 6. Systemic Safety Network tier metrics for pedestrian fatal and injury crashes

The corridors identified as ‘Critical’, ‘High’, and ‘Medium’ in the Systemic Safety Analysis for pedestrian crashes are shown in **Figure 7**.

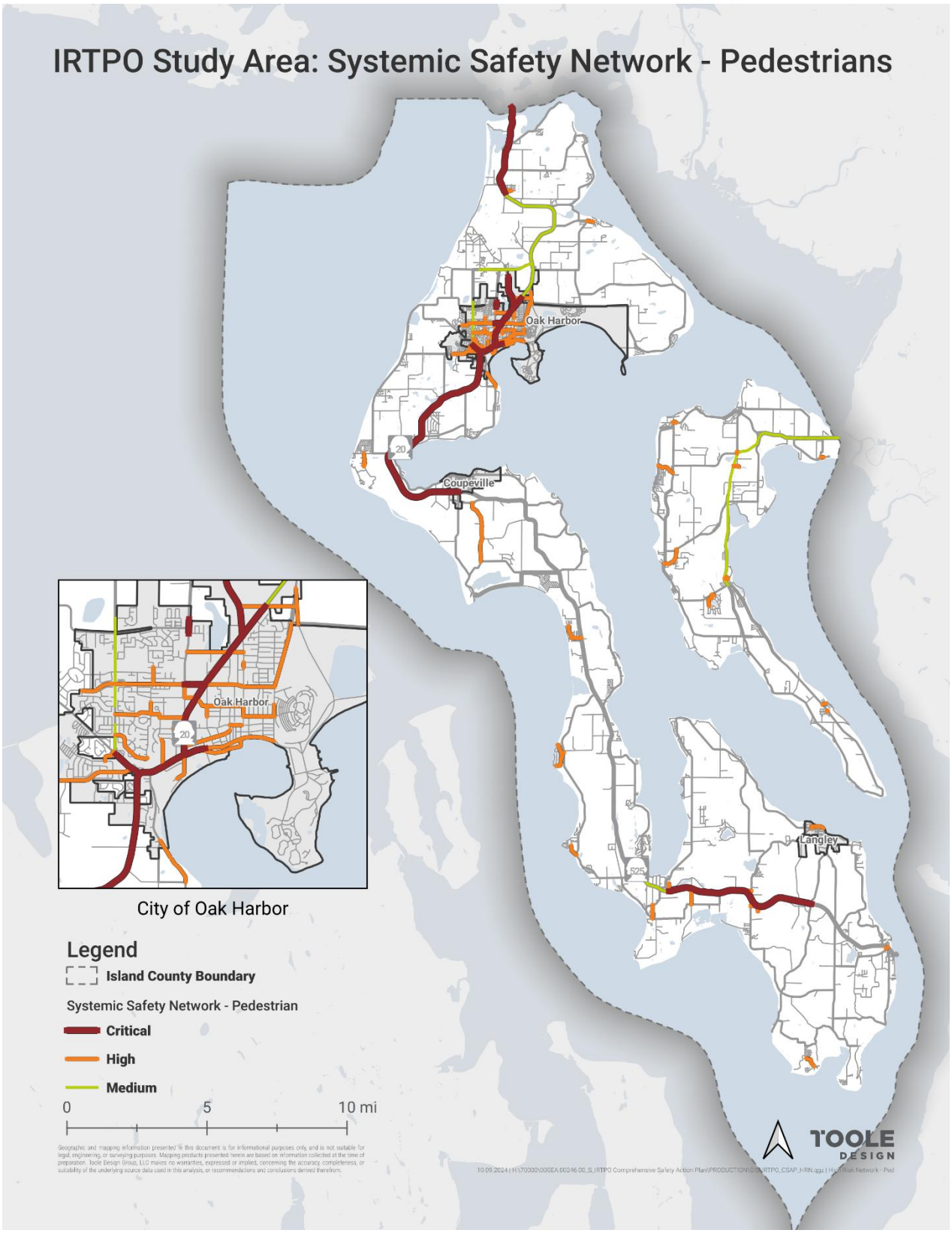

Figure 7. Systemic Safety Network – Pedestrians

Bicyclists

Figures in this section represent results for bicyclists within the full study area.

Table 8 indicates that the screening factors most effective at indicating elevated KABC bicyclist crash frequency (facilities in Critical, High, and Medium tiers).

Table 8. Systemic safety network tier definitions for bicycle fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Screening Factor				
	Traffic Volume (ADT)	*Functional Class*	*Roadway Setting*	*Speed Limit (MPH)*	*Equity Score*
Critical	-	High	Urban	-	Low to Higher Need
Critical	-	Medium	-	≤30 MPH	-
High	-	High	Urban	≤30 MPH	No Need
Medium	-	High	Rural	-	-
Low	-	Medium	-	35+ MPH	-
Minimal	-	Low	-	-	-

Critical tier facilities are highways and arterial roads in urban areas with a low to higher need and collector roads with 30 MPH or less speed limit. High tier facilities are highways and arterial roads in urban areas with speed limits of ≤30 MPH with no equity need. Medium tier facilities are highway and arterial roads in rural areas.

The associated average fatal and injury crash frequency per mile as well as the relative mileage of each facility are summarized in **Table 9** and illustrated in **Figure 8**. About half (45.5%) of bicycle injury crashes in the study area are on Critical, High, and Medium tier facilities, but these facilities only represent 4.9% of the total roadway miles in the study area.

Table 9. Systemic safety network tier metrics for bicycle fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Network Metrics				
	Avg. Crashes per Mile	*Miles*	*Crashes*	*Miles Share*	*Crashes Share*
Critical	0.12	122.72	15	3.2%	34.1%
High	0.08	66.64	5	1.7%	11.4%
Medium	0.02	80.97	2	2.1%	4.5%
Low	0.02	677.58	12	17.6%	27.3%
Minimal	0.00	2906.49	10	75.4%	22.7%

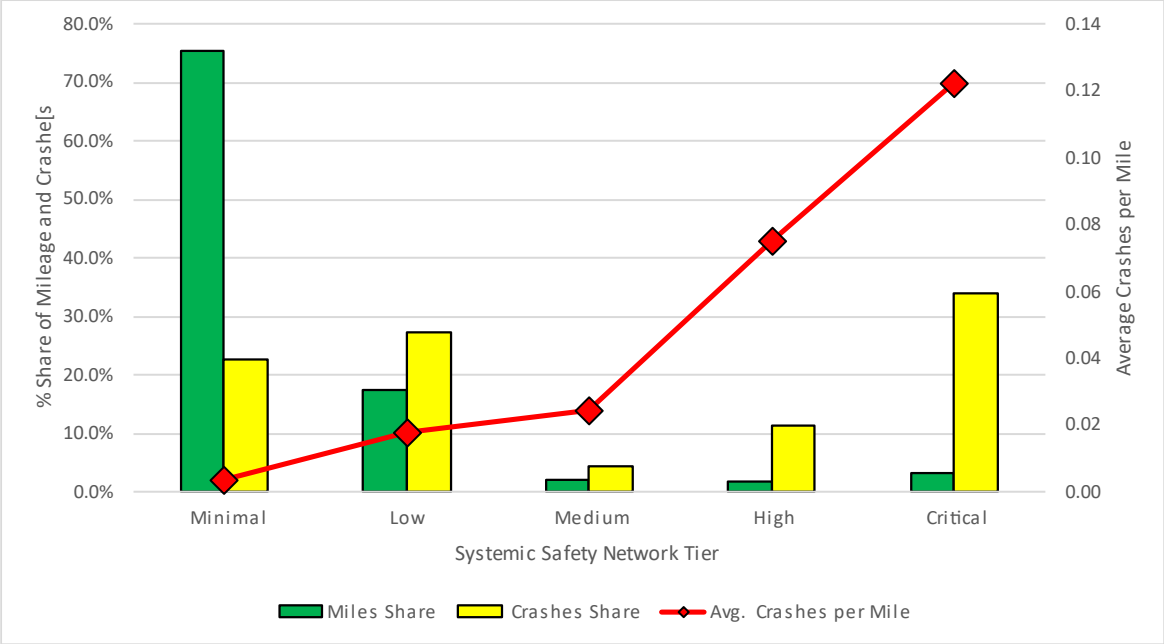

Figure 8. Systemic Safety Network tier metrics for bicycle fatal and injury crashes

The corridors identified as 'Critical', 'High', and 'Medium' in the Systemic Safety analysis for bicycle crashes are shown in **Figure 9**.

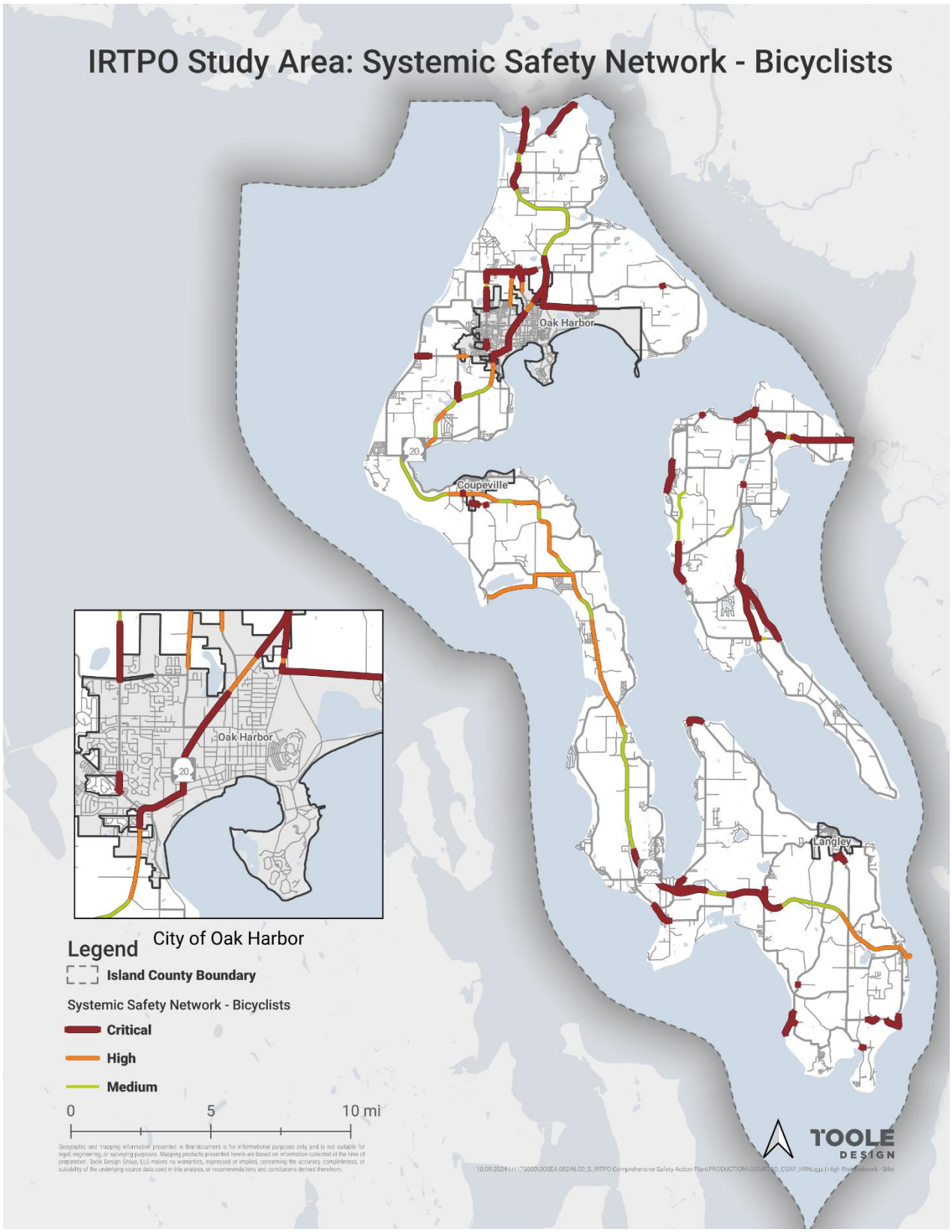

Figure 9. Systemic Safety Network – Bicyclists

Motorcycle

Figures in this section represent results for motorcycles within the full study area.

Table 10 indicates that the screening factors most effective at indicating elevated KABC motorcycle crash frequency (facilities in Critical, High, and Medium tiers).

Table 10. Systemic safety network tier definitions for motorcycle fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Screening Factor				
	Traffic Volume (ADT)	*Functional Class*	*Roadway Setting*	*Speed Limit (MPH)*	*Equity Score*
Critical	>10,000 ADT	-	-	-	Lower to No Need
High	>10,000 ADT	-	-	-	Moderate to High Need
High	0-10,000 ADT	High	-	-	-
Medium	0-10,000 ADT	Medium	-	-	-
Low	0-10,000 ADT	Low	Urban	-	-
Minimal	0-10,000 ADT	Low	Rural	-	-

Critical tier facilities are roads with >10,000 ADT with lower to no equity need score. High tier facilities are roads with >10,000 ADT with moderate to higher equity need score or highway and arterial roads with less than 10,000 ADT (0-10,000 ADT). Medium tier facilities are collector roads with 0-10,000 ADT.

The associated average fatal and injury crash frequency per mile as well as the relative mileage of each tier are summarized in **Table 11** and illustrated in **Figure 10**. About three-fourths (73.2%) of motorcycle injury crashes in the study area are on Critical, High, and Medium tier facilities, but these facilities only represent 24.5% of the total roadway miles in the study area.

Table 11. Systemic safety network tier metrics for motorcycle fatal and injury crashes

Systemic Safety Network Tier	Systemic Safety Network Metrics				
	Avg. Crashes per Mile	*Miles*	*Crashes*	*Miles Share*	*Crashes Share*
Critical	0.59	73.18	43	1.9%	24.4%
High	0.18	188.14	33	4.9%	18.7%
Medium	0.08	687.43	53	17.8%	30.1%
Low	0.02	1365.46	34	35.4%	19.3%
Minimal	0.01	1540.21	13	40.0%	7.4%

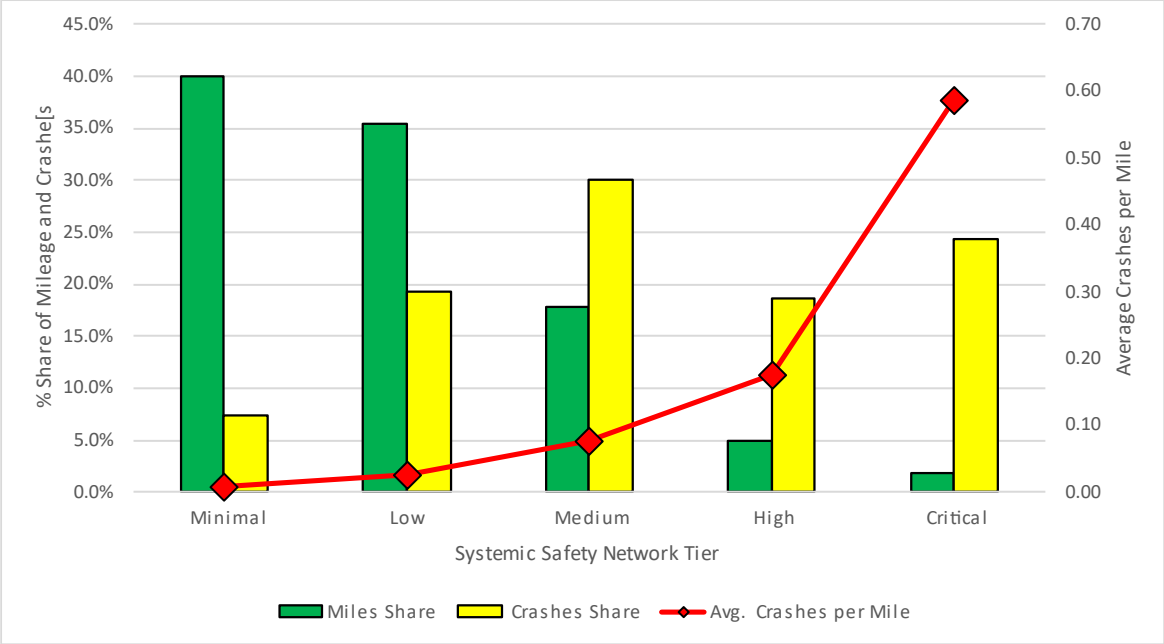

Figure 10. Systemic Safety Network Tier metrics for motorcycle fatal and injury crashes

The corridors identified as 'Critical', 'High', and 'Medium' in the Systemic Safety analysis for motorcycle crashes are shown in **Figure 11**.

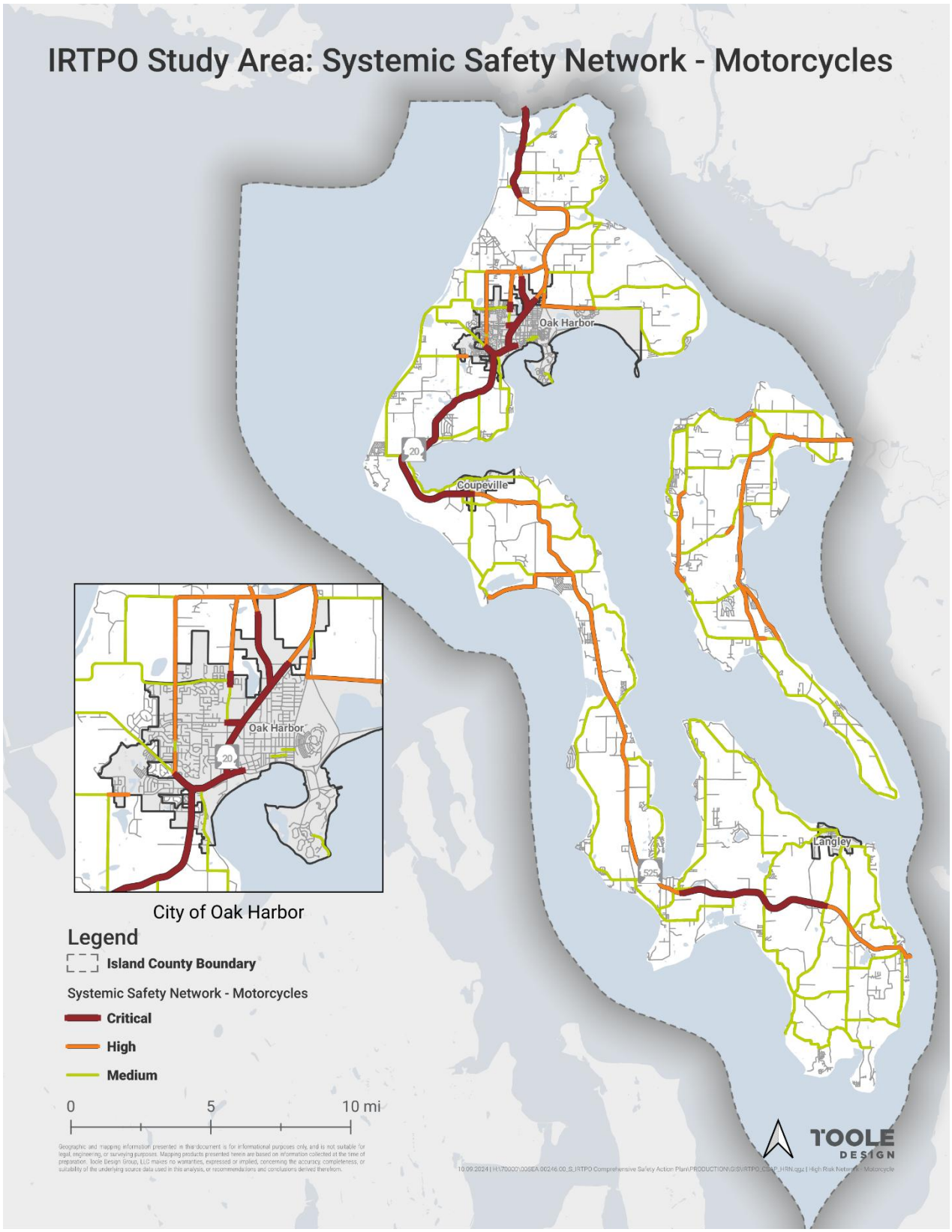

Figure 11. Systemic Safety Network – Motorcycles

Conclusions and Next Steps

The factors captured in the systemic analysis identified a correlation with concentrations of crashes on roads in the study area. Locations on the Critical, High, and Medium tiers should be targeted for safety improvements, regardless of crash history (i.e., a proactive approach as opposed to a reactive approach since these facilities represent 24.7% of miles in the study area but 78.3% of fatal and injury crashes). The results of each mode (motor vehicles, pedestrians, bicyclists, and motorcyclists) yield similar proportions of crashes and roadway miles. These Systemic Safety Networks and the roadway facility attributes can be used to identify priority areas for safety improvements and safety countermeasures targeted toward these roadway users.

APPENDIX D

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

ENGAGEMENT AND OUTREACH SUMMARY REPORT

PREPARED FOR:

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

PREPARED FOR

PREPARED BY DKS ASSOCIATES

DKS

Veronica Sullivan

Sheida Carugati

Alexander Emmons

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PURPOSE OF THE IRTPO COMPREHENSIVE SAFETY ACTION PLAN

In 2023, the Island Regional Transportation Planning Organization (IRTPO) secured funding from the federal Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan (CSAP), a data-driven initiative aimed at reducing fatal and serious injuries on Island County roadways. The CSAP represents a crucial step towards enhancing safety for all road users by analyzing crash history, demographics, and public input to effectively identify, prioritize, and implement targeted safety improvements. A successful Action Plan like the CSAP encompasses eight key components:

1. Leadership commitment and goal setting
2. Planning structure
3. Safety analysis
4. Engagement and collaboration
5. Equity
6. Policy and process changes
7. Strategy and project selections
8. Progress and transparency

ENGAGEMENT SUMMARY

Over the course of the Summer and Fall of 2024, the IRTPO CSAP project team conducted several forms of outreach including cold phone calls, emails, pop-ups at local events on Whidbey and Camano Islands, in-person open house presentations, and virtual meetings. The project team also developed and kept up to date a publicly accessible project website via Social Pinpoint. In addition to general information describing the IRTPO CSAP project, the project website also housed an interactive comment map, a brief survey, relevant documents such as FAQs and printable flyers, information on future engagement opportunities, and presentation materials from past public meetings and open houses.

The goals of the IRTPO CSAP outreach were to

- Inform the community members in the region of Island County of what CSAPs are, what they entail, and how they can benefit the community
- Listen to and learn more about the public's safety concerns
- Incorporate the public's feedback and ideas for safety improvements in the IRTPO CSAP project prioritization process

The IRTPO CSAP team developed an extensive initial list of contact information for community groups and organizations, professional societies, federal, county, local, and tribal agencies, emergency responders, fire departments, police, and local businesses throughout the IRTPO region. The list of contact information for community members in the IRTPO region was continuously updated throughout the public engagement process as the public outreach events took place and more people shared their contact information on the Social Pinpoint site. The

contact list for public engagement efforts grew to over 170 individuals over the course of the project.

The IRTPO CSAP outreach team used the continually evolving contact list to cold call and email Island County community members to inform them of the CSAP development, provide more details and information on the project itself, and share all the outreach efforts and the different ways to engage during the project.

The chart below depicts the timeline of all the IRTPO CSAP public engagement efforts that were executed from Spring to Fall of 2024. This memo includes the entire public engagement plan developed by the IRTPO CSAP team and the results from engaging the community in the IRTPO region.

ENGAGEMENT METHODS, MATERIALS, AND RESULTS

The following sections expand on each of the outreach methods, the materials developed for the CSAP engagement process. This section also includes the results from the engagement process.

ENGAGEMENT METHODS

PUBLIC ENGAGEMENT COMMUNITY POP-UPS

The outreach events began with informational in-person pop-up events at various community events and locations with foot traffic starting in late Spring through the Summer. The purpose of attending the pop-up events was to begin informing the community of the IRTPO's Vision Zero goal to reduce and eliminate fatal and serious injury roadway crashes by 2045 through the development of a CSAP. The pop-up events included

- Coupeville Farmers Market (North Central Whidbey Farmers Market) – Whidbey Island – April 20, 2024
- Bayview Farmers Market – Whidbey Island – July 27, 2024
- Camano Plaza IGA Market – Camano Island – July 27, 2024
- City of Langley National Night Out – Whidbey Island – August 6, 2024
- City of Oak Harbor National Night Out – Whidbey Island

CITY/TOWN COUNCIL PRESENTATIONS AND PUBLIC OPEN HOUSES

As the project team progressed in the crash analysis and the development of the High-Injury Network (HIN) and Safe System Network (SSN), the public outreach team conducted more formal engagement efforts. During this phase of the project, the project team presented at City and Town Council meetings throughout the IRTPO region to inform them of the results of the crash analysis, share the HIN, and share the SSN in their specific jurisdiction.

In conjunction with the Council presentations, the team organized in-person open houses for the public. The purpose of presenting to both a governing body and the public was to ultimately

achieve "buy-in" from both City and Town officials and the public before requesting adoption of the IRTPO CSAP in April 2025. The City/Town Council meetings and open houses included

- City of Oak Harbor Open House – Whidbey Island – September 25, 2024
- City of Langley City Council Presentation – Whidbey Island – October 7, 2024
- City of Langley Open House – Whidbey Island – October 7, 2024
- Town of Coupeville Town Council Presentation – Whidbey Island – October 8, 2024
- Town of Coupeville Open House - Whidbey Island – October 8, 2024
- Camano Island Supervisor Distrct3 Meeting and Open House – Camano Island – October 30, 2024

PUBLIC VIRTUAL MEETINGS

The project team was originally planning to conduct two virtual focus groups – one with the general public and another with safety and emergency service members. However, during the public outreach events and through the survey on the project website, many people expressed interest in participating in the virtual focus groups. To accommodate the substantial number of people interested in participating in the focus group, two virtual meetings were conducted instead. The virtual meetings covered the crash analysis, the HIN, and the SSN for the entire IRTPO region. The virtual meetings were held on

- Tuesday, November 12, 2024 – 4:00 to 5:00 PM – Zoom
- Thursday, November 14, 2024 – 4:00 to 5:00 PM – Zoom

PROJECT WEBSITE - SOCIAL PINPOINT

Survey

The project website, hosted by Social Pinpoint, included a brief survey asking participants to share their safety priorities, concerns, and questions with the project team. The survey also asked basic, optional, demographic questions to gain a better understanding of which communities were filling out the survey and which communities needed more concerted outreach efforts based on the survey responses.

The comments received in the survey responses for each of the major jurisdictions in the IRTPO region (Island County, City of Oak Harbor, City of Langley, Town of Coupeville) are summarized in this memo

Interactive Comment Map

The project website, hosted by Social Pinpoint, included an interactive map where participants could add location-based comments to share their safety priorities, concerns, and questions with the project team. The comment categories participants could choose from were Pedestrian/Bicycle, Motor Vehicle, Transit, and General.

The comments received in the survey responses for each of the major jurisdictions in the IRTPO region (Island County, City of Oak Harbor, City of Langley, Town of Coupeville) were summarized in the jurisdiction-specific section for each of the respective jurisdictions.

LOCAL LAW ENFORCEMENT AND EMERGENCY RESPONDERS

Local law enforcement officials and emergency responders (EMS and fire departments) were contacted throughout the development of the CSAP and during the public engagement phase. Law enforcement officials and emergency responders from unincorporated Camano Island, the Town of Coupeville, the City of Langley, and the City of Oak Harbor were contacted via email and over the phone. The project team held meetings with these officials either in-person or virtually to gain insight into crashes in their jurisdictions and ideas they may have for improvements. In addition to personal meetings, local law enforcement officials and emergency responders were invited to attend the City/Town Council presentations and the open houses to share their experiences with the project team and the public.

IRTPO EXECUTIVE BOARD AND A PUBLIC COMMITMENT

Throughout the project, the IRTPO CSAP project team regularly presented updates to the IRTPO Executive Board. Presentations to the IRTPO Executive Board occurred on:

- April 22, 2024 – IRTPO Executive Board Meeting Presentation
- September 25, 2024 – IRTPO Executive Board Meeting Presentation
- January 22, 2025 – IRTPO Executive Board Meeting Presentation

ENGAGEMENT MATERIALS

PROJECT WEBSITE – SOCIAL PINPOINT

A project-specific website was developed and maintained by the IRTPO CSAP project team to consolidate project information and outreach material in one place (see Figure 1).

The website includes the following information:

- Overview of a CSAP
- Information on ways the public can become involved
- Information on upcoming Open Houses
- Overview of the project timeline
- Interactive comment map
- CSAP public survey

The following website domain was created: https://dks-engage.com/IRTPO .

