



PARTICIPATION AND INPUT RECEIVED

BACKGROUND

The following sections describe input received and participation by the public during the Skagit 2045 planning process, from September 2020 through January 2021. Public comments submitted as part of the formal public comment period are included in Appendix E, Public Comments Received.

E-NEWSLETTER

Monthly updates were sent to members of the public who subscribed to a Skagit 2045 RTP e-newsletter through the skagit2045.org website. The updates corresponded to blog posts on the site. The e-newsletter and blog posts were made available in English and Spanish. In all, 50 members of the public subscribed to the English e-newsletter and 1 member of the public subscribed to the Spanish e-newsletter during the planning process.

ONE WORD SURVEY

A short survey was included on the Skagit 2045 website asking respondents to describe the transportation system in one word. These words describe the current transportation system, and a vision for the future system. 3 users responded to the one word survey. Their responses are included below:

Response	Now:	In the Future:
1	Limited	Available
2	Vital	Complete
3	Poor	Widely available

TRANSPORTATION COMMENT MAP

Included below are comments received through the ArcGIS Online Crowdsourcing Reporter map. In all, 19 comments were received on the English Transportation Comment Map and no comments were received through the Spanish Transportation Comment Map.

#	Comment Category	Comment Type	Location	Text
1	Active Transportation	Bike Lane Concerns	Anacortes: SR 20 Spur between Kansas Ave. and Hartford Ave.	SR 20 Spur between downtown Anacortes and WA Park bike lane is not navigable except for experienced bike riders. This is the main arterial between downtown to the Anacortes Ferry or westerly Anacortes (Skyline)
2	Active Transportation	Sidewalk or Trail Concerns	Mount Vernon: Riverside Drive between West Fir St. and Alder Lane	There is a power pole right in the middle of the sidewalk preventing wheelchair users from passing
3	Active Transportation	Sidewalk or Trail Concerns	Mount Vernon: Pawnee Lane at Apache Drive	The curb ramp is in poor condition for wheelchair users
4	Active Transportation	Bike Lane Concerns	Skagit County: MacTaggart Ave. at Ewings Court	Be sure thst all roadways have an adequate shoulder lane for safe biking. Where possible develop separate bike lanes.
5	Freight and Aviation	Rail Freight Concern	Mount Vernon: Rail Line South of Cameron Way	Concerned with the gas tankers left under the interstate
6	Freight and Aviation	Rail Freight Concern	Burlington: BNSF Rail Line at Greenleaf Ave.	Concerned about any restrictions that will impede the free flow of commerce via the rail system in Skagit County. Safe rail crossing and rail integrity inspections should be prioritized.
7	Freight and Aviation	Rail Freight Concern	Mount Vernon: BNSF Rail Line at West Kincaid St.	Concerned with the amount of train cars transporting coal and /or gas
8	Infrastructure and Environment	Poor Road or Bridge Quality	Burlington: George Hopper Rd. E. of I-5 (before NB off ramp)	Too narrow, seems like obsolete design
9	Infrastructure and Environment	Poor Road or Bridge Quality	Mount Vernon: Pawnee Lane at Apache Drive	The curb ramp is in bad shape – difficult for wheelchair users to use.
10	Infrastructure and Environment	Tell us More	Lyman: SR 20 at Cascade Mercantile	Need for center lane for left turns in and out of Mercantile area. Widen Hwy 20 to provide safe are for avoiding stopped vehicles entering the Mercantile area.
11	Traffic Congestion	Significant Congestion All Day	Burlington: George Hopper Rd. at I-5	Too many traffic lights at interchange. Traffic backs up all day
12	Traffic Congestion	Tell us More	Mount Vernon: East Blackburn Road E. of Little Mountain Rd.	I'd really like to see East Blackburn Road extend to South Waugh Road
13	Traffic Congestion	Significant Congestion All Day	Burlington: George Hopper Rd. at Burlington Blvd.	The left turn off S. Burlington Blvd onto George Hopper usually has a long line of cars.
14	Traffic Congestion	Significant Congestion All Day	Skagit County: Cook Rd. at I-5 NB Off Ramp	I often find a back up exiting off I5 North.
15	Traffic Congestion	Significant Congestion All Day	Mount Vernon: Hoag Rd. at North Laventure Rd.	Intersection of Hoag and Laventure

#	Comment Category	Comment Type	Location	Text
16	Traffic Congestion	Significant Congestion All Day	SR 20 at Cook Rd.	Cook road, starts with exit on Freeway. The whole area is congested. Goes through Sedro Woolley toward upriver. AM/PM worse, but add school traffic or holidays. You add about 20-30 minutes to your commute. This area is only going to get worse.
17	Traffic Safety	Significant Truck Activity	I-5 North of Skagit River Bridge	Difficult to merge onto highway before bridge
18	Traffic Safety	Tell us More	SR 11 at Field Rd.	Too many fatalities. Roundabout or light needed.
19	Traffic Safety	Tell us More	SR 11 at Pulver Rd.	Too many fatalities here. Roundabout or light needed

TRANSPORTATION PRIORITIES SURVEY

In all, 161 responses to the English language survey were received during the survey period of September and October, 2020. An additional 5 responses were received through the Spanish language survey. The following sections outline overall trends in input received through the survey. This information is also available through an [interactive ArcGIS Online StoryMap](#) published on the Skagit 2045 website.

VIRTUAL PUBLIC INVOLVEMENT

Due to the COVID-19 pandemic, Skagit Council of Governments (SCOG) had to quickly re-think the way we could do public engagement for our Skagit 2045 Regional Transportation Plan update.

For the first time, we developed a plan website that acted as a landing platform for the public to give us feedback, access resources, and stay updated with the planning process.

A major way we decided to solicit feedback was through a quick survey with tradeoff questions and open-ended comment opportunities.

SURVEY RESPONDENTS

The Transportation Priorities survey was available in English and Spanish. We advertised the survey widely through a news article in the Skagit Valley Herald, a Skagit Talks interview with KSVR 90.1 FM, and through partner social media posts and Facebook advertising.

In total, 161 individuals responded to the survey in English, and 5 in Spanish. Survey responses came from across Skagit County, and also 3 from Whatcom and Island Counties. Explore the map on the right to view response rates by zip code.

This map reflects how well the survey reached specific areas of Skagit County. Lighter yellow areas are under-represented in the survey, while dark blue areas are over-represented. Medium blue zip codes are represented about evenly with population in those areas.

