

**BOARD OF ISLAND COUNTY COMMISSIONERS MINUTES OF MEETING
NOVEMBER 24, 2008 – REGULAR SESSION**

The Board of Island County Commissioners convened in Regular Session at 11:00 a.m. on November 24, 2008 for a Roundtable with Elected Officials and Appointed Department Heads, held in the Board of County Commissioners Hearing Room, Annex Building, 1 NE 6th Street, Coupeville, Washington. Other topics for the Regular Session as shown on the agenda followed at 2:00 p.m. John Dean, Chairman, Phillip Bakke, Member, and William L. McDowell, Member, were present.

**ROUNDTABLE WITH ISLAND COUNTY
ELECTED OFFICIALS AND APPOINTED DEPARTMENT HEADS**

Elected Officials and Appointed Department Heads Attending:

Phil Bakke	Sharon Franzen	Mac McDowell
Greg Banks	Jackie Henderson	Judy Feldman
Robert Bishop – <i>Excused</i>	Keith Higman	Mike Merringer – <i>Excused</i>
Mark Brown – <i>Excused</i>	Betty Kemp	Bill Oakes – <i>Excused</i>
Cathy Caryl	Larry Larson	Linda Riffe
Sheilah Crider - <i>Excused</i>	Elaine Marlow - <i>Excused</i>	Dan Sherk - <i>Excused</i>
John Dean	Dave Mattens	Jeff Tate

Others in Attendance:

Maggie Paczkowski, District Court Administrator
Helen Price Johnson
Angie Homola

PRESENTATIONS

Cost Savings Ideas

Presentation by: Commissioner McDowell
Hand-out provided

Commissioner McDowell suggested that, in this a difficult budget year, elected officials and appointed department heads talk with their employees about ways to cut costs. Ideas presented can then be discussed and considered at another roundtable meeting.

ROUNDTABLE DISCUSSION

Human Resources

Mr. Larson asked that following the vote on the budget he receive the names of those who will be laid off.

Treasurer

Ms. Riffe provided a quote for the times: “More often than we ever suspect the lives of others we affect.”

District Court

Maggie Paczkowski, District Court Administrator, extended an invitation to Karen Lewis’ retirement party on December 15 from 10 to noon.

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Central Services

- Central Services will not accept any further requests for new computer equipment or any large items after close of business on Wednesday, November 26. Mr. Banks commented about such requests for equipment and how that system seems to encourage last minute spending. He believes the practice should be looked into.
- Ms. Caryl confirmed there is a plan in place to replace obsolete equipment and upgrade software.

GSA

GSA is working with the Board of Equalization in managing both the Camano and Whidbey Boards. Last week 108 Board orders were sent out for BOE hearings. Mr. Mattens commented that GSA and BOE have been doing a great job in terms of the number of hearings that have been scheduled. He believes by December the number will be down to about 170-175 hearings.

WSU

Extension will participate today in a first of planning sessions scheduled for the office. Ms. Feldman and her staff are choosing to see what amounts to be about a 30% cut as a chance to look forward and ask the community what it needs and how staff can accommodate that need. The “community” includes County staff. Ms. Feldman mentioned that as department heads and elected officials look forward into the next year, when thinking about projects that may need educational outreach, WSU wants to help everyone do their jobs better. Call or visit if there is a question about what resources WSU may have that can be shared.

Commissioners

- Chairman Dean commented on the budget forum held November 19 for the public and staff during which questions and concerns were addressed. He said Mr. Larson suggested that another budget forum be held about 4 p.m. on December 1 following adoption of the budget. Notice will be provided.
- Commissioner-Elect Price Johnson will be sworn in, along with Auditor Sheilah Crider, on Tuesday, November 25, at 3:00 p.m. in Judge Hancock’s courtroom.
- A farewell reception will be held for Commissioner Bakke on November 25 at 11:00 at the office of Planning & Community Development. On behalf of the assembly Chairman Dean thanked Commissioner Bakke for his service to the Planning Department and stepping up to be a County Commissioner.
- A mandatory hand re-count will begin on December 1 to address the District 2 election between Commissioner McDowell and Ms. Homola, with re-certification to occur December 8.
- It was agreed that Ms. Caryl will coordinate with Ms. Fairfax and others to convene a committee to tackle the challenge of preservation of electronic public records required after the first of the year.