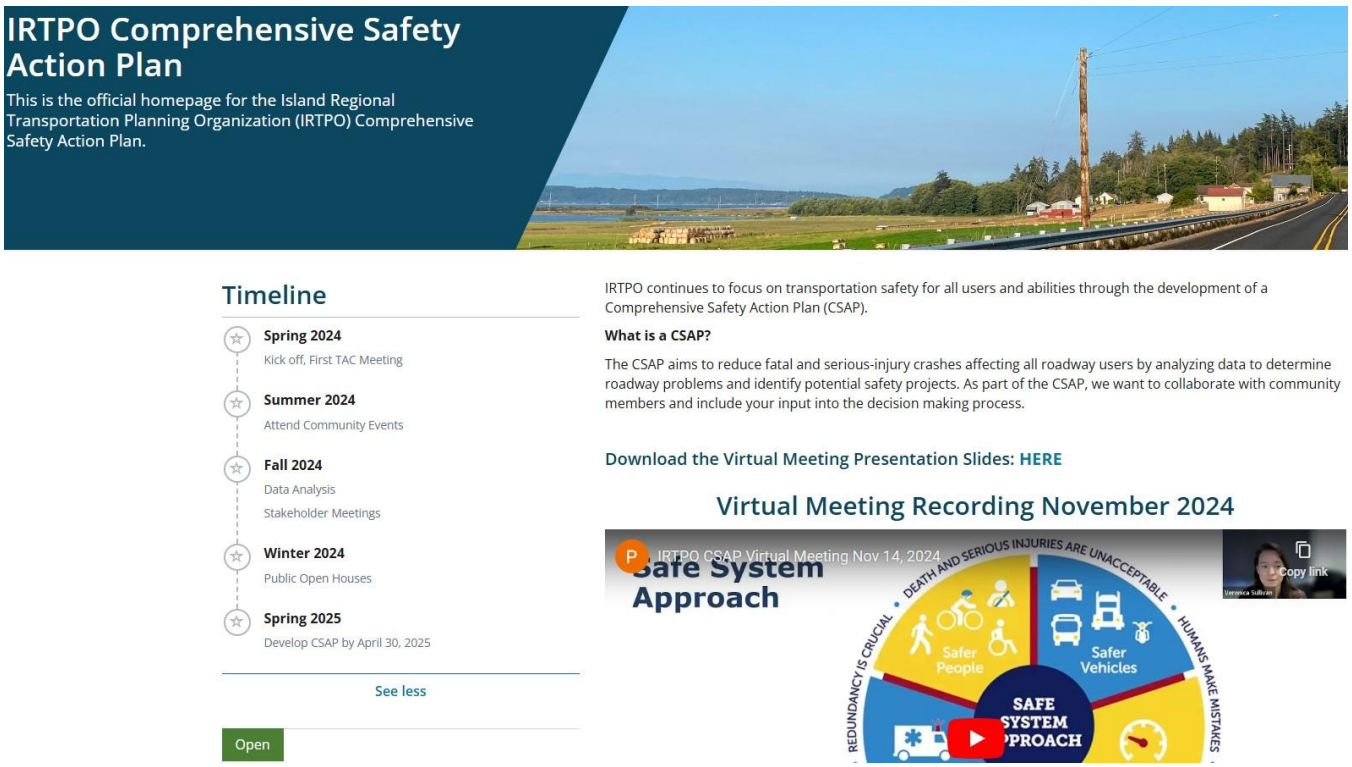


FIGURE 1: ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION COMPREHENSIVE SAFETY ACTION PLAN PROJECT WEBSITE (ACCESSED DECEMBER 12, 2024)

DIGITAL FLYERS AND PRINTED MATERIALS

The project team developed flyers in English (Figure 2), Spanish (Figure 3), and Tagalog (Figure 4) to explain the CSAP and encourage community involvement through open houses (Figure 5) or by visiting the project website. Flyers for the virtual meetings specifically were also developed (Figure 6).

FIGURE 2: IRTPO CSAP PROJECT FLYER IN ENGLISH

FIGURE 3: IRTPO CSAP PROJECT FLYER IN SPANISH

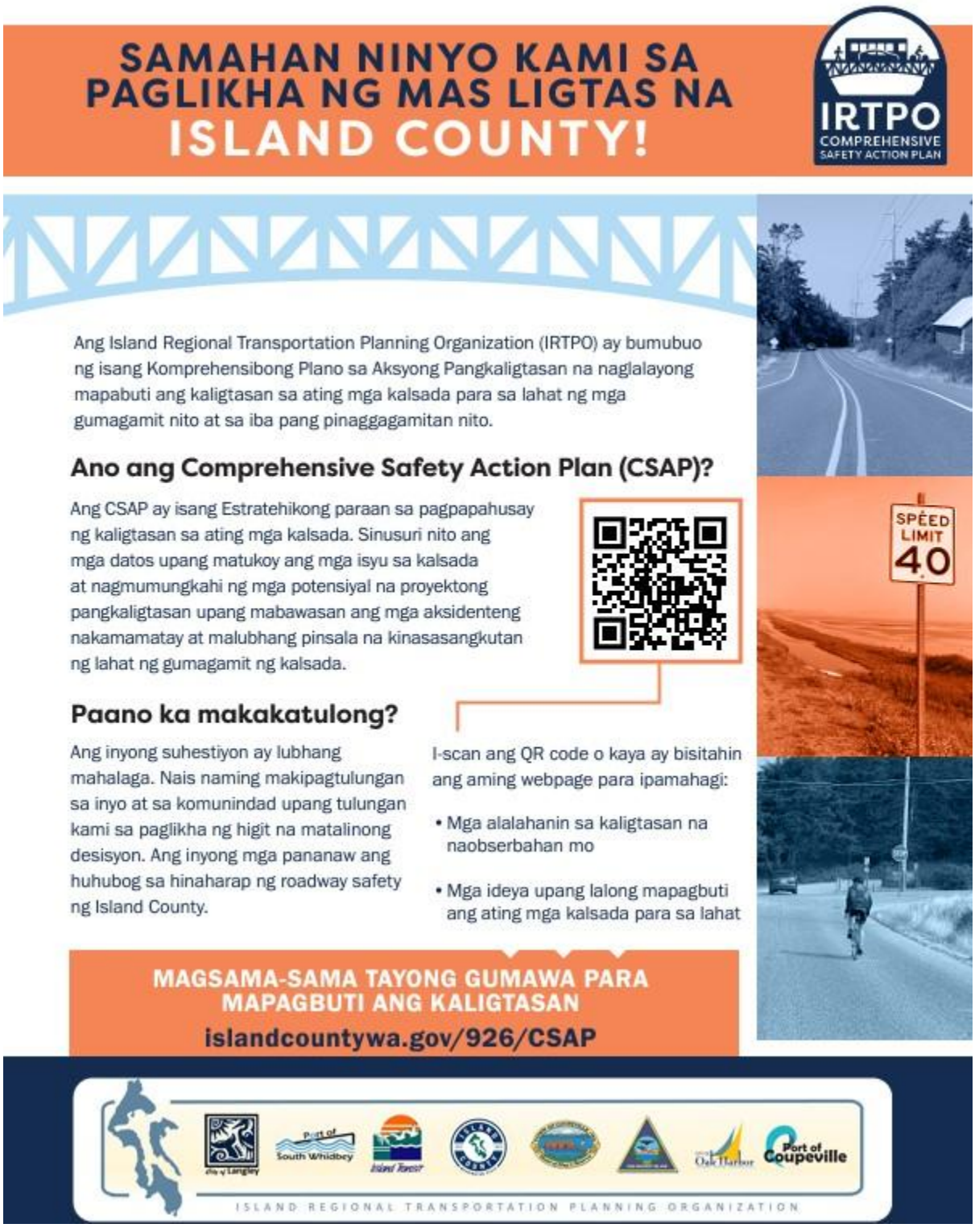


FIGURE 4: IRTPO CSAP PROJECT FLYER IN TAGALOG

FIGURE 5: IRTPO CSAP OPEN HOUSE FLYER

FIGURE 6: IRTPO CSAP VIRTUAL MEETING FLYER

FAQ SHEET

The IRTPO CSAP project team developed a general one-page Frequently Asked Questions (FAQ) flyer (Figure 7) to answer common questions about what a CSAP is, the project timeline, and the funding sources for this project. Community members were encouraged to share and print the FAQ sheet and general flyers to distribute within their own networks.

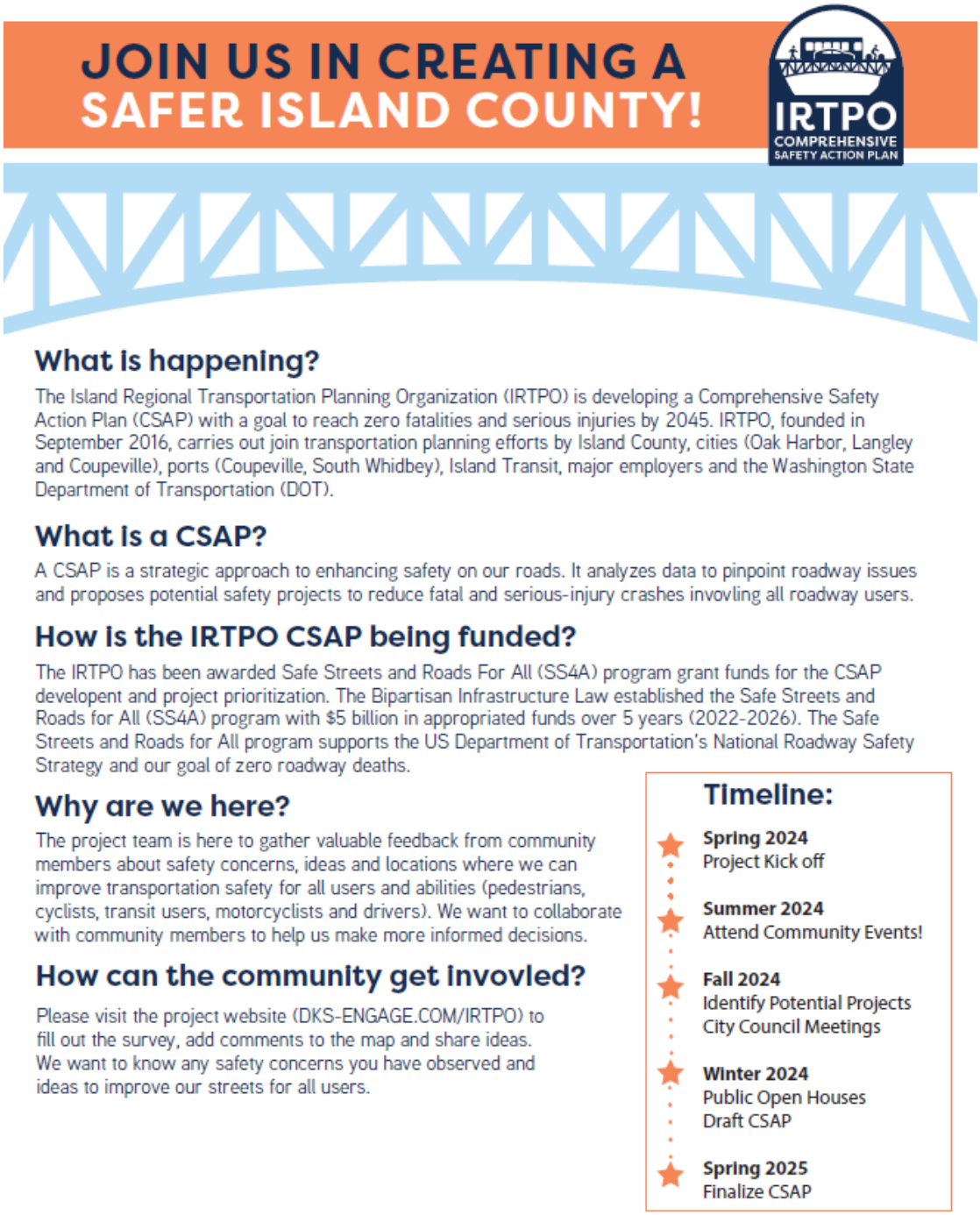


FIGURE 7: IRTPO CSAP PROJECT FAQ FLYER

PROJECT BUSINESS CARDS AND SWAG

Promotional material was created to increase awareness and encourage project involvement of the CSAP, such as business cards (Figure 8), coasters, and bags (Figure 9).

FIGURE 8: IRTPO CSAP PROJECT BUSINESS CARDS

FIGURE 9: IRTPO CSAP PROJECT TOTE BAG

EMAIL BLASTS AND SOCIAL MEDIA

To educate as many people as possible and to illicit participation in the CSAP project, email (Figure 10) and social medias posts (Figure 11) were disseminated throughout the engagement process.

Email

Dear Community Members,

The Island Regional Transportation Planning Organization (IRTPO) is committed to making our roads safer, with the goal of reaching zero fatalities and serious injuries by 2045. To achieve this, we're developing a Comprehensive Safety Action Plan (CSAP) and we need ***your*** input!

What is a CSAP?
The CSAP is a strategic initiative aimed at identifying road safety issues and proposing projects that will reduce accidents involving all road users.

Join Us at an Open House:
Your insights are invaluable. Join us at one of our upcoming open houses to share your ideas and help shape the future of road safety in Island County.

Open House Schedule:

- **Oak Harbor:** Wednesday, September 25, 2024, 4:30 p.m. - 6:30 p.m. at The Center (51 SE Jerome St, Oak Harbor)
- **Langley:** Monday, October 7, 2024, Time TBD at 112 Second Street, Langley, WA
- **Coupeville:** Tuesday, October 8, 2024, 4:30 p.m. - 6:00 p.m. at Town of Coupeville Recreation Hall (901 NW Alexander St, Coupeville, WA)

Get Involved:
Can't make it? Share your safety concerns and ideas online by visiting our CSAP webpage and leaving a comment on the map and/or filling out a 5-minute survey.

Let's work together to create safer streets for everyone in Island County!

Best regards,
[Your Name]

FIGURE 10: IRTPO CSAP PROJECT EMAIL TEMPLATE

FIGURE 11: IRTPO CSAP PROJECT SOCIAL MEDIA POST

PRESS RELEASE

The IRTPO CSAP project team developed and released a press release for Island County News to share on their website. The press release (Figure 12) included information about the CSAP itself, the project timeline, and ways the community could get involved.

(ICON TO USE FOR THE FRONT/HEADLINE IMAGE)

Headline: IRTPO Aims to Improve Transportation Safety

Island County, WA – As deadly and serious injury crashes continue to rise across the nation, Island County is committed to ensuring the safety of its residents and visitors on local streets and roads. The Island County Regional Transportation Planning Organization (IRTPO) is developing a Comprehensive Safety Action Plan (CSAP) to secure federal and state funds aimed at reducing, and ultimately eliminating, fatalities and serious injuries on Island County's streets and roads.

To make this initiative successful, the CSAP project team is actively seeking the community's input on improving road safety for everyone—pedestrians, cyclists, transit users, and drivers alike.

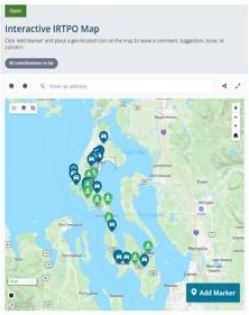
Over the summer, the project team engaged with the public through pop-up events in Camano Island, Town of Coupeville, City of Langley, and City of Oak Harbor. Residents of all ages and backgrounds shared their safety concerns and ideas for improvements, offering valuable insights that will shape the final plan.

This fall, the project team invites the public to participate in Open Houses in the Town of Coupeville, City of Langley, and City of Oak Harbor. These Open Houses will provide more details about the CSAP, including county-wide and local crash data, along with preliminary analysis specific to each jurisdiction.

Open House Schedule:

- **City of Oak Harbor:** Wednesday, September 25 from 4:30 PM to 6:30 PM at The Center (51 SE Jerome St, Oak Harbor, 98277)
- **City of Langley:** Monday, October 7 starting at 6:30 PM at Langley City Hall after the City Council Meeting (112 Second St, Langley, 98260)
- **Town of Coupeville:** Tuesday, October 8 from 4:30 PM to 6:00 PM at the Town of Coupeville Recreation Hall (901 NW Alexander St, Coupeville, 98239)

Can't make it to any of our open houses or have additional feedback before or after the events? No problem! Please fill out a 5-minute survey on the project website or add a location-specific comment on the interactive comment map.



For more information or to provide additional input, please visit our project website or contact:

https://dks-engage.com/IRTPO

- **Malcolm Roberts:** malcolm.roberts@islandcountywa.gov
- **Veronica Sullivan:** veronica.sullivan@dksassociates.com

FIGURE 12: IRTPO CSAP ISLAND COUNTY NEWS PRESS RELEASE

COLORING POSTER

To foster education and engagement among younger audiences, posters were created that prompted reflections on safety through writing and drawing.

Before	After
	

COUNCIL PRESENTATIONS AND OPEN HOUSES

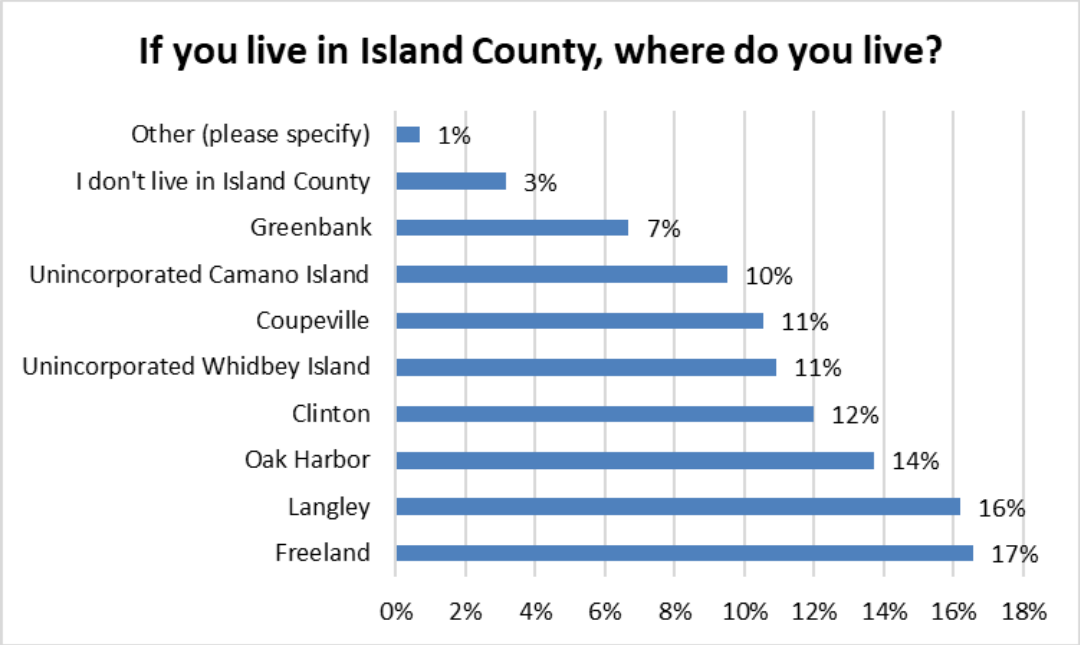
The consultant team prepared and presented the project at multiple city and town council meetings immediately followed by public open houses, where community members could learn about the project and provide feedback. Table 1 summarizes the schedule of council presentations and open houses.

TABLE 1 - CITY/TOWN COUNCIL AND OPEN HOUSE IRTPO CSAP PRESENTATION SCHEDULE

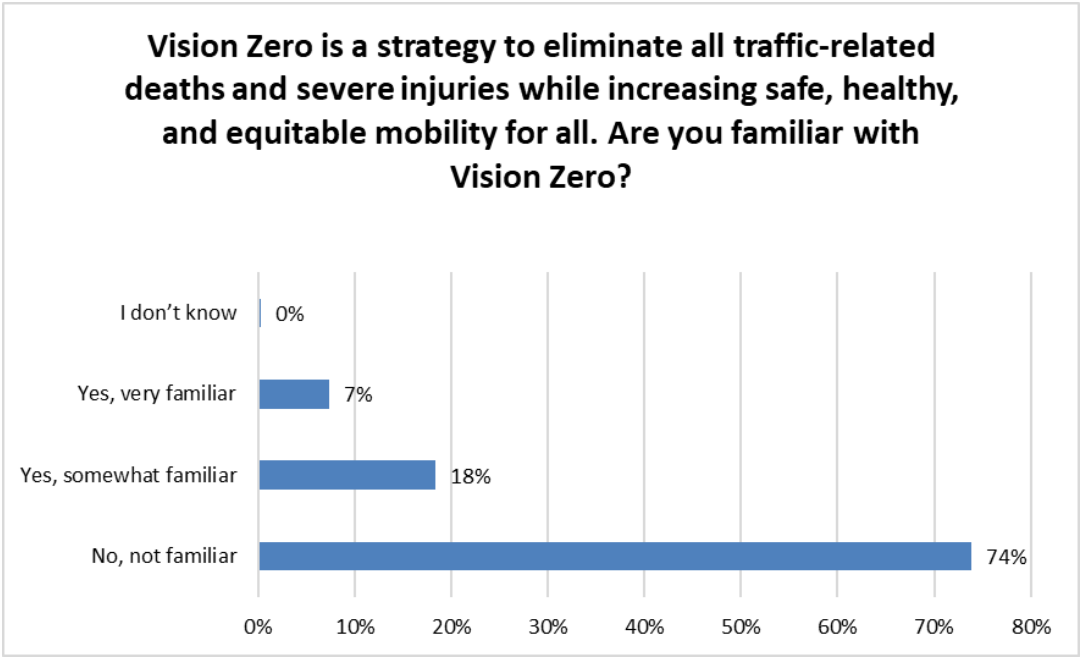
	City of Oak Harbor	**City of Langley**	**Town of Coupeville**	**Camano Island**
Date	Wednesday, September 25, 2024	Monday, October 7, 2024	Tuesday, October 8, 2024	Wednesday, October 30, 2024
City/Town Council Meeting Location	865 SE Barrington Drive, Oak Harbor, WA	112 Second Street, Langley, WA 98260	Board of County Commissioners Hearing Room 1 NE Sixth Street	N/A
City/Town Council Meeting Time	1:00 – 2:00pm	5:30 – 6:30pm	6:30 – 7:30pm	N/A
Open House Location	The Center in Oak Harbor (51 SE Jerome St, Oak Harbor, 98277)	112 Second Street, Langley, WA 98260	Town of Coupeville Recreation Hall (901 NW Alexander St, Coupeville, WA, 98239)	Camano Island Administrative Building 121 E Camano Dr, Camano, WA 98282
Open House Time	4:30-6:30pm	6:30 – 8:00pm	4:30 – 6:00pm	4:00 – 5:00pm

SURVEY RESULTS

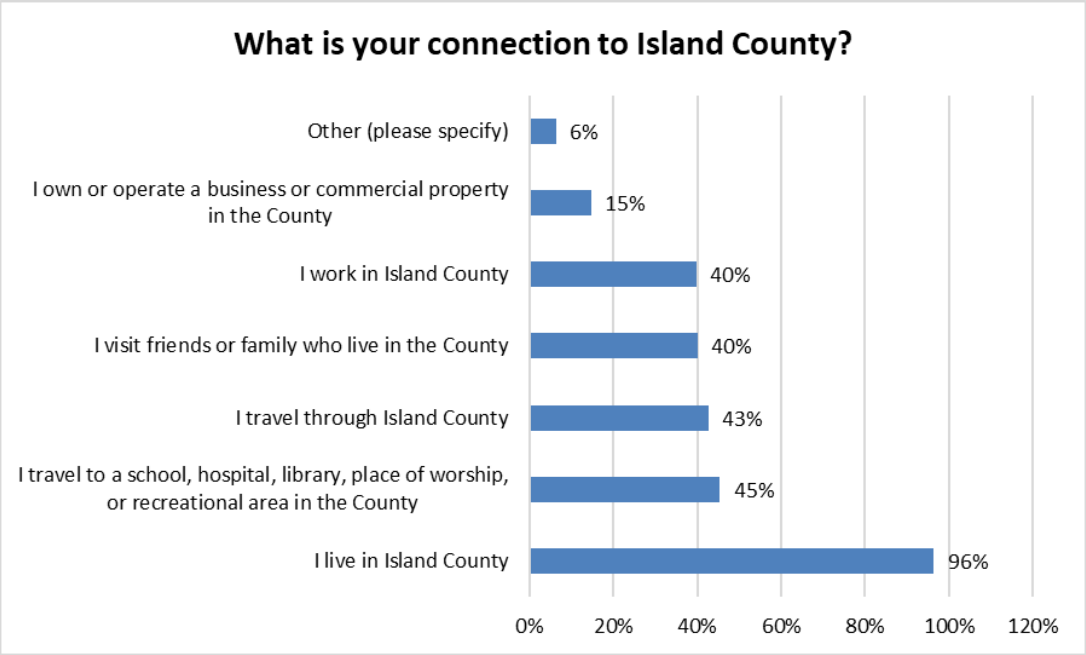
1. This graph shows the percentage of residents living in different locations within Island County. The most common locations are Freeland (17%) and Langley (16%), while the least common is "Other" with only 1% of residents.



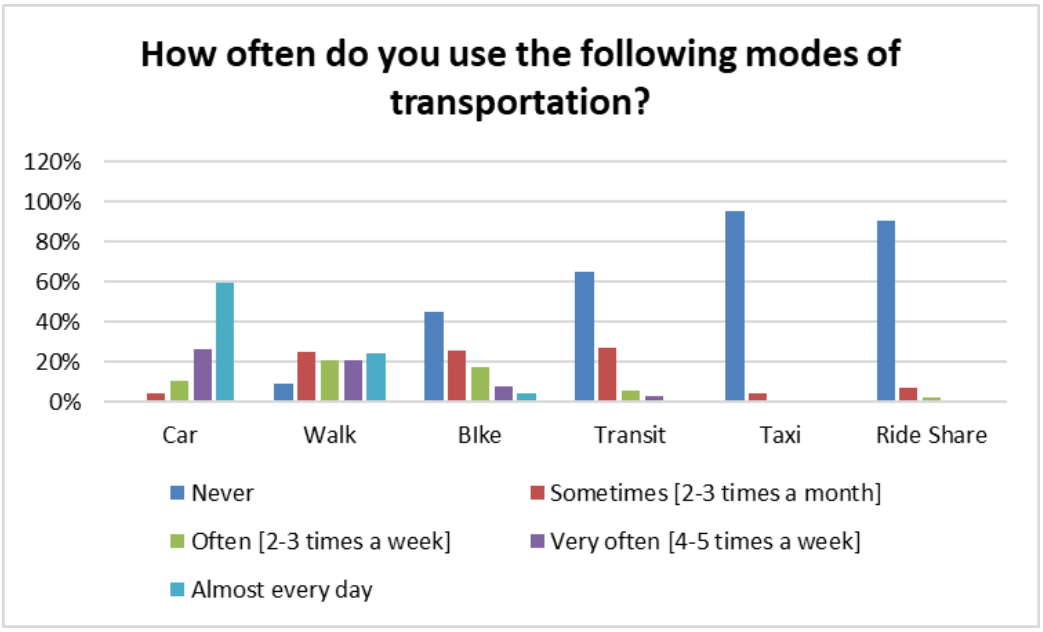
2. This graph shows the level of familiarity respondents have with Vision Zero, a strategy to eliminate traffic-related deaths and injuries. The majority (74%) are not familiar with Vision Zero, while only 7% are very familiar.



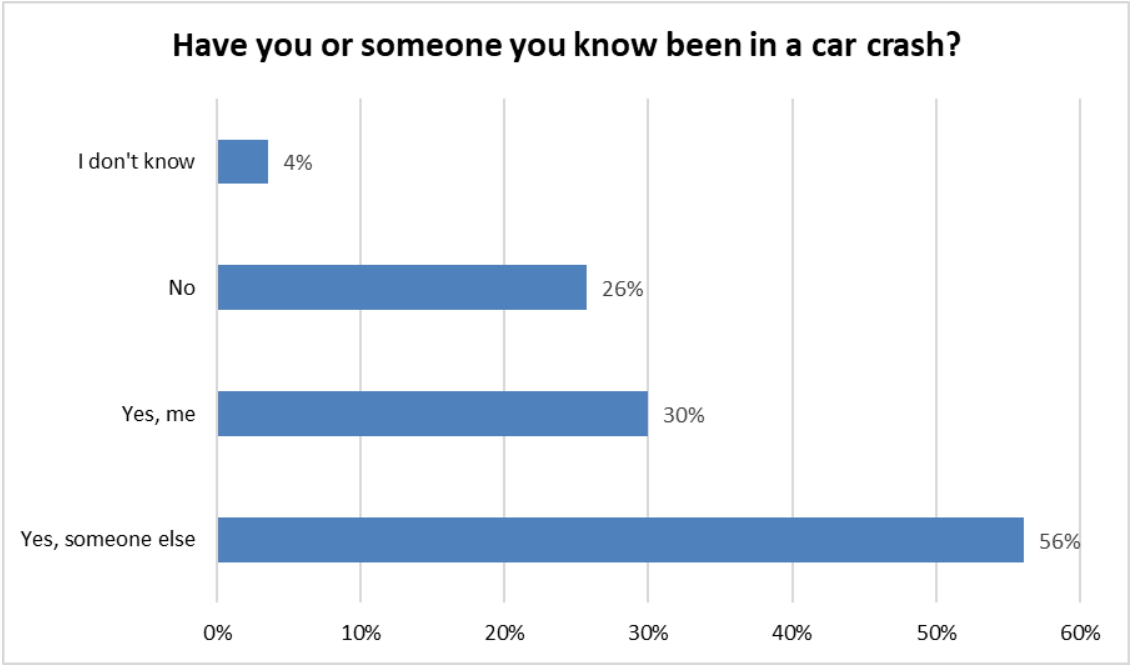
3. This graph illustrates the various ways people connect with Island County. While the vast majority (96%) live in Island County, many also connect by traveling to certain amenities (45%), traveling through (43%), working in (40%), or visiting friends and family (40%) in the County.



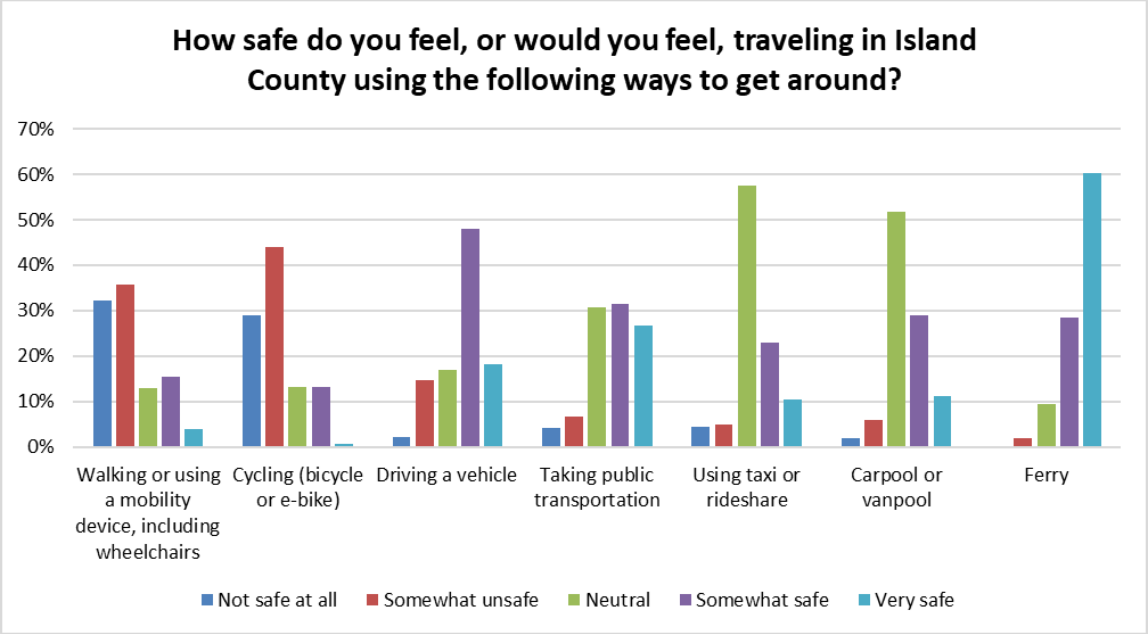
4. This graph displays the frequency of usage for different modes of transportation. Cars are the most frequently used mode, with a majority of respondents using them almost every day, while taxis and ride shares are used the least.



