



# Move Skagit 2050 Appendix F: Engagement and Collaboration Summary



# Engagement Summary

This document serves as a summary of the engagement and collaboration conducted to date for the Move Skagit 2050 RTP, RSAP, and TRIP planning processes. Engagement activities are consistent with the adopted Public Involvement Plan and reflect activities related to all three plans. The following sections outline specific tools created and activities implemented to solicit public feedback and engage partner agencies for the Move Skagit 2050 planning efforts. Comments and information received through public engagement activities were provided to project staff and leveraged in the creation of draft Move Skagit 2050 Plans.

The public involvement plan identified interested parties as shown in [Error! Reference source not found..](#)

Table 1. Interested Parties

Interested Parties	
Individuals	Representatives of users of public transportation
Affected public agencies	Representatives of users of pedestrian walkways and bicycle transportation facilities
Representatives of public transportation employees	Representatives of persons with disabilities
Public ports	Providers of freight transportation services
Freight shippers	Other interested parties
Private providers of transportation (including intercity bus operators)	

# Public Engagement Strategies and Activities

## Move Skagit 2050 Branding and Website

Engagement for the RTP was coordinated with the other regional planning efforts including the RSAP, and the TRIP. Move Skagit branding was created to streamline SCOG's engagement efforts related to the three plans with the intent to maintain unique plan identities while coordinating engagement efforts. Each plan has a similar graphic design with unique color stories associated with the individual plans, as shown in Figure 1.



Figure 1. Move Skagit Branding

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

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

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

**MOVE SKAGIT**

Plan Regional de Transporte Plan de Acción Regional de Seguridad Plan de mejora de la resiliencia del transporte Mapa interactivo

**Mejorar la eficiencia, la seguridad y la resiliencia de la red de transporte para los habitantes del condado de Skagit**

Para satisfacer las necesidades de transporte actuales y futuras de los viajeros del condado de Skagit, estamos recopilando información de nuestra comunidad local y realizando un análisis exhaustivo del estado del transporte en la región. Esta información se traducirá en recomendaciones de proyectos, programas y estrategias de financiación en tres planes diferentes de Move Skagit para mejorar la movilidad, la seguridad y la resiliencia del condado. Antes de su adopción, los planes se publicarán para su revisión y comentarios públicos.

**Comparte tu voz**

**Participe y contribuya al futuro del transporte en el condado de Skagit**

Para compartir tu voz o escuchar lo último sobre Move Skagit:

- Únase a nuestra lista de correo del proyecto. Obtenga las últimas noticias y desarrollos.
- Contacta con el equipo. Comuníquese con los miembros del equipo del proyecto por teléfono o correo electrónico.
- Actividad de mapa interactivo. Comparta sus necesidades y preocupaciones específicas sobre el transporte.
- Únase a nosotros en las reuniones. En el condado de Skagit, hablaremos sobre los planes. Manténganse al tanto para más detalles.
- Revisar y comentar sobre los proyectos de planes cuando se publiquen, a finales de 2025 y principios de 2026.

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

## Interactive Map

Another strategy used during the Move Skagit 2050 planning process included the development of an interactive map with comment recording functionality. The map showed Skagit County and included interactive functionality to allow the public to drop a pin on a location and submit a

themed comment about transportation issues anywhere in the county. Comments were divided into seven categories. These included:

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

In total, the interactive map received 203 comments from June 5, 2025, until its closure on October 3, 2025. All comments received on the interactive map are included as Attachment 1. Screenshots of the interactive map are shown in Figure 3 and Figure 4.

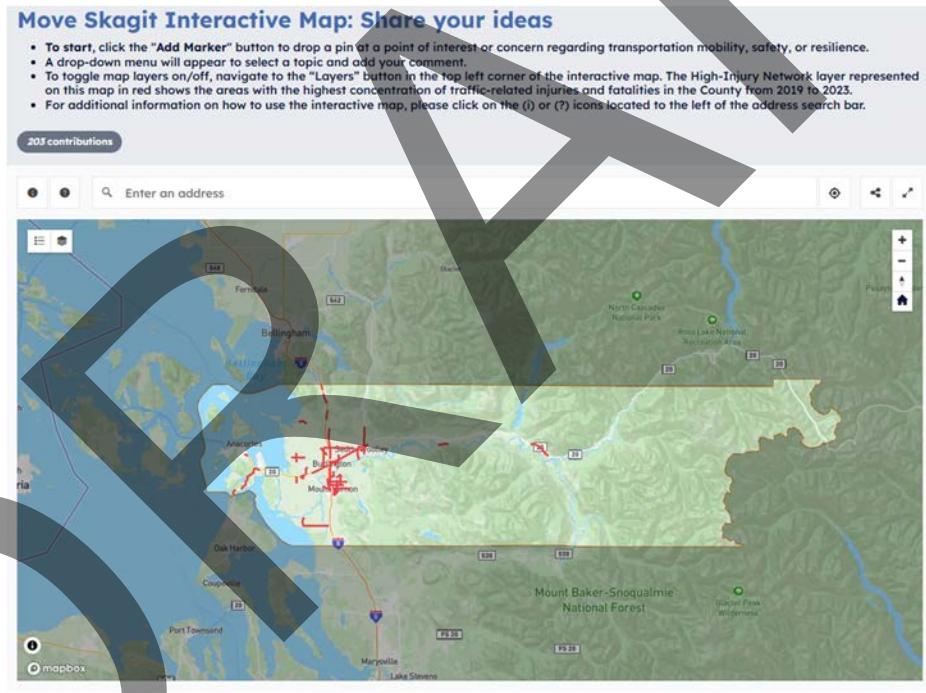


Figure 3. Interactive Map Landing Page with High Injury Network

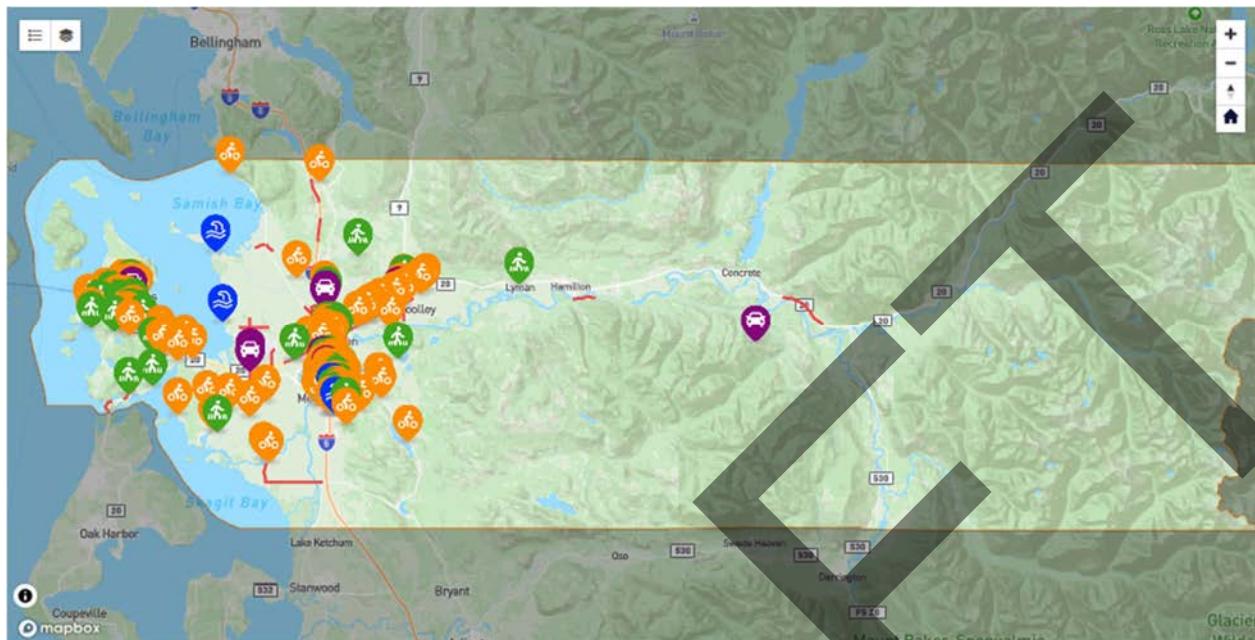


Figure 4. Interactive Map with Community Comments "pinned"

## Outreach and Engagement Materials

The Move Skagit website was created to function as a virtual landing platform and "information booth" for the RTP, RSAP, and TRIP. The website was available in 16 languages, and included:

- Context for the Plan update;
- Project fact sheets (see Attachment 2);
- Links to other relevant documents;
- Project timeline;
- Contact information and comment opportunities;
- Virtual public engagement tools, including an interactive comment map; and
- A subscription service for regular e-notifications.