Commissioner Bakke said he credits much of his success to the assembly, he believes the County is full of talented leaders. He urged everyone to extend the same warmth, wisdom, and openness to Ms. Price Johnson as she takes on a challenging job.

Prosecuting Attorney

- Mr. Banks said the Canvassing Board will be considering rules and procedures for the upcoming re-count of the election for District 2. The Secretary of State has rules and procedures in place but the Canvassing Board procedures say, for a manual re-count, that

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procedures will be as determined by the Canvassing Board. Following the certification of the original results on November 25 the re-count will begin about December 1 and concluding by December 5, with re-certification on December 8.

- Moving to the new case management system which will begin about January 20. Mr. Banks would appreciate for that week the use of any unused laptops that departments may have.

Planning & Community Development

Mr. Tate reported that the County received last week the Western Washington Growth Management Hearings Board decision on the wetlands ordinance, something that Mr. Tate's department has been working on for about three years. There were two appeals of the ordinance, one from Whidbey Environmental Action Network and the other from Camano Action for a Rural Environment, both consolidated into one hearing and one decision. The County prevailed on every issue except for a couple of technical issues that need to be addressed, prevailing on the substantive issues. The County went into the proceeding with support from the Governor's office in the form of briefing by the Attorney General's office. Mr. Tate and those involved are pleased with the decision.

Human Services

Ms. Henderson said she hired two people for grants received over the last six months; one will begin a pilot methamphetamine treatment program and the other, in conjunction with the Island County Housing Authority, will handle transitional housing for people coming out of jail and for persons with significant mental illness or substance abuse issues. The Housing Authority will locate the transitional housing units with residents moving in about the first of the year.

Health

- Mr. Higman thanked everyone for encouraging their staff to participate in the flu clinics.
- The budget will impact the Health Department, like many, and that effect will cause Mr. Higman and his staff to look at the department as a whole and look at how services are delivered to the public. Mr. Higman acknowledged that he saw the writing on the wall early on so he and his staff have been planning on the budget shortfall since spring. Now is the development of a strategic plan for the department which will help in the long run how best to continue to deliver services while resources are dwindling. Mr. Higman is also looking at ways to reinvest in his remaining staff. As details of his departmental plan are finalized he would be happy to share that information with others. Public participation is also being solicited through various advisory groups and surveys.

Roundtable adjourned at 11:50 a.m. The next Roundtable is scheduled for December 22, 2008 at 11:00 a.m.

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The Board of Island County Commissioners (including Diking Improvement District #4) met at 2:00 p.m. to consider items contained on the agenda. The meeting began with the Pledge of Allegiance.

CONSENT AGENDA

By unanimous motion the Board approved the Consent Agenda as follows:

ELECTRONIC FUND TRANSFERS, VOUCHERS, PAYMENT OF BILLS

Vouchers (War) #s 300484-300761	\$883,380.38
Electronic Fund Transfers.....	\$ 5,631.36

MINUTES OF PREVIOUS MEETINGS

Regular Session..... November 3, 2008

APPOINTMENTS/RE-APPOINTMENTS TO BOARDS AND COMMITTEES

Island County Fair Board

Reappoint Dan Ollis to serve on the Island County Fair Board representing the area encompassed by the South Whidbey School District boundaries. This term shall expire October 8, 2011

Marine Resources Committee (MRC)

Appoint Leal G. Dickson to serve on the Marine Resources Committee (MRC) as a Science Representative. This term shall expire December 31, 2012

Marine Resources Committee (MRC)

Accept resignation of Bryan Nichols as a Commercial Industry representative on the Marine Resources Committee (MRC)

CENTRAL SERVICES

Intergovernmental Cooperative Purchasing Agreement with City of Everett (RM-CS-08-0247)

COMMISSIONERS

Correction (date of signature) to Resolution C-124-08 In the Matter of Declaring Legal Holidays for the Year 2009 (Resolution on file with the Clerk of the Board)