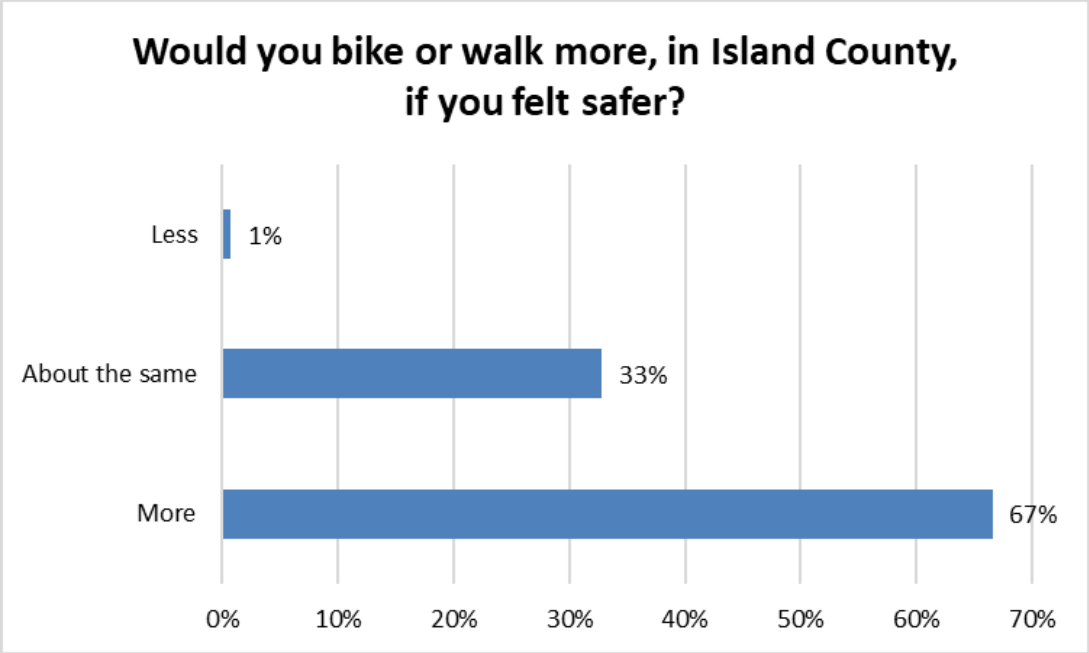
5. This graph shows that a majority of people (56%) know someone who has been in a car crash. A significant number have also been in a crash themselves (30%), highlighting the prevalence of car accidents.



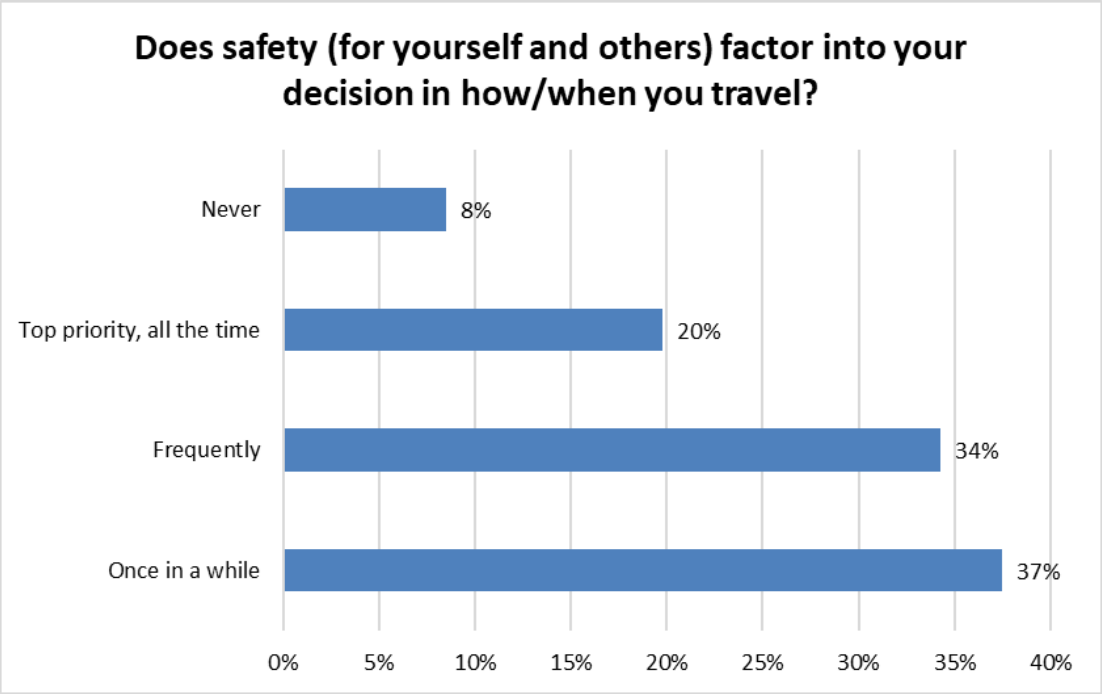
6. This graph examines perceived safety levels for different modes of transportation in Island County. While ferries are seen as the safest option, with the highest percentage of "Very safe" responses, walking or using a mobility device is perceived as the least safe, with the highest percentage of "Not safe at all" responses.



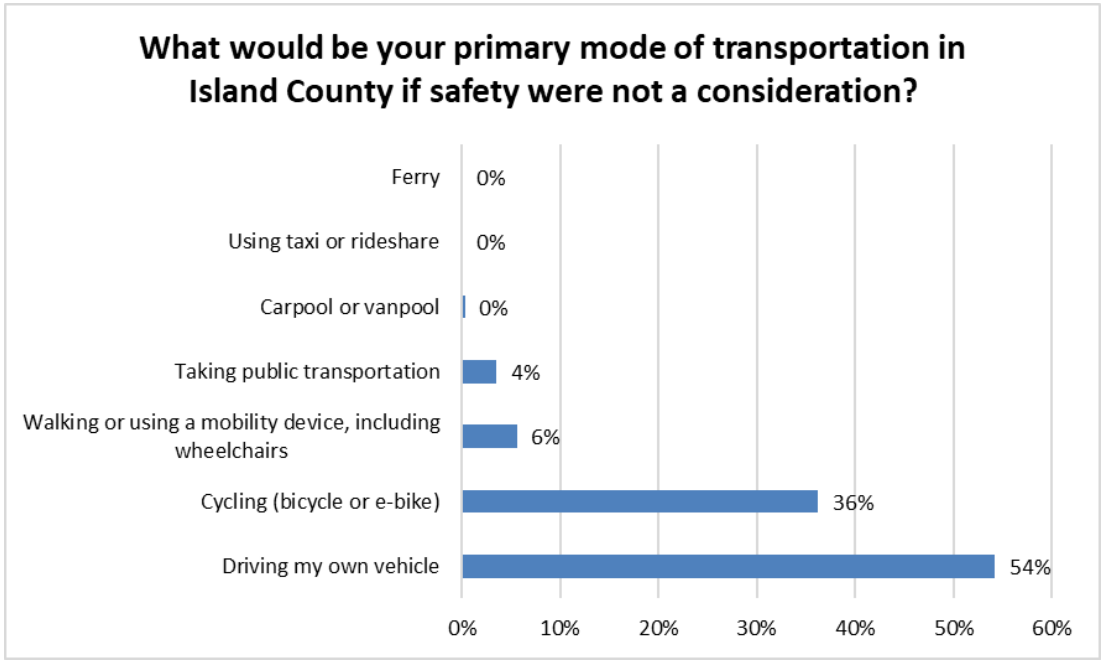
7. This graph indicates a strong desire for increased biking and walking in Island County if safety concerns were addressed. A significant majority (67%) of respondents stated they would bike or walk more if they felt safer.



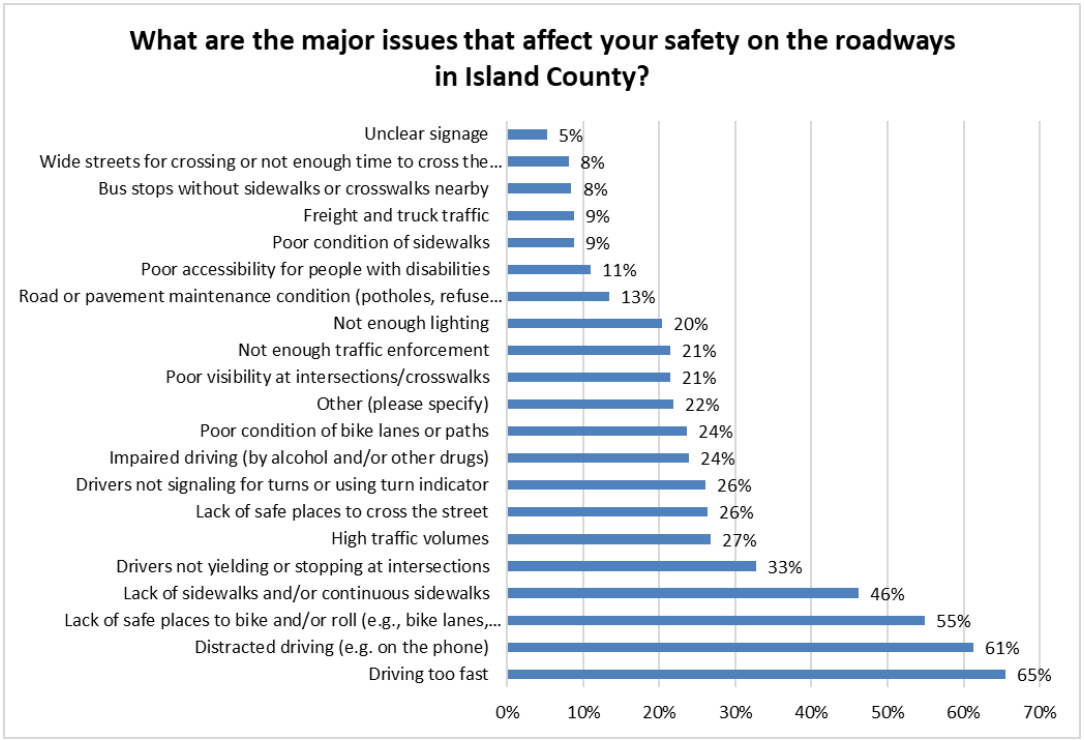
8. This graph explores how much people consider safety when making travel decisions. While only a small percentage (8%) never factor in safety, the most common responses are "Frequently" (34%) and "Once in a while" (37%), suggesting that safety is an important, but not always overriding, consideration for most people.



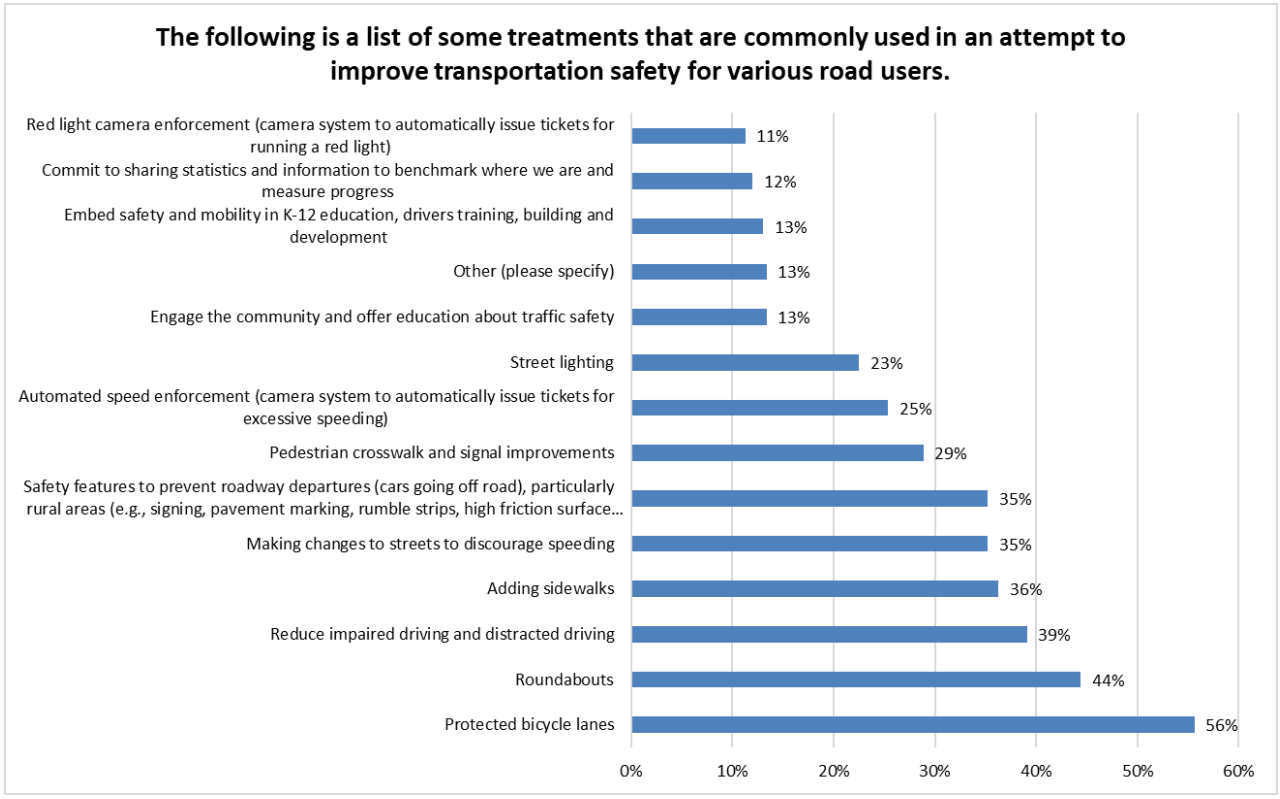
9. This graph reveals the transportation preferences of Island County residents if safety wasn't a factor. Most people would still choose to drive their own vehicle (54%), while cycling is the second most popular choice (36%).



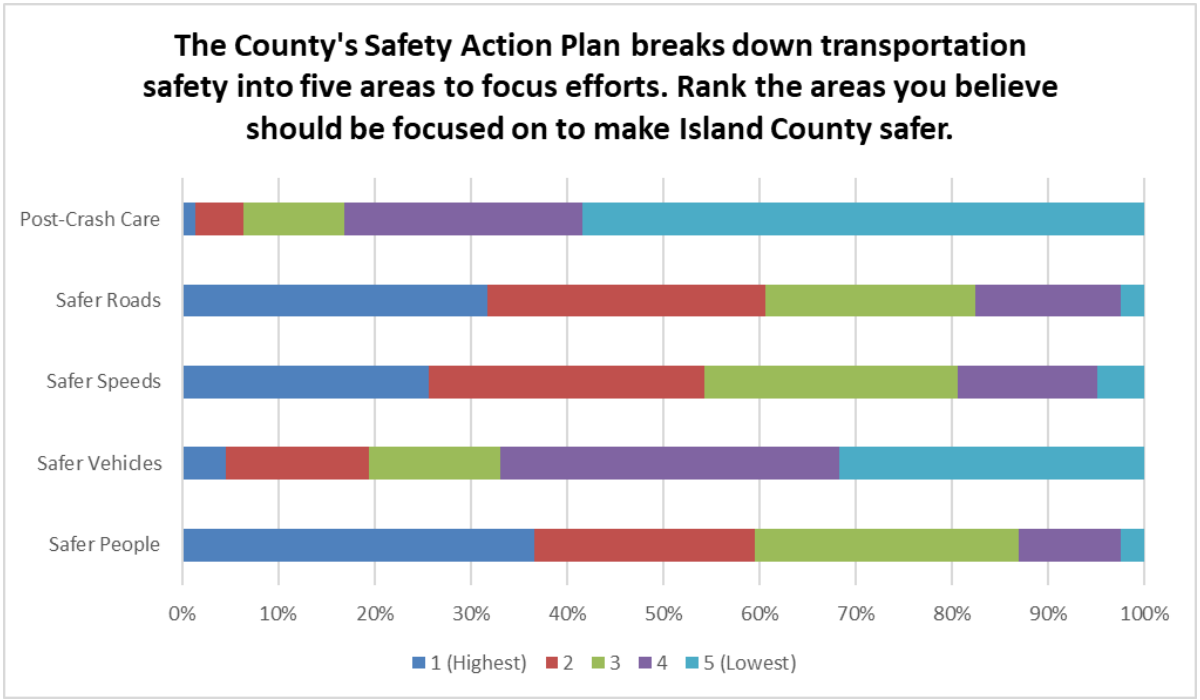
10. This graph identifies the major safety concerns for people traveling on Island County roadways. The most prevalent issues are speeding (65%), distracted driving (61%), and a lack of safe places to bike or walk (55%), highlighting a need for improved infrastructure and driver behavior.



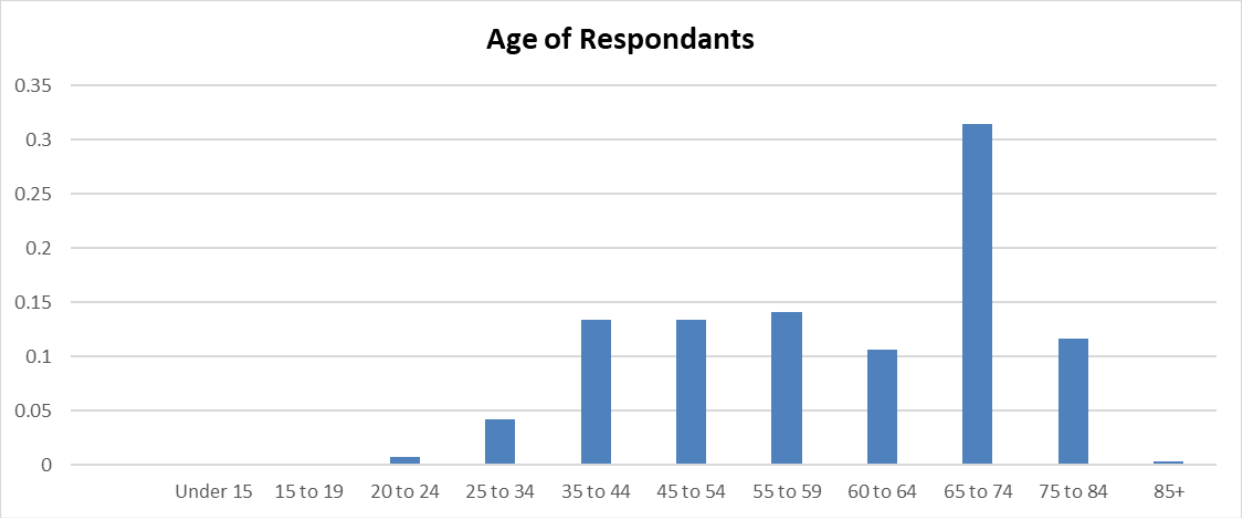
11. This graph shows the public's opinion on various treatments used to improve transportation safety. The most popular solutions are protected bicycle lanes (56%), roundabouts (44%), and reducing impaired and distracted driving (39%).



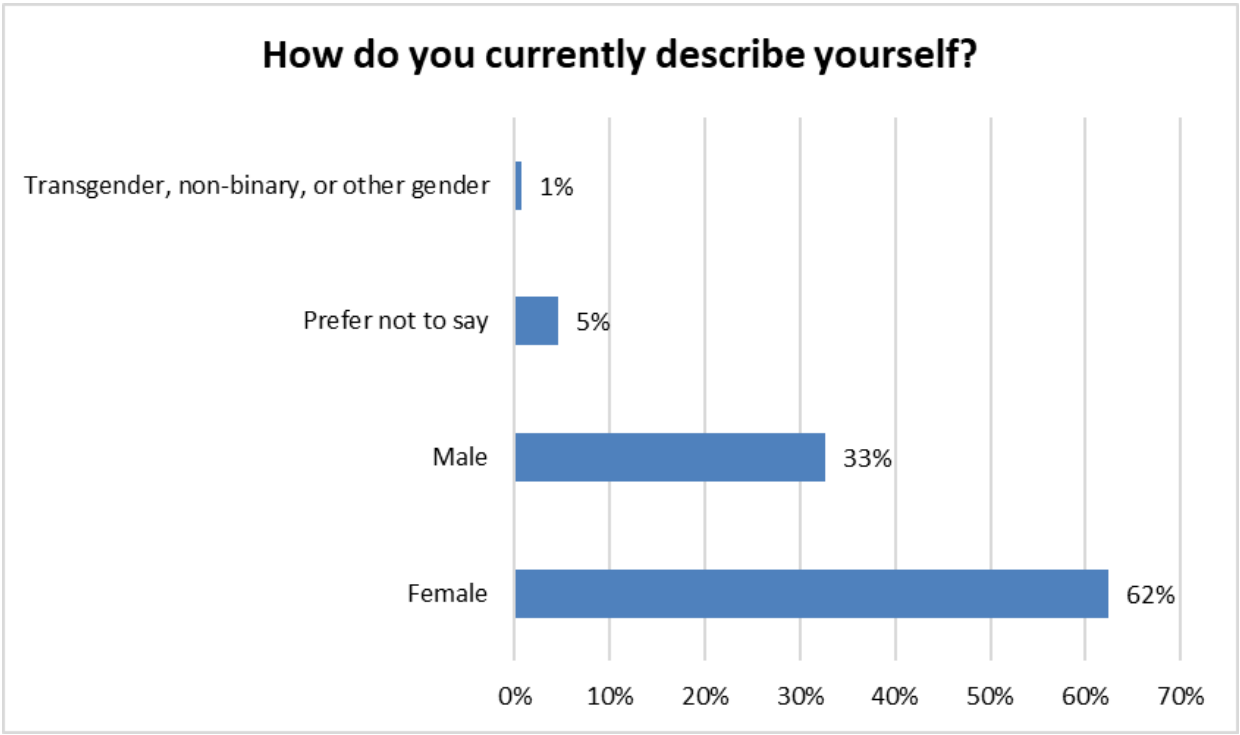
12. This graph presents a ranking of priorities for the County's Safety Action Plan. While all areas received a significant number of top rankings, "Safer People" appears to be the most important focus area for improving safety in Island County, followed by "Safer Roads".



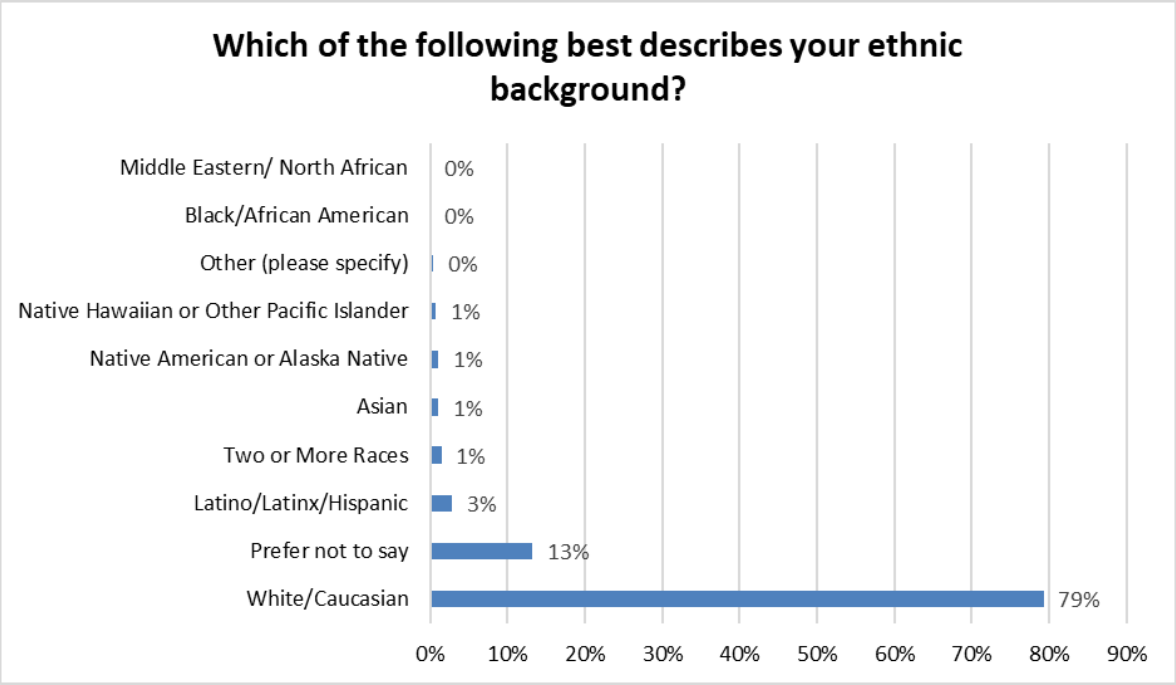
13. This graph shows the age distribution of survey respondents. The most common age group is 65 to 74, followed by 75 to 84, indicating that older adults are well-represented in the survey.



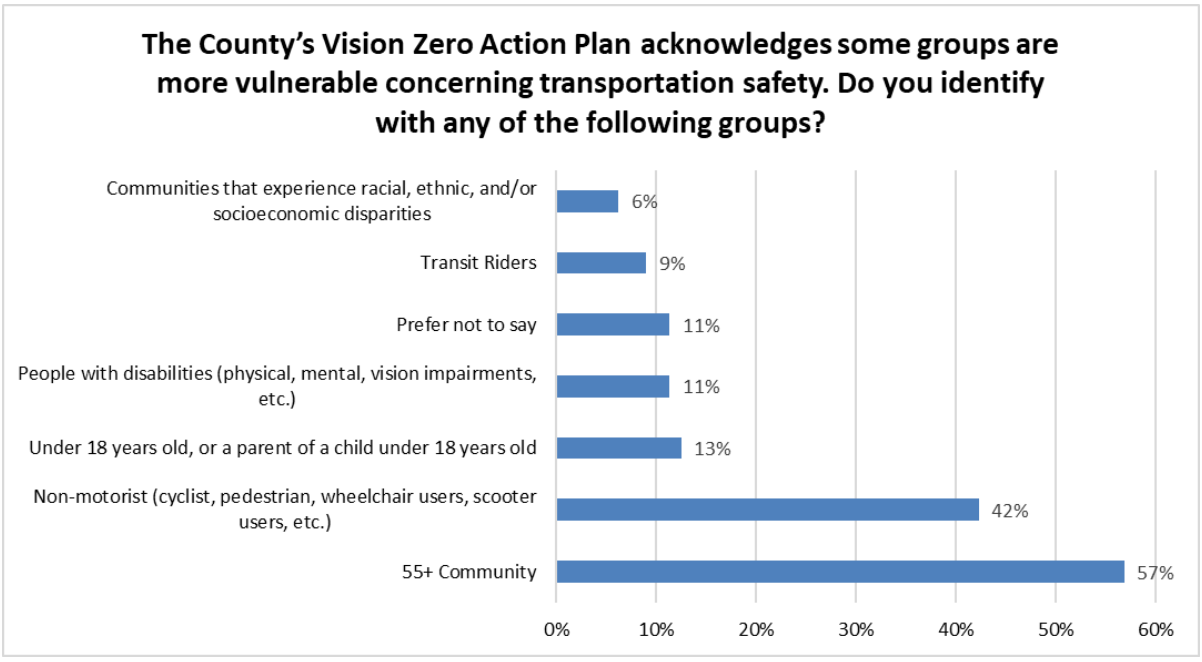
14. This graph displays the gender distribution of the survey respondents. The majority identify as female (62%), followed by male (33%), with a small percentage identifying as transgender, non-binary, or other (1%).



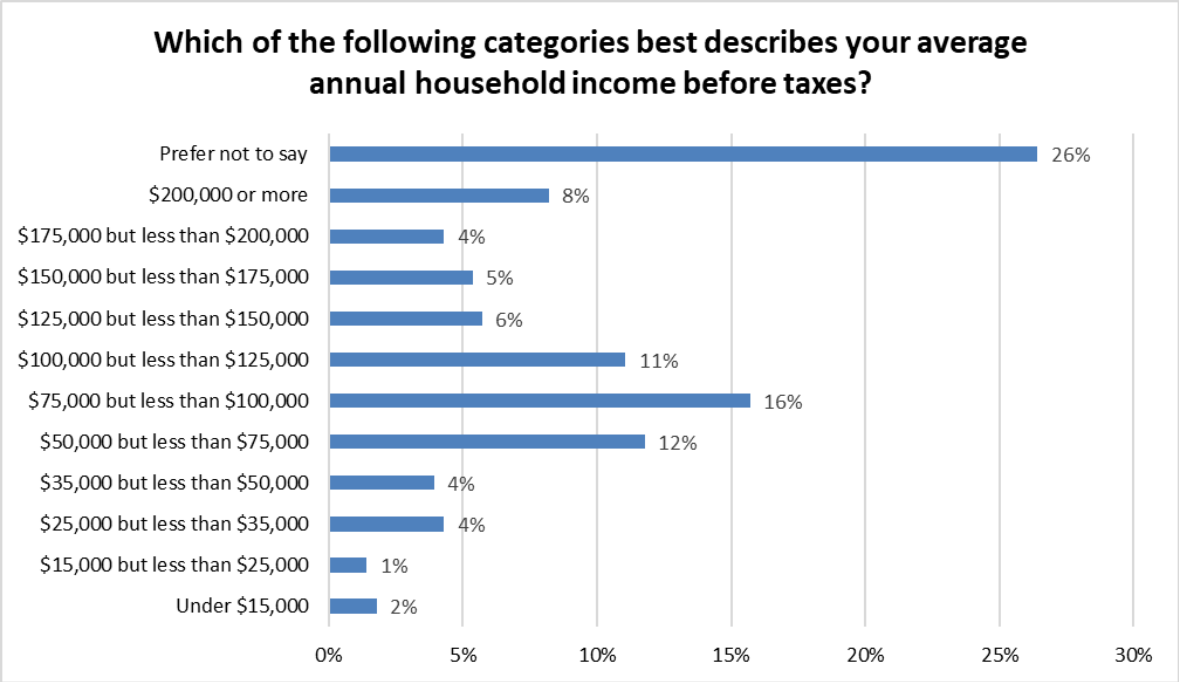
15. This graph illustrates the ethnic background of survey respondents. The vast majority identify as White/Caucasian (79%), while all other ethnicities are represented by relatively small percentages.