Other materials were developed to communicate elements of the plans to the public, including project boards for in-person tabling events and a prioritization activity table mat that allowed the public to rank transportation priorities for investment.

## Notifications and Newsletters

Move Skagit materials were shared throughout the planning processes via the Move Skagit website and e-newsletters. Updates were provided through e-newsletters and relevant pages on the website. To inform the community about the Move Skagit planning process, newsletters were distributed at key project milestones, including the launch of the project website, after completion of the tabling and discussion group public engagement cycle, and with release of the draft plans.

Newsletters were sent to a distribution list of approximately 250 people, including members of the public who signed up to receive newsletters through the project website, Skagit County agency staff, community members from various community organizations, public agencies, advisory committees, and local news publications.

## Tabling

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

- Cascade Days, Concrete, August 15, 2025;
- Mount Vernon Block Party, Mount Vernon, August 16, 2025;
- Senior Day in the Park, Burlington, August 21, 2025;
- La Conner Swinomish Library, La Conner, August 28, 2025;
- Burlington Library, Burlington, September 9, 2025;
- Upper Skagit Library, Concrete, September 11, 2025;
- Anacortes Senior Activity Center, September 10, 2025;
- Anacortes Library, Anacortes, September 16, 2025; and
- Mount Vernon Senior Center, Mount Vernon, September 18, 2025.

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

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

In total, the team received 218 comments from tabling events throughout Skagit County. Comments are categorized and summarized in the Public Engagement Summary section below.

## Consultations

Letters were sent to federally recognized Indian tribes, federal agencies, state agencies, a regional air quality agency, and a watershed private non-profit notifying them of the RTP update and inviting them to consultation meetings. From the outreach, four consultation meetings were conducted with representatives from tribal governments, as well as federal, state and regional agencies. A follow-up letter was sent to the same consulted parties to notify them of the release

of the Draft RTP for public review and comment, and inviting each party to comment on the Draft RTP and participate in a follow-up consultation meeting.

## Public Comment Period

Each of the three draft plans will have individual public comment periods. SCOG will give notice of public comment periods through the newspaper, on SCOG's website, and on the Move Skagit project website. Public comments for the RTP will be collected in a public comment tracker, responded to, and addressed in the final RTP.

# Public Engagement Summary

The following section provides summarized feedback received through the interactive map and tabling events for the Move Skagit planning process. Comments collected are categorized by topic. A full list of comments received through the interactive map and tabling events is located in Attachment 1.

## Interactive Map

The Social Pinpoint interactive web map was available from June 5, 2025 to October 3, 2025. The web map received a total of 204 discrete comments. Of the comments, 122 comments related to potential improvements for walking, biking, and rolling, 10 comments related to traffic congestion, 3 comments related to accessibility, 65 comments related to safety concerns, and 4 comments related to natural hazards. Individual comments were sorted and summarized into key takeaways as shown below.

### Interactive Map

#### Identify potential improvements for walking, biking, and rolling

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

#### Identify areas that experience complications due to traffic delays

- Congestion at specific intersections and roads;
- Difficult left turns and lack of turn signals;
- Traffic backups during peak hours and events; and

- Need for additional turn lanes and improved traffic flow.
- Specific locations cited: Reed Street onto State Route 20, Interstate 5 N exit ramp to Cook Road, Commercial Avenue and 32<sup>nd</sup> Street, College Way & Riverside Drive, Cook Road and Interstate 5

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

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

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

- No comments were submitted in this category.

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

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

## Tabling Events Summary

Fairs and festivals serve as established gatherings that bring people together in celebration, learning and exchange. These public community events are two-way information sharing opportunities for SCOG and can be catalysts for community engagement. Move Skagit, representing all three plans, was present at nine community events. The following is a summary of comments received at the various tabling events, which were incorporated into the Move Skagit planning process.

### Regional Transportation Plan

#### Transit Service & Accessibility

- Strong support for expanding bus service: more routes, increased frequency, and Sunday service;
- Paratransit is valued, but more options are needed for seniors and people with limited mobility;

- Calls for better connections to Seattle, Link light rail, airports, and medical appointments; and
- Desire for improved transit education and clearer information on how to use the system.

## Congestion & Traffic

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

## Road & Infrastructure Maintenance

- Requests for more road maintenance, especially for potholes and rough pavement on State Route 20, State Route 9, and College Way; and
- Emphasis on maintaining and repairing sidewalks and bridges.

## Connection Gaps

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

## Equity & Underserved Communities

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

## Regional Safety Action Plan

### Pedestrian & Bicycle Safety

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

### Traffic Calming & Speed

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

### Collision Hotspots

- Fear of collisions at specific intersections, notably Campbell Lake Road and State Route 20.

## Education

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

## Transportation Resilience Improvement Plan

### Flooding & Natural Hazards

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

### Emergency Preparedness

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

## Other Topics

### General Feedback

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

### Key Insights

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

# Agency Partner Collaboration Activities and Summaries

In addition to community events, Move Skagit engaged SCOG boards, advisory committees, and convened regional topic-specific focus groups. The following sections summarize each of these engagements specific to the RTP.

## Transportation Policy Board

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

- December 18, 2024 – Approval of Public Involvement Plan;
- May 21, 2025 – Review of Priorities, Policies, and Performance Measures; and
- January 21, 2026 – Draft Regional Transportation Plan Released for Public Comment.

### Summary

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

## Transportation Advisory Committee

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

- August 7, 2025 – Overview and updates of the RTP, RSAP, and TRIP planning efforts.

### Summary

The TAC discussion group focused on identifying and addressing transportation challenges and priorities in Skagit County. Participants highlighted disadvantages in the internal multimodal network and noted that rural areas and underserved groups such as the elderly and those with medical needs face significant barriers. The group discussed the importance of education and outreach to improve transit use, the impact of parking and freight on infrastructure, and

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

## Non-Motorized Advisory Committee

The NMAC supports an integrated transportation system with a focus on non-motorized components within the Skagit region. The purpose of the committee is to elicit a dialog between levels of government, public agencies, and private groups, and to consider transportation alternatives which are cost effective and incorporate non-motorized modes of travel. The project team engaged with NMAC to discuss the RTP, RSAP, and TRIP at the following meeting:

- August 26, 2025 – Overview, discussion, and feedback on the RTP, RSAP, and TRIP planning efforts.

### Summary

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

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

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

## Washington State Department of Transportation

SCOG has recurring monthly meetings with WSDOT staff to discuss transportation collaboration. On August 6, 2025, the Move Skagit team visited the recurring meeting to discuss and collect feedback on the Move Skagit planning efforts.

## Summary

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

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

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

## Law Enforcement and Emergency First Responders

The law enforcement and emergency response discussion group comprised of law enforcement officers and emergency first responders from jurisdictions located within Skagit County and Washington State Patrol. Move Skagit convened the law enforcement and emergency first responders to discuss plan elements on July 11, 2025.

## Summary

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

participation and proposed OSHA rules, often delaying critical care when crashes block access routes.

Additionally, law enforcement and emergency first responders discussed critical vulnerabilities during emergencies and evacuation events, particularly in rural areas where access can be severely limited. Past incidents have highlighted challenges such as inadequate signage for road closures, reliance on volunteer firefighters, and limited ambulance availability, sometimes only one for an entire area which necessitated helicopter rescues. Chuckanut Drive is especially hazardous, with frequent severe crashes that can block access to medical facilities. Elk-related collisions have also posed safety risks on roadways in the region. Structural vulnerabilities, including potential bridge failures add to the concern. Designated evacuation routes such as Interstate 5, State Route 530, State Route 20, State Route 11, State Route 9, Cook Road, and others are critical during major storm events, yet these corridors remain susceptible to natural hazards. Historically, flooding has been the most significant threat, followed by landslides, dam or levee failures, and severe storms, underscoring the need for resilient infrastructure and emergency planning.