GSA EMERGENCY MANAGEMENT

Purchase Order No. 8922 with Day Wireless for radio equipment for the Emergency Operations Center at the Camano Island Terry’s Corner Fire Station. Amount: \$6,286.66

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HUMAN RESOURCES

Personnel Action Authorizations

<u>Department</u>	<u>PAA #</u>	<u>Description</u>	<u>Position #</u>	<u>Action</u>	<u>Eff. Date</u>
Assessor	158/08	Appraiser I	108.02	Personnel Action Promote to Appraiser I	11/24/08

HUMAN SERVICES

Amendment 2 to Contract with WA State Department of Social and Health Services/DASA for increase to Children's Transition Initiative funds. Contract No. 9501-2; Amendment Amount: \$8,500; Contract Amount: \$1,392,546 (RM-HS-08-0249)

Contract with North Sound Mental Health Administration to provide 2009 Mental Health Administrative Services in Island County. Contract No. NSMHA-ISLAND-ADMIN-09; Amount: \$60,288 (RM-HS-08-0244)

JUVENILE COURT SERVICES

Renewal No. 2 to Food Services Operating Agreement with Consolidated Food Management, Inc., to provide food service to the Juvenile Detention Facility

PLANNING & COMMUNITY DEVELOPMENT

Amendment No. 1 to Services Agreement between Island County and Herrera Environmental Consultants, Inc., extending contract term for Strawberry Point SRFB project work to February 1, 2009. No change in funding. (RM-PLAN-08-0257)

Amendment No. 1 to Contract between State of WA and Island County for SRFB grant project #05-1491N Ala Spit Feasibility Assessment, extending contract term to Nov. 1, 2008. No change in funding. (RM-PLAN-08-0261)

Amendment No. 2 to Services Agreement between Island County and Herrera Environmental Consultants, Inc., extending contract term for Ala Spit SRFB project work to Nov. 1, 2009. No change in funding. (RM-PLAN-08-0258)

PUBLIC WORKS

County Roads

Resolution C-127-08/R-49-08 Governing Emergency Load Limitations on County Roads, the Issuance of Special Motor Vehicle Permits to Use on Weight Restricted County Road, and fixing Penalties for Violations Thereof (Resolution on file with the Clerk of the Board)

Resolution C-128-08/R-50-08 In the Matter of Assigning Road Personnel Eligible for Off Site Pay (Resolution on file with the Clerk of the Board)

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Retaining Wall & Slope Easement with William F. & Pamela D. Headridge for Frostad Road Improvements. CRP 96-06B; Work Order No. 209; Plat of Dugualla Bay Heights; Lots 13/14 (PW-0820-124)

Drainage

Drainage Easement with Michael J. & Celeste M. Franssen for Jones Rd/Henni Rd. Outfall. Work Order No. 91; Parcel 260-0340; Sec. 8, Twp 33N, R 2E (PW-0820-139)

Temporary Construction Easement with Steven B. & Marcia L. Lazoff for Jones Rd./Henni Rd. Outfall. Work Order No. 91; Parcel 206-5230; Sec. 7, Twp 33N, R 2E (PW-0820-140)

Drainage Easement with Steven B. & Marcia L. Lazoff for Jones Rd/Henni Rd Outfall. Work Order No. 91; Parcel 206-5230; Sec. 7, Twp. 33N, R 2E (PW-0820-141)

Release of Improvement Bond for Completion of Drainage Facilities at Plat of Whispering Firs – Steve Arnold Company, Inc.; Bond Amount \$40,000.00.

Solid Waste

Resolution C-129-08/SW-07-08 In the Matter of Amending the Resolution Appointing Special Counsel for Solid Waste Matters (*Resolution on file with the Clerk of the Board*)

LIQUOR LICENSES

New Application for Liquor License No. 404168-6E by Applicants Jason M. Hallaian and Amy Marie Davis, Tradename: Hallaian Cellars, 4830 Crane Dr., Langley, WA

New Application for Liquor License No. 404152-6E by Applicants Diane H. Kaufman, David G. Ott Jr., and Erik Murphy, d/b/a Swede Hill Cellars LLC, Tradename: Swede Hill Cellars, 3436 Swede Hill Rd., Clinton, WA

PUBLIC HEARINGS

Public Works

**HEARING HELD: ORDINANCE C-108-08/R-47-08 REGULATING SPEED
LIMITS IN CONSTRUCTION ZONES**

Chairman Dean opened a public hearing at 2:15 p.m. as scheduled to consider Ordinance C-108-08/R-47-8 Regulating Speed Limit in Construction Zones.