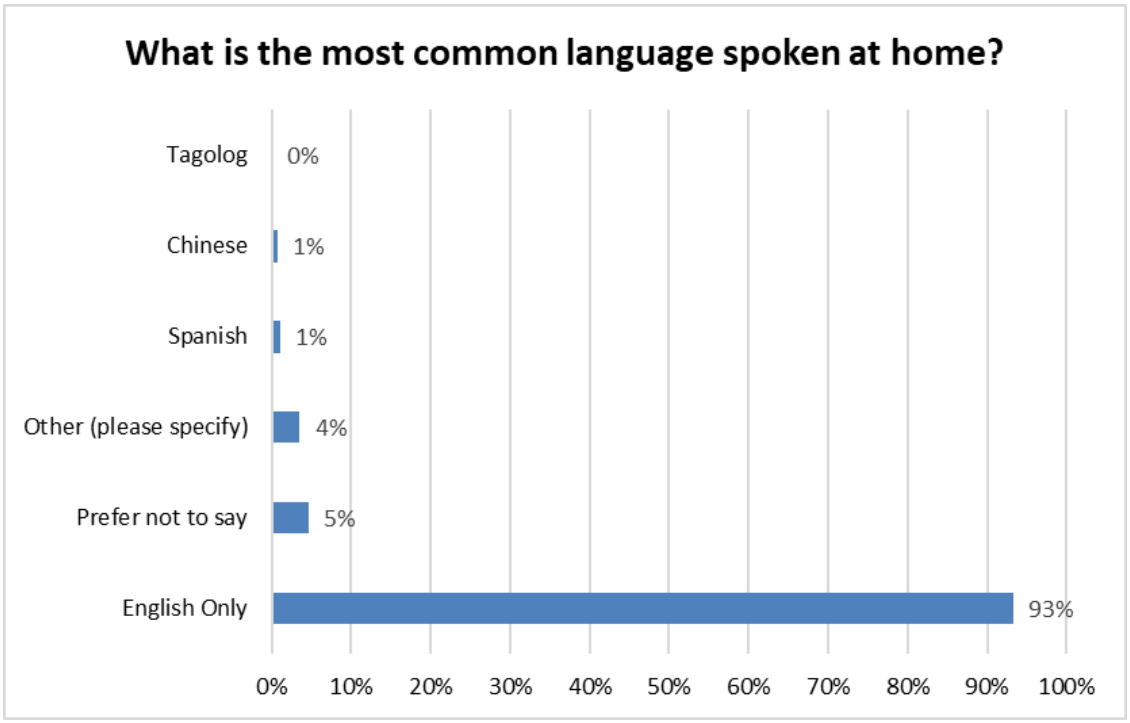
16. This graph shows the proportion of respondents who identify with groups considered more vulnerable in terms of transportation safety. The most common groups are the 55+ Community (57%) and Non-motorists (42%).



17. This graph shows the distribution of average annual household incomes among survey respondents. The largest group of respondents (26%) preferred not to disclose their income, while the most common income bracket reported was $75,000 to $100,000 (16%).



18. This graph displays the most common language spoken at home by survey respondents. An overwhelming majority (93%) reported speaking only English at home.



PUBLIC FEEDBACK RECEIVED AT THE IN-PERSON POP-UP EVENTS

Unincorporated Island County

Camano Island IGA Market Plaza
Date: July 27, 2024
Feedback Received: No feedback was received at this event. Project business cards, flyers, and tote bags were distributed to the public shopping at the Camano Island IGA Market Plaza to increase awareness of the CSAP efforts in the IRTPO region.

City of Oak Harbor

Bayview Farmers Market
Date: July 27, 2024
Feedback Received

- Supportive of Speed Cameras, Speed Feedback Signs
- Recommend wide shoulders everywhere
- Some community members recommend a signalized intersection versus a roundabout at Highway 525 and Honeymoon Bay-Bush Point Road
- Areas of Concern:
    - Cyclists find that the chip seal is very unsafe
    - Add a stop sign on Madrona Heights Road and SR 20
    - Recommend resurfacing Langley Road
    - People are concerned about speeding along Chick Road near Arrowhead Road
    - Sight distance issues from N Vista Del Monte to Chick Road (drivers cannot see over the hill when they turn left)

Oak Harbor National Night Out
Date: August 6, 2024
Feedback Received:

- Consider adding sidewalks to Crescent Harbor Road/Regetta Drive.
- Add sidewalks along:
    - Crescent Harbor Road
    - Regatta Drive
    - NE 7th Avenue (west of SR 20)
- Remove the vegetation at the SR 20 and Banta/Northgate roundabout to improve visibility
- Add wider shoulders or a parallel shared use path along SR 20
- Some concerns of speeding along Monkey Hill Road towards SR 20. Suggest more enforcement in that area.
- Add additional parking near Deception Pass or a shuttle to and from the bridge.
- Suggest prohibiting right turn on red lights throughout the City
- The push button on SE 8th Avenue and SR 20 needs to be fixed

City of Langley

Langley National Night Out
Date: August 6, 2024

Feedback Received

- Pulling out of Liberty Market onto SR 20 is very bad, as drivers are traveling too fast on Highway 20 in both directions, making it scary to turn onto the highway.
- Double Bluff Road and WA 525 intersection – there are lots of crashes here. A firefighter reported that he has been working in the county for 3 months and there have been 6 or 7 crashes there.
    - The intersection is from a public beach turning onto a highway with blind corners on both sides, so pulling out is concerning.
- Coles Road does not have many crashes, but crashes along this roadway involve serious injuries.
- Deer Lake Road & WA 525 intersection and Commercial Street & WA 525 Intersection has lots of ferry traffic. This intersection should have an all-way stop. Drivers use the ferry lane and block the intersection, so you cannot get around them from the side streets.
- S Central Avenue has a 25-mph posted speed, but drivers travel around 40-mph. There are no speed limit signs on either side of the roadway.
- Sixth Street/Camano Avenue and Cascade Avenue intersection – a great intersection for a slow speed roundabout, the roadways are wide enough for one.
- Sixth Street needs a widened sidewalk to make it a real sidewalk.
- Saratoga Road needs a pedestrian walkway.
- Coles Road & WA 525 intersection – the intersection needs to be improved, but installing a traffic signal is too much. Traveling northbound brings you over a lip, and the stop sign is not visible until drivers are over the lip causing lots of safety issues.
- All of Coles Road needs improvement.
- De Bruyn Avenue and 3rd Street intersection – install a crosswalk.
- Generational Park off of the De Bruyn Avenue and Saratoga Road intersection – crosswalks need to be installed for both directions.
- Swede Hill Road & Scatchet Head Road intersection – the road makes a 90 degree turn and drivers speed through missing the stop and yield signs, very concerning intersection. The intersection needs more visibility, drivers are unable to see who will sideswipe their car because of the hill.
- Install a turn lane on WA 525 at Kramer Road for drivers entering the Bayview Recycle Park. There needs to be space for drivers to wait to turn in because there's high speed traffic in Both directions, and drivers are currently passing on the shoulders.
- Drivers stop along Cambo Road to turn, consider installing a turn lane.
- The intersection just south of Cameron Road and 525 WA has a mound and a walkway that block your view of the road until your vehicle is in the roadway. This needs more visibility.
- Woodard Avenue has high speeds and low visibility.
- Along SR 20 next to Ryan's House for Youth and Island Transit – need to install a pedestrian crossing sign there. There's a homeless shelter nearby, so there are many pedestrians crossing the street.
- Double Bluff Road and WA 525 intersection is very concerning. Many community members stated this.
- One community member shared their experience of being hit while riding their bike along Sandy Point Road between Decker Avenue and Furman Avenue. They were hit while riding

over a sharrow. They would like bike lanes to be installed throughout Island County and hope that more off-road paths can be installed.
- Fatal crash by the county store along WA 525 going up the hill to Greenbank. Drivers tried to pull out onto the busy highway.
- Drivers speed on the backroads, which feels unsafe at night because most drivers are speeding.
- Driving is scary in Baby Island Heights. Drivers are speeding and travel at about 50-mph when the posted speed is 35-mph.
- Anywhere on the south end where you need to turn onto the highway feels like you're going to get killed.
- The road edges are not wide enough for cyclists. This cyclist mentioned they stopped cycling because it felt unsafe. Cycling along East Harbor Road is very scary.
- There are many roads without a shoulder in Island County.
- Driving in the south end feels safe but biking feels unsafe.
- Maxwelton Road has a transit stop near multiple schools and does not have a sidewalk off of WA 525. Elementary schoolers, middle schoolers, and high schoolers use this transit stop and it is very unsafe for them. One parent mentioned they do not allow their kids to use this stop because it feels unsafe.
- Lots of little crashes happen coming off the ferry from drivers who are not paying attention.
- Many crashes in Island County occur from drivers swerving to avoid hitting a deer and driving into a ditch or hitting a tree.
- A few community members mentioned that speed limits are not enforced throughout the island, leading most drivers to speed. They want to see speed limits enforced.
- On East Harbor Road there is a curve known as Dead Man's Curve where many fatalities have happened. There are yellow caution signs at the curve, but many drivers speed.
- Many cyclists along Goss Lake Road. There are lots of blind corners where drivers must go around bicyclists, and it feels unsafe.
- One community member shared their experience of being in a major crashes along WA 525 near Newman Road. They were stopped because a vehicle five cars ahead stopped to turn left on the roadway because there are no turn lanes. A vehicle traveling at 60-mph hit the bicyclist from behind.
- Along WA 525 near Coles Road drivers pass on the shoulder which is not wide enough to be a lane and almost drive into the ditch.
- Many drivers are speeding on their way to catch the ferry at speeds approximately 70- to 80-mph.

Town of Coupeville
Coupeville Farmers Market
Date: April 20, 2024
Feedback Received: No feedback was solicited at this event. Instead, project business cards and flyers were shared with farmers market attendees to spread initial awareness of the IRTPO CSAP project commencing.

PUBLIC FEEDBACK RECEIVED ON THE PROJECT WEBSITE

During the entire engagement period from April to mid-November 2024, the interactive map received 400 total comments throughout the IRTPO region. Figure 13 shows the finalized interactive map on the project website with all the comments that were received.

The interactive map received 198 vehicle related comments, 155 pedestrian and bicycle related comments, 14 transit related comments, and 33 general comments.

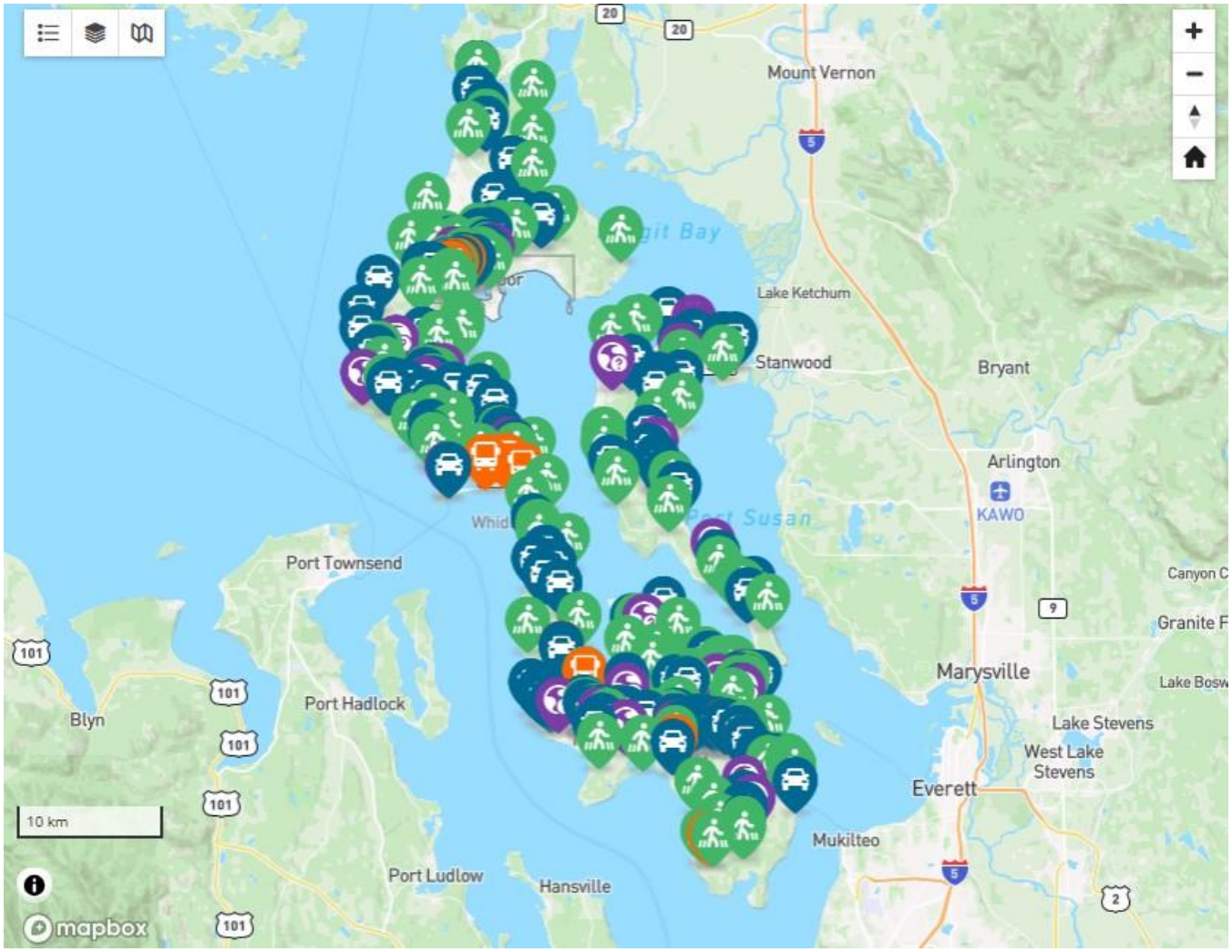


FIGURE 13: IRTPO CSAP PROJECT PUBLIC COMMENTS ON THE INTERACTIVE MAP ON THE PROJECT WEBSITE

PUBLIC FEEDBACK RECEIVED THROUGH THE SOCIAL PINPOINT SURVEY

Survey Question: Are there specific areas, intersections, routes, or locations within Island County that you feel are unsafe or people traveling? Please share below.

Unincorporated Island County (Whidbey Island)

- Pretty much any road that doesn’t have a full shoulder is unsafe. Sidewalks probably aren't feasible in most of the unincorporated areas of the county, and wide enough shoulders would be game changing for people who are not in a car.
- Libbey Road and Highway 20 intersection – 20 going down the hill into town near Heritage Bank
- Regatta Drive
- Bush Point Road and the Highway need a roundabout, one comment I heard was it wasn't in the State Plan, only the County Plan, that's a failure of the locals.
- Coles Road and Highway 525
- Intersection Highway 525/Bush Point Road/Honeymoon Bay Road
- Smugglers Cove Road - speeding Highway 525/US 20 speeding
- Engle Road. The county has had significant input from the citizens as to extreme safety issues we face due to poor physical directing of ferry traffic to Highway 20, 525, and Race Road and the poor conditions of this intersection making drivers choose to rocket through rural county roads into Coupeville. The reverse is true as well as drivers race to the Coupeville ferry due to the reservation system and limited number of boats. I have tried to take the pulse of a dead man, comforted a lady with multiple compound fractures, had an ambulance helicopter land in my field, and so many pullovers by state patrol in our driveway that it begs to question why the commissioners can’t hear our concern. The county takes input, makes partial change but then completely ignores requests to make sections of the road no passing. The Town of Coupeville has extended their no passing right up to the county limits, now is the time to extend this to the ferry. Make Engle Road 35-mph the entire way.
- Highway from Coupeville to Greenbank - inadequate shoulder
- Too many straight roads which encourages speeding. Drivers drive better when they can't go fast because the road isn't straight.
- The intersection of Bush Point Road, Highway 525, Honeymoon Bay Road is very unsafe. The intersection of HWY 525 and Smugglers Cove Rd. is unsafe. The stretch of Highway 20 between Race/Wanamaker intersection and the OLF (Welch Road.) is unsafe.
- Highway 525 at Coles Road
- Brainers Road and Amble Road
- Illegal passing when highway drivers stop to turn onto Double Bluff Road at SR 520, speeding up to 60-mph on Bayview Road
- Highway 525 and Bush Point Road, Thompson Road, Double Bluff Road, Honeymoon Bay Road
- SR 525 at Bush Point Road. Desperately needs a traffic circle.
- Highways 525/20 corridors. Faster roads such as Cultus Bay Road, East Harbor Road with inadequate shoulders.
- All county roads, especially ones with narrow shoulders. Every crossing of Highway 525 is concerning. People often do not follow the traffic rules, especially at intersections. Drivers drive on the shoulder or cross the double yellow to pass.
- As the ferry vessel service declines, people are speeding more than in other years to and from the Clinton Ferry terminal -- for that "last 5 miles to or from the ferry". It's at very high-risk levels this Summer of 2024.

Unincorporated Island County (Camano Island)

- Highway 532, Country Club Drive to south end of Camano. How about turn lanes?
- Monticello Drive/E. Camano Drive
- S. Elger Bay Road from Oh-Zi-Ya to the end of the island - there are no shoulders, roads are twisty and windy - "turtles" on the road would be helpful. Also, more passing lanes along Camano Drive and Elger Bay Road – put them back! When they were painted, they took the hash marks away.
- Sunrise goes from 35-mph to 50-mph to 35-mph, in a relatively short span. Change speed to 35-mph for the entire road - it's residential, leads to 2 major parks and shouldn't be 50-mph to begin with
- Utsalady Road curve near Good Road. Narrow road on Utsalady Road (no shoulder) same issue on Rekdal Road.
- On 2 lane roads, passing at high speeds, careless of people walking or getting their mail, deep ditches, no shoulders, all concerning for walkers and wildlife.
- Utsalady Road - both eastbound and westbound
- On Camano Island the intersection at Monticello Drive and East Camano Drive/Elger Bay Road. My son was hit and injured by a driver that pulled out from the stop sign. Round-about would have helped.
- N. Camano Drive going uphill from Utsalady. Southernmost end of Camano
- Island County Annex entry needs to be 35-mph zone
- West Camano Drive, narrow shoulders
- Camano Hill Road is a popular bike route. It is concerning to bike or walk up or down the east side, which is steep and has a deep ditch on one side.
- East Camano Drive and West Camano Drive
- Sunrise Boulevard has been designated as a bike route, yet has no shoulders or grassy area wide enough for cyclists. This is unsafe for everyone.
- Camano Road (both south east Camano and South Camano to the south end) have poor lighting and seniors like myself feel unsafe and do not drive at night. Not enough overhead lights.
- SE Camano Drive by country club neighborhood (by ~Fairway Street and Teresa Street) - speed limit reduces to 35-mph but cars often going much faster and pedestrians often cross this street.
- East Camano Drive, West Camano Drive, North Camano Drive

City of Oak Harbor

- Goldie Road & Highway 20 needs turn lanes. Roundabout top of Crescent Harbor Road. Weight limit on Regatta Drive. Monkey Hill Road & Highway 20 roundabout. No roundabout at Fakkema Road & Highway 20...DUMB! SPEED BUMPS randomly on the Highway 20... just to people to slow down
- SE 8th Avenue and Midway Boulevard intersection crosswalk isn't safe at all. Closest to the church drivers can't see the crosswalk light and almost hit people. People playing loud music with subwoofers needs to be addressed too. At 1am is not acceptable.
- Reservation Road, Busby Road, Eagle Ridge Road, Crescent Harbor Road are all 2 lane roads with Excessive Speed

- I run/bike in the mornings for exercise and it would honestly be easier to list the safe places because there are so few. The bike lanes and shoulders are too small or non existent and cars drive in them. Nobody stops at stop signs at all so every crossing feels unsafe. The cops just sit at the bottom of hills worrying more about their stupid speed traps.
- All Highway 20 and Highway 520
- The road leading out of Oak Harbor and going into Coupeville is a massive bottleneck that's already bad enough for drivers. I can't imagine any cyclists or pedestrians going through that area safely at all during the peak hours.
- Arnold Road, trying to cross Highway 20. Often on foot or on my bike I have to wait 2 to 3 minutes for a break in the high-speed traffic.
- Highway 20 and SW 24th Avenue intersection. Vehicles driving North to Oak Harbor exceeding the speed limit make turns on to 24th Avenue for a cyclist unsafe.
- Highway 20 in spots that have passing lanes and drivers exceeding the speed limit to pass cars.
- Highway 20 between Coupeville and Oak Harbor. Highway 525
- Road or pavement maintenance condition (potholes, refuse and gravel on paved shoulders)
- There's a section of Regatta Drive that has no streetlights whatsoever and no shoulder for cyclists to use. I would love to see that stretch become better lit, especially with the new construction up there.
- Almost anywhere along Highway 20 feels unsafe to bike, however the section around Penn Cove is feels unsafe, until the biker can get to Madrona Way. The intersection of Main Street in Coupeville and Highway 20 feels unsafe, fortunately there is a raised sidewalk but only on one side. The intersection in Oak Harbor near the Petco and Highway 20 feels too congested.
- Arnold Road. 50-mph is too fast for a street with bus stops, blind driveways, many walkers with no shoulder. Arnold Road west of 20 is 40-mph without the above concerns. It should be uniform.
- West Beach, Fort Nugent to Hasty Lake
- Silver Lake Road needs to lower the speed limit. Many deer enter the road and vehicles especially motorcycles use it as a race track often! It's horrifying!!!
- Ault Field Road/Highway 20. I'm very surprised a roundabout is going in at Fakkema Road given the accident data supports Ault Field Road. That light coming from Anacortes gets backed up to Sleeper in the afternoons sometimes. Ideally, roundabout at Fakkema Road, but connect to Ault Field Road. Eliminate the Ault Field Road signal and turn that section of Ault Field Road into parking lot for the static airplanes.
- Intersection of SR 20 and Barrington Drive. Intersection of SR 20 and Erie Street. Intersection of SR 20 and Swantown Road. Any street with speed of more than 25-MPH without at least one side of sidewalk.
- Highways 525 and 20 - they are too dark from dusk to dawn. Cars tend to use their brights to travel due to lack of lighting, blinding oncoming traffic.
- The intersections that still have no turning light. They are to yield to ongoing traffic. SR 20 and 8th Avenue, Whidbey Avenue and Regatta Drive, Bayshore Drive and Regatta Drive. Regatta Drive in general is a bad road with lots of speeding and difficult with morning traffic due to the school and cdc's there needs to be more flow. Crescent Harbor Road needs more

than a blinking light. I have had multiple friends get in accidents with drivers coming on and off the base. Mostly I don't walk due to the homeless population moving by the movie theater. It's near all the local businesses and unsafe with small children.
- Anywhere off of Highway 20 with no light or roundabout for people to turn left back onto Highway 20. Intersection at Highway 20 and 7th Avenue, people run the red light each time I am in this area traveling to NWMS. There is not a safe method for crossing Highway 20 here and the there are no sidewalks. There is another entrance to NWMS from Highway 20, that crosses 4 lanes of traffic. Buses use this frequently and without a light, it is feels unsafe. Also, it is quite far away from a cross walk.

City of Langley

- School zones. People turning left off of or onto Highway 525 south island.
- Langley Road (running from the highway through to Langley) has a speed limit of 40-45-mph, but that is too fast for the winding road, frequent risk of animal crossing, bicycle and pedestrian usage, and weather hazards (fog, rain, ice, etc.). In addition, the availability of bus stops around Langley itself is too interspersed to be useful. The stops also often lack available seating, a cover for rain, disabled accessibility, and additional information regarding the route.
- Sandy Point Road
- Crawford Road
- Highway 525 & Crawford Road intersection desperately needs a left turn lane (heading south). A friend of mine was hit from behind there. Make bike paths next to the highway in sections where it is not possible to avoid tilt off on a bike, such as between Bayview Road and Newman Road.
- YES! Highway 525 & Crawford Road. Just counting myself and my own family, we have had FOUR rear-end-hit high-speed accidents while facing south and stopped for turning there. 2 of those resulting in totaled cars! This intersection MUST have a left turn lane or roundabout before someone gets killed. Too many drivers are heading at 50-60-mph for the ferry and not paying attention to a stopped vehicle at that unassuming spot. Very recently I was in a 3-car rear-ender there, stopped w/turn signal on, and a vehicle stopped behind me, slammed at 50-mph by a truck, totaling all 3 vehicles!! DO SOMETHING about this intersection.
- The lack of left-hand turn lanes on Highway 525 and the very narrow shoulders on many thru roads
- Difficult to cross Highway 525
- Road or pavement maintenance condition (potholes, refuse and gravel on paved shoulders)
- Crossing Highway 525 in general
- Langley bus stop at Ken's corner across from gas station people speed in cars and have slid during rain and snow conditions on road. Also at stop light, Highway 525 and Chorus Bay Road people turn without stopping as people are crossing street
- None more so than any other.
- Crawford Road
- Specific area: When heading north, people turning left before the Goose grocery store and when heading south, people turning left onto Coles Road

- Driving between Coupeville and Greenback. Narrow lanes - road not well enough marked.
- The 4-way intersections at E and S Harbor Road in Freeland on Main Street. The intersection at Kramer Road along the highway. The highway at night. People slowing to turn at Midvale Road and other turn offs along the highway where the car slowing to turn doesn't have a turn lane.
- Aggressive Drivers, tailgating.
- Highway 525 in the forested areas with little to no street lighting
- City of Langley due to speed, not stopping at intersections, complete lack of law enforcement.
- Walking or biking along Highway 525, Goss Lake Road and East Harbor Road
- Saratoga Road and the highway.
- The intersection of Camano Drive and Cascade Drive and 6th Street. Drivers (3 out of 5) do not come to complete stops here.
- 35-mph speed limit on County section of Sandy Point Road needs to be lowered to 25-mph to match Langley's speed limit and slow traffic on this highly used pedestrian and bicycle lane. Solar radar sign needs to be permanently installed on the east end of Sandy Point Road signaling cars and trucks to slow down to 25-mph once they round the 90 degree turn from Wilkinson Road toward Langley. Also, at the 90 degree turn from Park Street to 6th Street in Langley, a Solar radar sign needs to be permanently installed on the east end of 6th Street facing east. Pedestrian and bicycle traffic is extremely high here and car and truck traffic is often too fast to be safe.
- Bayview Road, Coles Road, Langley Road, Maxwelton Road
- The Highways 525/20 backbone is the first priority. Specifically the area north of the OLF through the curves.
- The curves at the lower end of Fairgrounds Road, just above Langley Road. This is a common walking route with babies in strollers to elders with canes. A very popular walking route but only walkway is the road itself. There is 15-mph signage, ignored by many. No speed bumps, no shoulders of any width on either side, no warnings of blind curves. When cars approach either at all fast, and when someone is walking on a curve: this is a tragedy in the making.
- If cycling from one end of the island to the other, there are a few places where we have to jump on a highway and then transition to a side road. Could you use bike lanes in these areas? Between Admirals Cove and Smugglers Cove, Greenbank and Resort Road. Highway 525 has some other area going towards the ferry that could use a bike lane. Better signs too would help cyclist.
- Highway 525 and Double Bluff Road
- Bayview Road for bicycles

Town of Coupeville

- Where Highway 20 meets Ebey Road is a concerning intersection.
- Engle Road has excessive speeding often correlated to ferry traffic traveling from Coupeville to Keystone terminal. Additionally, the "pulse platoon" style of traffic pattern associated with unloading ferry traffic that turns onto Engle Road instead of using State Route 20 as it

should being part of the state highway system is consistent with the rural character and neighborhood residential living of those of us on Engle Road.

- Freeland lights and intersections at highway-Drivers are unsafe
- Rural roads with no shoulders for cyclists. Sections of the highway where there's no alternative to travel via bike, such as between Smugglers Cove and Admirals Cove (Highway 525). Section of Highway 20 between Race Road and Patmore Road where there is NO shoulder. WE NEED THE BOAT TO BRIDGE TRAIL.
- E Race Road and Highway 525 crossing
- Speeding on Wanamaker Road
- Highway 20 and Broadway in Coupeville
- I bicycle a lot and have the skill set that a lot of people don't have. I'm well aware of my surroundings but on roads that have no shoulders signs should be installed to share the road with bicycles.
- SR 20 and Broadway intersection needs a roundabout
- SR 20 and Broadway/Ebey Road
- There should be a continuous paved non-vehicle path from Oak Harbor to Langley, to allow safe passage for bikes, walkers and runners. This would take that traffic off the road, and would be great for all groups: every day users, and visitors. This is such a beautiful place to live!
- For cycling - from Rhododendron Park to Race Road
- Yes! My 2022 Subaru Crosstrek that I had just recently purchased was totaled by a teenage distracted driver on 4/20/24 who rear ended me while I was at a full stop in a line of traffic on Highway 525 south at Cameron Road in Freeland. That intersection ahead is extremely busy as people hear use Main Street for shopping at Payless, Ace and all the small businesses there. From Cameron Road and all the way through Freeland there are way too many car accidents. People drive too fast and too close behind other cars and there are rarely police or sheriffs giving out speeding tickets. And I have found the sheriffs on the island to be rude and incompetent, especially on scene at my faultless car crash.
- Holmes Harbor and Bush Point Road. Needs a roundabout or stop light or even a 4 way stop.
- Highway 20 from Race Road to the Rhododendron Park is a death trap, yet listed as a cycling route on maps. The project to widen has been 'in planning' for years, while accidents and deaths pile up. Wide shoulders are a start, a dedicated path (walking/cycling) from the ferry to Deception Pass Bridge is an absolute must.
- Crossing Highway at Race Road to get to the bus stop
- Intersection of SR 20 and NW Broadway is concerning. With high traffic speeds and increased traffic, people are taking more risks. Serious collisions and deaths have occurred. Data collection on these accidents has been poor.
- Especially Engle Road or other roads on South End with varying speed limits between 35- and 50-mph. Drivers almost always just go 50-mph despite lower posted speeds. And if the road is straight, they are often weaving because they are likely texting or otherwise engaged with their cell phones.