## Skagit Transit Community Advisory Committee

The CAC at Skagit Transit serves as an essential volunteer advisory body to the Board of Directors and Administration, providing a rider-centric perspective on services, programs, and planning. Move Skagit visited the Skagit Transit CAC to discuss plan elements on September 9, 2025.

### Summary

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

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

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

## Non-Profits and Private Service Providers

The Non-Profits and Private Service Provider discussion group consisted of public and private transportation providers with the aim of gathering feedback on the Move Skagit planning efforts. The discussion group occurred on July 31, 2025.

### Summary

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

## Attachment 1: Interactive Map and Tabling Comments

DRAFT

Interactive Map																					
Contribution ID	Date Submitted	Identify safety concerns or interest for all modes of transportation.	Identify potential improvements for walking, biking, and rolling.	Identify areas that experience complications due to traffic delays.	Identify areas where transportation options and infrastructure do not meet the needs of the community.	Identify areas of concern or interest where the traveling public is conflicting with freight traffic including semi-trucks and trains.	Identify areas that are at risk of being impacted by natural hazards including earthquakes, landslides, flooding, sea level rise, wildfires, and storms.	If your feedback does not meet the criteria above, use the Other icon and describe your concern or interest in the associated comment field.	Category								Address	Latitude	Longitude	Page Language	
206	Oct 04, 2025, 07:52 AM	Due to the sharp angle of this corner (specifically, the turn from 32nd Street onto H Avenue), cars often end up crossing into oncoming traffic, even at reduced speeds.							1								1620 32nd Street, Anacortes, Washington 98221, United States	48.49635948	-122.6241872	English	
205	Oct 03, 2025, 08:15 PM	Can we pls have a pedestrian bridge? Would love to bike safely across! Thank you!							1								401 West Division Street, Mount Vernon, Washington 98274, United States	48.4213445	-122.3396558	English	
204	Oct 03, 2025, 03:36 AM	Need crosswalks with lightup pedestrian crossin lights.							1								800 Avon Avenue, Burlington, Washington 98233, United States	48.47781961	-122.3247067	English	
203	Oct 03, 2025, 03:36 AM	Need bike/ped trail with safety barrier between trail and traffic. Lots of school age children walking to and from highschool. Very high traffic collision area.							1								614 Avon Avenue, Burlington, Washington 98233, United States	48.47787127	-122.3276198	English	
202	Oct 03, 2025, 03:33 AM	Bike route along railroad tracks would alleviate bike/ped on SR 20 and connect cascade trail toward Anacortes							1								17893 Washington Highway 20, Burlington, Washington 98233, United States	48.46472476	-122.3608129	English	
201	Oct 03, 2025, 03:32 AM	This bumpy road needs to be re-surfaced. It was heavily used during 99 bridge rebuild, and will be heavily used again during upcoming cook road construction.							1								9220 Green Road, Burlington, Washington 98233, United States	48.51087665	-122.3344439	English	
200	Oct 03, 2025, 03:31 AM	Sidewalk or bike lane. This road constantly has pedestrian or bikes on the shoulder close to 50mph vehicles							1								Old Highway 99 North Road, Burlington, Washington 98233, United States	48.51633129	-122.3380073	English	
199	Oct 02, 2025, 11:08 PM	This road at Hwy 20 and Burlington Blvd. has a lot of potholes and it is tough on my bicycle when I am riding to work.							1								201 West Rio Vista Avenue, Burlington, Washington 98233, United States	48.47168479	-122.3367699	English	
198	Oct 02, 2025, 09:25 PM	There needs to be a stop sign here. Cars take this street as a cut from Broad and zoom up. Because of the hill, there's a blind spot.							1								1117 East Skagit Street, Mount Vernon, Washington 98274, United States	48.41476359	-122.3267621	English	
197	Oct 02, 2025, 07:55 PM	Missing crosswalk button on SE corner for bicycles traveling northwards on Avon Allen makes crossing highway 20 very dangerous.							1								16918 Washington Highway 20, Burlington, Washington 98233, United States	48.45733728	-122.3805563	English	
196	Oct 02, 2025, 07:54 PM	Collaboration with the dike district and property owners to open this dike to connect with Penn Rd would allow many bikes to get off of the busier roads and connect to quieter roads. This would allow for a safe route for even kids in West MV to get to Edgewater park.							1								755 Behrens Millett Road, Mount Vernon, Washington 98273, United States	48.41874495	-122.34577	English	

			Bikes must cross railroad tracks at angle that is not perpendicular, therefore leading to potential bike/railroad track crashes.												161 West Fir Street, Mount Vernon, Washington 98273, United States	48.42839503	-122.3370246	English
195	Oct 02, 2025, 07:49 PM									1								
194	Oct 02, 2025, 07:47 PM		Challenging corner for bikes to navigate after crossing the crosswalk on Riverside and turning North to connect with the Kulshan trail.							1					115 West Fir Street, Mount Vernon, Washington 98273, United States	48.42852453	-122.3353949	English
193	Oct 02, 2025, 07:44 PM		Dangerous crossing bridge on bicycle due to insufficient shoulder and cars trying to pass over the double line to get around.							1					401 West Division Street, Mount Vernon, Washington 98274, United States	48.42151452	-122.3402186	English
192	Oct 02, 2025, 07:43 PM		Dangerous intersection for bikes heading westward and turning south onto Wall St. Bikes must cross multiple lanes of traffic. This was the closest I have come to getting hit on my bike.							1					827 West Division Street, Mount Vernon, Washington 98273, United States	48.42168113	-122.3460723	English
191	Oct 02, 2025, 07:21 PM		The sidewalks on 13th Street are narrow and don't have the grass border between the sidewalk and the street. It feels uncomfortable and dangerous to walk on 13th. In addition, the street is very wide and cars drive really fast because there isn't a stop sign between Section and Blackburn, which is a 1/2 mile distance.							1					1503 South 13th Street, Mount Vernon, Washington 98274, United States	48.41079826	-122.3253822	English
190	Oct 02, 2025, 06:34 PM		Westbound cars entering traffic circle in left lane will then exit traffic circle heading southbound while still in left lane, crossing over right lane at south end of traffic circle. This creates a serious risk for eastbound traffic entering traffic circle from right lane .							1					Sharpes Corner, Anacortes, Washington 98221, United States	48.46372242	-122.5817747	English
189	Oct 02, 2025, 06:26 PM		The sidewalk that begins on 17th ends here where the pedestrian must walk the curvy road down to Georgia. Vehicles can't see around road bends and landscaping that abuts the road. The landscaping prevents a pedestrian from exiting the road in long stretches.							1					2917 17th Street, Anacortes, Washington 98221, United States	48.50679918	-122.641664	English
188	Oct 02, 2025, 12:36 PM		This road and st route are marked on the county bike map as a scenic route for cyclists- the the shoulders are small/nonexistent and I got honked at angrily by drivers. Would be a beautiful ride if bike infrastructure was present.							1					15408 Washington Highway 9, Mount Vernon, Washington 98273, United States	48.42154109	-122.2574502	English
187	Oct 02, 2025, 12:34 PM		Extending the riverwalk trail and creating access along the dikes would invite tourists and locals alike to enjoy the natural resource of the skagit river beauty!							1					1303 South 1st Street, Mount Vernon, Washington 98273, United States	48.41299389	-122.3444742	English