Bill Oakes, Public Works Director, said the ordinance would allow Mr. Oakes as the County Engineer to set regulatory speed limits within 500 lineal feet of construction zones, the speed limit being as low as 25 miles an hour. This is an authority given to the State Department of Transportation and its regional engineer and Mr. Oakes requests that the Board allow the same authority to the County Engineer.

Chairman Dean opened the public hearing to comment and there being none, public comment was closed.

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By unanimous motion the Board approved Ordinance C-108-08/R-47-08 Regulating Speed Limits in Construction Zones. (*Ordinance on file with the Clerk of the Board*)

**HEARING HELD: ORDINANCE C-109-08/R-45-08 REGULATING SPEED LIMIT
ON CRESCENT HARBOR ROAD**

At 2:16 p.m. the Chairman opened a public hearing to consider Ordinance C-109-08/R-45-08 Regulating Speed Limit on Crescent Harbor Road.

Mr. Oakes said the ordinance will raise the speed limit on Crescent Harbor Road from 30 miles per hour which is posted now to 40 miles per hour. The traffic engineer conducted a traffic count in the area and determined the 85th percentile speed. To explain, the national standard for setting speed limits is that the limits be set at the nearest regulatory five miles per hour to the 85th percentile speed. The thought being, that 85% of people are reasonable people driving a reasonable vehicle at a reasonable speed. That number while appearing arbitrary is not because by adding 15% of the population driving at an unsafe speed that unsafe speed would generate 15% of people being involved in an accident each year and that is not the case. The national standard for setting speed limits is regulated by a national municipal ordinance. Mr. Oakes recommended that the Board set the speed limit at 40 miles per hour as the nearest regulatory five-miles-per-hour increment to an 85th percentile speed of 38 miles per hour.

Chairman Dean opened the floor to public comment.

Julie Lauderdale appeared on behalf of her brother-in-law, Don P. Holt, by reading his written statement. [*Statement on file with the Clerk of the Board*]

Position:

The purpose of this letter is to register our objection to raising the speed limit on East Crescent Harbor Road between Taylor Road and Hunt Road from 30 MPH to 40 MPH. We believe that increasing the speed limit on East Crescent Harbor Road through the intersection at Taylor Road will jeopardize the safety of residents, pedestrians, and citizens traveling in that vicinity.

Issues to Consider:

Vehicles traveling south bound on Taylor Road to the intersection at East Crescent Harbor Road are required to stop. However, vegetation beyond the county's right of way along the north side of East Crescent Harbor Road to the east of Taylor Road impairs driver visibility, so vehicles often protrude into the west bound lane of traffic to look for oncoming traffic before proceeding from the intersection. Last July, I was personally involved in an accident at that intersection for this reason.

The speed limit on west bound East Crescent Harbor Road currently changes from 50 MPH to 30 MPH just a short distance east of Taylor Road. It is very common to see vehicles west bound on East Crescent Harbor Road decelerating, but certainly still traveling substantially faster than the current 30 MPH limit as they pass through the intersection of Taylor Road. Increasing the speed limit from 30 MPH to 40 MPH will potentially jeopardize the safety of persons in south bound vehicles on Taylor Road and could potentially result in injuries to

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pedestrians and the residents living on the northwest corner of that intersection because their home is very close to that intersection.

For daily mail delivery to the residence on the northwest corner of Taylor Road and East Crescent Harbor Road, the U.S. Postal Service delivery vehicle must block the west bound lane of East Crescent Harbor Road because there is a very narrow road shoulder at that location. Eastbound autos and trucks traveling behind the postal delivery vehicle must stop and block the intersection or pass illegally into oncoming traffic lanes. Increasing the speed limit on East Crescent Harbor Road from 30 MPH to 40 MPH will substantially increase the potential for a collision and injuries.