- Libbey Road and Highway 20, Madrona and Highway 20, NW Broadway and Highway 20, West Beach Road (speeds in excess of 70-mph in mornings and afternoons around the time the military go to work and go home)

COMMON THEMES AND TRENDS

The IRTPO CSAP engagement process resulted in the project team receiving hundreds of comments in-person and online. Comments from the public included personal testimonials, safety concerns, and suggestions for improvements throughout the IRTPO region. The most common type of feedback we received from community members from both islands were the following:

- Concerns about speeding vehicles, consistency of posted speed limits, and the desire to increase speed enforcement
- Bike and pedestrian facilities and infrastructure improvements, especially the widening of shoulders and the addition of sidewalks, multi-use paths, and off-road trails throughout both islands
- Concern about impaired and aggressive driving
- Intersection treatments such as roundabouts, neighborhood traffic calming circles, stop-control improvements, and signalization
- Concern for motorcyclist safety – both motorcyclist and vehicle behavior
- Continuation of the Deception Bridge to Ferry Trail project
- Traffic calming along SR 525 and SR 20 throughout the IRTPO region

ENGAGEMENT IMPACT

The engagement conducted throughout the IRTPO CSAP project timeline helped inform the project team of other potential locations with safety concerns that may not have appeared in the crash data, high injury network, or safe system network, such as locations of near-miss pedestrian and cyclist crashes, which are historically underreported in crash data. The engagement was also used as part of the scoring matrix for project prioritization. The project team was able to develop and prioritize safety improvement projects based on – amongst many other factors – whether they were mentioned by the public through any of the engagement processes.

APPENDIX E

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

TOOLE DESIGN

720 3RD AVENUE
SUITE 2020
SEATTLE, WA 98104

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Task 2.3 Equity Analysis Framework
IRTPO Comprehensive Safety Action Plan

August 7, 2024

INTRODUCTION

As a part of the Island Regional Transportation Planning Organization's (IRTPO) process of developing a Comprehensive Safety Action Plan, the project team developed a methodology for identifying communities that experience disproportionate safety impacts. The focus was placed on communities that have been subject to historic marginalization, disenfranchisement, and disinvestment to examine how past harms may continue to disadvantage them, specifically in terms of traffic violence.

The goal of the analysis is to present IRTPO with tools for distinguishing populations that are underserved and under-resourced and an approach to assessing how these populations are disproportionately impacted by the safety risks on the transportation system. The results of the analysis reveal demographic patterns in safety outcomes and provide valuable information for adopting an equity lens to prioritize safety investments. Taken with crash analysis, development of the High Injury Network (HIN), and community engagement findings, the results can provide an understanding of the implications of safety risk disparities in various communities.

This document begins with background information to describe Toole Design Group's approach to equity analysis. Next, it details the methods of identifying populations and analyzing safety impact in relation to them. It then presents the results, spatially and graphically, and concludes with recommendations for applying the findings of this analysis.

DEFINITIONS

Community and **population** are often used interchangeably to describe groups of people sharing similar characteristics or experiences. In this document, we use "community" to mean a people that share experiences or cultures. "Population" is used to describe a group of people defined by shared demographic attributes, typically identified through Census data.

Equity is a pluralistic concept that centers on the concept of fairness and justice. For a plan to address equity concerns of BIPOC communities, it must acknowledge historical marginalization, disenfranchisement, and disinvestment. An equity analysis should examine disproportionate impacts and disparate outcomes for those who have been harmed.

Historically Disadvantaged Communities refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

Low-income refers to people or households that have financial constraints that impact their daily lives. There is no one threshold for what is considered low income. It can be described using poverty guidelines, median household income, housing burden, or transportation burden.

Racial minority and “non-white” are not terms used in this analysis. When referring to people that have been racialized, we will reference their specific identity (African-American, Asian-American, Pacific Islands, Hispanic, and Native American) or use the term Black, Indigenous, or Person of Color (BIPOC). Distinguishing Black and Indigenous people calls attention to the grave injustices that these communities have faced in this country.

Transportation Insecure is a component of transportation disadvantage according to the US Department of Transportation. It occurs when people are unable to get to where they need to go to meet the needs of their daily lives regularly, reliably, and safely.

EQUITY ANALYSES

An equity analysis is one component of unraveling inequities and advancing transportation equity. It provides information that must be used in concert with knowledge learned through engagement to determine actions that improve the lived experiences of people who have been systemically burdened or have had benefits withheld. This quantitative analysis does not answer the question, “Is this plan/project equitable?” and instead should be used to inform investment and prioritization decisions to advance equitable outcomes.

A first step in equity analysis is identifying where historically disadvantaged communities are located. Such communities are distinguished using demographic and socioeconomic indicators from government data such as the US Census or American Community Survey. These indicators reveal how particular communities have been systemically oppressed and marginalized. They can be mapped to see where high equity need communities are located within a given jurisdiction. Examples of such indicators are listed in the appendices of this memo.

The geographic distribution of high equity need areas can then be spatially compared to various outcomes of the transportation system, such as safety risk. Outcomes experienced by various populations can be compared to each other, revealing disparities, and establishing a baseline to improve upon. The equity analysis can be used as a framework to make decisions and investments that eliminate socio-demographic disparities and redress past harms.

Defining Populations

To see where communities with sociodemographic vulnerabilities are geographically located, the project team looked at four publicly available tools from Federal and State agencies:

1. Climate and Economic Justice Screening Tool (CEJST)[1]
2. Equitable Transportation Community Explorer (ETC Explorer)[2]
3. Sandy Williams Equity Needs Map
4. Washington Environmental Health Disparities Map

These datasets are not granular enough to recognize trends specific to local jurisdictions within IRTPO. However, they provide a foundation for agencies to incorporate equity when planning transportation safety improvements. Additionally, in order to meet eligibility requirements for Safe Streets and Roads for All (SS4A) grant funding, applicants must use either the ETC Explorer or CEJST to determine if a census tract is an underserved community.[3]

1. Climate and Economic Justice Screening Tool (CEJST)

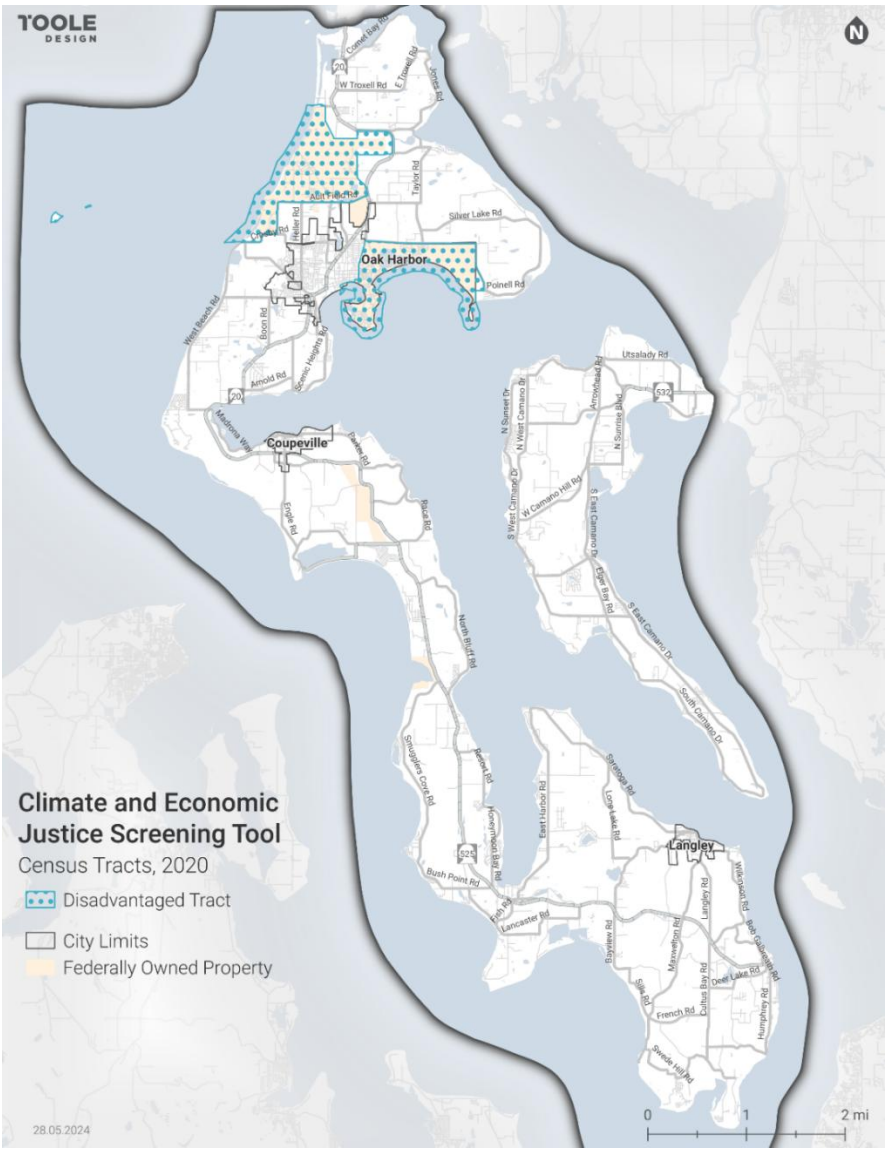
The CEJST is an online interactive map that identifies disadvantaged census tracts across the U.S. It was developed by the Council on Environmental Quality (CEQ) within the Executive Office of the President to help

[1] Council on Environmental Quality, CEJST, https://screeningtool.geoplatform.gov/en/#7.93/48.152/-122.307
[2] US Department of Transportation, ETC Explorer, https://www.transportation.gov/priorities/equity/justice40/etc-explorer
[3] US Department of Transportation, SS4A Frequently Asked Questions https://www.transportation.gov/grants/ss4a/faqs

Federal agencies direct investment towards disadvantaged communities under the Justice 40 Initiative.[4] The online tool shows information about the burdens that communities experience. It marks census tracts as disadvantaged based on data from a variety of Federal agencies. Appendix A further describes the methodology and lists the indicators aggregated by the online tool.

Map 1 shows census tracts in Island County that are disadvantaged, according to the CEJST. Under this methodology, the areas of focus for equity needs are where military bases are located. However, these areas are nearly exclusively federal land outside of the jurisdiction of the agencies involved in this Plan.

Map 1: Disadvantaged census tracts under the CEJST



[4] The Justice 40 Initiative is a goal set by the Biden Administration in 2021 to have 40 percent of the overall benefits of certain Federal climate, clean energy, affordable and sustainable housing, and other investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. https://www.whitehouse.gov/environmentaljustice/justice40/

Source: Underlying data downloaded as shapefiles from CEJST website https://screeningtool.geoplatform.gov/en/downloads

2.

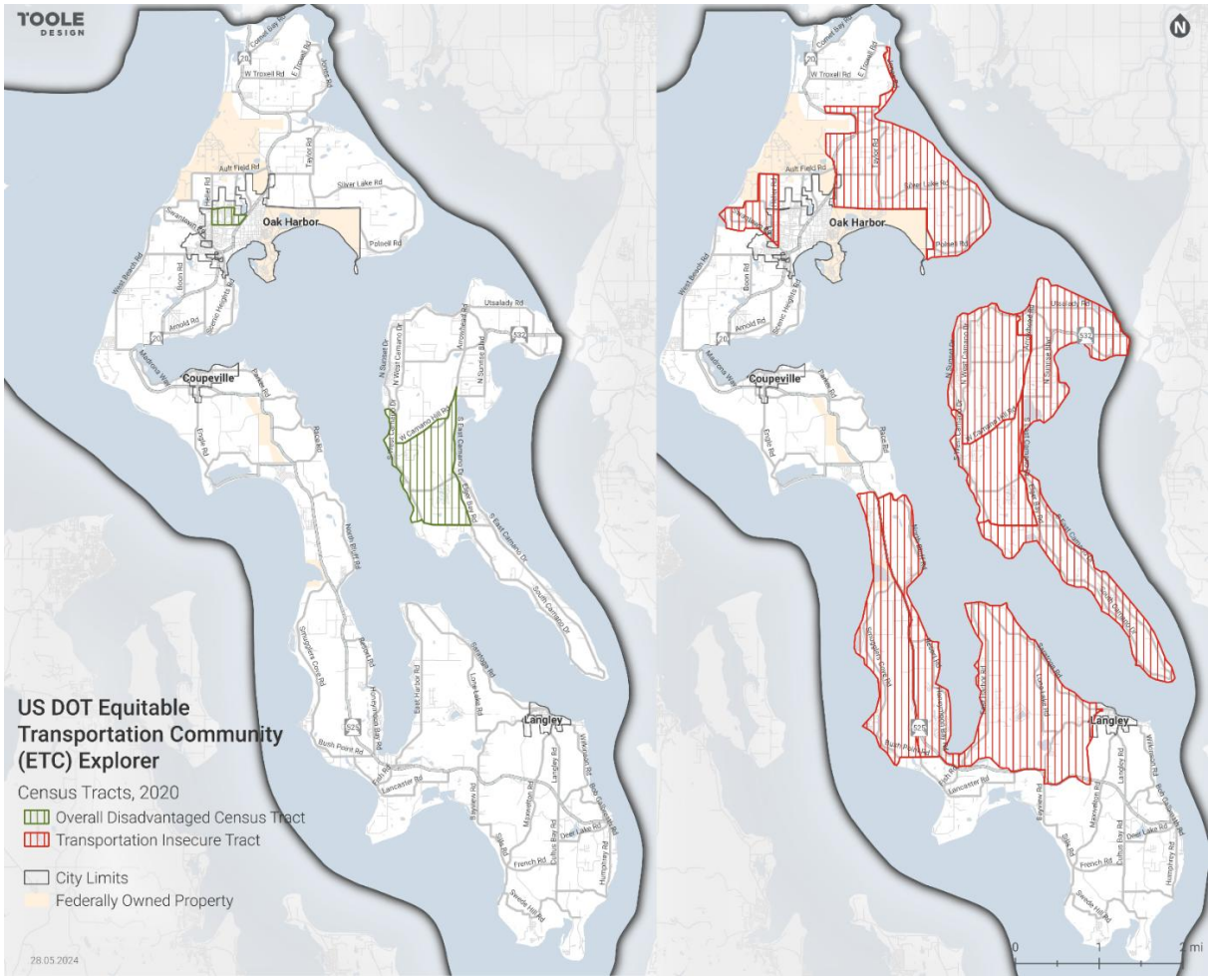
Equitable Transportation Community (ETC) Explorer

The ETC Explorer is an online interactive map and dashboard developed by the US Department of Transportation under the Justice 40 Initiative. It assesses the cumulative burden communities experience as a result of underinvestment in transportation using 2020 data at the census tract level. The tool allows users to understand how a given census tract experiences adverse effects resulting from the transportation system compared to other Census tracts nationally. It was designed by the USDOT to work in conjunction with the CEJST. The ETC Explorer tool uses over 50 indicators to develop five components of transportation disadvantage. Transportation Insecurity is one of the five components. It occurs when people are unable to get to where they need to go to meet the needs of their daily lives regularly, reliably, and safely. The other four components of transportation disadvantage are Environmental Burden, Social Vulnerability, Health Vulnerability, and Climate and Disaster Risk Burden. See Appendix B for a full list of all the indicators used to develop each component, as well as further description of the methodology.

The left-pane of

Map 2 shows census tracts in Island County that are disadvantaged overall according to the ETC Explorer. The right-side pane shows census tracts that are transportation insecure. While most of the county may not be disadvantaged at an overall level, the majority is transportation insecure, including the entirety of Camano Island.

Map 2: Disadvantaged census tracts under the ETC Explorer



3. WSDOT Sandy Williams Equity Needs Map

The Sandy Williams Equity Needs Map identifies census block groups in Washington state with high equity needs.[5] This tool scores census block groups in Washington based on their degree of equity and environmental justice needs. It was developed by the Washington State Department of Transportation (WSDOT) to identify and

Source: Underlying data of the ETC Explorer tool was accessed by connecting to the ArcGIS Online Feature Server linked under "DOT Disadvantage Census Tracts National Results Feature Service" on US DOT's website https://www.transportation.gov/priorities/equity/justice40/download-data

prioritize investment locations in the Sandy Williams Connecting Communities Program.[6]

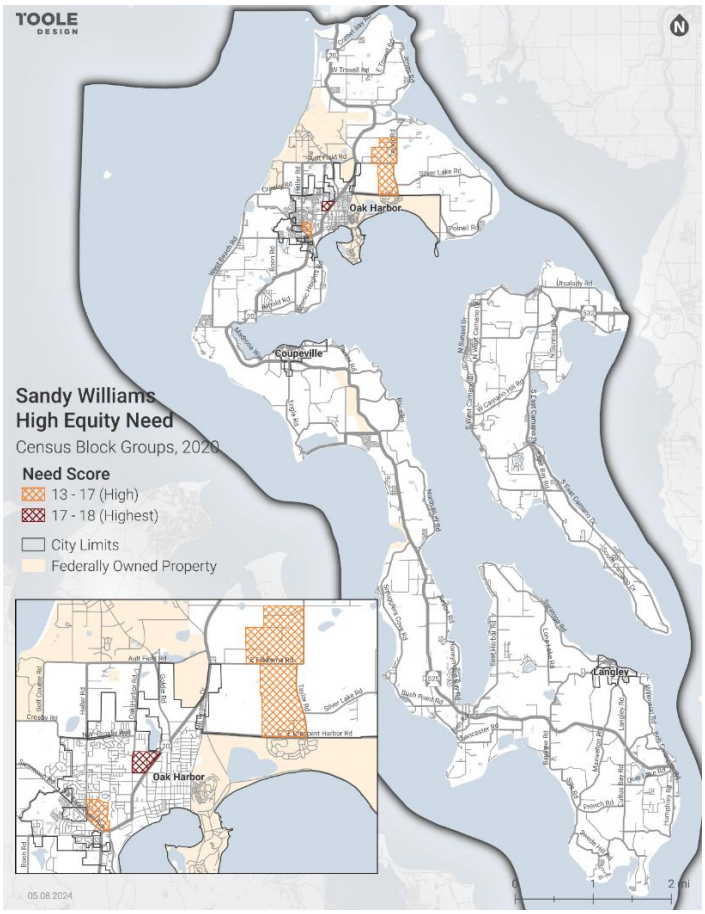
Each census block group received a score based on several factors, and the resulting scores were summed to create the final High Equity Need Score. A final score of 18 or above indicates the "Highest" need; a score of 14-17 indicates "High" need. Communities that fall within Highest and high equity Needs are the primary focus of the Sandy Williams Connecting Communities Program. Appendix C lists all factors that go into calculating the need score, and describes the methodology further.

[5] WSDOT, Sandy Williams Connecting Communities Program, Equity Needs Map, https://www.arcgis.com/apps/mapviewer/index.html?layers=1b90d1b89b77481cb6751024423bb245

[6] WSDOT, Sandy Williams Connecting Communities Program, https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program

Map 3 shows block groups in Island County with Highest and High Equity Need scores. Block groups in Oak Harbor and adjacent to military bases are areas of focus for equity needs according to this method.

Map 3: Areas of high equity need in the Sandy Williams Equity Needs Map



Source: Underlying data of the Sandy Williams High Equity Needs map was accessed by connecting to the Feature Server on WSDOT's ArcGIS Online environment https://data.wsdot.wa.gov/arcgis/rest/services/Shared/ActiveTransportationData/FeatureServer

4.

Environmental Health Disparities Map

The Environmental Health Disparities Map is an online dashboard developed by the Washington State Department of Health (DOH).[7] It includes an interactive map that compares census tracts across Washington State for environmental health disparities. The data in the online dashboard has 19 indicators, divided into four themes. One of the indicators displayed by the dashboard is Transportation Expense, defined as the percentage of income spent on transportation expenses for a moderate-income family. A moderate-income family is one that has a household income of 80 percent of the area median, the regional average household size, and the regional average commuters per household.[8] Transportation affordability captures many of the socioeconomic conditions that affect social health and well-being. Communities where transportation expense is high spend more and take longer to get where they need to go.

[7] Washington State DOH, Environmental Health Disparities Map, https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map

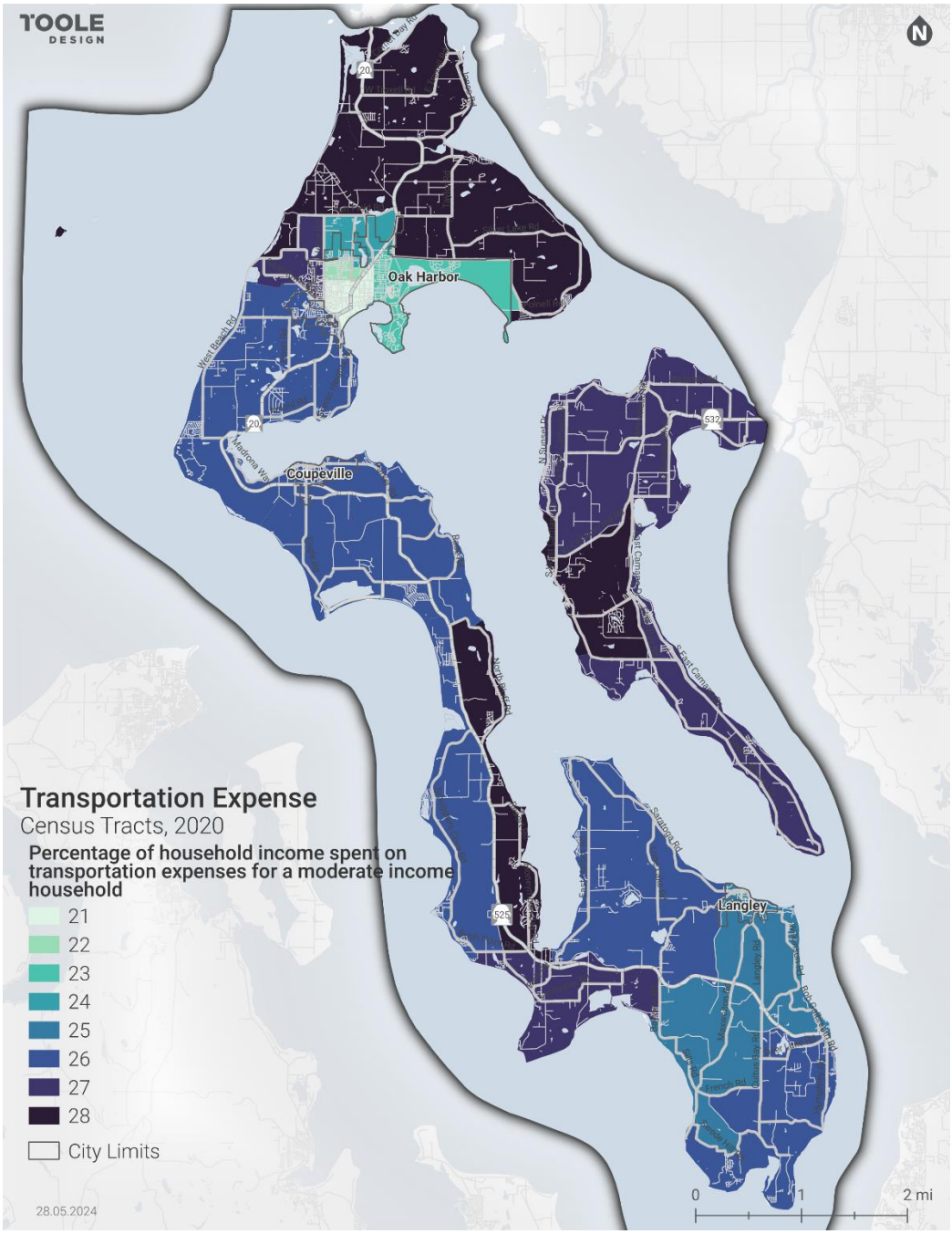
[8] Transportation Expense is further defined with methodology provided on the Washington State Department of Health's website https://fortress.wa.gov/doh/wtn/WTNPortal#!q0=862

Map 4 shows that community members in Island County spent between 21% and 28% of household income on transportation in 2020. Across the U.S., the average household spending on transportation was 11% of household income that same year.[9] The City of Oak Harbor and the Whidbey Island Naval Air Station are the areas with the lowest transportation expense in Island County, according to this data. Households in northern and central Whidbey Island, and in the entirety of Camino Island, have the highest transportation expense spending 27% or more of their household income on transportation. These areas are the relatively higher need areas that should be considered for focused safety improvements.

Transportation expense is an important consideration because, as Figure 1 shows, about 66% of people living in Island County are employed outside the county. With so many people having to leave Island County for work, households could alleviate their spending burden if they had alternative low-cost transportation options for non-work trips. Active transportation infrastructure can provide such lower-cost options.

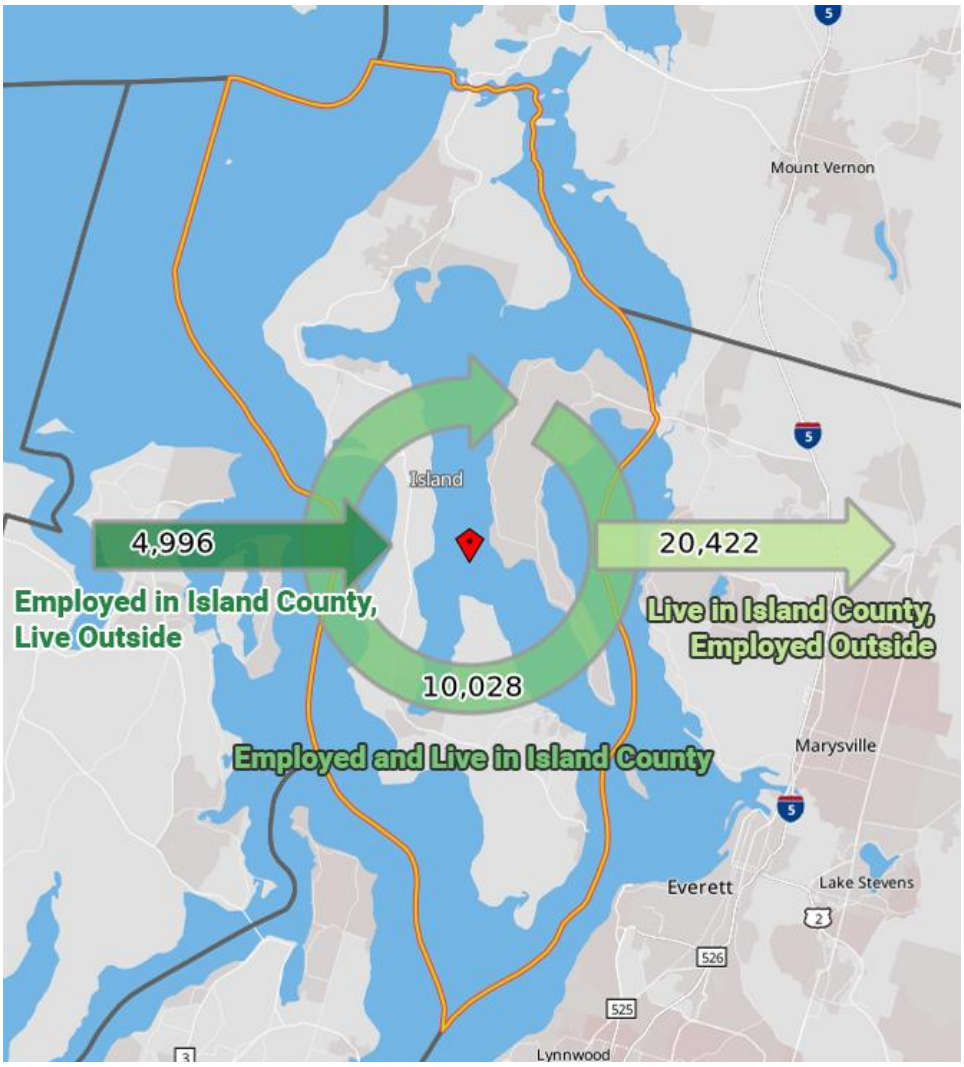
[9] U.S. Department of Labor, Bureau of Labor Statistics, Consumer Expenditure Survey https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/ida7-k95k/

Map 4: Transportation expense indicator depicted by the Washington Environmental Health Disparities Map



Source: Underlying data for transportation expense was sourced from the Center for Neighborhood Technology https://htaindex.cnt.org/download/data.php, per methodology of DOH.

Figure 1: Worker flows in, out, and within Island County, 2021



Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program (LEHD). LEHD Origin-Destination Employment Statistics 2021 (LODES) accessed on Aug-05-2024 at https://onthemap.ces.census.gov. LODES 8.1 [version]

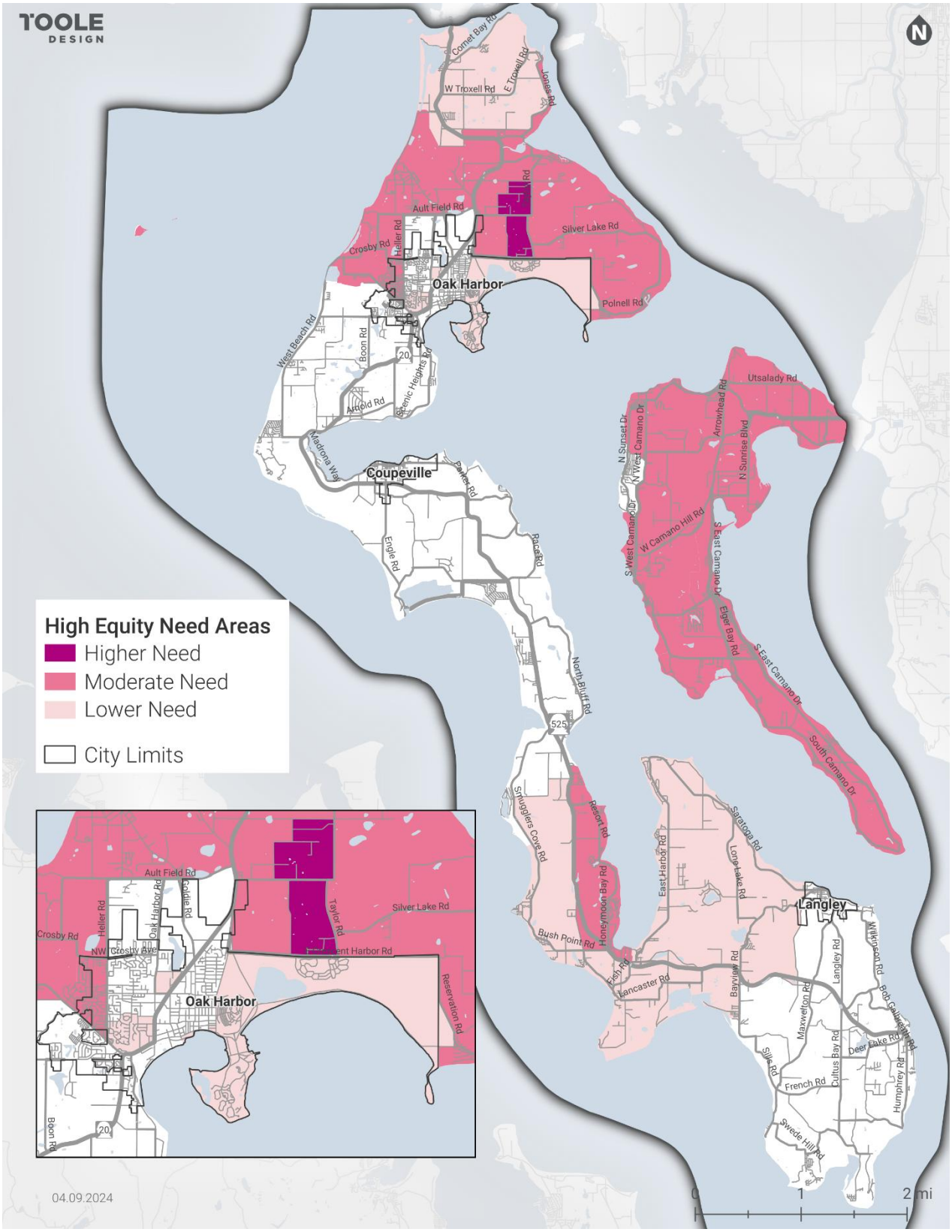
Summary of High Equity Need Areas

When all four methods are shown together, as in Map 5, areas where the different methods overlap emerge as particularly high equity-need areas. This map layers all four equity analyses on top of each other:

- Block groups with a score of 13 or higher on the Sandy Williams Equity Needs Map
- Census tracts that are transportation insecure according to the ETC Explorer
- Census tracts that are deemed disadvantaged according to the CEJST
- Census tracts where households spend 27% or 28% of their income on transportation expenses

Communities just north of Naval Air Station Whidbey Island are transportation insecure, have a high transportation expense, and have a High equity need according to the Sandy Williams Equity Needs Map. All of Camano Island is both transportation insecure and has a high transportation expense. Places of overlap should be the focus for safety improvements and for targeted community engagement to better understand their needs.