186	Oct 02, 2025, 12:32 PM	Could we have a bike and pedestrian path between the school and cemetery so folks don't have to use the busy arterials heading east/west?								1					700 North 14th Street, Mount Vernon, Washington 98273, United States	48.42541942	-122.3262788	English
185	Oct 02, 2025, 12:29 PM	We NEED better bike and pedestrian pathways that move North to South through Burlington and MV!!! The sidewalks are stressful, unsafe, bumpy, slow, and the roads are choked with cars. I get that Riverside Dr and College way are for cars but attempts at biking on parallel streets is impossible or involve super long alternative routes.								1					2201 Riverside Drive, Mount Vernon, Washington 98273, United States	48.44038723	-122.3355102	English
184	Oct 02, 2025, 12:27 PM	We NEED better bike and pedestrian pathways that move North to South through Burlington and MV!!! The sidewalks are stressful, unsafe, bumpy, slow, and the roads are choked with cars.								1					1130 South Burlington Boulevard, Burlington, Washington 98233, United States	48.4640476	-122.3360965	English
183	Oct 02, 2025, 12:25 PM	Separate bike trail and bridge to connect MV and Burlington, and at the very least, better bike lane or non motorized trail/ dike path for safer access to these parks.								1					735 East Whitmarsh Road, Burlington, Washington 98233, United States	48.44682565	-122.3260965	English
182	Oct 02, 2025, 10:12 AM	This is an unsafe part of Anacortes ST for biking.								1					821 South Anacortes Street, Burlington, Washington 98233, United States	48.46912098	-122.3249394	English
181	Oct 02, 2025, 10:12 AM	There needs to be a cross walk here for kids going to the library.								1					125 South Anacortes Street, Burlington, Washington 98233, United States	48.47477196	-122.3248707	English
180	Oct 02, 2025, 10:11 AM	This road needs safer bike lanes. It is a national bicycle route 5 but very unsafe.								1					1075 Goldenrod Road, Burlington, Washington 98233, United States	48.46394106	-122.3422173	English
179	Oct 02, 2025, 10:10 AM	This road needs to be improved for cycling as it is a vital route but very unsafe.								1					345 East Whitmarsh Road, Burlington, Washington 98233, United States	48.44636474	-122.3323203	English
178	Oct 02, 2025, 10:09 AM	This is a dangerous place to ride for cyclists as it is an important connection point to go to Mt Vernon but there is no shoulder for safe riding.								1					345 East Whitmarsh Road, Burlington, Washington 98233, United States	48.44581492	-122.3348853	English
177	Oct 02, 2025, 08:02 AM	Implied crossing, where sidewalk ends, backroad access to dike trail. A cyclist was killed here on 9/21 attempting to cross hwy 20								1					2136 North Cascades Highway, Sedro-Woolley, Washington 98284, United States	48.49455071	-122.2749975	English
176	Oct 01, 2025, 11:19 PM	Moore Street has an extra wide sidewalk for bikes and pedestrians until Township when it abruptly ends. Just a block south the Cascade Trail crosses Township. In between these two is a busy intersection that is hazardous and intimidating for bikers. Connect these two biking routes more meaningfully.								1					215 Township Street, Sedro-Woolley, Washington 98284, United States	48.5095458	-122.2257297	English

			Connect this trail to . . . something! Ideally, to a bike trail that connects Sedro to Burlington. And upgrade this section from gravel to something smoother.							1					611 Metcalf Street, Sedro-Woolley, Washington 98284, United States	48.50646243	-122.2383705	English
175	Oct 01, 2025, 11:11 PM		Implied crossing from Northern State to Cascade Trail. Is awkward, overgrown and unsafe							1					25046 North Cascades Highway, Sedro-Woolley, Washington 98284, United States	48.51993842	-122.2020601	English
174	Oct 01, 2025, 09:19 PM		Implied bike/pedestrian crossing where Cascade Trail nears Northern State trails							1					20 North Cascades Highway, Sedro-Woolley, Washington 98284, United States	48.52356073	-122.1942372	English
173	Oct 01, 2025, 09:18 PM		overpass is needed for crossing the Skagit River on Memorial Highway from Downtown Mount Vernon to the West side. Current sidewalk is so narrow that it forces bicyclists to dismount into traffic, or moms pushing strollers to walk on the road in order to pass each other.							1					150 Gilkey Road, Burlington, Washington 98233, United States	48.46424948	-122.3337206	English
172	Oct 01, 2025, 04:57 PM		Also, an alternative route or protected bike lane is needed on Riverside Drive / Burlington Avenue to connect downtown Burlington and Mount Vernon. Current bike lanes do NOT provide adequate protection from fast moving cars and multiple intersections. I biked it.							1					1225 Riverside Drive, Mount Vernon, Washington 98273, United States	48.43200002	-122.3353086	English
171	Oct 01, 2025, 03:46 PM		This area of Riverside is a major crossing area for pedestrians. There are not enough crosswalks and people cross in front of traffic regularly. It is really dangerous.							1					2025 Riverside Drive, Mount Vernon, Washington 98273, United States	48.43944131	-122.3351886	English
170	Oct 01, 2025, 03:46 PM		This area of Riverside is a major crossing area for pedestrians. There are not enough crosswalks and people cross in front of traffic regularly. It is really dangerous.							1					1808 South 14th Street, Mount Vernon, Washington 98274, United States	48.40823182	-122.3241009	English
169	Oct 01, 2025, 03:44 PM		missing sidewalks on 14th between fowler and blackburn							1					1703 South 18th Street, Mount Vernon, Washington 98274, United States	48.40889705	-122.3190152	English
168	Oct 01, 2025, 03:42 PM		no sidewalks along 18th after Fowler							1					1627 East Section Street, Mount Vernon, Washington 98274, United States	48.41381762	-122.3198159	English
167	Oct 01, 2025, 03:40 PM		no sideways on large sections of Section St							1					1005 South 16th Street, Mount Vernon, Washington 98274, United States	48.41522624	-122.3210456	English
166	Oct 01, 2025, 03:39 PM		no sidewalks on 16th between Broadway and Section							1					904 South 16th Street, Mount Vernon, Washington 98274, United States	48.4169828	-122.3209646	English
165	Oct 01, 2025, 03:37 PM		no side walk on 16th between Broadway and Kincaid							1					2625 East Fir Street, Mount Vernon, Washington 98273, United States	48.42837515	-122.3070463	English
164	Oct 01, 2025, 02:59 PM		Sidewalk stops and starts along this section of Fir. Needs to be complete on this major thoroughfare.							1					1110 North 18th Street, Mount Vernon, Washington 98273, United States	48.430848	-122.318847	English
163	Oct 01, 2025, 02:57 PM		No sidewalk or bike lane on this side of the road. We need to make it easier and safer for people on both sides of 18th to get around.							1								

162	Oct 01, 2025, 02:56 PM	No bike lanes along this entire stretch of 15th and no sidewalk from Division to the start of the Catholic church. Very unsafe for pedestrians including those who live in the apartment building and residents trying to ride bikes around the neighborhood and to school.	1	110 North 15th Street, Mount Vernon, Washington 98273, United States	48.42182195	-122.3229194	English
161	Oct 01, 2025, 02:54 PM	Sidewalk stops and starts. Dangerous for anyone to try to walk down this side of the street. It's also got a gully on the side that is a magnet for people to throw trash into. We regularly walk the neighborhood to pick up trash and this is one of the worst areas not to mention wildly unsafe for pedestrians.	1	210 South 18th Street, Mount Vernon, Washington 98274, United States	48.41977474	-122.3188031	English
160	Oct 01, 2025, 02:52 PM	missing or minimal sidewalks, much is damaged along 16th and very unsafe to walk on.	1	816 North 15th Street, Mount Vernon, Washington 98273, United States	48.42809667	-122.3223738	English
159	Oct 01, 2025, 02:51 PM	compacted gravel up and down both sides of the street on this block, eliminating drainage, causing storm runoff to flood neighbors' yards instead of going into the drains, and essentially turning this section of 15th into a 4 lane road because drivers are now doing constant u-turns in the middle of 15th, whether it be for the new pickup line of SUVs at Immaculate Conception as well as MVHS events where cars are often parking ON the sidewalk because there is no longer a defined sidewalk due to this gravel mess. Like the other side of the street, it's also creating an algae "slime" because	1	625 North 15th Street, Mount Vernon, Washington 98273, United States	48.42662145	-122.3231184	English
158	Oct 01, 2025, 02:47 PM	Again, sidewalk suddenly stops before the end of the street and there is no curb or safe way for someone in a wheelchair or otherwise limited mobility to safely walk from church side of street to the corner of 15th & Division	1	220 North 15th Street, Mount Vernon, Washington 98273, United States	48.42287876	-122.322915	English
157	Oct 01, 2025, 02:45 PM	Sidewalk suddenly stops before the end of the street and there is no curb or safe way for someone in a wheelchair or otherwise limited mobility to safely walk from Fir to Division.	1	501 North 15th Street, Mount Vernon, Washington 98273, United States	48.42509809	-122.3229194	English