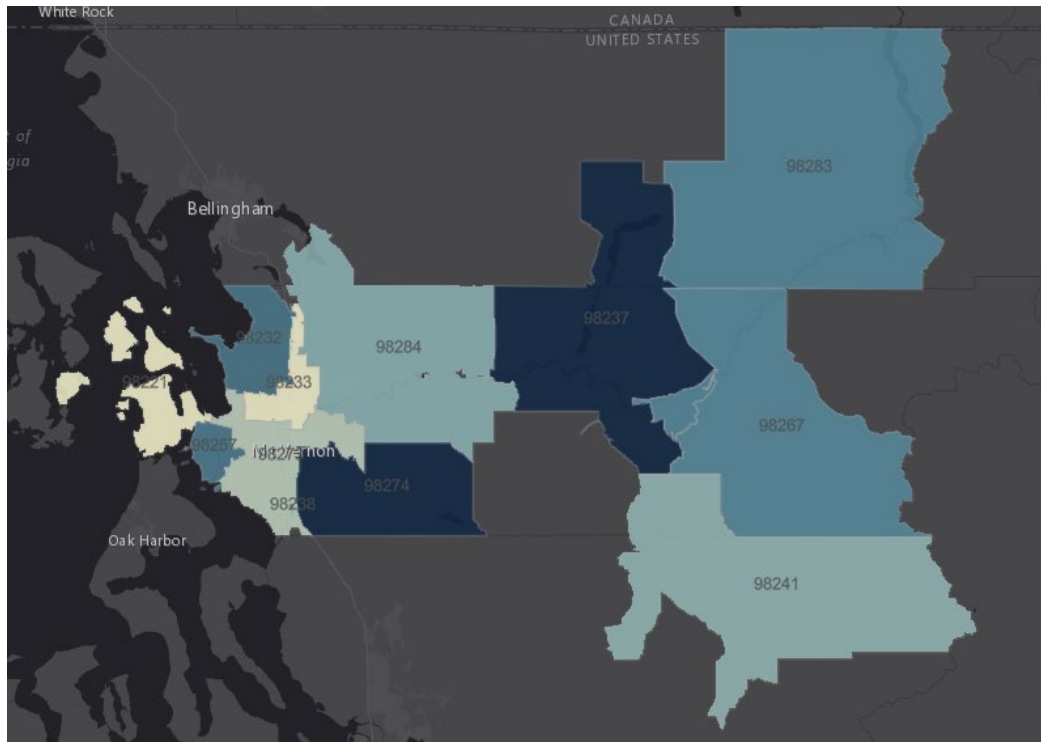


Figure 1: Distribution of Survey Responses by Zip Code Tabulation Area (ZCTA)

OUR COMMUNITY RESPONDENTS

Survey respondents varied in terms of demographic backgrounds as well as geographic areas.

In general, respondents were more likely to be age 35 to 64 - these ages are over-represented. Also, out of those who volunteered demographic information, the Latinx/Hispanic community was not well represented: less than 4%, compared to an estimated nearly 17% of the Skagit County population. This is an area SCOG can focus on to improve future outreach.

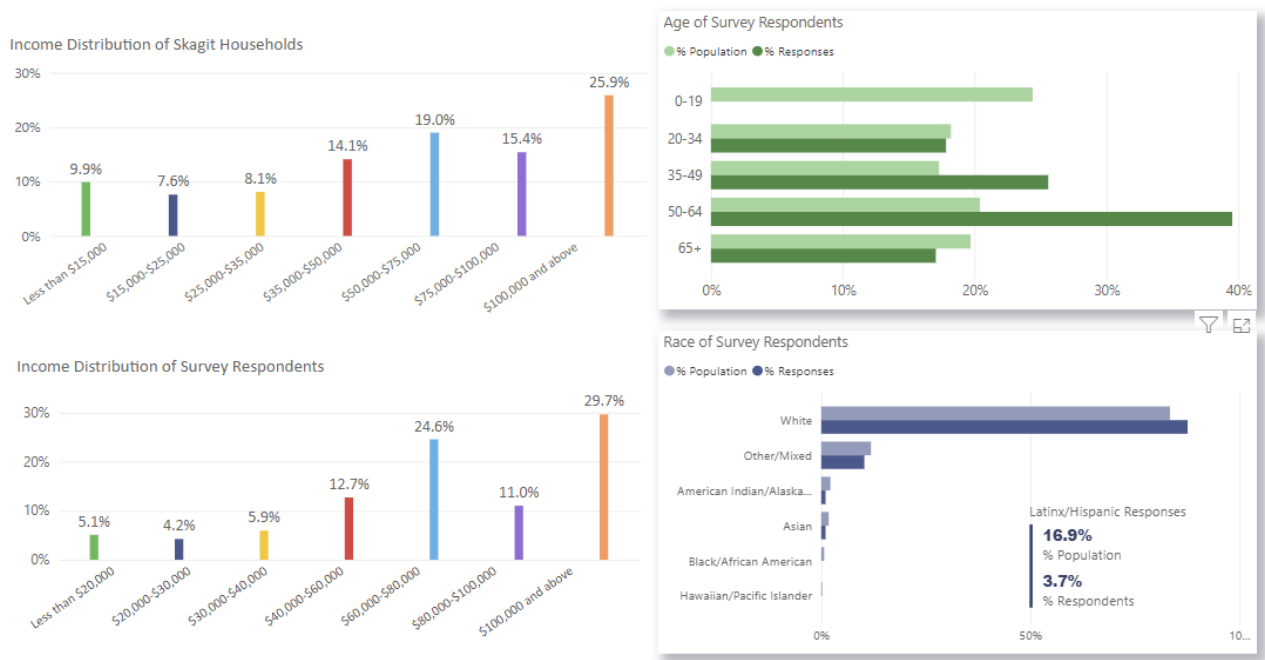


Figure 2: Demographic Characteristics of Survey Respondents

TRANSPORTATION PROJECT PRIORITIES

Survey respondents were asked to rank 6 different types of transportation projects. Here's what we discovered:

Most people prioritized safety and maintenance of our existing transportation system over any other project type. These types of projects can also help SCOG to meet Federal performance measures for safety and pavement and bridge condition.

The environment was identified as a key priority for many respondents. Environmental projects can include fish passage projects, among others.

Overall, all project types had a notable amount of support, although respondents tended to feel that non-motorized projects were less important than other project types for the future.