Pedestrian traffic near the intersection of East Crescent Harbor Road and Taylor Road should also be considered before increasing the speed limit in the area. There are two bus stops on Taylor Road immediately north of East Crescent Harbor Road... one northbound and one southbound. Bus passengers walk to and from the bus stops on the shoulder of the road or vehicles stop on the county road to pickup or drop-off bus passengers. This activity requires other drivers to slow or stop when traveling through the area. Increased speed will require substantially longer stopping distances. This intersection does not have pedestrian features, such as cross walks and is one of the primary entrances for the Naval housing community on the south side of East Crescent Harbor Road. As the Navy completes construction of their new housing units this spring, the County should anticipate a significant increase in vehicle and pedestrian traffic.

Summary:

My family has resided at the intersection of East Crescent Harbor Road and Taylor Road since 1905. Continued residential development of the area has and will continue to result in increased traffic volumes and more congestion. As much as we did not then like the reduction of the speed limit from 50 MPH to 30 MPH when the Navy first built their Capehart housing development some 47 years ago, we believe that the present traffic volumes and the related potential for accidents does not now warrant increasing the speed limit on East Crescent Harbor Road from 30 to 40 MPH at this time. Therefore, we respectfully ask that the present speed limits be retained.

Thank you for considering our views.

Respectfully, Don Holt

Chairman Dean closed the public comment portion of the hearing, asking Mr. Oakes what prompted the department to review the speed limits at this intersection.

Mr. Oakes said typically the department will routinely look at speed limits across the County, he does not recall a specific request for this one. The 30 miles per hour Crescent Harbor speed zone is what an engineer would call artificially low; that is, an average driver will not see a reason why they must do 30 miles per hour on that section of road. The reason for not setting speed limits artificially low is because it (1) can cause people to ignore regulatory signs as not being reasonable and (2) the speed should be set at the highest speed that is reasonable and safe for ease

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of circulation. The 20 miles per hour in the school zone on Crescent Harbor will remain; the engineering analysis supports that the speed limit should be 40.

Concerning the claim of vegetation on private property that seems to block the view, Chairman Dean wondered if there was a way to contact property owners in an attempt to solve that problem.

Mr. Oakes twice visited the site to consider Mr. Holt's concerns. The site distance if sitting on Taylor Road, in Mr. Oakes' opinion, meets the speed limit being proposed. Certainly on the eastbound approach at 40 miles per hour there is adequate site distance.

Commissioner McDowell commented that the speed limit should be increased because if people are expecting a speed of 30 miles per hour but traffic is moving at 40, that situation creates a false sense of security. He believes that is why engineers have the practice of setting speed limits at the 85th percentile. A concern is, after visiting the site, the claim that the postal service is blocking the intersection when delivering mail. He asked Mr. Oakes to contact Mr. Holt to get a better understanding of exactly what is being blocked and then contact the post office with that information. Relating to the issue of housing he remarked that Navy housing is a one-for-one replacement; as new homes are going up others equally are being torn down. The Navy is committed to staying at the same number of homes. And pedestrian use, Commissioner McDowell said the Crescent Harbor area has one of the straighter streets in the County with actually one of the nicer shoulders. Walking on the shoulder is safer there than most other roads because of the available site distance.

Mr. Oakes responded the cross-sections of East Crescent Harbor are actually fairly wide for an Island County road. It is also very visible, the road is very flat, and the site distance very long. If there were unique conditions determined by the traffic engineer that would not support raising the speed limit it would have been reported, none were found. Mr. Oakes pointed out that the most important thing in regulating speed limits is to have a defensible standard, the national standard in fact is used for setting speed limits, and to follow that policy consistently. That is what Public Works is proposing to do.

Chairman Dean asked if there is any significant collision record there to which Mr. Oakes responded no.

Commissioner McDowell moved to approve Ordinance C-109-08/R-45-08 Regulating Speed Limit on Crescent Harbor Road and amending Island County Code Title X, Chapter 10.01, seconded by Commissioner Bakke, with discussion.