156	Oct 01, 2025, 02:44 PM	sidewalks are falling apart and city has had gravel trucks pouring and packing gravel up to the same height as the sidewalk, forcing standing water (& slimy algae that follows) onto the sidewalks instead of directing it into storm drains. Sidewalks are not only trip hazards in this area, but slip hazards as well.							1							522 North 15th Street, Mount Vernon, Washington 98273, United States	48.42577019	-122.3229767	English
155	Oct 01, 2025, 02:42 PM	sidewalk stops and starts, city has added gravel up and down this side of the street for several blocks which has eliminated drainage after storms and has made it very difficult to walk safely.							1							905 North 15th Street, Mount Vernon, Washington 98273, United States	48.42847425	-122.3229891	English
154	Oct 01, 2025, 02:41 PM	sidewalk stops and starts, city has added gravel up and down this side of the street for several blocks which has eliminated drainage after storms and has made it very difficult to walk safely.							1							830 North 14th Street, Mount Vernon, Washington 98273, United States	48.42817986	-122.324311	English
153	Oct 01, 2025, 02:36 PM	Cross walk for the public building.							1							922 North Township Street, Sedro-Woolley, Washington 98284, United States	48.52214539	-122.2258581	English
152	Oct 01, 2025, 02:32 PM	Some sort of parking or bike path or something for this very busy park.							1							1228 South Front Street, Mount Vernon, Washington 98273, United States	48.45853681	-122.233958	English
151	Oct 01, 2025, 02:30 PM	Side walk ends by the DNR building, continue it for safe commuting for bikes and walkers.							1							1018 North Township Street, Sedro-Woolley, Washington 98284, United States	48.52267481	-122.2258856	English
150	Oct 01, 2025, 02:29 PM	Round about or light to allow for left turns off Reed onto 20. Traffic is backed up all hours of the day, worse during rush hours.							1							107 North Reed Street, Sedro-Woolley, Washington 98284, United States	48.51057894	-122.2339056	English
149	Oct 01, 2025, 02:28 PM	Sidewalk for children walking or biking to schools.							1							709 John Liner Road, Sedro-Woolley, Washington 98284, United States	48.51443318	-122.2302348	English
148	Oct 01, 2025, 02:27 PM	A path for bikes that is separate from the road to encourage more bike traffic between Burlington and SW. Too dangerous to bike, especially with children, on hwy 20 between the two towns due to high speed traffic.							1							2196 North Cascades Highway, Sedro-Woolley, Washington 98284, United States	48.49278518	-122.2787957	English
147	Oct 01, 2025, 11:06 AM	the length of freeway drive, from the light at West College Way to W Stewart Rd does not have safe travel for bikes and pedestrians. Sidewalk is narrow and overgrown. Cars entering and exiting businesses do not look for or consider bikes and pedestrians. Additional infrastructure for protections and enhancements for non-vehicle users is needed.							1							1724 Freeway Drive, Mount Vernon, Washington 98273, United States	48.43693578	-122.3431579	English
146	Oct 01, 2025, 11:03 AM	offramp yield is often ignored, traffic flow is unclear, and near-collisions are frequent							1							2400 Riverside Drive, Mount Vernon, Washington 98273, United States	48.44324953	-122.3356784	English
145	Oct 01, 2025, 11:01 AM	frequent congestion and heavy breaking due to narrowing road							1							Interstate 5, Burlington, Washington 98233, United States	48.44488307	-122.3410946	English





126	Sep 30, 2025, 10:57 AM		Continue the lions park trail, like dike walk in Burlington.							1					14819 River Bend Road, Mount Vernon, Washington 98273, United States	48.4299687	-122.3484498	English
125	Sep 30, 2025, 10:23 AM		Connecting the Trumpeter Trail to Blackburn would be an amazing link, particularly if it never had to interact with motorized traffic.							1					2605 Rainbolt Place, Mount Vernon, Washington 98274, United States	48.41071201	-122.3061359	English
124	Sep 30, 2025, 09:57 AM		There is a dirt trail across the creek that is very well used, but unmarked and uneven. This connection would help address a significant obstacle to navigating the commercial areas without a car.							1					1500 Leigh Way, Mount Vernon, Washington 98273, United States	48.43238356	-122.3279545	English
123	Sep 30, 2025, 09:55 AM		The CoMV comprehensive plan shows a proposed non-motorized connector trail here to connect to Urban Ave. If truly possible this would be a calm alternative route where moving North and South is currently unfriendly to non-motorized traffic.							1					1200 Riverside Drive, Mount Vernon, Washington 98273, United States	48.43147745	-122.3343555	English
122	Sep 30, 2025, 09:52 AM		There are multiple unofficial entrances to the Kulshan Trail that are used frequently. Some are hazardous due to erosion. These seem like opportunities for connection. If pedestrians find their way on their own, it generally shows a need. We should reinforce it where legal and safe.							1					1221 North 9th Street, Mount Vernon, Washington 98273, United States	48.4319974	-122.3297815	English
121	Sep 30, 2025, 09:50 AM	Significant lift of the sidewalk creating a tripping hazard.								1					224 East Stewart Road, Mount Vernon, Washington 98273, United States	48.44307481	-122.3381688	English
120	Sep 30, 2025, 09:50 AM		There is an unbuilt city ROW here between the homes fronting N 8th St. and the cemetery. It is currently used by students and people in the neighborhood but is not marked nor structured as an suburban trail. It should be.							1					700 North 8th Street, Mount Vernon, Washington 98273, United States	48.42680643	-122.3298235	English
119	Sep 30, 2025, 09:47 AM		Blodget Rd. & S. 10th St. have no pedestrian infrastructure. These roads are used at high speeds by vehicles to bypass other collector and arterial routes. Visibility is limited and this puts pedestrians at risk.							1					1725 South 10th Street, Mount Vernon, Washington 98274, United States	48.40746638	-122.3299251	English
118	Sep 30, 2025, 09:34 AM		There are only two crosswalks across SR 536 in West MV. One of these is a primary route to Washington Elementary School. As a result, pedestrians cross the highway at various places. Traffic calming measures would help to reduce vehicle travel speeds and hostility. Corner bulbs and better lane markings would help to make pedestrians safer.							1					1003 West Division Street, Mount Vernon, Washington 98273, United States	48.42172765	-122.3477649	English