Prioritized Transportation Project Types

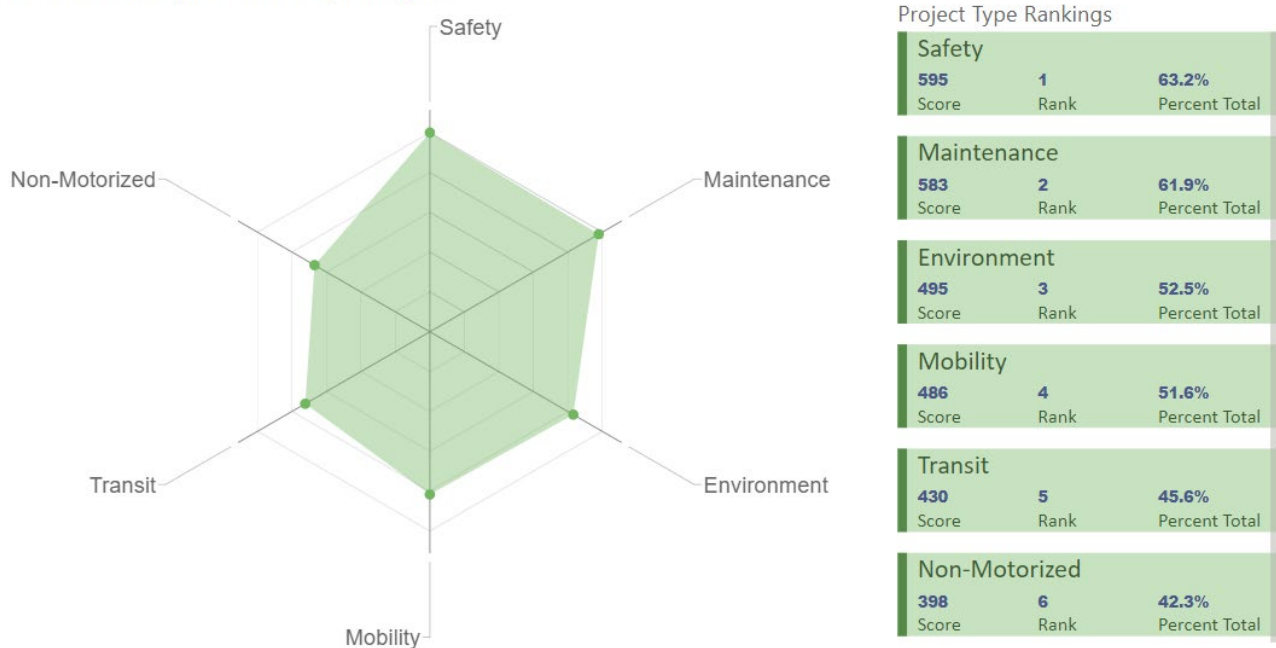
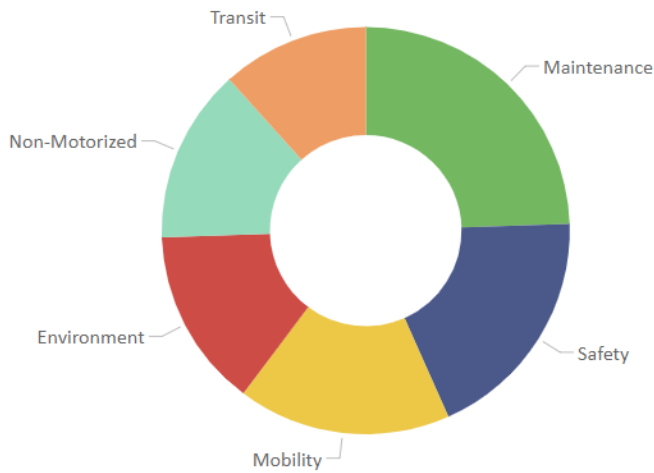


Figure 3: Project Types Prioritized by Survey Respondents

FUNDING

We asked respondents to "fund" the transportation system until 2045 with imaginary money. Here's how they chose to fund it. Although safety was considered the #1 transportation priority, survey respondents gave much more of their imaginary money to fund maintenance projects. Likewise, mobility (#4) was funded higher than the environment (#3), and non-motorized (#6) was funded higher than transit (#5).

Investment by Project Type



Project Type	Percent Funding
Maintenance	24.48%
Safety	18.88%
Mobility	16.90%
Environment	14.22%
Non-Motorized	13.87%
Transit	11.66%
Total	100.00%

Figure 4: Investment by Project Type Prioritized by Survey Respondents

TRANSPORTATION TRADEOFFS

We asked a series of tradeoff questions to better understand which priorities were most important to the Skagit community, given limited funding.

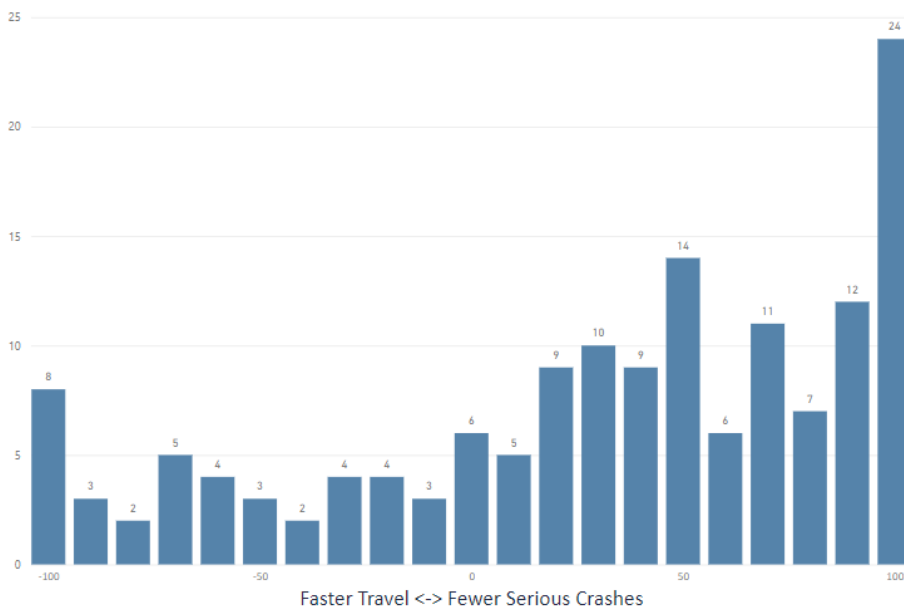
With all tradeoffs, responses were scored based on where participants moved their slider icon. A score of -100 or 100 indicates the strongest support for that tradeoff. A score of 0 indicates a balanced preference.

THEMES

SAFETY

While there are many causes of serious crashes, high speeds are related to a higher severity of injury in crashes. Respondents favored reducing serious crashes over generally traveling faster.

Safety Tradeoff Preferences



Rating	Responses	%	Description
-100	8	5.3%	Faster travel
-90	3	2.0%	
-80	2	1.3%	
-70	5	3.3%	
-60	4	2.6%	
-50	3	2.0%	
-40	2	1.3%	
-30	4	2.6%	
-20	4	2.6%	
-10	3	2.0%	
0	6	4.0%	
10	5	3.3%	
20	9	6.0%	
30	10	6.6%	
40	9	6.0%	
50	14	9.3%	
60	6	4.0%	
70	11	7.3%	
80	7	4.6%	
90	12	7.9%	
100	24	15.9%	Fewer serious crashes
Total	151	100.0%	

Figure 5: Safety Tradeoff Prioritized by Survey Respondents

ROADWAY RIGHT OF WAY

Within the existing roadways, there was generally more support for keeping roadways as auto-oriented spaces. However, over 48% of respondents preferred designating more space for other modes of transportation.