Commissioner McDowell remarked that the County has tried to remain consistent using the 85th percentile, a state and national standard, and unless there is some geometry on a road that would dictate otherwise, he believes it is in the best interest of the entire County to stay with the 85th percentile. He commented that the stretch on Crescent Harbor has the fewest driveways he has ever seen, with Navy housing being all internal.

Chairman Dean said if for some reason the Board finds this not to be a good decision later, if accidents did occur, the Commissioners can always revisit the decision to increase the speed.

Mr. Oakes concurred that the authority for setting speed limits lies with the Board, the County Engineer merely makes a recommendation.

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It was moved to approve Ordinance C-109-08/R-45-08 Regulating Speed Limit on Crescent Harbor Road, changing the speed limit from 30 miles per hour to 40 miles per hour and amending Island County Code Title X, Chapter 10.01, seconded by Commissioner Bakke, unanimously carried. (*Ordinance on file with the Clerk of the Board*)

**HEARING HELD: ORDINANCE C-110-08/R-44-08 REGULATING SPEED LIMIT ON
TAYLOR ROAD**

A public hearing was opened at 2:32 p.m. by the Chairman to consider Ordinance C-110-08/R-44-08 Regulating Speed Limit on Taylor Road.

Mr. Oakes said this ordinance raises the speed limit by 5 miles per hour from 40 miles per hour to 45 miles per hour. The traffic engineer took two different traffic counts in different locations on Taylor Road and both traffic counts support a speed limit of 45 miles per hour as the 85th percentile proposal. Mr. Oakes recommended that the Board set the speed limit at 45 miles per hour.

Commissioner McDowell said he remembers when Taylor Road was reconstructed with shoulders; he thought the speed limit used to be 50.

Mr. Oakes replied that staff reviewed the records and he does not believe the speed limit was analyzed after the reconstruction of Taylor Road.

Chairman Dean opened the floor to public comment

Rufus Small, 3004 Taylor Road, Oak Harbor, lives about 4/10th of a mile south of Fakkema Road and wished to speak about that portion of the road, from Fakkema Road to one-half mile south, just beyond his place. He said the population density is suburban with a good deal of people around and the area is growing. There are a greater number of people who use Taylor Road than years before. In Mr. Small's opinion road visibility at several locations is below County standards due to deceiving-type curves and rises and roadside vegetation. At the south end of his property, looking right up toward Fakkema Road, visibility is less than 400 feet due to a rise and a left turn at the curve. Another concern he has is that the mailboxes are all on the west side of the road so there is worry for older people who are slower, especially when visibility is less than 500 feet. School children are waiting for buses in the morning and afternoon while standing along the edge of the road. There are also a number of walkers, old and young, and a north and south cycle trail; even with the shoulder it seems unsafe. Mr. Small said in the 35 years he has lived at his place the speed limit has always been 40. He finds the reason for raising the speed limit on the heavily-populated portion of Taylor Road to be objectionable and he does not believe in the 85th percentile theory. Mr. Small also commented on the number of deer that cross the road, he is not clear where the speed studies took place, and does not place much value on those studies.

Chairman Dean asked Mr. Oakes to explain why the formulas work to create a safer road.

Mr. Oakes said that national standards are applied when determining speed limits, stop signs, warning signs, etc. The 85th percentile was derived following many different traffic studies across the nation with engineers sitting down and talking about what is the appropriate level to set a speed limit on an existing road. The engineers arrived at the 85th percentile number basically by

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saying that 85% of the average drivers on the road are driving reasonably and at a prudent speed. Somewhere in the 15th level people may not be driving a reasonable and prudent speed. The idea is if 15% of people are in fact driving at speeds that cause accidents there would be many more accidents than there are. The engineers viewed that standard as being conservative. If a speed limit is set no higher than the 85th percentile then the speed limit most likely is safe for normal conditions of the road. That is the logic that went into establishing the 85th percentile.

Mr. Small commented that the speed limit now is 40 with 85% of people traveling at 45. So in his opinion, when raising the speed limit to 45, then 85% of people will more than likely travel at 50 miles per hour. He asked if the speed limit will then be raised to 50.