96	Sep 28, 2025, 02:43 PM	Tight sharp corner with many pedestrians using it. There's no shoulder to walk on and it's a pretty blind corner for cars. Especially scary at dark!							1						4003 Whistle Lake Road, Anacortes, Washington 98221, United States	48.48960575	-122.603223	English	
95	Sep 28, 2025, 11:59 AM			It would be really nice to have left-hand turn arrows on 32nd going both directions onto commercial. The traffic coming up the hill often prevents you from making a left turn to go downtown because it's hard to gauge the speed of the cars.					1						912 32nd Street, Anacortes, Washington 98221, United States	48.4964221	-122.6127263	English	
94	Sep 28, 2025, 11:23 AM	Trees over-growing lane on one side of road and shoulder drop-off on the other is hazardous for pedestrians especially when timed with vehicles approaching from both directions.							1						14455 Gibralter Road, Anacortes, Washington 98221, United States	48.43289473	-122.5822843	English	
93	Sep 28, 2025, 09:28 AM	Better crossing infrastructure at trail crossing from Whistle lake to Cranberry lake areas of the ACFL across Havestock Road.							1						4306 A Avenue, Anacortes, Washington 98221, United States	48.4839931	-122.6365372	English	
92	Sep 28, 2025, 09:25 AM	Add wayfinding signs along D at each street where trailheads to the ACFL exist.							1						2203 23rd Street, Anacortes, Washington 98221, United States	48.50377936	-122.631605	English	
91	Sep 28, 2025, 08:10 AM	Tommy Thompson trail needs a speed limit for cyclists. This area is hazardous for families, especially in summer months.							1						4501 Fidalgo Bay Road, Anacortes, Washington 98221, United States	48.48513617	-122.5964694	English	
90	Sep 28, 2025, 08:08 AM	Cars are not paying attention to pedestrians using roundabout. Very unsafe if you are trying to cross D Avenue going north or south at roundabout.							1						3118 D Avenue, Anacortes, Washington 98221, United States	48.49654583	-122.6316065	English	
89	Sep 28, 2025, 08:05 AM	Cars speeding while children and cyclists are using bike lanes.							1						3107 I Avenue, Anacortes, Washington 98221, United States	48.49681558	-122.623895	English	
88	Sep 28, 2025, 07:12 AM	Speeding up and down 32nd and through curves: cars not yielding to others already in circle especially bikers.							1						1216 32nd Street, Anacortes, Washington 98221, United States	48.49653279	-122.6174086	English	
87	Sep 28, 2025, 06:46 AM	No safe alternative, so cyclists and pedestrians must take this dangerous route to travel between La Conner and Hwy 20, and between La Conner and McLean Rd to Mount Vernon.							1						16214 La Conner Whitney Road, La Conner, Washington 98257, United States	48.4104721	-122.4736057	English	
86	Sep 28, 2025, 06:44 AM	No shoulder for pedestrians or cyclists make this very dangerous but a necessary path as there is no safe alternative.							1						16578 Lone Tree Road, La Conner, Washington 98257, United States	48.40584257	-122.5467142	English	
85	Sep 28, 2025, 06:42 AM	A pedestrian and bike path will save lives along this dangerous, busy route, where many attempt to ride and walk							1						16086 Reservation Road, La Conner, Washington 98257, United States	48.41236886	-122.5052654	English	

84	Sep 28, 2025, 06:41 AM		Many cyclists ride from La Conner along Reservation Road, where there is no shoulder. A bike lane or path in that direction could substitute for this dangerous route.							1					12867 Reservation Road, Anacortes, Washington 98221, United States	48.45645336	-122.5466427	English
83	Sep 28, 2025, 05:03 AM		A large intersection that is currently a 4 way stop. People routinely roll through the stop sign, making it unsafe for pedestrians-including the many children who walk and bike to school.							1					3208 H Avenue, Anacortes, Washington 98221, United States	48.49637874	-122.6241281	English
82	Sep 28, 2025, 01:37 AM		between Anacortes and Oak Harbor all the time. Just Google search "SR20 anacortes oak harbor death" and you'll get a slew of articles from the last decade.  This needs a joint effort between WSDOT, Skagit, and Island counties to clean up this highway. There's no way with the number of deaths here that multiple death warrant triggers haven't been hit. It is the second deadliest state highway in Washington, but has FAR less traffic than the infamous SR99 and the most deadly stretch along Aurora. I wouldn't be surprised if once normalized for							1					Washington Highway 20, Anacortes, Washington 98277, United States	48.41150729	-122.6489958	English
81	Sep 27, 2025, 11:31 PM		Add sidewalk to O Ave, at least down to first Whistle lake ACFL trailhead.							1					11183 O Avenue, Anacortes, Washington 98221, United States	48.48057174	-122.6143754	English
80	Sep 27, 2025, 11:30 PM		Add sidewalk on H Ave, at least down to the first Heart Lake ACFL trailhead.							1					11001 Heart Lake Road, Anacortes, Washington 98221, United States	48.48432753	-122.6254922	English
79	Sep 27, 2025, 11:25 PM		Add bidirectional bike lane protected by parking lane and/or drop-off lane to west side of M Ave from 41st to 12th. This is all within eligibility zone for state and federal Safe Routes To School funding, and is needed to support youth independence and access to school from most of the city.							1					2420 M Avenue, Anacortes, Washington 98221, United States	48.50240206	-122.6174774	English
78	Sep 27, 2025, 11:11 PM		Add bike lanes and sidewalk to Anaco Beach Road. The road is wide enough that traffic moves fast, and there is quite a bit of pedestrian and bike usage of the road, despite zero provisions for their safety.							1					Anaco Beach Road, Anacortes, Washington 98221, United States	48.49166001	-122.6702317	English
77	Sep 27, 2025, 11:07 PM		Fix/improve wooden bridge path leading to WSF terminal from end of Guemes Channel Trail to create shared use bike/pedestrian path.							1					Lane 1, Anacortes, Washington 98221, United States	48.5037781	-122.6737639	English











47	Sep 27, 2025, 09:59 AM		There is no sidewalk for pedestrians in this section of 12th/Oakes for a long time until after you hit Anacopper mine rd. A very long stretch of road with no safe options for pedestrians on either side. This is also a busy road and is the only road that leads to and from the ferry. What about those biking or walking to the ferry terminal?								1						1120 D Avenue, Anacortes, Washington 98221, United States	48.51262631	-122.6315009	English
46	Sep 27, 2025, 09:54 AM	This quiet neighborhood road NEEDS speed bumps. Locals treat this street like a secret shortcut to the other side of town (easy access to M & 32nd round about or 41st street towards skyline or D ave towards ferries). This neighborhood has many young children that would love to bike and skate in the streets (including my own) but the constant stream of cars at driving through at high speeds makes it very unsafe to do so. In fact a couple years ago a young driver going to fast ended up in my neighbors front lawn, the only thing stopping the car from hitting her home was the tree that stopped the car.									1					1019 Longview Avenue, Anacortes, Washington 98221, United States	48.49043068	-122.6138589	English	
45	Sep 27, 2025, 09:17 AM	People drive really fast through this roundabout, almost straight through, coming eastbound from 32nd. I drive & ride my bike down M and there's not much visibility down 32nd, where these cars are approaching at high speed from. It's scary to enter that roundabout on bike and in my car, and I've almost gotten t-boned several times! If there were speed bumps or something to slow the approaching traffic, that would be great.									1					3119 M Avenue, Anacortes, Washington 98221, United States	48.49631048	-122.6174945	English	
44	Sep 27, 2025, 08:38 AM	Bike lane disappears under gate. Move bike lane striping onto sidewalk to right of gate and post signs warning pedestrians.									1					1120 Commercial Avenue, Anacortes, Washington 98221, United States	48.51267603	-122.6125892	English	
43	Sep 26, 2025, 07:26 PM	Bycicle path along chuckanut drive d from bow edison to burlington									1					17045 Llama Lane, Bow, Washington 98232, United States	48.53532	-122.37785	English	
42	Sep 26, 2025, 12:08 PM	There is no shoulder to walk or bike on hwy 9. I have to get my mail on the hwy. at Lee rd. and several times have had to move off the road which is hard because I am handicapped and walk with a cane.									1					18328 Washington Highway 9, Mount Vernon, Washington 98274, United States	48.38006066	-122.2203321	English	