Map 5: High equity need areas



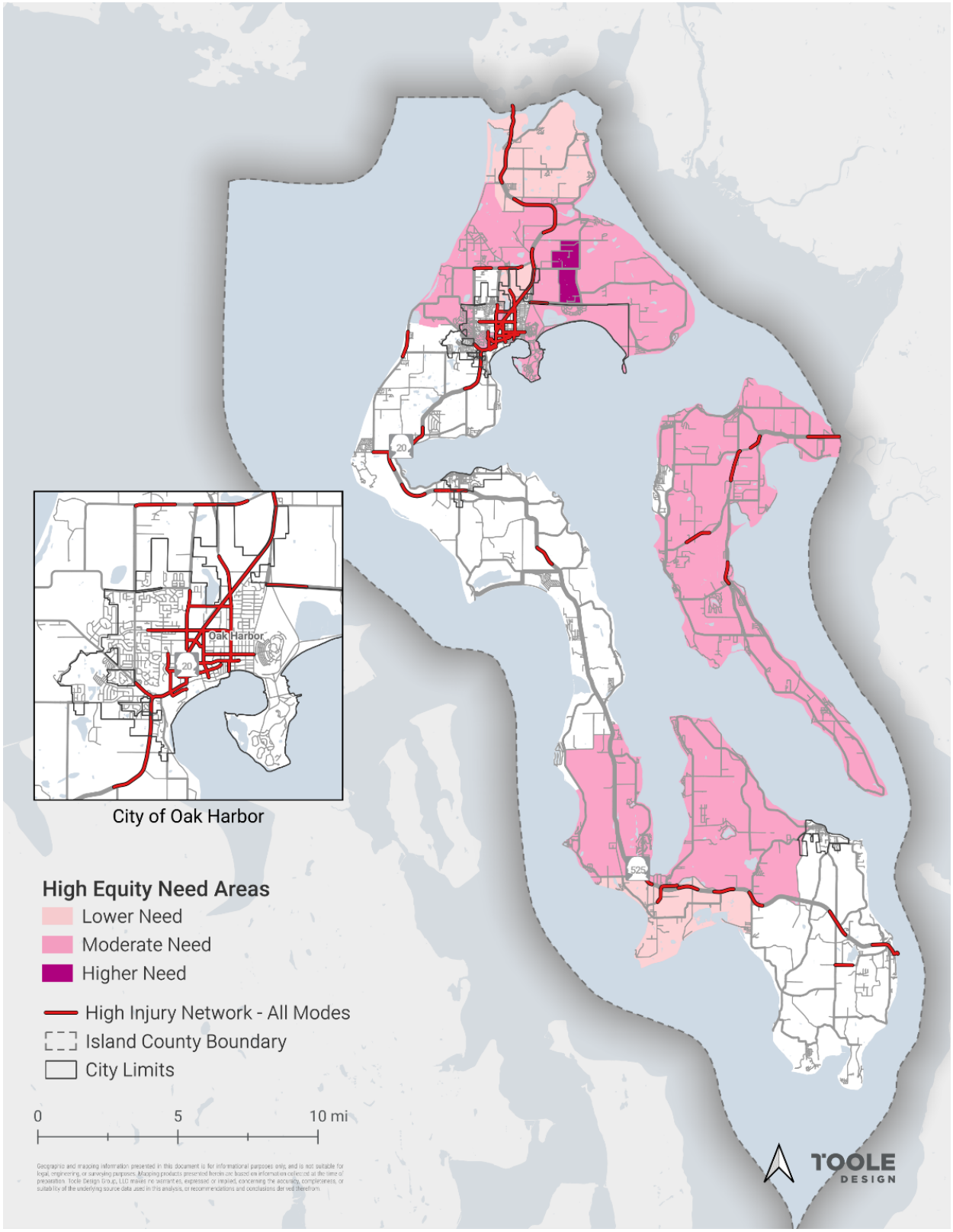
Equitable Distribution of Safety Investments

The equity analyses are a component of the Comprehensive Safety Action Plan. Their purpose is to influence the decision-making related to the results of this project. Traffic violence (and other negative outcomes of the transportation system) has disproportionate impacts on BIPOC, low-income households, and other communities that have been marginalized. Focusing safety interventions and improvements to serve these communities advances equity.

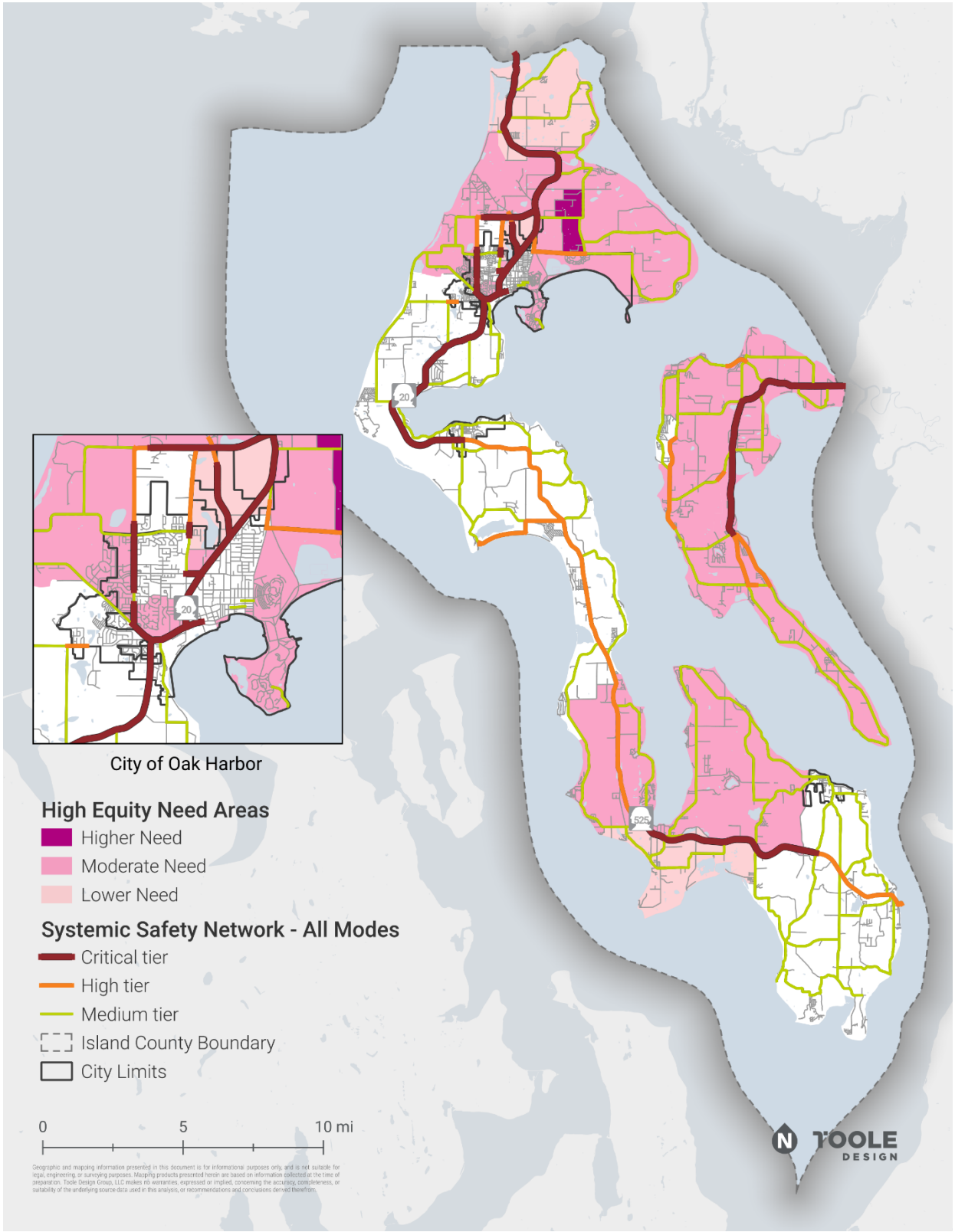
Safety impacts and risks were evaluated through Task 2.2 of this project. The high injury network (HIN) depicts segments of the roadway network with the highest densities of severe crashes. The systemic safety network (SSN) identifies segments of roadway with attributes that have been found to correlate with high crash frequency. Both safety analyses were conducted for all modes together, and for pedestrians, bicycles, motorcycles, motor vehicles individually. The results were then overlaid onto the high equity need areas. Map 6 shows the HIN of Island County for all modes. Map 7 shows the SSN for all modes. Maps depicting the HIN and SSN for each individual mode overlaid with high need equity areas are in Appendix D.

Segments of the HIN, and SSN segments that are located in high equity need areas may be prioritized for investment. Engagement efforts might focus on communities that have a larger portion of HIN/SSN roadways as well as higher equity scores. The results of each analysis, especially where they overlap geographically, can be used to understand where projects can be prioritized and implemented to achieve safe and equitable outcomes.

Map 6: High Injury Network overlaid with high equity need areas



Map 7: Systemic Safety Network overlaid with high equity need areas



ADVANCING EQUITY

As stated before, an equity analysis is only one element to advance transportation equity. The crucial factor lies in how the equity analysis insights are used, transforming it from a mapping exercise to an effective tool. In addition to the equitable distribution of safety investments, the information from this analysis can be used in storytelling at the regional and local levels, as well as for monitoring how outcomes change over time.

Storytelling

IRTPO allocates funding but is not an implementing agency. Additionally, many safety interventions must happen at the local level, while IRTPO has a regional focus. Still, IRTPO can influence equity outcomes through storytelling using the high-level issues and patterns identified in the regional analyses.

The regional mapping can be used by smaller towns and rural communities with fewer resources to conduct their own analyses. In this way, IRTPO can help these jurisdictions tell the story of their transportation needs and identify who is vulnerable to mobility limitations.

The story crafted by this analysis can and should be modified based on the results of regional engagement. An equity analysis groups people into broad demographic-based populations, but there are nuances in how people within a population experience the same impact. Furthermore, populations based on demographic data are different from communities that are considered a group based on shared experiences and interests. Demographic data also has geographic bounds (defined by the US Census) that may not align with neighborhood boundaries. As a result, equity analyses present rough estimations of communities and impacts they may experience. These broad analyses also will not capture individuals' lived experiences or how overlapping and intersecting identities compound mobility impacts.

To facilitate storytelling and examine more individualized outcomes, we can employ the concept of personas. Using the results of the equity and safety risk analyses and engagement, we can distill mobility challenges and contributing factors along with how an individual's identities interact with these challenges. We can use this to craft personalized examples of how individuals throughout the region experience the transportation system. These personas can help make disparate impacts more tangible and convey outcomes to local jurisdictions.

Continued Assessment

As IRTPO evaluates its progress toward safety (and other) targets, it can also examine its progress toward addressing disparities. By assessing the distribution of impacts across high equity need areas and demographic groups over time, IRTPO can monitor the impact investment decisions are having. In this way, investments can be prioritized to address performance while targeting disproportionate impacts and underinvestment among marginalized communities.

Access for People with Disabilities

The scope of this analysis does not include a robust evaluation of accessibility disparities. While the ETC Explorer and Sandy Williams High Equity Need Map include an indicator for people with disabilities, further exploring the impacts and contributing factors of transportation disadvantages resulting from disability will enrich the results and recommendations of the work. Although the focus of this project is safety, accessibility is inherently related; accessibility assumes safety and safe transportation is in service of accessibility to destinations.

Regardless of demographic factors that can limit one's mobility, such as age, ability, and income, expanding quality mobility options can remove some of the restrictions and enable more freedom of movement.

Qualitative Data

The quantitative equity analysis provides only part of the puzzle. To understand transportation disparities, we need to understand the lived experience. The best data for this assessment is from community engagement. This data helps define transportation disadvantages, identify areas of safety risk, highlight barriers to access and mobility, and establish the existing conditions and context.

RECOMMENDATIONS AND NEXT STEPS

This analysis used four publicly available online tools published by government agencies to identify areas of high equity need within IRTPO's jurisdiction (Island County). Maps 1-4 show where these communities are located. Then the HIN and SSN was overlayed onto the combined map of high equity need areas to see where safety concerns overlap with high equity need. Segments of the HIN and SSN located in areas with a high equity need should be the focus of safety improvements.

Beyond the Comprehensive Safety Action Plan, IRTPO can continue to integrate equity analysis into its decision-making by using this analysis to assess potential outcomes and influence which projects are selected and prioritized. This lays the foundation for a more systemic equity framework that uses equity to make decisions throughout the agency.

Additionally, iterating on an equity analysis can finetune the process over time by adjusting demographic factors and indicators as needed to focus on various relevant impacts. Repeating the analysis at regular intervals can also help evaluate outcomes over time to monitor improvement and direct ongoing efforts toward equity.

Finally, it is important to remember that inequities are a result of past discrimination, disinvestment, and disenfranchisement. Understanding the history of Whidbey Island and Camano Island relative to racialized communities and other key communities can highlight what harms should be redressed. These may not be limited to transportation although they will affect one's mobility. Advancing equity is a continual process; the equity analysis is one step in a multidisciplinary, multi-sectoral endeavor.

APPENDIX A
Climate and Economic Justice Screening Tool (CEJST)

The tool aggregates data sourced from a variety of Federal agencies into indicators of burden. The indicators are grouped into eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. Each category of burden consists of several indicators which are assigned a percentile threshold. The underlying data for each indicator is sourced from a variety of Federal agencies like the Environmental Protection Agency, Department of Transportation, US Census, among many others. A community is considered disadvantaged if it is in a census tract that (1) meets the thresholds for at least one of the tool's categories of burden, and (2) is at or above the threshold for an associated socioeconomic burden.[10] The tool utilizes the census tract boundaries from 2010 because many of the data sources in the tool use the 2010 census boundaries.

Table 1: List of indicators included in the CEJST

Category of burden	Threshold	Indicator
	Communities are identified as disadvantaged if they are in census tracts that…	
1. Transportation	ARE at or above the 90th percentile for:	diesel particulate matter exposure, OR transportation barriers, OR traffic proximity and volume,
	AND ARE at or above the 65th percentile for:	low income
2. Climate Change	ARE at or above the 90th percentile for:	expected agriculture loss rate, OR expected building loss rate, OR expected population loss rate, OR projected wildfire risk
	AND ARE at or above the 65th percentile for:	low income
3. Energy	ARE at or above the 90th percentile for:	energy cost, OR PM2.5 in the air,
	AND ARE at or above the 65th percentile for:	low income
4. Health	ARE at or above the 90th percentile for:	asthma, OR diabetes, OR heart disease, OR low life expectancy,
	AND ARE at or above the 65th percentile for:	low income
5. Housing	experienced:	historic disinvestment,
	OR ARE at or above the 90th percentile of:	housing cost, OR

[10] Methodology and definitions are described further on the CEJST's website https://screeningtool.geoplatform.gov/en/methodology

Category of burden	Threshold	Indicator
		lack of green space, OR lack of indoor plumbing, OR lead paint,
	AND ARE at or above the 65th percentile for:	low income
6. Legacy pollution	have at least one:	abandoned mine land, OR Formerly Used Defense Sites,
	OR ARE at or above the 90th percentile for:	proximity to hazardous waste facilities, OR proximity to Superfund sites, OR proximity to Risk Management Plan facilities,
	AND ARE at or above the 65th percentile for:	low income
7. Water and wastewater	ARE at or above the 90th percentile for:	underground storage tanks and releases, OR wastewater discharge,
	AND ARE at or above the 65th percentile for:	low income
8. Workforce development	ARE at or above the 90th percentile for:	linguistic isolation, OR low median income, OR poverty, OR unemployment,
	AND more than 10% of people ages 25 years or older whose high school education is less than a high school diploma.	

APPENDIX B
USDOT Equitable Transportation Community (ETC) Explorer

The ETC Explorer assigns every census tract a score for each of the five components of transportation disadvantage.[11] It normalizes and sums each of the five scores to arrive at an Overall Disadvantage Component Score. The value of the score is based on a percentile ranking against all other census tracts in the nation. A census tract is considered disadvantaged if it is in the 65th percentile or higher.

Map 2 in the main body of this memo shows census tracts in Island County by Overall score and Transportation Insecurity score.

Table 2: List of indicators in the ETC Explorer

Component	Indicator
1. Transportation Insecurity	Percent of households with no car
	Average commute time to work
	Frequency of Transit Services per Sq Mi
	Jobs within a 45-min Drive
	Estimated Average Drive Time to Points of Interest (min)
	Estimated Average Walk Time to Points of Interest (min)
	Calculated average annual cost of Transportation as percent of household income
	Traffic Fatalities per 100,000 people
2. Environmental Burden	Ozone level in the air
	Particulate Matter 2.5 (PM2.5) level in the air
	Diesel particulate matter level in air
	Air toxics cancer risk
	Percent of tract within 1 mile of known hazardous sites
	Percent of tract within 1 mile of known Toxics Release sites
	Percent of tract within 1 mile of known Treatment and Disposal Facilities
	Percent of tract within 1 mile of known Risk Management Plan Sites
	Percent of tract within 1 mile of non-abandoned Coal Mines
	Percent of tract within 1 mile of non-abandoned Lead Mines
	Percent of houses built before 1980
	Percent of tract within 1 mile of high volume roads
	Percent of tract within 1 mile of railways
	Percent of tract within 5 miles of airports

[11] USDOT ETC Explorer Technical Documentation (May 2023) https://www.transportation.gov/sites/dot.gov/files/2023-05/5.2.23ETC%20Explorer%20Technical%20DocumentationFinal.pdf

Component	Indicator
	Percent of tract within 3 miles of ports
	Percent of tract that intersects with a Watershed containing impaired water(s)
3. Health Vulnerability	Asthma prevalence
	Cancer prevalence
	High blood pressure prevalence
	Diabetes prevalence
	Poor mental health prevalence
4. Social Vulnerability	Percent of population with Income below 200% of poverty level
	Percent of people age 25+ with less than a high school diploma
	Percent of people age 16+ unemployed
	Percent of total housing units that are renter-occupied
	Percent of occupied houses that spend 30% or more of their income on housing with less than 75k income
	Percent of population uninsured
	Percent of households with no internet subscription
	GINI Index
	Percent of population 65 years or older
	Percent of population 17 years or younger
	Percent of population with a disability
	Percent of population (age 5+) with limited English proficiency
	Percent of total housing units that are mobile homes
5. Climate & Disaster Risk Burden	Estimated annualized loss due to disasters
	Increase in number of days over 90deg by mid-century
	Number of days exceeding 99th percentile of precip by mid-century
	Percent change in number of days with less than 0.01 inches of precip
	Percent of tract inundated by 0.5 sea level increase by 2100
	Average Percent Land classified as Impervious Surface per Tract

TOOLE DESIGN

720 3RD AVENUE
SUITE 2020
SEATTLE, WA 98104

206.297.1601
TOOLEDESIGN.COM

APPENDIX C
Sandy Williams High Equity Needs Map

This analysis scores census block groups in Washington based on their degree of equity and environmental justice needs for the purpose of identifying and prioritizing investment locations for the Sandy Williams Connecting Communities Program. Each block group receives a score based on several factors related to vulnerable populations and environmentally burdened communities. These scores are added together to create the final score. Original data sources are the U.S. Census 2016-2020 American Community Survey (ACS) and the Washington Environmental Health Disparities (EHD) Map.

Individual scores are calculated for each measure, which then sum up to aggregate scores for vulnerable populations and overburdened communities as well as a combined final score. Block Group scores based on demographic measures from the ACS data are calculated relative to other Block Groups in similarly sized population centers or in tribal areas. If a Block Group's value for a given demographic measure is at or above the 80th percentile within its population center size category, it is given 2 points for that factor. If its value is at or above the 60th percentile within its population center size category, it is given 1 point. All other Block Groups receive 0 points for that factor.[12]

Factors used to determine equity needs include:

- Transportation: those with high transportation costs and no access to a vehicle
- Health: residents with few healthy food choices and disproportionate health outcomes
- Economics: those living on low incomes
- Family and Community: Youth and Seniors; Black, Indigenous, and People of Color (BIPOC) Communities; those with limited English skills; people with disabilities
- Environmental Justice: communities with disproportionate exposure to pollutants, diesel pollution, and industrial contaminants

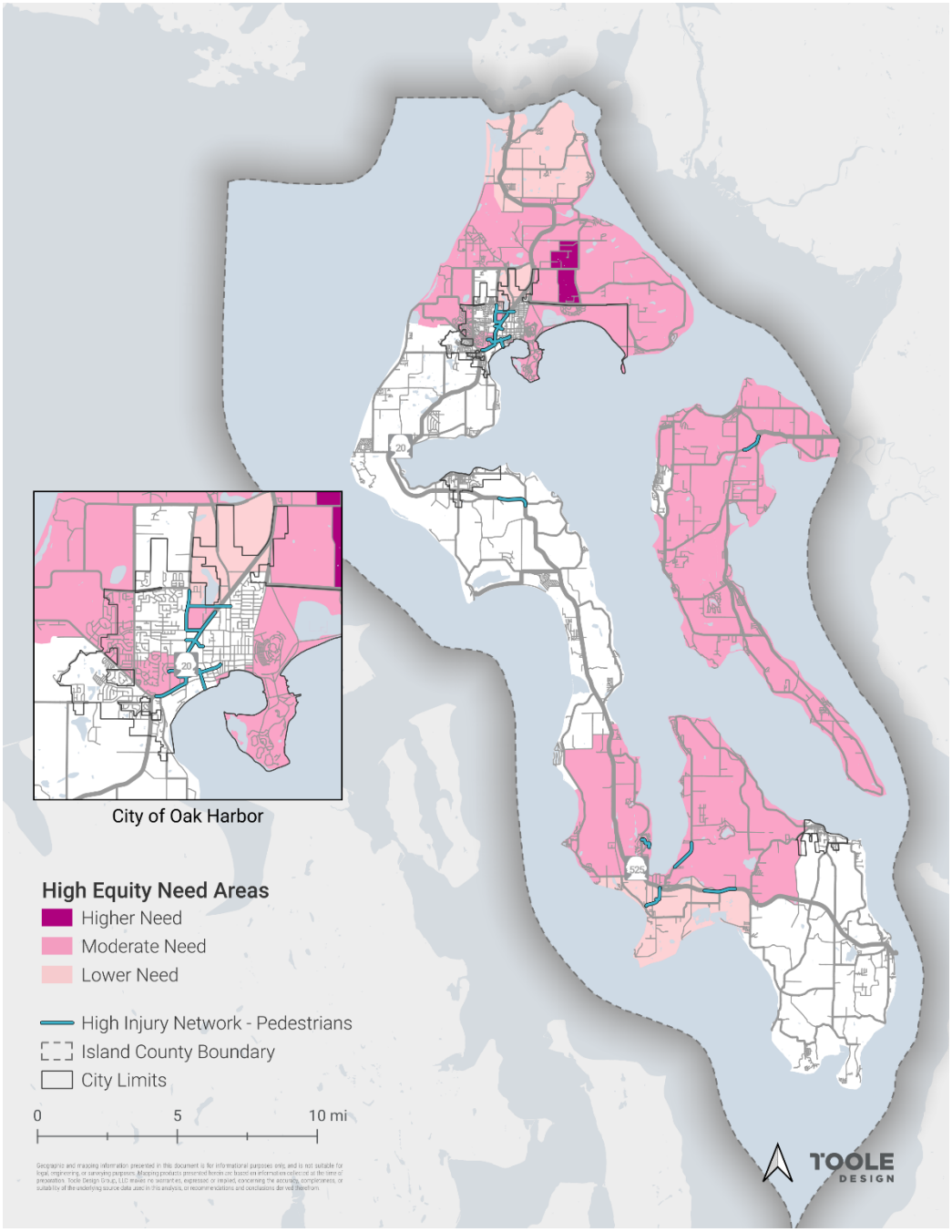
[12] Full map and underling data is available at WSDOT's ArcGIS Online portal https://gisdata-wsdot.opendata.arcgis.com/datasets/wsdot-active-transportation-sandy-williams-equity-needs/about

APPENDIX D
Safety Analyses by Mode

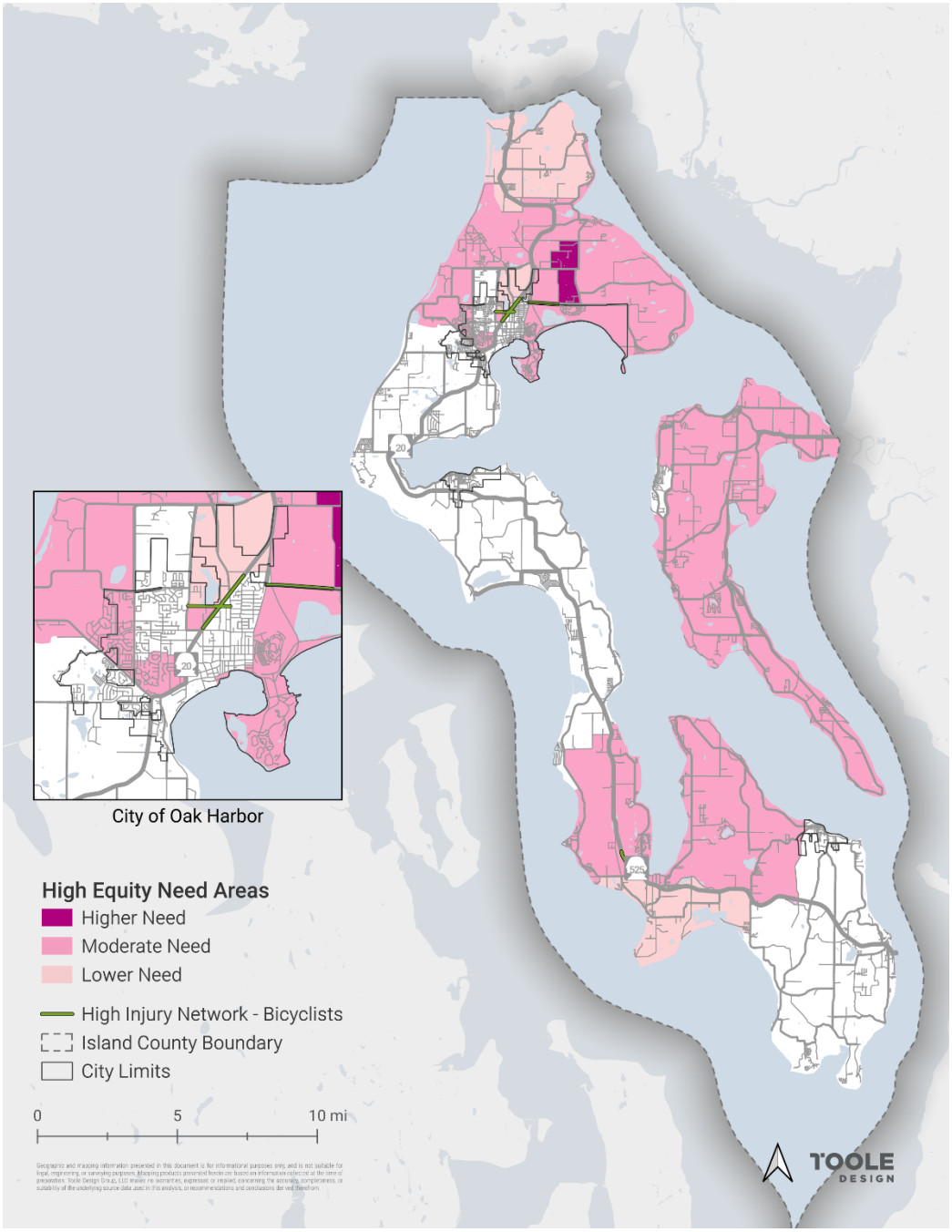
Maps for both the high injury network and the systemic safety network for each individual mode: pedestrians, bicycles, motorcycle, motor vehicles are overlaid onto the equity analysis.