Roadway Right of Way Preferences

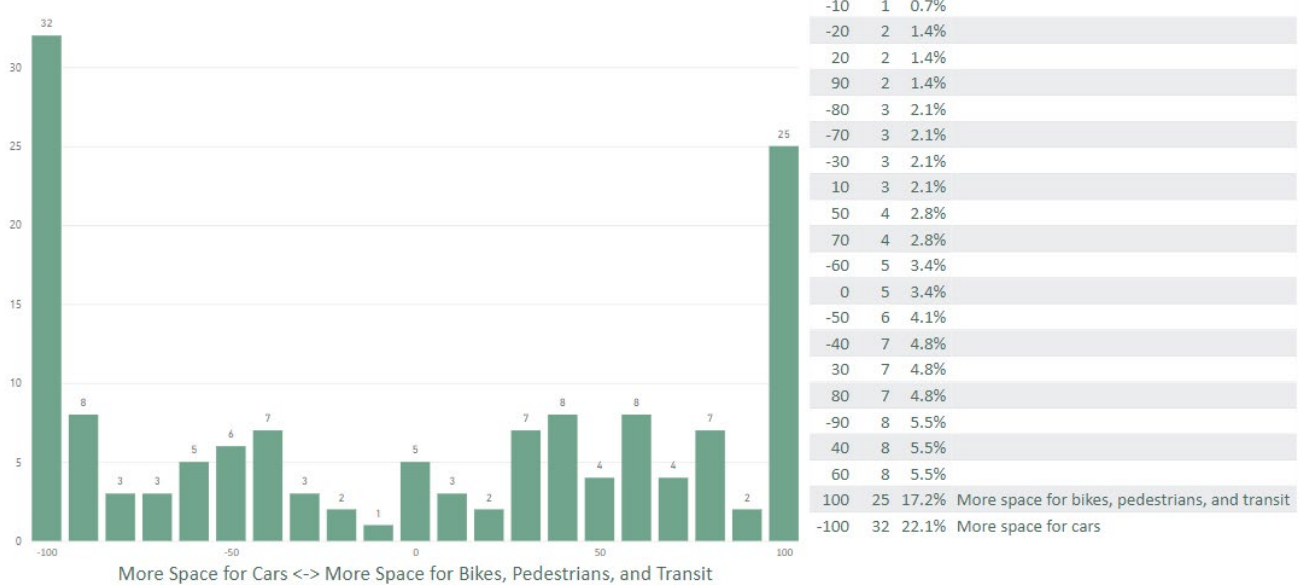


Figure 6: Roadway Right of Way Tradeoff Prioritized by Survey Respondents

ROADWAY SPENDING

Given limited roadway dollars, most respondents preferred maintaining and improving the quality of existing roads over building new lanes.

Roadway Spending Tradeoff Preferences

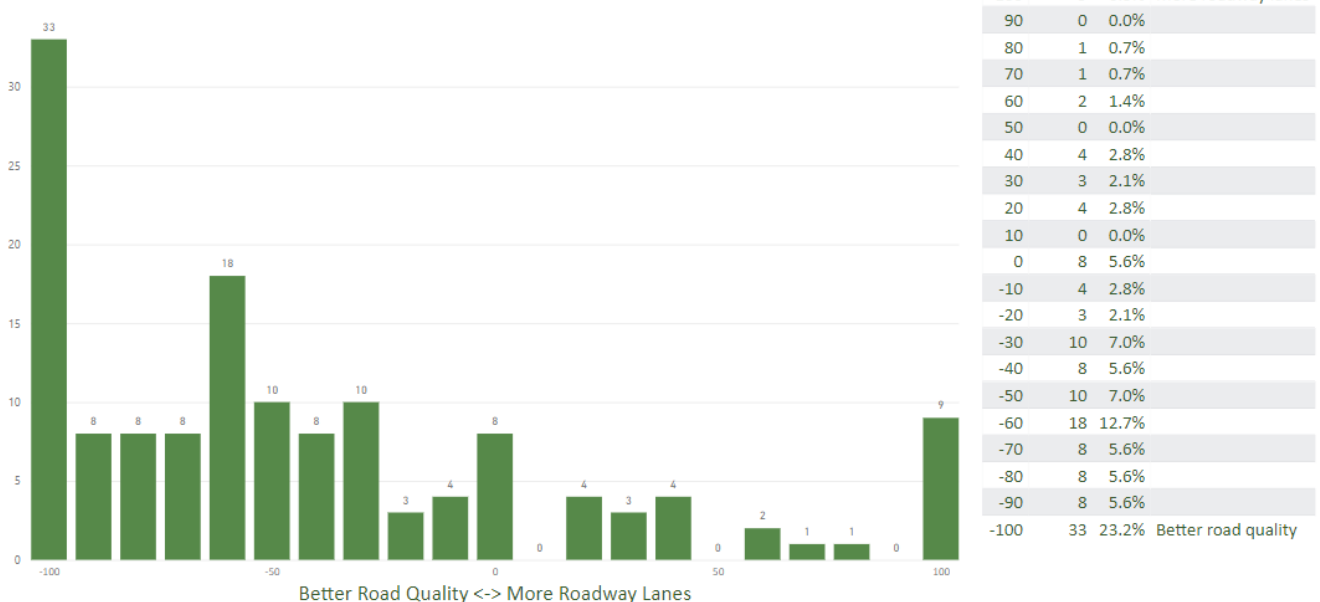


Figure 7: Roadway Spending Tradeoff Prioritized by Survey Respondents

DAILY TRAVEL

This question asked respondents to choose between mobility in terms of fast travel times, and accessibility in terms of a shorter travel distance. While this question was confusing to many respondents, responses tended to favor accessibility and shorter travel distances. Accessibility is an outcome of future land use decisions.

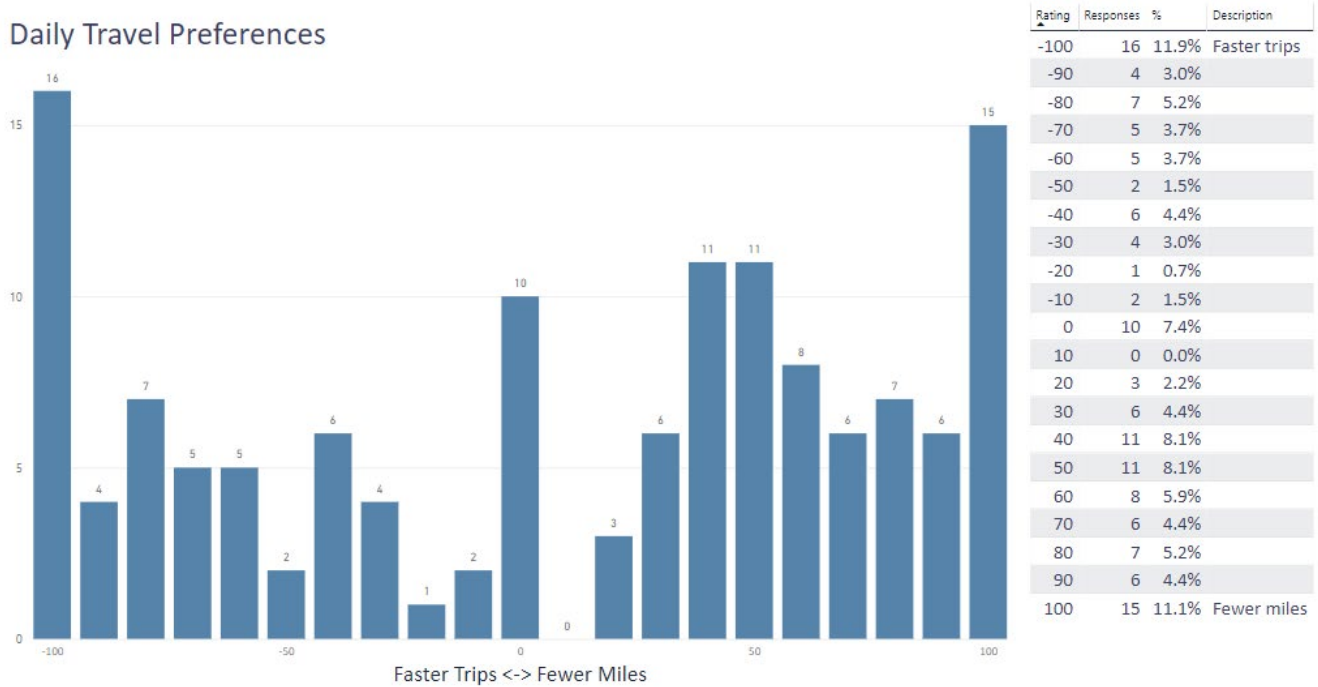


Figure 8: Mobility/Accessibility Tradeoff Prioritized by Survey Respondents

TRANSIT

Respondents were asked to prioritize transit system expansion. This question did not receive as many responses, and many respondents identified that since they didn't use transit, they did not have a preference. Among those who responded, expanding service to new areas was slightly preferred.