41	Sep 25, 2025, 11:39 AM	Limited shoulder on bridge for bicycles, forcing bikes to either enter the roadway or dismount and walk the elevated sidewalk, which is not wide enough for a pedestrian and biker to pass without someone having to step into the roadway.								1					401 West Division Street, Mount Vernon, Washington 98274, United States	48.42157826	-122.340665	English
40	Sep 25, 2025, 11:10 AM	There is poor visibility at this intersection for pedestrians crossing Burlington Blvd on the north side of the street. Signage should be added to prevent cars from taking a free right turn without yielding to pedestrians first. Timing the crosswalk lights when triggered to give pedestrians a head start before the traffic light turns green would also improve safety.								1					100 North Burlington Boulevard, Burlington, Washington 98233, United States	48.47558855	-122.3355907	English
39	Sep 25, 2025, 10:09 AM	Add bike trail on dike.								1					471 East Whitmarsh Road, Burlington, Washington 98233, United States	48.44650959	-122.3293106	English
38	Sep 24, 2025, 09:47 PM	Honestly all of Skagit could do better at having safe bike lanes, I HATE when bike lanes randomly disappear bc cars act like IM the problem								1					100 South Laventure Road, Mount Vernon, Washington 98274, United States	48.4204793	-122.3132532	English
37	Sep 24, 2025, 07:39 PM	This intersection is stressful on a bike with the way the lanes merge. Could there be a separate bridge for bikes and pedestrians? Or vibrantly colored bike lanes.								1					2400 Riverside Drive, Mount Vernon, Washington 98273, United States	48.44309734	-122.3353438	English
36	Sep 24, 2025, 07:33 PM	Really gritty, bumpy crossing of railroad tracks for bikes. A smoother crossing or a workaround for the Kulshan trail would feel safer for cyclists!								1					205 West Fir Street, Mount Vernon, Washington 98273, United States	48.42839017	-122.3373411	English
35	Sep 24, 2025, 07:31 PM	Awkward transition from bike path to sidewalk or parking lot and intersection. Such a congested area, needs a better transition for bikes to avoid pedestrians and cars!								1					501 Freeway Drive, Mount Vernon, Washington 98273, United States	48.42545621	-122.3388773	English
34	Sep 24, 2025, 06:49 PM	Continuing finding park trail maintenance. Social trails and trail braiding is becoming a horrible issue that the parks foundation cannot keep up on their own. Please invest in education for trails users as well.								1					3300 Little Mountain Park Road, Mount Vernon, Washington 98274, United States	48.39636972	-122.3074276	English



24	Sep 24, 2025, 12:59 PM		The pedestrian crossing button on the SE corner of this intersection was removed several months ago. The traffic light to cross State Route 20 on Avon Allen changes with the presence of a car waiting, but does not change with a bicycle waiting. This results in northbound bicycles on Avon Allen must either wait until a vehicle arrives in the correct lane to trigger the light, or must cross the intersection 3 times with the remaining pedestrian buttons to be able to continue on the route. Crossing at this intersection without the light changing is obviously very dangerous.																16915 Washington Highway 20, Burlington, Washington 98233, United States	48.45731669	-122.3809701	English
23	Sep 24, 2025, 12:54 PM		Bicycles traveling westward must cross three lanes to be able to turn left onto McLean Rd, the recommended bicycle route. Drivers are unaware of potential bike movement through this intersection, creating a dangerous situation for bicycles on a commonly traveled route.																827 West Division Street, Mount Vernon, Washington 98273, United States	48.42173121	-122.3459209	English
22	Sep 24, 2025, 10:00 AM		The rolled curb does not line up with the cross walk forcing pedestrians and cyclists to walk / ride in a blind spot in a very busy intersection outside of the cross walk.																100 North Burlington Boulevard, Burlington, Washington 98233, United States	48.47558912	-122.3355896	English
21	Sep 16, 2025, 08:42 PM		Drivers often take the curve on eastbound Prairie Road at Grip Road far too fast to enable safe left turns from westbound Prairie Road on to Grip Road, safe right turns from Grip Road onto eastbound Prairie Road, and safe left turns from Grip Road on to westbound Prairie Road.															21023 Grip Road, Sedro-Woolley, Washington 98284, United States	48.55591395	-122.2908711	English	
20	Sep 14, 2025, 11:22 AM		There needs to be a safer way for cyclists and other mobility devices and even cars to be able to turn left towards the Park and ride.																8180 South March Point Road, Anacortes, Washington 98221, United States	48.46308344	-122.5707436	English



	9 Jul 11, 2025, 02:12 PM			Cook and I5							1					9553 Old Highway 99 North Road, Burlington, Washington 98233, United States	48.50737848	-122.336939	English
	8 Jun 17, 2025, 12:16 PM			While heading south on Hwy 9 after leaving the Big Rock Round About, the shoulder disappears. This makes it very unsafe for bicyclists on this curvy area of Hwy 9.							1				14910 Washington Highway 9, Mount Vernon, Washington 98273, United States	48.42957419	-122.2617243	English	
	7 Jun 17, 2025, 12:10 PM			Shoulder on the road crossing the N. Fork of the Skagit is unsafe for bicyclists. The latest road resurfacing resulted in a lip and uneven surface in the shoulder -very challenging for bicyclists on this popular route.							1				14876 Summers Lane, Mount Vernon, Washington 98273, United States	48.36412624	-122.4248782	English	
	6 Jun 15, 2025, 10:58 AM			Narrow Shoulders not adequate for walking							1				16673 Best Road, Mount Vernon, Washington 98273, United States	48.40366981	-122.4440674	English	
	5 Jun 10, 2025, 08:34 AM		SR20 through Lyman has become very dangerous, due to increased traffic and a speed limit of 55 MPH. At certain times of the day this danger increases due to the traffic from Janicki industries and weekend traffic from people returning from eastern Washington. Which a fair amount of these people stop at Cascade mercantile and trying to enter the highway from there is nearly impossible sometimes, causing people to pull out into traffic that is most definitely exceeding the speed limit. And as a resident of Lyman I shouldn't have to fear for my life as I wait to for traffic to clear to								1				31439 North Cascades Highway, Sedro-Woolley, Washington 98284, United States	48.52915773	-122.0622458		
	4 Jun 09, 2025, 11:37 AM		There needs to be a connection via a bike and pedestrian path that leads from sedro-woolley to Burlington. Currently the only option exit sedro-woolley via the west is to ride along the highway or on train property. This poses significant risk and closes off biking and pedestrian access from Burlington to sedro-woolley.								1				1832 North Cascades Highway, Sedro-Woolley, Washington 98284, United States	48.49632623	-122.2702636		
	3 Jun 09, 2025, 11:34 AM		There needs to be a safer way to travel as a bike and pedestrian from the roundabout to clear lake on highway 9, this is a dangerous corridor and it is the only route to leave sedro-woolley from the south with a plethora of biking options South of the Skagit bridge								1				10807 Washington Highway 9, Sedro-Woolley, Washington 98284, United States	48.48800428	-122.2449627		

## Regional Transportation Plan

*(218 comments)*

### Connection gaps between different modes of transportation

*(11 comments)*

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

### Limited access to goods and transit services for underserved communities

*(18 comments)*

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

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

## Congestion on local streets and highways

(24 comments)

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

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

## Availability and accessibility of transportation options

(110 comments)

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

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

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

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

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

## Aging transportation infrastructure, including roads and bridges

(24 comments)

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

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

## Other

(31 comments)

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

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

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

## Regional Safety Action Plan

*(94 comments)*

### Collision frequency

*(4 comments)*

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

### Crash types that result in injuries and deaths

*(no comments received)*

### Insufficient pedestrian and bicycle facilities, especially in urban areas

*(39 comments)*

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

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

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

## Limited access and inadequate response times for emergency services

*(4 comments)*

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

## Safety concerns for all modes of transportation

*(42 comments)*

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

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

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

## Other

(5 comments)

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

## Transportation Resiliency Improvement Plan

(16 comments)

## Flood impacts

(6 comments)

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

## Extreme temperature impacts

*(no comments received)*

## Drought impacts

*(no comments received)*

## Wildfire impacts

*(no comments received)*

## Earthquake impacts

*(2 comments)*

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

## Landslide impacts

*(2 comments)*

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

## Evacuation route deficiencies

*(4 comments)*

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

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

## Other

(2 comments)

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

## Analysis of Comments

### Regional Transportation Plan

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

### Regional Safety Action Plan

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

## Transportation Resiliency Improvement Plan

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

DRAFT

## Attachment 2: Project Fact Sheets

DRAFT

# MOVE SKAGIT

REGIONAL TRANSPORTATION PLAN



[moveskagit2050.com](http://moveskagit2050.com)

## Strategizing to Improve Mobility throughout Skagit County

The Skagit Council of Governments is partnering with local communities and entities to develop the Regional Transportation Plan (RTP). The completed RTP will list transportation priorities that support the safe and efficient movement of people and goods throughout Skagit County.

### What is the Regional Transportation Plan?

#### A LONG-TERM PLAN

that helps identify and prioritize future transportation needs in Skagit County.