High Injury Network

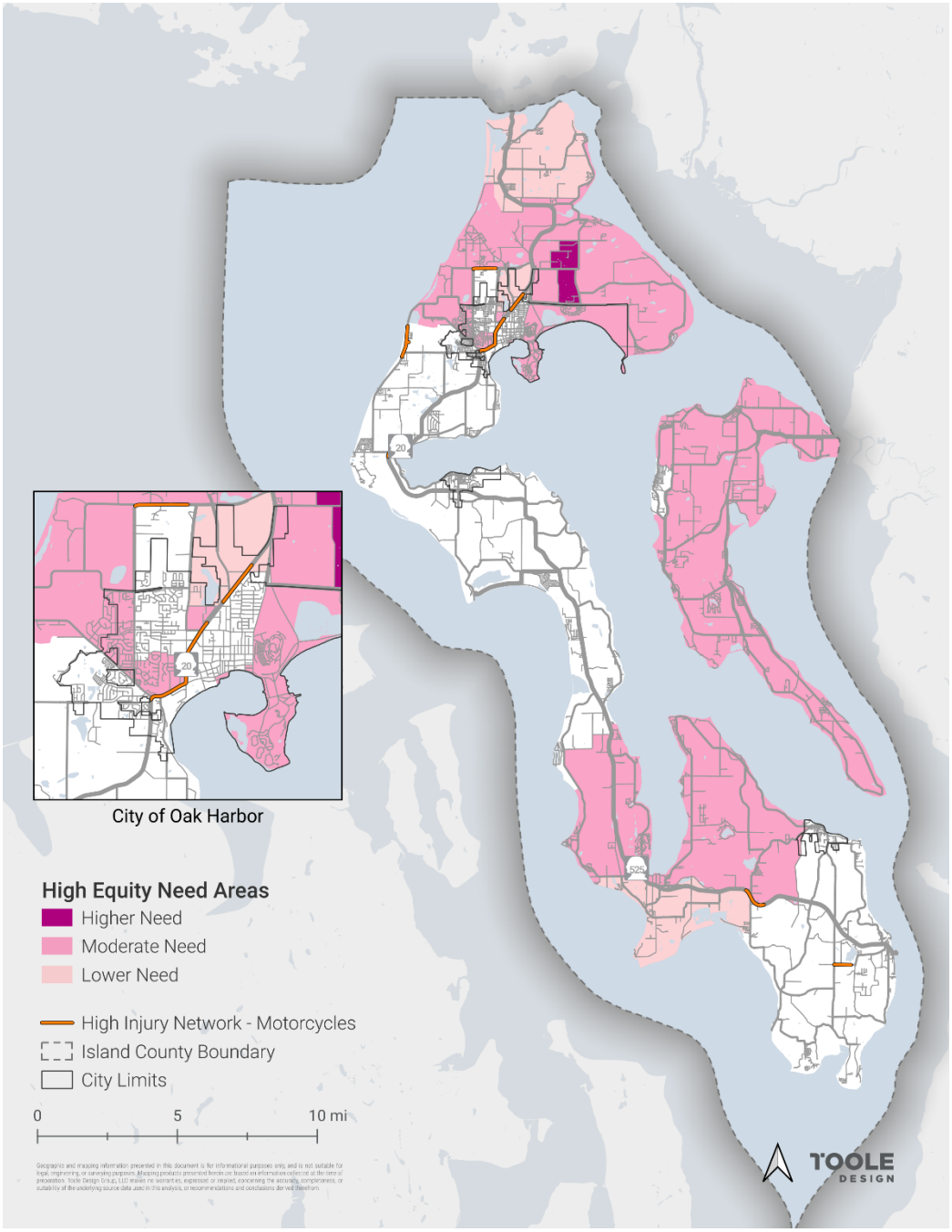
Map 8: Pedestrian High Injury Netowrk



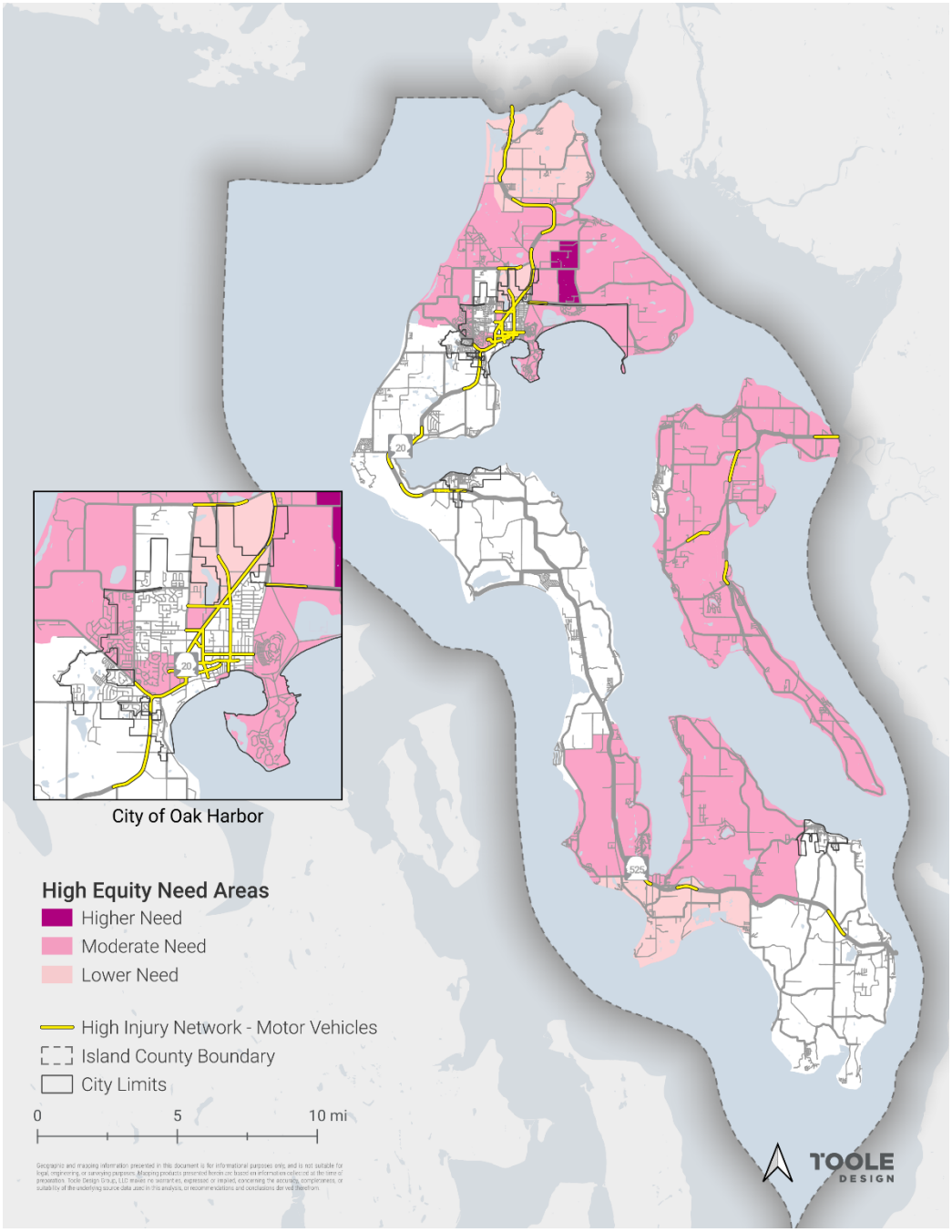
Map 9: Bicycle High Injury Network



Map 10: Motorcycle High Injury Network

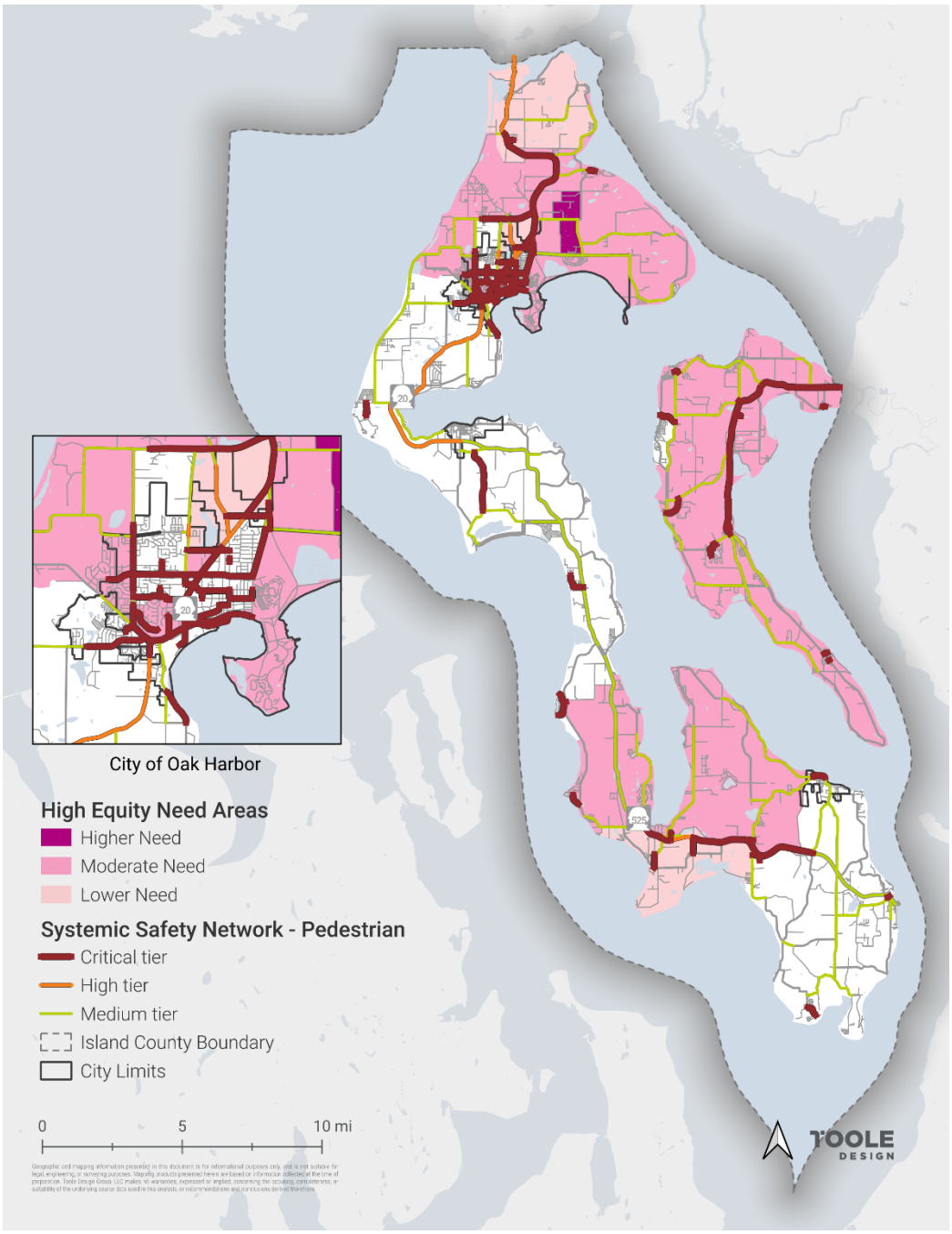


Map 11: Motor vehicle High Injury Network

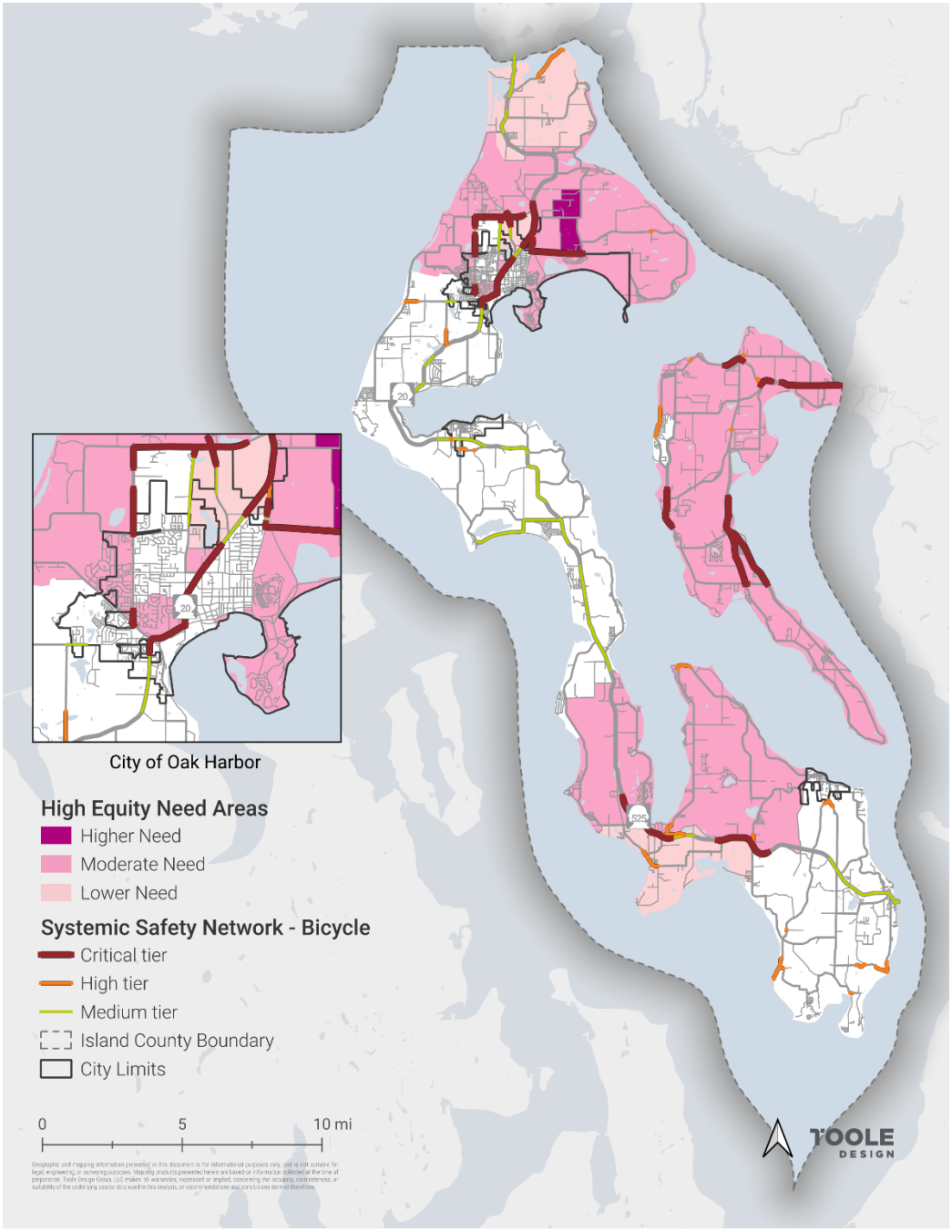


Systemic Safety Network

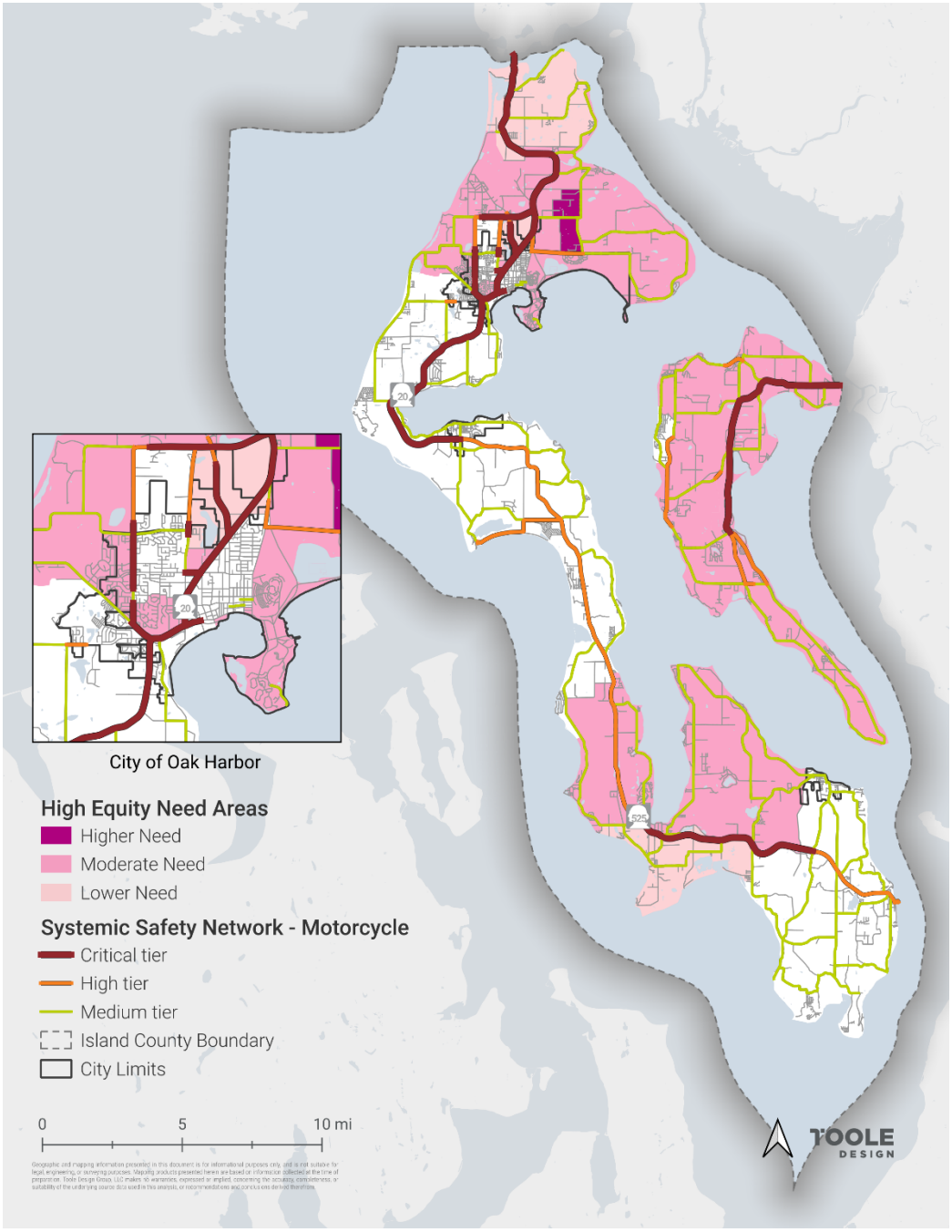
Map 12: Pedestrian Systemic Safety Network



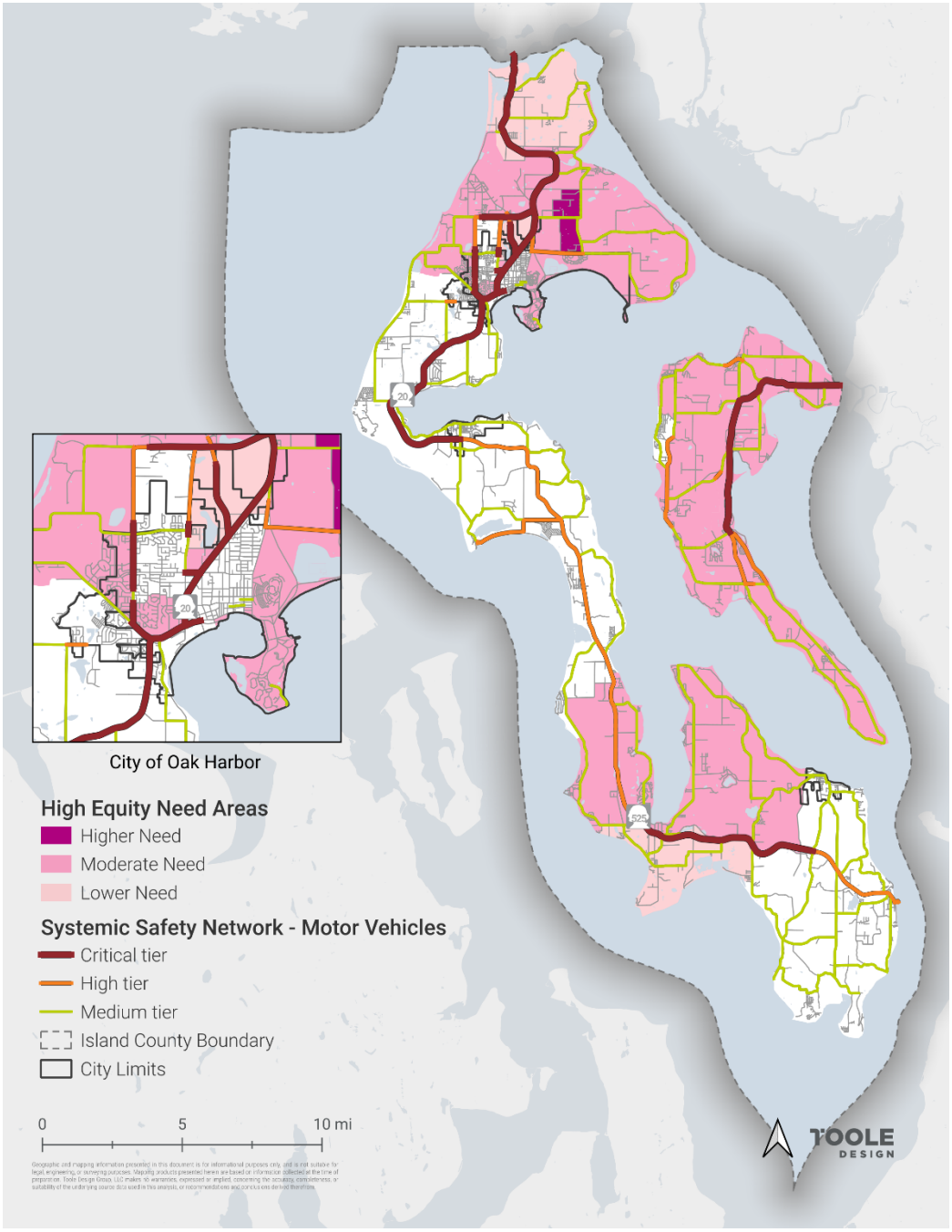
Map 13: Bicycle Systemic Safety Network



Map 14: Motorcycle Systemic Safety Network



Map 15: Motor Vehicle Systemic Safety Network



APPENDIX F

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

COMPREHENSIVE SAFETY ACTION PLAN

DKS 719 SECOND AVENUE, SUITE 1250, SEATTLE, WA 98104 • 206.382.9800 • DKSASSOCIATES.COM

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TRANSPORTATION SAFETY POLICY REVIEW

DATE: August 12, 2024

TO: Island Regional Transportation Planning Organization

FROM: DKS Associates

SUBJECT: Task 4.1: Policy Review and Recommended Updates Project #24217-000-004

INTRODUCTION AND BACKGROUND

Island Regional Transportation Planning Organization is developing a Vision Zero Action Plan which will lead to actionable safety programs and projects, helping the County and partner agencies work toward eliminating fatalities and serious injuries on its roadway network.

The Safe Streets and Roads for All (SS4A) program requires an assessment of the region's existing policies, plans, guidelines, and standards to identify opportunities to improve how these processes can impact safety. This policy analysis memorandum has identified relevant policies and programs in Island County, along with other relevant policies at the municipal level.

The findings and recommendations from this memo will be incorporated into the IRTPO Vision Zero Action Plan via an implementation plan to adopt or revise policies, guidelines, standards, programs, and procedures related to roadway safety.

TYPES OF POLICIES REVIEWED

The purpose of this document is to catalog and assess how current policies, plans, and guidelines prioritize roadway safety and potential opportunities for improvement. The project team has summarized the following documents and identified other plans to be considered in the future to help improve safety.

The consultant, DKS Associates, assessed current policies, plans, guidelines, and standards to identify opportunities to improve how agency processes prioritize transportation. **Table 1** highlights the current status of the existing plans related to roadway safety for each jurisdiction. The types of plans that are currently in place are:

Comprehensive Plans:

A comprehensive plan is a long-term guiding document for the future growth and development of a city or county. It outlines the community's vision for the future and establishes goals, policies, and objectives to guide decisions on land use, housing, transportation, economic development, environmental protection, and other key aspects of the built environment.

Local Road Safety Plans:
A local road safety plan identifies, analyzes, and prioritizes safety improvements on local roadways. These plans focus on issues that are specific to the jurisdiction and allow for a more tailored approach to taking safety actions.

Municipal Code/Design Guidelines:
Municipal code and design guidelines are regulatory tools used to shape the built environment and ensure that development aligns with a community's vision for its future.

Active Transportation Plans (ATP):
An ATP is a blueprint for a community's active transportation future. It's a strategic document that lays out a vision, goals, and a detailed roadmap for creating a network of safe, accessible, and enjoyable walking, biking, rolling, and micro mobility infrastructure.

Table 1 illustrates which jurisdictions have documents dedicated to the following transportation and planning elements: a comprehensive plan, a local road safety plan, municipal code/design guidelines, and an active transportation plan.

TABLE 1. INVENTORY SUMMARY OF RELEVANT POLICIES AND PLANS THAT INCLUDE SAFETY

Jurisdiction	Has policies related to safety in Comprehensive Plan	Has a Local Road Safety Plan	Has Municipal Code/Design Guidelines that include a safety component	Has an Active Transportation Plan
Island County	✓	✓	✓	
Coupeville	✓		✓	
Langley	✓		✓	
Oak Harbor	✓		✓	✓

LIST OF CONTENTS

EXISTING POLICIES AND PLANS

	DOCUMENT NAME	STATUS
IRTPO		
1	Regional Transportation Plan	Adopted 2019
2	IRTPO Unified Planning Work Program	Adopted 2023
ISLAND COUNTY		
3	Comprehensive Plan	Completed 2016, update scheduled for 2025
4	Local Road Safety Plan	Completed March 2023
5	Design Guidelines/Speed Limit Policy	2024 Version
6	Non Motorized Trails Plan	Completed 2018
COUPEVILLE		
7	Comprehensive Plan	Completed 2023
8	Code of Ordinances	2023 Version
LANGLEY		
9	Comprehensive Plan	Completed 2018, amended in 2020, update scheduled for 2025
10	Municipal Code/Complete Streets/Speed Limit Policy	2022 Version
OAK HARBOR		
11	Comprehensive Plan	Completed 2022
12	Capital Improvements Plan	Completed 2022
13	Active Transportation Plan	Completed 2024
14	Street Design Standards	2023 Version
15	Parks, Recreation, and Open Space Plan	Completed 2019
16	Impact Fee Ordinance	Completed 2022

IRTPO

1. IRTPO REGIONAL TRANSPORTATION PLAN (ISLAND ACCESS 2040)

Source:

Island County Washington Website (IRTPO Page):

https://www.islandcountywa.gov/DocumentCenter/View/3447/2019-Regional-Transportation-Plan-pdf

Status: (Adopted)

Adopted 2019

Description:

"Island Access 2040 is the regional transportation plan (RTP) for the Island Region. It works in concert with local and state plans, each of which has a role to play in keeping people, goods, and services moving." (Page 1 of the RTP)

"The role of the regional transportation plan is to ensure on-going coordination and collaboration among all of the local and state agencies working to provide safe, efficient, reliable travel throughout the region. This regional coordination enables Coupeville, Langley, Oak Harbor, Island County, Island Transit, the Washington State Department of Transportation (WSDOT), Naval Air Station Whidbey Island (NASWI), and many other partners internal and external to the region to make day-to-day decisions and investments that meet their own needs, but which also work together over time to accomplish mutual goals, address system needs across the region, and support convenient travel for all. The forum for that on-going regional coordination is Island Regional Transportation Planning Organization, or IRTPO. Island Access 2040 is a product of IRTPO's regional transportation planning program." (Page 1)

The RTP acts as a facilitator between state and local agencies, allowing each agency to make decisions that are in line with their own comprehensive plans and contribute to mutual goals across the region. IRTPO is an organization whose purpose is to coordinate between agencies and the Island Access 2040 document is part of its work.

How does this document prioritize safety?

The document does not arrange its material into goals, but it does have a focus on safety and includes safety within each recommendation and also as one of its measures of success.

Included throughout the document are goals and objectives related to safety:

- Safe Multimodal Mobility section: "Creating a safe environment for all travelers requires a combination of strategies that minimize conflicts between modes of travel." (Page 26)
- Recommended Actions section:
    - Complete a Regional Multimodal Safety Plan
- System Safety section

What are the potential improvements that could be made to this document to help prioritize safety?

- Separate Chapter dedicated to roadway safety which includes the following subchapters:
  - Link to Island County Crash Statistics Dashboard
  - Crash statistics, trends, rates, and metrics
  - Establish commitment goal based on the IRTPO safety goal
  - Summary of high crash locations
  - Summary of projects enhancing safety (recommended, funded, under construction)
  - Tracking safety metrics at locations where projects have been constructed

2. IRTPO UNIFIED PLANNING WORK PROGRAM (2024-2025)

Source:

Island County Washington Website (IRTPO web page):

https://www.islandcountywa.gov/DocumentCenter/View/3563/2024--2025-Unified-Planning-Work-Plan-pdf

Status: (Adopted)

Adopted 2023

Description:

"The purpose of RTPOs is to coordinate transportation planning among regional jurisdictions and develop a regional transportation plan aimed at solving transportation issues of mutual interest and concern." (Page 2 of the Work Program)

The Work Program is the guiding document which lays out the responsibilities of the IRTPO and the work that it intends to accomplish during its term (2024-2025).

How does this document prioritize safety?

Element 2: Multimodal Planning:

- Work Activity 7: Manage the Safe Streets for All grant for the region.
- Work Products 6: Safe Streets for All Action Plan

What are the potential improvements that could be made to this document to help prioritize safety?

Expand data collection and analysis program to include more safety-related items.

ISLAND COUNTY

3. ISLAND COUNTY COMPREHENSIVE PLAN (2016-2036)

Source:

Island County Washington Website:

https://www.islandcountywa.gov/DocumentCenter/View/270/Full-Comprehensive-Plan-PDF?bidId=

Status: (Completed)

2016 Comprehensive Plan is complete; however, a new plan is intended to be completed in 2025.

Description:

"The Island County Comprehensive Plan is the document that provides the broad policy basis for Island County's land use planning program and sets the framework to guide land use decisions within the county. The Plan identifies ways that the County's land use planning efforts will implement state and regional requirements, including the Growth Management Act (GMA) and administrative codes. Equally important, the Plan acts to coordinate actions with local jurisdictions, service providers, and state and federal agencies that may have a stake in Island County's land use policies and implementing regulations and actions. In addition to its legislative and coordination roles, the Island County Comprehensive Plan also reflects community values and aspirations about the County's future. The Plan aims to organize County actions and programs that define relationships between land use goals and policies and community livability, economic vitality, provision of needed public facilities, and environmental stewardship." (page 5 of Island County 2036)

How does this document prioritize safety?