Transit Preferences

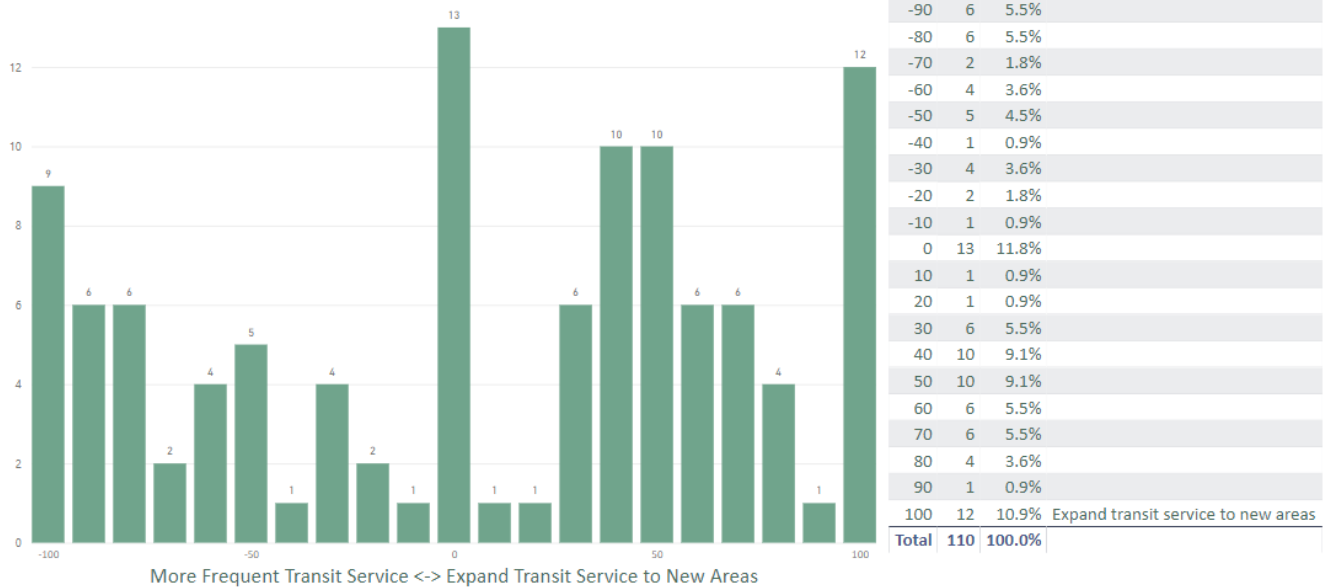


Figure 9: Transit Tradeoff Prioritized by Survey Respondents

SURVEY COMMENTS

Comments were analyzed through a thematic analysis to understand common comment themes. A network visualization was utilized to understand the relationships between different common comment themes. Common comment themes included the following:

- Concerns or issues with Highway 20;
- Creating new separated or multiuse paths;
- Transportation improvements in Eastern Skagit County;
- Prioritizing maintenance and improving road quality; and
- Concerns with roundabouts and driver behavior.

A complete list of comments is included below for each survey question.

1. Your Top Priorities

Which transportation issues in the Skagit area are most important to you? Please drag the items to the right in your preferred order. Scroll down for descriptions of each category.

Suggest another item:

#	Comment Text
1	Eliminate non-efficient subsidized busing.
2	High speed Rail
3	light rail (or other) on existing tracks or right away, as far up-river as possible. starting in burlington.
4	Sunday buses to and from Fidalgo Island.
5	1) Establish more right turn lanes
6	2) Program stop lights to be SMART based on traffic patterns. For example the intersection of Farm To Market/Best Rd. and Hwy 20, when heading east on Hwy 20, the left turn onto Farm To Market should be signalled green the same time as westbound traffic turning left onto Best Rd.
7	Bike/walking paths, preferably with significant separation from noisy, high speed traffic; and lanes in slow city areas would be great and helpful for the area.
8	Consider permeable asphalt alternatives that allow water to flow through and be reabsorbed. Products like flex-pave can greatly minimize flood risks.

#	Comment Text
9	Normalizing and facilitating ride sharing/ errand runs...
10	More driver's training for those who don't understand the rules of the road.
11	How about we start with Huge (and numerous) speed limit signs on Hwy20 between Burlington and Sedro Woolley?
12	And then maybe widening the whole thing (Highway 20) out to Concrete for turn lanes
13	I believe you are asking the wrong question. As you know it is difficult to know what the next 25 years will look like. Maybe Skagit Transit will need to focus more on the environment or maintenance in the future. The question should be; what do you believe needs to be addressed now, in 5 years, 10 years, etc... Skagit County will look different throughout the years and maybe some of these priorities today are not needed in 10 years. Also, your question is misleading in that Safety should always be a priority. We shouldn't be maintaining the roads, creating mobility, and increasing transit while there are more traffic injuries and fatalities. From what I see today Skagit County has done a great job maintaining the roads, focused on safety, and non-motorized issues. I have also seen attempts to help the environment with work on some bridges. All great things and it needs to continue as you see the issues developing.
14	My greatest concern in the next few years is mobility; especially along the I5 corridor (although, this would most likely be a state issue). I believe WA state needs to prepare for a high speed railway along I5 and SR 20 west of Burlington. This may encourage people from driving from Bellingham south or Everett north through Skagit County, thus reducing road traffic.
15	What I believe Skagit County needs to prepare for is transit. If WA State is going to do this then Skagit Transit needs to create better transit so that people are able to leave their cars at home and use public transportation. Right now it is expensive to ride the train and the train does not run often. Start thinking that Skagit County is going to be large like Seattle or Chicago and try to mitigate many of the traffic issues that they have.
16	Fix the Street's in Mount Vernon.
17	We waste a large amount of money on transit that very few use. That money should be better spent.
18	School buses need designated pull off stops for picking up and dropping off students - maybe every 1/2 miles or so. They need to pull OFF of the roads instead of blocking all traffic in both directions and stopping driveway to driveway. It is unsafe for students and causes severe mobility issues for traffic.
19	Look into more charging stations for electric cars.
20	Having transit covering all of East Skagit. Not just those on hiway 20. There's a whole group along hiway530 that are a part of Skagit that are left out.
21	Bike paths away from hiway 20 . Bike path not on South Skagit hiway,no room for log trucks , cars and bikes!! To dangerous!
22	More frequent non-stop trips downriver.
23	Tax bicycles to help pay for and maintain bike paths. Make ferries more self sufficient.
24	Reduce bus transit. Primarily empty buses on local routes prior to pandemic. Commuter routes to Everett and Bellingham have the majority of ridership. Skagit County Bus transit receives too much \$\$. Staff at Skagit Transit is grossly over paid for what they are providing.
25	Bike lanes are a waste. Toll lanes are worthless. Trying to appease both, the environmentalists and trying to feed them, will just end up with them starving themselves. Their hearts in the right place but they have no grasp of reality
26	Encouraging retirees to take up some stay at home hobbies, like painting, writing, or birdwatching. We need volunteers in each community! Seems most just drive from Anacortes or Whidbey to the mainland each day. Traffic has gotten horrible and no real new jobs anywhere, so has to be retirees. I have read on Facebook how they want to go to Panera or shop and wander around. Even during the Stay Home, they kept driving to take pictures all over. Help them figure out how to be happy retirees with a lower footprint. Tell them to stop driving so much, or just move to the mainland.
27	Net-zero increase in pavement.
28	Keep cycle races and foot races off of county roads. It is a major safety issue for all. Not to mention very aggravating for the people who actually PAY TAXES for use of said roads.
29	Make Psychologist pay for tabs just like motor vehicles. I doubt anyone actually looks at this or takes it seriously #culp2020 #trump2020 #taxationistheft
30	Start cutting back in transportation dollars. Our taxes are way too expensive
31	Take licenses from any driver who fails to yield to someone already in a round-about!
32	Good connection to light rail.