Mr. Oakes answered that with national standards and national studies in place, raising the speed limit in both counts on this portion of the road was 45-1/2 miles per hour, the 85th percentile speed. Raising the speed limit to 45 may incrementally increase the speed limit, but it will not significantly. Mr. Oakes does not believe there to be a five miles an hour jump in that 85th percentile speed. Found from the 85th percentile speed studies is that people tend to drive the speed they feel safe driving the road in, based on the fact that most people are driving at a safe and prudent speed. That is where the logic comes from to set the speed limit.

Julie Lauderdale, once again speaking on behalf of her brother-in-law, Don Holt, read Mr. Holt's statement. *[Statement on file with the Clerk of the Board]*

Position:

The purpose of this letter is to register our objection to raising the speed limit on Taylor Road between East Crescent Harbor Road and Fakkema Road from 40 MPH to 45 MPH. We believe that increasing the speed limit on East Crescent Harbor Road through the intersection at Taylor Road will jeopardize the safety of residents, pedestrians, and citizens traveling in that vicinity.

Issues to Consider:

Visible lines of sight – When I applied for an access permit last May, it was presented to me that current regulations require drivers to have 100 feet of visibility for each 10 miles per hour of legal speed limit when entering from a stopped position. Vehicles traveling west bound on Silver Lake Road to the intersection at Taylor Road are required to stop. They then have to enter Taylor Road by turning either right (northbound) or left (southbound). Because of a rise in the roadway, we believe drivers traveling southbound onto Taylor Road do not currently have the required 400 feet (40 MPH times 100 feet) of visibility. Increasing the speed limit to 45 MPH on Taylor Road increases the potential for traffic accidents at this location and still does not make this intersection compliant with current County guidelines.

Congestion – There are a significant number of permitted residential accesses onto Taylor Road from the 3000 block north to Fakkema Road. Many of these driveways are relatively close together and they are narrow (commonly 10-15 feet) in width which makes residents slow substantially and turn sharply to avoid dropping a real wheel into the ditch. During traditional commute periods, it is currently difficult to maintain the present speed limit of 40 MPH. If the speed limit is increased to 45 MPH, delays caused by the residents exiting and entering

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their driveways will cause more frustration for drivers and may result in road rage incidents.

Pedestrians – A number of the residents regularly walk their pets along Taylor Road for exercise. On some portions of the road, the shoulder is relatively narrow. Increasing the speed limit to 45 MPH may increase the potential for a car pedestrian accident.

Summary:

My parents and my in-laws have lived on this section of Taylor Road for more than 60 years. Taylor Road from East Crescent Harbor Road to Fakkema Road is a primary commuting-to-and-from-work route for citizens working at the Ault Field Navy base and living in Navy housing or in developing areas east of Taylor Road. This section of Taylor Road is a little more than a mile in length, so increasing the speed limit from 40 MPH to 45 MPH may save commuters a minute or so of travel time each way. However, congestion caused by residents entering and exiting their driveways, mail carrier stops at mailboxes, residential garbage pickup services, county bus service and school buses stopping along Taylor Road will more often than not erase any potential time savings for commuters. The proposed speed limit increase will increase the potential for traffic accidents at the intersections of Silver Lake Road and Taylor Road. Therefore, in the interest of public safety, we respectfully ask that the proposed speed limit increase from 40 to 45 MPH not be implemented.

Thank you for considering our views.

Respectfully, Don Holt

Angie Homola, 2362 Happy Lane, Oak Harbor. She asked the Board to consider the remarks about the deer and where the County wants to go with its rural character. She feels the deer are becoming “absorbed” as they are continually hit by vehicles. By continuing to increase speed limits on arterials that are becoming thoroughfares for more and more vehicles is not leaving avenues for where the wildlife is supposed to go. Ms. Homola does not believe increasing the speed limit to accommodate density is the solution without providing corridors or avenues or places for the animals to go.

Chairman Dean closed the public comment portion of the hearing.

The Chairman said that going from 40 miles per hour to 45 miles per hour does not seem that significant of a change. To err on the side of neighborhood comfort, however, he suggests leaving the speed limit at 40 miles per hour.