Vision Statement:

- I.III.I A. Open Space: When traveling through Island County one will see forests, farmlands with crops and livestock, and open space that provides for varied wildlife and flora as well as hiking and biking trails, beach access, and other open spaces for recreation.
- I.III.I B. Transportation: A safe transportation system will continue to be improved to first meet the needs of county residents as well as visitors and tourists. Two-lane roads that offer views of forests, farms, fields, snow-capped mountains, and water characterize the transportation system in the rural area.

Transportation Element:

- The Transportation Element also discusses roadway mobility and accessibility needs, identifies improvements necessary to enhance safety, bicycle and pedestrian travel, and public transit.
- Goal 1: Provide a safe, comfortable and reliable transportation system that provides adequate mobility for people, goods and services;
    - 1.2: Implement measures to reduce the number and severity of collisions;

What are the potential improvements that could be made to this document to help prioritize safety?

Add multimodal level of service (MMLOS) standards for non-motorized modes of transportation. Incorporate Vision Zero into the plan and into decision-making processes.

4. ISLAND COUNTY LOCAL ROAD SAFETY PLAN

Source:

Word document provided by the client

Status: (Completed)

Completed March 2023

Description:

"This plan is intended to be a data driven strategy, identifying prioritized projects and solutions. Proposed projects selected should focus on reducing or eliminating crash trends and their contributing critical high-risk factors…. [This Plan] identifies selected risk factors present in fatal and serious injury collisions for Island County and compares them with the data of the surrounding west coast counties. This data was used to assist with selecting the three (3) proposed traffic safety improvement projects." (Page 2 of Island County Road Safety Plan)

How does this document prioritize safety?

Projects identified:

- Project 1: Non-standard Guardrail Replacement – Camano Island
    - Collision Type: Fixed Object
    - Requested funding: $890,000
    - Description: "Island County has guardrail in two (2) locations that has become non-standard over time. In some cases, the materials or installation method are out of date. In others, roadway resurfacing has resulted in a higher pavement profile, and the height of the rail is no longer compliant; these installations have already fully utilized the designed height adjustment allocation. Project 1 proposes to address collision severity associated with collision type, Fixed Object." (Page 3)
- Project 2: Non-Compliant Regulatory and Warning Sign Replacement – County-wide
    - Collision Circumstance: Speed/Light Condition/Roadway Junction/Disregard of Traffic Signs or Signals
    - Requested funding: $417,000
    - Description: 'Per the 2009 Manual on Uniform Traffic Control Devices (MUTCD) "all signs shall be retroreflective or illuminated to show the same shape and similar color both day and night."' (Page 4)
- Project 3: Main Street and East Harbor Road Compact Roundabout – Freeland
    - Collision Type: Intersection Related
    - Requested funding: $940,000
    - Description: "The proposed Main Street and East Harbor Road Compact Roundabout will increase intersection safety by providing channelized, curved approaches

reducing vehicle speed, entry yield control that gives right-of way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. These implementations can reduce serious injury and fatal collisions by up to 90%. The completion of this proposed project will provide decreased conflict points, upgraded pedestrian facilities, and improved levels of service. Intersection continuity is an added benefit with the recently funded Main Street and Harbor Road compact roundabout located approximately 700 ft to the east." (Page 5)

"Island County employs a variety of data collection and analysis when identifying and prioritizing safety improvements to our roadways. As part of the Island County Transportation Improvement Plan development, staff annually reviews all collision data for both intersections and road segments, calculates sight distance limitations, realignment needs, and recorded concerns among community members. In addition, criteria used to evaluate locations, such as Average Daily Traffic counts, is best updated concurrently. These processes provide the opportunity for safety improvements some of which include intersection improvements, shoulder widening, and road realignments; over $7 million dollars in local funds have been approved for safety improvement for the years 2023-2028.

The Island County 2023 Local Road Safety Plan shows how specific risk criteria and safety improvements are used to identify and prioritize roads with the greatest opportunity to mitigate risk and continue the goal to reduce collision rates." (Page 6)

What are the potential improvements that could be made to this document to help prioritize safety?

This document focuses on the three projects it identifies as opposed to broader policy changes to address road safety in general. While these projects are a critical part of a road safety plan, as well as part of WSDOT's 'Call for Projects', there should be a section dedicated to general strategies or policies that proactively address road safety in areas not addressed by the listed projects.

5. ISLAND COUNTY DESIGN GUIDELINES/SPEED LIMIT POLICY

Source:

Municode Library Website:

https://library.municode.com/wa/island_county/codes/code_of_ordinances

Status: (Adopted)

2024 Version

Description:

County Code of Ordinances

How does this document prioritize safety?

TITLE XII - ROADS AND BRIDGES

Chapter 12.01 - Road Construction Policy

12.01.010 - Justification for spending county road funds—Construction.

The following are considered the justifiable reasons for building roads:

A. To accommodate existing traffic;

B. To control and handle traffic for greater speed, service, convenience, and safety, directing traffic along specific routes;

…

12.01.040 - Fund allocation and distribution.

A.Between maintenance and construction. It will be the policy of the county to give maintenance first claim to road funds until the following are accomplished:

1.The county's investment is protected;

2.The safety of the motoring public is protected;

3.All traffic is permitted to move uninhibited, with as little discomfort, inconvenience, and cost as is consistent with good management.

When the foregoing three (3) items have been accomplished, all expenditures for maintenance will be kept to a minimum so that as much money as possible is available for permanent improvement. Normally, not over fifty (50) percent of the annual budget should be allowed for maintenance. Unusual conditions due to snowfall, floods, or unusual traffic concentrations may justify exceeding fifty (50) percent.

…

TITLE X - VEHICLES AND TRAFFIC

Chapter 10.01 - Speed Limits

10.01.010 - General speed limits.

The maximum speed upon all roads and highways in Island County shall be fifty (50) miles per hour except as provided to the contrary in this chapter.

(Ord., October 3, 1955, vol. 11, p. 117)

The maximum speed on all roads in recorded plats, excepting those for which a specific provision to the contrary is made in this Code, and excepting those roads designated as arterials pursuant to section 12.01.003.A., shall be twenty-five (25) miles per hour.

(Ord. E-72-7, October 16, 1972, vol. 14, p. 147)

10.01.020 - School zones.

The maximum speed in a school zone shall be twenty (20) miles per hour.

(Ord., October 3, 1955, vol. 11, p. 117)

…

Chapter 10.07 - Golf Cart Zones

10.07.010 - Intent.

This chapter is adopted to address incidental use of golf carts on the roadway of public roads as may be permitted by the Board of County Commissioners under RCW 46.08.175. Golf carts are not designed or manufactured to be used on public roads and Island County in no way advocates their operation on roads. The county, regulating such operations, is merely addressing safety issues. Adoption of this chapter is not to be relied upon as a determination that operation of golf carts on roads is safe or advisable even if done in accordance with this chapter. All persons who operate or ride in golf carts on roads do so at their own risk and peril, and must be observant of, and attentive to the safety of themselves and others, including their passengers, other motorists, bicyclists, and pedestrians. This chapter shall not be construed to create any special relationship between Island County and any person or class of persons, nor to protect any person or class of persons. Island County has no liability under any theory of law for permitting golf carts to be operated on roads under the provisions of this chapter.

Notwithstanding the foregoing, Island County, after considering the speed, volume and character of motor vehicle traffic using public roads, may review and approve the use of golf carts on public roads under the conditions and limitations hereinafter prescribed.

What are the potential improvements that could be made to this document to help prioritize safety?

There seems to be an over-focus on vehicular traffic and very little to no focus on pedestrians or any other non-motorized user safety. Sections dedicated to the safety of non-motorized users and the emphasis on their safety in motor vehicle sections are recommended.

6. ISLAND COUNTY NON-MOTORIZED TRAIL PLAN

Source:

Island County Website (Public Works Department, Parks and Trails Documents web page):

https://www.islandcountywa.gov/723/Parks-and-Trails-Documents

Status: (Completed)

Completed in 2018

Description:

"The 2018 Island County Non-Motorized Trails Plan provides a comprehensive framework for future investment in facilities that support all forms of non-motorized transportation and recreation in the County. The plan identifies specific projects and programs that can be considered by the Board of Island County Commissioners as opportunities become available.

The 2018 Non-Motorized Trails Plan addresses two different but related infrastructure systems. The first is the non-motorized trail network comprising on- and off-street routes and sites for such activities as walking, running, hiking, road and mountain bicycling, horseback riding. The second is the network of waterfront sites that provides public access to Island County's shoreline for activities such as walking, running, beach combing, picnicking, fishing and swimming, but also for those pursuing water-based activities, such as sea kayaking and stand-up paddleboarding. The waterfront sites provide important destinations within the overall non-motorized network that are

highly desirable to Island County residents and visitors, as well as access to miles of publicly owned tidelands and the waters of Puget Sound." (Page 7 of Island County Non-Motorized Trails Plan)

How does this document prioritize safety?

The document has the following goals on pages 10-11:

- Develop a comprehensive, high-quality nonmotorized transportation system in Island County
- Develop an expanded, high-quality recreational trails system in Island County
- Encourage public use and enjoyment of non-motorized transportation facilities and recreational trails
- Endeavor to allocate sufficient local resources, including staff support and funding, for implementing the recommendations of this plan over the next five to twenty years

This document separates its recommendations into 2 sections: On-Road Network and Off-Road Network:

"This section presents the recommended non-motorized network and projects developed through the planning process. These recommendations are conceptual in nature and require additional analysis to determine their ultimate feasibility. The recommended projects identified in the plan are not prioritized. Instead, the plan offers a menu of potential projects to be analyzed using a priority array methodology, similar to that currently used by the County for road projects. Non-motorized projects will be evaluated against each other in any given year and recommendations will be made to the Board of Island County Commissioners based on the outcome of that process." (Page 25)

The trail plan also acknowledges that most bike users are interested in biking but are concerned about their safety:

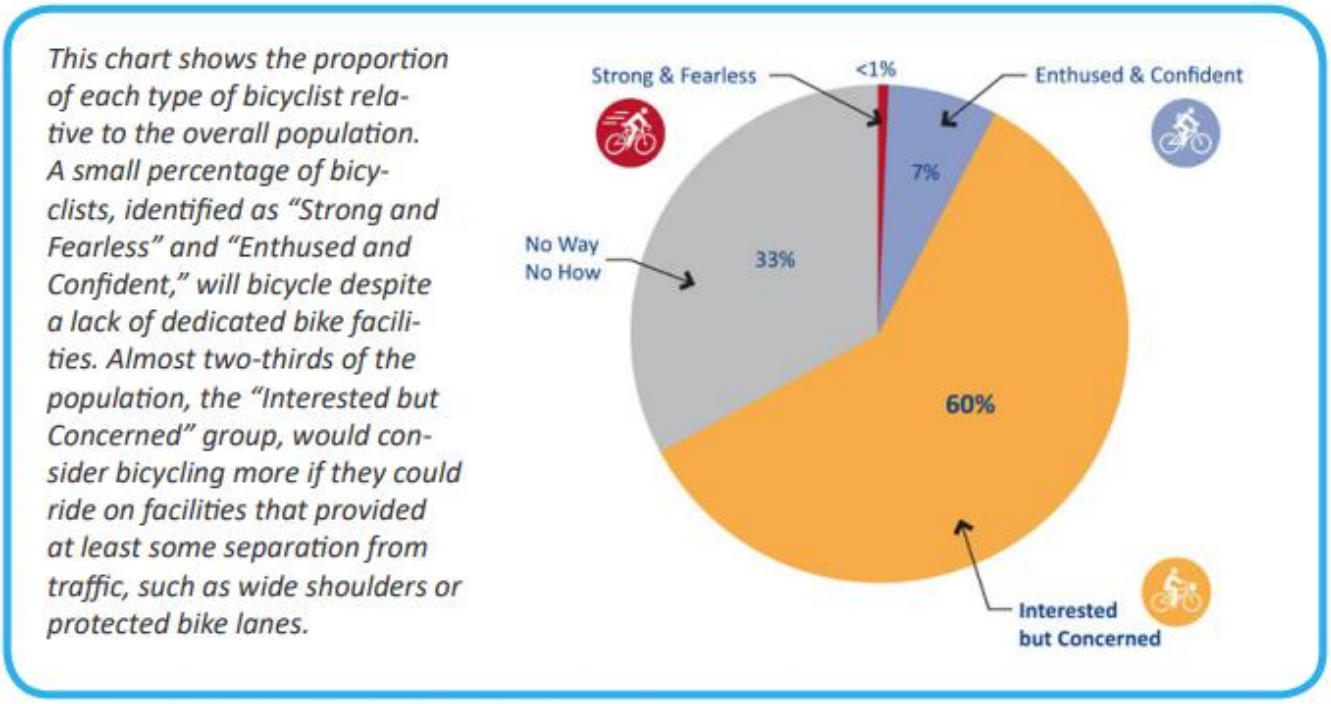


Figure 5. Four Types of Transportation Cyclists

(Page 25)

The document's "Reference Tools" section acknowledges the past challenges of prioritizing non-motorized users. It also has many examples of different types of road facilities, sidewalks, interaction types, etc. as well as the documents they are referencing to better server those users:

"Non-motorized transportation infrastructure in rural areas is often limited due to:

- Prior emphasis on motor vehicle-focused design standards
- High cost to develop facilities spanning long distances
- Lack of perceived demand
- Topological and/or environmental constraints

Island County faces many of these challenges. Utilization of the current toolbox of rural non-motorized facilities, both on-road and separated trails, can, over time, result in a safe, accessible, and comfortable multimodal network in the County.

The following section provides design guidance on non-motorized facilities that are suitable for rural road networks typical of Island County. This guidance is presented for consideration and potential integration into Island County Public Works' design standards. The design guidelines are conceptual and require further assessment when advanced to detailed design. These guidelines are consistent with current Federal Highway Administration (FHWA) guidance and recommendations, most notably the Small Town and Rural Design Multimodal Networks guide (FHWA, 2016). Other

relevant guidance for more urban contexts such as Freeland, Clinton, and parts of Camano Island can be found in the following guidelines:

- 2018 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities." (Page 83)

In general, the prioritization of non-motorized vehicles generally means improving their safety. Increasing comfort and protection from motorized vehicles are seen as key, and the document lays out recommended projects, tools, and a plan for implementation.

What are the potential improvements that could be made to this document to help prioritize safety?

Information on trip lengths in Island County should be included in order to assess the share of trips that may easily switch modes from driving to walking or biking. The destinations of those trips would also help to inform the trail priority network.

COUPEVILLE

7. TOWN OF COUPEVILLE COMPREHENSIVE PLAN (2023-2045)

Source:

City of Coupeville Website: https://townofcoupeville.org/comprehensive-plan-update/

Status: (Completed)

Completed in 2023

Description:

"This Comprehensive Plan guides the future growth, character, and development of the Town of Coupeville for the planning period 2024-2045. The purpose of a comprehensive plan is to bring together everything that a community needs to chart its course for the future." (Page 5 of the Comprehensive Plan)

This planning document provides the vision for the Town of Coupeville and guides future growth and development. In particular, the transportation element of the Comprehensive Plan provides a guide for making transportation decisions to address both short- and long-term needs.

How does this document prioritize safety?

Under the Comprehensive Plan, it outlines the following goals:

- Housing Element: H-1.6 C Provide safe and accessible connections between housing, commercial areas, and civic amenities through features like paved walkways, curb ramps, and traffic calming.
- Parks and Recreation: PR-5.1 Evaluate and upgrade existing parks, facilities, and programs to improve safety and accessibility for all users.

- Transportation Element: T-1.6 Evaluate the safety and efficiency of the transportation system across all modes on an ongoing basis so that it continues to adequately serve the Town's residents and businesses.
- T-4.1 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system.

What are the potential improvements that could be made to this document to help prioritize safety?

Add multimodal level of service (MMLOS) standards for transit and non-motorized modes of transportation in the next update. Incorporate Vision Zero into the plan and into decision-making processes.

8. TOWN OF COUPEVILLE CODE OF ORDINANCES

Source:

Municode Library Website (Coupeville, Washington web page):

https://library.municode.com/wa/coupeville/codes/code_of_ordinances?nodeId=TIT16DERE_CH16.12DEST

Status: (Completed)

2023 Version

Description:

"The purpose of this chapter is to establish general dimensional, design and use standards for development within the Town of Coupeville, thereby reflecting the intent of the Coupeville comprehensive plan. The comprehensive plan supports new development which is compatible with existing neighborhoods, promotes enhancement of unique neighborhood characteristics, and encourages community design standards that are in keeping with a small town atmosphere." (16.12.010 - Purpose)

How does this document prioritize safety?

16.12.090 - Sight distance standards.

- The following standards are established in order to maintain good visibility at controlled and uncontrolled intersections.
    - Visibility at Intersections. On corner lots in residential and industrial districts, no fence, wall, hedge or other planting or structure that will impede visibility between a height of two feet six inches and eight feet above the centerline grades of the intersecting streets shall be erected, painted, placed or maintained, and no vehicle so impeding visibility shall be parked within the triangular area formed by the right-of-way lines at such corner lots and a straight line joining said right-of-way lines at points which are twenty (20) feet distant from the intersection of the right-of-way lines and measured along such lines. If the relation of the surface of the lot to the streets is such that visibility is already obscured, nothing shall be done to increase the impediment to visibility within the vertical and horizontal limits set forth above.

10.08.020 - Washington State Highway 20 speed limit.

- On Washington State Highway 20, within the Town limits of Coupeville, the speed limit shall be forty-five (45) miles per hour.

What are the potential improvements that could be made to this document to help prioritize safety?

Add a Complete Streets section to the Code of Ordinances.

LANGLEY

9. CITY COMPREHENSIVE PLAN

Source:

https://www.langleywa.org/departments/community_planning_and_building_department/Comprehensive_Plan.php

Status: (Completed)

Completed in 2018, minor amendments added in 2020. Updates to be completed by June 2025.

Description:

"The plan guides future growth and development in the city while conserving Langley's essential character, not only in the city limits, but also in the Joint Planning Area. This plan embodies the community's goals to guide how the City will develop over the next 20 years." (Page 2 of the Comprehensive Plan)

How does this document prioritize safety?

The following safety-related goals are outlined in the Comprehensive Plan:

- Goal T-1 Multi-Modal Transportation Network- "Strive for a multi-modal network that safely and conveniently accommodates multiple functions including travel, social interaction and commerce, to provide for more vibrant neighborhoods and more livable communities."
- Goal T-5 Vehicle Access - "Restrict the number of direct vehicle accesses onto collector streets to enhance both traffic flow and safety."
- Goal H-3-Pedestrian Orientation - "Encourage new subdivisions and neighborhoods that are designed to be pedestrian oriented and maintain a development pattern consistent with promoting a sense of community and safety"

What are the potential improvements that could be made to this document to help prioritize safety?

Establish multimodal level of service (MMLOS) standards for transit and non-motorized modes of transportation. Incorporate Vision Zero into the plan and into decision-making processes.

10. CITY MUNICIPAL CODE/COMPLETE STREETS/SPEED LIMIT POLICY

Source:

https://www.codepublishing.com/WA/Langley/

Status: (Completed)

2022 Version

Description:

This governing document describes the laws that are enacted and enforced by the City.

How does this document prioritize safety?

One of the intended purposes listed as part of the general provisions is to "fulfill the objectives of comprehensive planning policies of Langley in promoting the health, safety and welfare of the general public, as well as fulfilling the city's responsibilities as trustees of the environment as provided by law." (Section 15.01.005)

The Transportation section of the City's municipal codes contains the following ordinances related to safety:

- 15.01.465 Complete streets: "The city of Langley will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected network"
- 10.08.010 Designated Speed limits: "Except as otherwise posted, the speed limit upon all streets within the city shall not be more than 25 miles per hour"

What are the potential improvements that could be made to this document to help prioritize safety?

Add design standards for streets and roadways that emphasize safety for all users. Develop an Active Transportation plan. Identify capital improvements to address deficiencies in pedestrian and bicycle travel. Review transit stops and accessibility for both internal and regional travel, including multimodal level of service standards within the Code.

OAK HARBOR

11. CITY COMPREHENSIVE PLAN (2022-2036)

Source:

https://www.oakharbor.gov/ImageRepository/Document?documentId=1273

Status: (Completed)

Completed in 2022

Description:

"Oak Harbor's Comprehensive Plan is the city's foundational policy document that will guide growth and development for the next twenty years and beyond… This Plan seeks to preserve and improve upon the City's many assets, while striving for the change that the community desires - and steering it toward its long term Vision." (Page 9 of the Plan)

How does this document prioritize safety?

One of the land use element goals is to "encourage land use patterns that promote health and safety" which entails promoting land use changes that provide services closer to where people live and promoting interconnectedness between streets, parks, schools, trails, open spaces, and natural preserves. Part of the overarching guiding principles includes upgrading existing structures and facilities to make them safe and extend their life and usefulness.

Goal #1 of the transportation element is to "improve safety for all road users in Oak Harbor through thoughtful planning and street designs that accommodate all modes." (Page 96)

The policies under each goal outline specific actions to achieve it. The first policy under the #1 goal is tied to the State of Washington traffic safety efforts to eliminate traffic deaths and serious injury crashes by 2030 by using education, enforcement, engineering, emergency medical services, and leadership / policy. (Page 113)

One of the key priorities for transportation in the region outlined in this Plan is safety. The Plan intends to provide for and improve the safety and security of transportation users and the transportation system.

Policies in the Plan outline specific actions to achieve safety for all users of the transportation network, including the following:

1. Vision Zero
2. Prioritize historical high crash locations
3. Keep roadways operating in safe condition
4. Design street improvements to enhance the safe and efficient movement of pedestrians and bicycle traffic. Incorporate traffic calming measures where appropriate
5. Design new streets or redesign streets to reduce lane widths to accommodate vehicles that use the street most frequently

6. Coordinate with emergency services to ensure adequate and timely access as the transportation network is built

"The City is working to make Oak Harbor more bicycle-friendly by investing in bike facilities such as bike lanes and multiuse trails that support local and regional connections." (Page 102)

Existing bicycle and pedestrian facilities are mapped to identify gaps in the networks and systematically build a more bicycle-friendly and walkable community. It is recommended that efficient connections be established by encouraging a street system design in a rectangular grid pattern.

The City has started to invest in developing safer connections by improving sidewalks and crosswalks, which also involves adding flashing beacons at crosswalks and bike lanes. Sidewalks are built to provide both comfort and safe travel space whenever possible, and a buffer is recommended where speed limits exceed 25 MPH. The City has also started to address the gaps in the bicycle facilities by adding elements such as bike lanes and multi-use trails that support local and regional connections.

What are the potential improvements that could be made to this document to help prioritize safety?

No improvements identified. Ensure the safety emphasis in the current comprehensive plan is maintained in the next update.

12. CAPITAL IMPROVEMENTS PLAN (2023 - 2028)

Source:

https://www.oakharbor.gov/DocumentCenter/View/1492/CIP-2023-2028-PDF

Status: (Completed)

Completed December 2022

Description:

This planning document "identifies capital projects being proposed by the City during the [six-year] planning term. The CIP provides a planning schedule and provides options for financing the plan. The CIP provides a link between the various City department projects and the annual budget." (Page 1 of the CIP)

How does this document prioritize safety?

The list of capital projects was developed with a focus on the City's goal to provide a safe, balanced, and efficient multimodal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth.

The prioritized projects are broken down by roadway and intersection improvement projects, pedestrian priority network projects, and bicycle priority network projects. Most of the roadway and intersection improvement projects also entail improving bicycle and pedestrian conditions.

What are the potential improvements that could be made to this document to help prioritize safety?

Continue to update the CIP and ensure safety improvement projects are prioritized in the program.

13. ACTIVE TRANSPORTATION PLAN

Source:

https://www.oakharbor.gov/DocumentCenter/View/1793/Revised-Draft-Active-Transportation-Plan-PDF?bidId=

Status: (Completed)

Completed April 2024

Description:

This planning document is intended to serve as "a comprehensive strategy to enhance quality of life, increase sustainability, support local economies, and improve mobility and safety." (Page 3 of the Plan)

"The Plan provides a roadmap for creating a robust network of safe and accessible pedestrian and bicycle facilities. The Plan recommends specific projects and policies to achieve its goals and vision, aiming to make Oak Harbor a more vibrant, healthy, and sustainable city." (Page 3)

How does this document prioritize safety?

The Plan vision is centered on four main goals: mobility, health, safety, and equity. The safety goal is driven by Vision Zero; the Plan intends to eliminate fatalities and severe injuries for pedestrians and bicyclists by redesigning streets, educating road users, and implementing proven safety countermeasures.

Three network analyses were conducted to evaluate the connectivity and comfort of the City's existing bike and pedestrian networks, including a sidewalk gap analysis, a pedestrian crossing stress analysis, and a bicycle level of traffic stress analysis.

The proposed pedestrian and bicycle projects focus on closing gaps in the existing networks and providing connectivity to key destinations. These projects aim to improve pedestrian/bicyclist safety and comfort by reducing the level of traffic stress.

What are the potential improvements that could be made to this document to help prioritize safety?

Consider implementing a monitoring system and update the plan on a regular basis (that is no longer than 10 years from the plan publishing date).

14. STREET DESIGN STANDARDS

Source:

https://www.codepublishing.com/WA/OakHarbor/html/OakHarbor11/OakHarbor1117.html

Status: (Completed)

Current through December 5, 2023

Description:

The Oak Harbor street design standards describe the required cross-sectional widths of various roadways by their functional classifications. Additionally, the standards put forth requirements for block layout as well as connectivity requirements.

How does this document prioritize safety?

The standards include sidewalk, landscape buffer, and bike lane width requirements for 8 different roadway classifications. Sidewalks are required for 5 of the 8 roadway types, while bike lanes are required for 4. However, roadways within the North Whidbey Enterprise Area are not required to have sidewalks or bike lanes on any road type. The North Whidbey Enterprise Area is approximately 1.5 square miles, located generally north of NE 16th Ave, west of SR 20, east of N Heller Rd, and south of W Ault Field Rd. The area is largely undeveloped.

The standards include connectivity requirements for non-motorized users:

"Streets, sidewalks, pedestrian or bike paths shall be linked within and between neighborhoods to create a continuous and interconnected network of roads and pathways."

What are the potential improvements that could be made to this document to help prioritize safety?

Update street cross section requirements to include more roadway types, require more sidewalks, and require more bike lanes, bike paths, or two-way cycle tracks. Require sidewalks and bike lanes within the North Whidbey Enterprise Area.

15. PARKS, RECREATION, AND OPEN SPACE PLAN (2019-2024)

Source:

https://www.oakharbor.gov/DocumentCenter/View/480/Parks-Recreation-and-Open-Space-Plan-PDF?bidId=

Status: (Completed)

Completed in June 2019

Description:

This planning document is an element of the City's Comprehensive Plan that outlines guiding principles to tie the natural environment with the urban environment with care and precision.

How does this document prioritize safety?

Guiding principles related to safety include:

- "Existing facilities should be upgraded to meet health and safety standards to ensure the longevity of its service." (Page 5 of the Plan)
- "Provide safe and convenient trails for walking and bicycling between parks, neighborhoods and major activity centers throughout the City, and to other recreation sites on North Whidbey." (Page 6)

The level of service for parks and trails is determined by whether parks and recreation facilities are in proximity to residents, and whether all areas of the City have ease of access to these facilities. The LOS rating considers barriers to walkability and safety such as highways, major roadways, and lack of street connections.

What are the potential improvements that could be made to this document to help prioritize safety?

The document mostly focuses on safety within the scope of parks themselves, rather than the equally-important issues of safety, convenience, and comfort when reaching such places by all transportation modes. Consider additional content related to safe and convenient access to and from the park for those walking, biking, or driving.

16. IMPACT FEE ORDINANCE

Source:

https://www.codepublishing.com/WA/OakHarbor/html/OakHarbor03/OakHarbor0363.html

Status: (Completed)

Completed in July 2023

Description:

This chapter of the municipal code describes the implementation of impact fees for parks, recreation, and transportation. It also covers fee credits, deferral, payment, exemptions, appeals, and refunds.

How does this document prioritize safety?

This chapter establishes standards requiring that new growth and development pay a proportionate share of the cost of park, recreation and transportation facilities needed to serve new growth and development. Fees are compiled in a separate Master Fee Schedule. The purpose of this chapter also includes implementing the City comprehensive plan, the park and recreation facilities plan, and transportation improvements.

What are the potential improvements that could be made to this document to help prioritize safety?

Transportation fees are not explicitly directed towards increasing traffic capacity in this code, rather they are generally required to pay for transportation "facilities" and "improvements". Safety should

be explicitly mentioned as a transportation improvement, and safety projects as transportation facilities.

CONSIDERATIONS FOR POLICIES, PLANS, PROCEDURES, STANDARDS, AND UPDATES

Policies

- Modify Traffic Impact Study guidelines to require safety evaluations and establish provisions for private developers to mitigate for safety deficiencies in addition to capacity/mobility.
- Modify land use and zoning code to encourage mixed-use development and align pedestrian and bicycle generators with roadways that are designed to accommodate those modes.
- Establish access management policy that aligns with national best practices for access control, spacing, and design.
- Work with agency leadership to establish policies against risky behaviors while driving for business purposes (e.g., no cell phone use, don't drive impaired or drowsy, drive the speed limit, etc.).
- Create Safe Routes to School plans for all jurisdictions.
- Establish Complete Streets policies for Island County and the Town of Coupeville.

Procedures

- Ensure safety is considered in one or more criteria for prioritizing transportation projects of all types.
- Ensure equity is considered in one or more criteria for prioritizing transportation projects of all types.
- Establish a Neighborhood Traffic Management program to receive, evaluate, and prioritize requests for traffic calming.
- Ensure at least one staff person is knowledgeable in safety analyses and best practices, including the Safe System Approach, the Highway Safety Manual, and FHWA's Proven Safety Countermeasures.
- Ensure at least one staff person is regularly monitoring safety grant funding opportunities and is knowledgeable in grant writing.

Standards

- Modify roadway design standards to provide sidewalks, bicycle lanes, and/or multi-use paths on all roadways.
- Modify roadway design standards to require "daylighting" (e.g., removing visual obstructions like vegetation, utilities, street furniture, and on-street parking) near intersections, driveways, and mid-block crossings.
- Develop standard design details and specifications for safety enhancements such as bicycle signals, Rectangular Rapid Flashing Beacons, curb extensions, pedestrian refuge islands, bike boxes, bike green conflict pavement markings, etc.