#	Comment Text
33	Marblemount needs more than one bus per week. A chicken and egg problem. If there is not regular service, people won't use it. If people don't use it, it's determined unnecessary. I tried to use the one bus per week, and calculated that after three bus transfers and most of the day traveling, I had only 45 minutes to shop at the Skagit Valley Food Coop, or anything else in downtown Mount Vernon.

2. Transportation Preferences

Click the green box to drag the slider towards the tradeoff you prefer.

Safety: In general, which is more important for you? (Faster Travel/Fewer Serious Crashes)

Optional Comment:

#	Comment Text
1	Seems like a false choice to me. You can go faster and still improve safety if the roads are properly designed and maintained.
2	I believe you could achieve both faster travel and fewer crashes by enforcing passing laws (stay right except to pass) and distracted driving laws.
3	I have had several family members involved in fatal crashes, or present at the scene of fatal crashes and thus acted as first responders in recent years. A fatal 1-vehicle crash on Prairie Rd near Prairie Ln (family member was near & called 911); a fatal 2-vehicle crash on Chuckanut x Pulver Rd (family member was near & called 911); a fatal 1-vehicle collision just off North Cascades Hwy; and a fatal collision with a train on Avon-Allen just off Hwy 20.
4	Should be able to do both.
5	I think the very specialty setup of the roundabouts is confusing, and adds to traffic accidents for vehicles unfamiliar with the atypical roundabout setup (e.g. sharp's corner, especially coming from Anacortes). Would it not be possible to have typical (inside lane does not have exit priority) operation, effectively?
6	If people paid attention there would be fewer crashes
7	Enforce speed limits
8	Again, this is an unfair question. Plus there is a photo of a terrible collision. Why would anyone choose faster travel if that means more collisions? Maybe this isn't the intention of the question, but this is how the question is presented. Why can't we have both?
9	The general public is too inept to use traffic circles.
10	Specifically, our street (Blodgett Road between Blackburn and Kincaid/Broadway) is consistently used as a bypass when the fwy is slow, which includes semi's - single and double trailer - when this road is barely wide enough for 2 passenger cars, and is plagued with potholes. There needs to be a weight restriction. We shouldn't be used as a detour. This is a delicate hillside that saw a slide last year, and it can probably be traced, partially, to the 'heavy' traffic, and the use of air brakes on the steep portions.
11	Fewer Crashes are always a good thing, but I don't think slowing down main highways with roundabouts is the best option.
12	Enforcement of speed limits
13	It seems like the serious crashes are caused by people not following the existing rules to begin with...
14	Roundabouts have caused so many near misses while I have watched - unable to do a single thing to stop it from occurring. People enter these going the wrong direction, come to a dead STOP when there is no one in the roundabout and cut across from incorrect lanes to get where they want to be. They are disastrous!!
15	Absolutely no more roundabouts people don't use them correctly and large trucks can't turn
16	No more roundabouts people don't know how to use them
17	So far under safety issues, I'm seeing pictures of roundabouts. Makes it seem like these are what's causing serious accidents even though they were the city choice to replace 4 way stops.
18	Roundabouts are not flowing
19	Please no roundabouts.
20	No more roundabouts fewer would be better felt with them in Germany nearly 40 years ago, some towns that had them have removed them BECAUSE they have fixed maximum throughput and when overall traffic flow passes that you get major slowdowns.
21	Sadly, people can't even drive in a straight line on HWY 20 from Anacortes to Burlington without crashing. Too bad we can't have two highways. One for folks actively driving, and only using the left lane for passing, and the other for folks who can't seem to figure out the rules of the road and are clueless what is in front of or behind them.
22	My earlier comment applies to this specific situation!
23	I-5 corridor Anderson Road to Cook Road needs reduced speed and increased enforcement

3. Transportation Preferences

Click the green box to drag the slider towards the tradeoff you prefer.

Road Priorities: In general, which is more important for you? (More space for cars/More space for bikes, pedestrians, and transit)

Optional Comment:

#	Comment Text
1	Balance
2	no more bike trails
3	If we had unlimited resources, it would be nice to accommodate both but most people travel by personal vehicle.
4	More car lanes have been proven to only increase traffic congestion
5	Doesn't matter Bikers do not follow signs or law anyway. No one enforces their actions
6	I am in favor of prioritizing bike paths in downtown areas where people could be encouraged to bring bikes and bike around town to check out different areas.
7	I would love to ride my bike to work most days of the year. But it's just not safe enough with no bike lanes (& sometimes not even a shoulder) in either Sedro or on county roads from Sedro to Mount Vernon.
8	In an area as rural ad ours, additional bike lanes seem like a total waste.
9	It's difficult for bikes to get around in rural and urban areas of Skagit County.
10	pedestrian travel on rural roads
11	the entire county doesn't have but 130,000 people in it. dedicate bike lanes would be good for safety BUT NOT at the expense of vehicles. Most people will still continue to drive cars and trucks. A very small percentage of people will commute/recreate on bicycles
12	If we put in bike lanes they should have a registration fee for use same as a motorized vehicle.
13	Not on every road. Need pedestrian and bicycle routes. Need more through put on major roads.
14	There is such a great trail that goes most of the way up the county. Connecting between Burlington and Sedro Woolley (and even to Anacortes, if a somewhat isolated route could be established) would be fantastic.
15	Inside cities, if main roads had bike lanes, I think people would find that very useful. There's obviously people whose only transportation is bikes, and the current setup is not safe. Trails are also great for pleasant recreation.
16	To look to the future, we must plan for the future. Fewer personal vehicles is the future.
17	I would love to be able to have the option to ditch the car permanently.
18	Putting the two statements above in opposition seems strange. If more people are encouraged to use transit/cycle lanes/etc, we would make better use of the car lanes we have (therefore there would also be "more space for cars")
19	Bike space and walking space would be nice especially on county roads where its not easy to go around and you have to follow at a slow place for miles.
20	Smaller transit that fits the needs of the people using it. And enforcement of security on transit.
21	Let the bike coalitions that pay nothing in road taxes fend for themselves. This is Washington State, most people that ride bicycles only do it for 3mos a year. Don't turn Skagit County into Seattle!!!!
22	Skagit County has many gorgeous areas with long stretches of county road. I would like to see more bike paths/pedestrian walkways that connect these great areas. You have the Padilla Bay trail, Higgins Airport Trail, Cascade Trail, etc... Let's try to connect them and also areas around the Tulip fields or up near Deception pass.
23	Also consider the high traffic areas of Skagit County and increase the width of roads if there is any congestion.
24	There are bike trails that go from Mount Vernon to Concrete that is where the bicylist should travel not on highways.
25	Roads are built for vehicles [including transit]. If bikes cannot go the speed limit they should not be on the roads built for vehicles. Sidewalks or roadside edges are for pedestrians. Each has its place!
26	Bikes make me nervous when having to share the road. We don't really have enough bikers like Seattle to warrant full bike lanes everywhere though.
27	Bikes should not be with motorized. Not enough ro
28	People are not using transit in Skagit County scale it back.
29	Bike lanes are a waste. Um, look at all the cities.... They are homeless tent lanes now
30	Less pavement
31	Public, electric transportaion, train, tram, buses needs vastly widenend and improved, especially in rural skagit up to Concrete and Marblemount.
32	No taxes on bikes, no improvements for bikes
33	Every bike lane should be protected from traffic with waist-high concrete barriers.
34	Connection of biking/ hiking trails. Bay to Mountains!
35	Look at what King County has done with bike lanes!! Too much money and time wasted. They are not used enough.