#### A LIST OF REGIONAL PROJECTS

and potential funding options to address transportation needs in Skagit County.

#### A POSITIONING OF PROJECTS

Recommended to become eligible to receive local, state, tribal, and federal funding.

#### THE FIRST STEP

in implementing vital improvements to the transportation system in Skagit County to better serve its travelers and economy.

Flip over for additional info on the RTP

### Plan Priorities

The previously adopted RTP includes the priorities listed below. They align with the state's transportation priorities and are proposed to be carried forward in the 2050 RTP. Additional priorities can be added.

#### Economic Vitality

Develop transportation systems that support a prosperous economy.



#### Preservation

Extend the life and utility of prior transportation investments.



#### Safety

Improve the safety and security of travelers and the transportation system.



#### Mobility

Improve the predictable movement of goods and people in Skagit County.



#### Environment

Invest in transportation that protects communities and the environment.



#### Stewardship

Maintain quality, effectiveness and efficiency of the transportation system.



### Plan Timeline



## How will the Regional Transportation Plan be updated?

Skagit Council of Governments is gathering public input and coordinating with local, state, tribal and federal authorities to review and update the current RTP. [The current RTP looks out to the year 2045](#); the update will look out to 2050.

[www.scog.net/MTP-RTP/2021/2024-Amendment/Scagit2045RTP-Amended-2024.7.17.pdf](http://www.scog.net/MTP-RTP/2021/2024-Amendment/Scagit2045RTP-Amended-2024.7.17.pdf)

## How can I share my input about transportation priorities in Skagit County?

1. Contact a project team member by phone or email.
2. Contribute to the mapping activity on [moveskagit2050.com](http://moveskagit2050.com).
3. We will seek feedback through existing local committees and community organizations, and by connecting with the people of Skagit County at meetings this summer and fall.

In early 2026, the draft plan will be published for public review and comment.

## What are challenges addressed by projects from the Regional Transportation Plan?

- ▶ Connectivity gaps between different modes of transportation
- ▶ Limited access to goods and services for underserved communities
- ▶ Environmental and ecological impacts of the current transportation system
- ▶ Congestion on local streets and highways
- ▶ Safety concerns for all modes of transportation
- ▶ Degrading transportation infrastructure including roads and bridges
- ▶ Project funding constraints and barriers
- ▶ Effects of climate change on transportation infrastructure

## What projects will be included in the Regional Transportation Plan?

Some projects are already included in the 2045 RTP and will be carried over to the 2050 version.

Examples of projects included in the 2045 RTP that could be carried over to the 2050 RTP include:

- ▶ Blackburn Road Extension
- ▶ Cascade Trail East Extension
- ▶ SR 20 Safe Access Improvements
- ▶ Anacortes Terminal Replacement

As part of RTP development, estimated costs as well as estimated available revenue for these projects will be calculated. Limited funding will require tradeoffs, and some projects may be unaffordable, based on future financial estimates.



**Stay Engaged**  
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# MOVE SKAGIT

## REGIONAL SAFETY ACTION PLAN



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### Working to eliminate fatalities and serious injuries on Skagit County roads

The Skagit Council of Governments is partnering with local governments to eliminate transportation-related deaths and serious injuries for all travelers in Skagit County. The Regional Safety Action Plan (RSAP) will identify current and future transportation safety priorities, a High Injury Network, and recommended actions to eliminate traffic-related deaths and serious injuries in Skagit County. The RSAP positions projects and strategies for implementation and to receive local, state, and federal funding.

#### What is the Regional Safety Action Plan?

##### IDENTIFIES EFFECTIVE STRATEGIES

to eliminate deaths and serious injuries as well as enhance road safety for all users in Skagit County.

##### DEFINES A REGIONAL HIGH INJURY NETWORK

to begin focusing priorities for safety improvements.

##### POSITIONS PROJECTS

to receive local, state, and federal funding. Projects will be included in the Regional Transportation Plan.

##### THE FIRST STEP

towards implementing vital safety improvements to the transportation system in Skagit County.

Flip over for additional info on the RSAP



#### Plan Priorities

Below are draft priorities which may change as the plan progresses\*

##### Safety

Collaborate with partner agencies on an overarching plan for roadway safety, and reduce deaths and serious injuries.



#### Plan Timeline



## How will the Regional Safety Action Plan be developed?

- Skagit Council of Governments is conducting a **data-driven analysis** to understand the specific transportation safety needs and unique conditions of Skagit County. Input from the public and local, state, and tribal authorities will be used to develop the RSAP.
- Potential investments to enhance safety from this plan will be addressed in the Regional Transportation Plan update.
- This initiative follows the U.S. Department of Transportation's **Safe Streets and Roads for All** guidance to increase safe, healthy, and equitable mobility for all.

## How can I share my input about transportation safety priorities in Skagit County?

- Contact a project team member by phone or email.
- Contribute to the mapping activity on [moveskagit2050.com](http://moveskagit2050.com).
- Review and comment on the draft plan when it is published in late 2025.

## What challenges does the Regional Safety Action Plan address?

- Collision frequency
- Crash types that result in injuries
- Insufficient pedestrian and bicycle facilities especially in urban areas
- Limited access and inadequate response times for emergency services
- Safety concerns for all modes of transportation

## What solutions to improve safety will be included in the Regional Safety Action Plan?

- Potential policy, education, management, and enforcement strategies
- Infrastructure improvements for corridors and intersections such as roundabouts and improved signal operations
- Improvements for pedestrians and cyclists such as creating separation from vehicles, reducing vehicle speeds, enhancing signage and more



# MOVE SKAGIT

## TRANSPORTATION RESILIENCE IMPROVEMENT PLAN



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### Strengthening transportation resilience in Skagit County

In recent years, the people of Skagit County have experienced increased frequency and duration of natural hazards including heatwaves, floods, power outages, wildfires and storms. These issues have affected different portions of the transportation network and ecological systems in the region, impacting our local economy and communities. The Skagit Council of Governments is developing the Transportation Resilience Improvement Plan (Resilience Plan) to identify projects and solutions that make the transportation system in Skagit County more resilient to natural hazards.

#### What is the Resilience Plan?

##### IDENTIFIES EFFECTIVE SOLUTIONS

that make the transportation system in Skagit County more resilient to natural hazards.

##### POSITIONS PROJECTS

to receive local, state, and federal funding. Projects will be included in the Regional Transportation Plan.

##### THE FIRST STEP

towards implementing vital resilience improvements to protect the transportation system in Skagit County from natural hazards.

Flip over for additional info on the RP



#### Plan Priorities

Below are draft priorities which may change as the plan progresses\*

##### Preservation

Extend the life and utility of prior transportation investments.



##### Environment

Invest in transportation that protects communities and the environment.



##### Resilience

Plan for and strengthen surface transportation against natural hazards and disasters.



##### Continuity

Support the continued operation or rapid recovery of crucial surface transportation facilities.



##### Innovation

Utilize collaborative and innovative approaches to risk reduction, including the use of nature-based solutions.



#### Plan Timeline



## How will the Resilience Plan be developed?

Skagit Council of Governments will collect feedback from local communities and entities, leverage existing data related to resilience and natural hazards from the region, and identify vulnerabilities of the transportation system in Skagit County.

## How can I share my input about transportation resilience priorities in Skagit County?

1. Contact a project team member by phone or email.
2. Contribute to the mapping activity on [moveskagit2050.com](http://moveskagit2050.com).
3. Review and comment on the draft plan when it is published in late 2025.

## What challenges does the Resilience Plan address?

- ▶ Flood management
- ▶ Extreme temperature impacts
- ▶ Wildfires
- ▶ Evacuation route deficiencies
- ▶ Effects of climate change on transportation infrastructure

## What solutions to improve resilience could be included in the Resilience Plan?

- ▶ Raising bridges to protect against future sea level rise
- ▶ Stabilizing slopes and raising highways to reduce risk of flooding and landslides
- ▶ Upgrading substructures at ferry piers to prevent erosion and scour
- ▶ Building shade structures along shared use paths to mitigate heat
- ▶ Installing permeable pavement at park-and-ride lots for water infiltration