Commissioner McDowell asked Mr. Oakes where the speed tests were taken.

He replied that tests were taken at certain quarter points on the stretch, away from the terminus points; in other words, away from Fakkema and Crescent Harbor Roads. Concerning site distance, on a northbound approach on Taylor to Silverlake, Mr. Oakes believes there to be a stopping sight distance of 40 or 45, a 50 foot difference.

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Commissioner McDowell asked the question if there is one posted speed but people are driving faster, is it more dangerous to leave the speed posted at a slower speed. Conversely, is it better to be posted at a speed which people feel safe driving?

Mr. Oakes responded that there is no significant accident history in the area. The most important thing in traffic engineering and setting speed limits is consistency in the application of the engineering and in how the speed limits are posted. It is not a good idea to post speed limits above what people believe to be a reasonable speed; it is more subtle to post below that number. The issue and potential that one has is that as one makes that decision as a municipality or subdivision of the state of Washington then one tends to ratchet those speeds down across a jurisdiction. In those cases people begin to ignore the speed limit. It can make the situation worse if the speed limit is consistently below what people believe to be a reasonable speed.

Commissioner McDowell expressed a concern about pedestrians crossing the street to the mailboxes. He asked the question if people know the speed is posted at 40 but drivers are traveling 45, is that a hazard for those pedestrians.

Mr. Oakes said there is not much documentation that would support that. There is documentation for issues like crosswalks where people put a false sense of security into those crosswalks. People expect to see a crosswalk in certain areas so in that sense a crosswalk could be ignored by a driver and relied upon by the pedestrian which sets up a very unsafe situation. In this case there is not as much support for that. The majority of people are driving a speed of 45-1/2 miles per hour; if the Board wants to shorten the 45 miles per hour suggested or retain the existing speed it can.

Commissioner McDowell does not believe it a good idea to not follow national standards.

By unanimous motion the Board approved Ordinance C-110-08/R-44-08 Regulating Speed Limit on Taylor Road, changing the speed limit from 40 miles per hour to 45 miles per hour, and amending Island County Code Title X, Chapter 10.01. (*Ordinance on file with the Clerk of the Board*)

**HEARING HELD: ORDINANCE C-111-08/R-46-08 REGULATING SPEED
LIMIT ON FERRY DOCK ROAD**

At 2:57 p.m. Chairman Dean opened the final public hearing of the day to consider Ordinance C-111-08/R-46-08 Regulating Speed Limit on Ferry Dock Road.

Mr. Oakes said the initiation of the speed study and investigation resulted from receipt of a complaint that there was no posted speed limit on Ferry Dock Road. Since there was no posted speed limit on the road the codes support a speed limit of 50 miles per hour which is highly inappropriate. The lowest speed limit in the County of 25 miles per hour may also be inappropriate in this situation. The road functions as a drop-off and pick-up point for the ferry so routinely there are cars parked on Ferry Dock Road waiting for pedestrians. Because of pedestrian traffic Mr. Oakes is recommending a speed limit of 25 miles per hour which is the lowest speed limit that can be set by code outside of a school zone.

Chairman Dean opened the public comment portion of the hearing and there being none, the public comment portion of the hearing was closed.

**BOARD OF ISLAND COUNTY COMMISSIONERS MINUTES OF MEETING
NOVEMBER 24, 2008 – REGULAR SESSION**

By unanimous motion the Board approved Ordinance C-111-08/R-46-08 Regulating Speed Limit on Ferry Dock Road, changing the speed limit from 50 miles per hour to 25 miles per hour, and amending Island County Code Title X, Chapter 10.01. (*Ordinance on file with the Clerk of the Board*)

COMMISSIONERS COMMENTS AND ANNOUNCEMENTS

The Chairman took note that this meeting is the last for Commissioner Bakke, thanking him for his work through the years.

There being no further business to come before the Board, the meeting adjourned at 3:01 p.m. The Board will meet next in Regular Session on December 1, 2008 beginning at 10:00 a.m.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

John Dean, Chairman

[Phillip Bakke, Member: Excused]

Wm. L. McDowell, Member

ATTEST:

Elaine Marlow, Clerk of the Board