4. Transportation Preferences

Click the green box to drag the slider towards the tradeoff you prefer.

Spending: In general, which is more important for you? (Better road quality/More roadway lanes)

Optional Comment:

#	Comment Text
1	Depends on road. Hwy 20 needs more lanes. Maintaining roads always important
2	Again somewhat of a false choice as one does not necessarily preclude the other. But, preservation and maintenance trump new projects in my mind.
3	I think it really depends. High density areas should be addressed first with the priority on safety and traffic flow.
4	We need more lanes in some congested areas. The only really bad road I can think of is Bradshaw. (But I lived in Michigan for several years. You guys are doing a really good job keeping up on maintenance. It helps that we don't get as much snow.)
5	Equally important
6	Both are important, more lanes where needed should be added. Stop redoing roads like 3 times in one year because of poor planning.
7	Better the quality less maintance
8	There are so many uneven patches on Hwy 20 it is ridiculous.
9	And the railroad crossings can become so bad that vehicles slow to crawl over them [esp. at Avon & Spruce] which in turn creates traffic hold ups in all directions.
10	Hire better contractors
11	Most our roads are already several lanes.
12	Both
13	Remove and replace all fish barriers.
14	Fix Green road, worst road in the country
15	Moved here from state where growth is priority. More roads bring more houses and people and cars, need even more roads until there are rooftops and concrete as far as you can see and everybody has a 2 hour commute.

5. Transportation Preferences

Click the green box to drag the slider towards the tradeoff you prefer.

Daily Travel: In general, which is more important for you? (Faster trips/Fewer miles)

Optional Comment:

#	Comment Text
1	I don't know what is meant by "fewer miles" Are you bringing the grocery store or jobs closer to my residence?
2	I'd rather drive less, but why would that necessitate slower travel?
3	The places I want to go are not near each other (it's half an hour from anywhere)
4	A HUGE issue is the semi trucks in/out of Canada. Aggressive, speed, sit in the fast lane - even when SB I-5 goes into the 70mph zone and it becomes a 3 lane fwy in South Skagit.
5	Didn't understand the question. If you could make a magic portal so that Bellevue isn't 75 miles away that would be great; otherwise, what is this trade off getting at?
6	Both
7	People need to be able to buy a house that they can afford and commute to work.
8	Not sure what you are asking here, but no, I don't want to be in the train behind the confused person doing 40mph between woolley and Burlington because the 50mph sign is hidden behind the maple trees at McDonalds...then they keep doing 40 when the limit reduces to 30 in Burlington
9	This is not a valid question. If I am in town I do not expect to go 60 miles an hour down main street.
10	this question is a mute point to me, I drive 60 miles within the county to and from work 5 days a week.

#	Comment Text
11	This is the worst survey I've ever taken. These are stupid comparisons that don't actually mean anything
12	We tend to avoid areas that have lots of stop lights and take back roads at 25 and 35 instead. Lights are badly timed in most long stretches like Hwy 20, College Way, or Burlington Blvd.
13	This question doesn't exactly make sense.
14	Choosing where to live and work will reduce the miles.
15	We don't need more freeways in our rural county.
16	Through the quarantine I have learned to live with less travel. Insured car only when I needed it to go to health appointment, etc.

6. Transportation Preferences

Click the green box to drag the slider towards the tradeoff you prefer.

Transit: In general, which is more important for you? (More frequent transit service/Expand transit service to new areas)

Optional Comment:

#	Comment Text
1	Leave it essentially as it is - it's already under-utilized. No need for expansion. We don't need more frequent, empty buses.
2	no more mass transit
3	Running all over the county at the expense of regular and frequent service in and between cities makes taking the bus impractical for anyone on a schedule.
4	No transit service unless it's paid for by trip fees no taxpayer dollars
5	Transit is not a priority or a problem
6	I don't use public transit so I don't have a strong opinion on it.
7	Give us rail or light rail options on old track beds.
8	Neither unless transit is profitable not subsidized.
9	I see empty (or nearly empty) buses....waste of money when no one uses them
10	Make transit more accessible by making it less of a pain.
11	Hard to make that choice. More frequent and direct service to outlying areas.
12	Keep transit out of rural communities
13	The current system is very confusing. It needs a major overhaul.
14	Look at Island County's fare-free system as an alternative to the current by-the-ride farebox based system.
15	I never see very many people use the bus, I think we need vans instead.
16	I have not taken public transit since I was 15 years old. I cannot give a valid or insightful answer to this question.
17	Neither are important or really an issue for most living in Skagit County.
18	Skagit transit is a joke. None of the busses connect to make trips.
19	fine the way it is
20	Concrete bus route doesn't have enough days of the week I often cannot get to work and rely on the bus that doesn't always show up
21	Neither
22	LESS TRANSIT review the ridership before pandemic the buses have been empty for YEARS
23	I would love more service upvalley eventually, so that people can use transit to access natural areas and trails without relying on cars, but in balance with other priorities. Getting commuters on buses whenever possible seems important.
24	Transit in dense population is good, it'll support itself if managed well. Expansion will magnify other issues and snowball problems
25	Not familiar with ridership numbers
26	Get rid of public transit
27	The service could be on a request basis for outlying areas.
28	I'm particularly concerned with making sure that areas with no savings for senior specialized transit at least have a once a week service so they can get to appointments
29	I do not use or plan to use transit

#	Comment Text
30	Eastern Skagit county needs more transportation

7. Wrap-Up Questions

Do you have any other comments?

#	Comment Text
1	Please invest in making spaces more walkable/transit friendly!
2	The weather cannot be accurately predicted for next week. The cellphones that most people rely on, now, weren't available 25 years ago. You can't accurately predict what the transportation needs will be 25 years in the future.
3	Make roads safer. Why does it take multiple deaths at the same intersection before anything is done ?
4	Quit trying to guess the unknowable future and social engineer people into mass transit and abandoning cars. Instead, do a better job of maintaining and making safe what we already have.
5	I don't know where all the dollars we pay in transportation-related taxes go but it sure isn't being used for road maintenance in Skagit County.
6	two questions asking about race can only divide folks along race lines. You should be ashamed.
7	Would love to see improved and more frequent maintenance on county roads and forest service roads that connect us to our outdoor spaces (like hiking trails, campsites, etc)
8	Time to cut back budgets.
9	I have noticed many developments that go in where there is a double yellow to get into the entrance, and drivers are supposed to find another less convenient way in. More often than not people cross the double yellow and cause problems because the alternative is not well marked.
10	Encouraging biking around downtowns is a great way for downtown business in the summer.
11	Safety: lighting around the AMS, AHS, Pool, housing area, and intersections for students walking and biking. It's always dark, fog sits in, icy, or slick from rain. Suggest Solar lights
12	Thank you for reaching out and making it easy to provide feedback.
13	For safety reasons, bicycles should be banned on refinery road from US 20 all the way to the Marathon Refinery. Way too many near misses between the tanker trucks coming and going from refinery and the bicycles that fail to understand the rules of the road. They ride 3 abreast and refuse to yield to the faster moving vehicles and move to right portion of the travel lane. There are plenty of places to ride a bicycle without mixing with the heavy commercial traffic on refinery road. Absolutely insane.
14	My husband is visually impaired, and years ago with the \$30 tab vote, so much public transit went away. It felt like the disabled and those without licenses (people in recovery, people getting back on their feet after incarceration and trying to work and make court appointments) were truly penalized. I would dearly love to see Skagit be a place with a very robust public transit system, and a public relations campaign to encourage even those with cars to use public transit! Could it become the new cool thing for young people to do? With the right campaign, it could be. In any case, robust public transit is a social justice issue. Thanks for your efforts!
15	Good, safe roads are great. So far, I'm not slowed down in traffic very much, but planning for the future is important. I love wide, relatively flat, quiet bike trails surrounded by nature!
16	Transit is only important to me for others and in that it would be great to have more frequent options to use public transportation to get to the Seattle (and possibly Bellingham) airports. Although the environment needs help, I'm not familiar enough to say that culverts are the major problem.
17	Infrastructure that is forward thinking is a MUST. Equity is a must. Environmental health is a must. This is a step towards what Skagit can be.
18	Sustainable infrastructure with resiliency in mind
19	Any Public budget is not easy, and I applaud you for undertaking this kind of public comment. If the roads are maintained, to a higher standard, that leads to better traffic flow, lower commute time, less environmental impact from idling cars.
20	Traffic moving smoothly, generally leads to fewer traffic accidents. Have a robust mix of Expanded traffic density, and transit, means more people being more mobile, in a timely fashion. With the Increase in population that the valley has already seen, plus what is forecast for the future, near term, these are critical issues, that will help to define the county moving forward.
21	Transportation issues and lessening use of fossil fuels are super important. Thanks for doing this work. I think we need some radical, outside the box thinking about how to move our society away from reliance on individual, often single use cars.

#	Comment Text
22	A functional efficient rail system? (what about specialty cars/ sections: childcare, smoking area, movies, music jams, internet use, meditation..) What about a law that no one can drive til their car has 3 people in it and encourage hitchhiking? Computerized ride sharing? Super high efficiency vehicles? Walk-able neighborhoods? Lots of possibilities, but how do we change? (Our individual, climate controlled, sound selected, meditation boxes are so seductive...) Evolve, evolve...
23	Appreciate the opportunity to provide input.
24	The county is lacking in many areas regarding transportation needs. County roads need to be widened, brush cut back continually, repairs, walking/biking trails & lanes added. It would make skagit more desirable.
25	I'd really like to see a network of bike/pedestrian paths that link the major cities in the county.
26	I think there are unfair questions. It is presented that I have to choose one over the other in the next 25 years. All the items you presented are important; however, not all those topics are issues at this current moment. Safety is always important; however, you cannot prevent all collisions. Right now, the roads are very safe, it is the drivers who make poor decisions.
27	No projects at the same time on the only optional rout. I.E. south Skagit the same time as hiway 20
28	Keep what we have in good shape. Makes no sense in expanding our roadways if we don't take care of what we already have.
29	Fix the roads. There is a large stretch of collage way that is straight potholes from McDonalds to almost N 30th.
30	Please use 'metered' lights at the on the west end of College Way - at Freeway Drive especially! The LONG light at the east/west and the super short light from the growing retail area causes a mess.. sitting, waiting for no one. Businesses keep being added, with no thought given to the higher traffic flow.
31	I just want to see progress. Issue with Traffic on Cook Rd and HWY 20 need to be addressed.
32	I really thought I was going to find out what kind of waffle my personality is, based on the absolutely ridiculous questions in this absolute waste of a survey. Looks like it'll be the same ole shit Skagit has been doing for decades, welcome to the shit hole of the I-5 corridor.
33	We really do need to stop putting in roundabouts and get the school buses to quit stopping at every single driveway.
34	Thanks for asking for input.
35	Rural roads need more shoulders. Chip seal is not a solution for heavily traveled roads.
36	No more roundabouts
37	Overall county roads are well maintained, I think it's the city roads that are worse for wear and need attention.
38	As an individual who focuses on Homeland Security, Public Safety will always be the number one goal
39	I am retired and currently have no income until I turn 65. I live very frugally off my savings, and drive very little. Increased public transportation options, walking and bicycling for transportation, care and inclusion of the environment in any transportation planning, are my top priorities.
40	Maintaining and improving existing infrastructure along with efficiency of roadways, are also very important!
41	It is actually kind of sad as people move to an area and then don't really "fit" in. Ex: retiring to an island and then driving off more than one time a week for shopping/amusement. Or going from a big city and wanting huge buses. Or pretending people commute along Hwy 20 from Anacortes to Burlington when weather is often horrible. Most road riders are recreationists. If they wanted to road bike a lot, maybe move to an area with great road biking or turn onto a quiet road, like in the farmland. Why anyone would want to ride next to the highway and inhale fumes is weird. That being said, I do like paved bike lanes since the drivers here are horrible, inattentive or a lot of the time, impaired by drugs.
42	PLEASE for the love of whatever you hold most dear, do NOT make transit free. Island County did that and it ruined the place and just moved around off-island homeless from one church handout to the next. Talk to law enforcement. Ride on one of their buses. They are terrifying.
43	I really appreciate using transit in town and especially between MV and Bellingham and Island County. Super convenient, inexpensive, and comfortable.
44	Watch intersection of Hiway 9 and Mt. Vernon Big Lake Rd. Growing population in all 3 directions causing increased use . And naturally increased risk.
45	Why does Mount Vernon have NO bike transportation plans?
46	I'd love to ride to work, but I'll get killed riding on College Way. None of the other roads would be much better to ride on.
47	Keep Skagit beautiful

