

ISLAND COUNTY COMMISSIONERS - MINUTES OF MEETING**REGULAR SESSION - AUGUST 18, 1997**

The Board of Island County Commissioners (including Diking Improvement District #4) met in Regular Session on August 18, 1997 at 9:30 a.m., in the Island County Courthouse Annex, Hearing Room, Coupeville, Wa. Mike Shelton, Chairman, Wm. L. McDowell, Member, and Tom Shaughnessy, Member, were present. Also in attendance were Margaret Rosenkranz, Auditor/Ex-Officio Clerk of the Board, and E. Meyer, Secy. to the Board.

VOUCHERS AND PAYMENT OF BILLS

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The following vouchers/warrants were approved for payment by unanimous motion of the Board: **Voucher (War.)** #8893-#9177.....\$ 545,195.88.*

Veterans Assistance Fund: [emergency financial assistance to certain eligible veterans; [names and specific circumstances are maintained confidential]. By unanimous motion, in accordance with the recommendation of the Veterans Assistance Review Committee, the Board denied Claim #V97-33, and approved Claim #V97-34 in the amount of \$596.57 [*reflected in the voucher total above].

Partnership With Youth

Sue Karahalios, President, Partnership With Youth, along with John Lewis, Program Manager, Rhonda Steel, Director, in follow-up to meeting of July 28, 1997, appeared before the Board in support of adopting a Resolution Supporting the Application for a Community Development Block Grant on behalf of Partnership with Youth regarding Planning for Programs for Youth Activities, and an Interlocal Agreement between Island County and the City of Oak Harbor for the purpose of applying for and dispensing CDBG-Planning Only funding to a sub-recipient, Partnership With Youth, a local non-profit organization whose mission as a youth advocacy serves the North Whidbey island area. The City of Oak Harbor is the lead agency.

On request of the Board of County Commissioners, the Resolution and Interlocal Agreement were reviewed by the Risk Manager, and David L. Jamieson, Jr., Deputy Prosecuting Attorney, and approved as to form, subject to language changes, including the addition of an indemnification paragraph, and a sentence indicating that the City may not commit any county matching funds that may be required as part of the grant process.

Ms. Karahalios agreed the suggested changes were important items and should have been in the draft resolution and interlocal agreement, and agreed to the inclusion of same. She confirmed that this Interlocal Agreement would allow them to use Island County as supporting what they are doing, and PWY was not requesting any funds or financial support from the County or City, but looked forward to having Island County's liaison work with them.

By unanimous motion, the Board approved Resolution #C-45-97 in the matter of supporting joint application by Island County and the City of Oak Harbor for CDBG Funds, also approving and authorizing signature on the Interlocal Agreement between Island County and the City of Oak Harbor, with the amended language suggested by the County's Deputy Prosecuting Attorney. [Interlocal Agreement now to be sent to the City of Oak Harbor for the Mayor's

signature]

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF ISLAND COUNTY, WASHINGTON**

IN THE MATTER OF JOINT APPLICATION)

BY ISLAND COUNTY AND THE CITY OF) RESOLUTION NO. C-45-97

OAK HARBOR FOR CDBG FUNDS)

WHEREAS, the City of Oak Harbor in cooperation with Island County in applying to the State Department of Community, Trade and Economic Development for funding assistance;

WHEREAS, it is necessary that certain conditions be met as part of the application requirements;

WHEREAS, Stephen A. Dernbach, Mayor of the City of Oak Harbor, Washington, is authorized to submit as the lead municipality a multi-jurisdictional application to the State of Washington on behalf of Island County and the City of Oak Harbor;

WHEREAS, the Island County Board of Commissioners, Chairman Mike Shelton, and members William "Mac" L. McDowell and Tom Shaughnessy would like to express their support and authorize Stephen A. Dernbach, Mayor of the City of Oak Harbor to submit, on behalf of the county, for the multi-jurisdictional CDBG Planning-Only Grant;

NOW, THEREFORE, be it resolved that the Island County Board of Commissioners authorizes submission of this application to the State Department of Community, Trade and Economic Development to request \$35,492 for a planning only grant to study program needs, development and implementation for a comprehensive youth service program and facility needs and possible renovations to accommodate those services, and certifies that, if funded, that through the City of Oak Harbor it:

Has adopted, or will adopt as a result of the proposed activities and submit with the final products of the CDBG Planning-Only Grant, a Citizens Participation/Community Development and Housing Plan that meets, at a minimum, the requirements of Title 1 of the Housing and Community Development Act of 1974, as amended;

Is following a citizen participation plan which provides opportunities for citizen participation comparable to the State's requirement (those described in Section 104 (a)(2)(3) of the Housing and Community Development Act of 1974, as amended); has complied with all public hearing requirements and provided citizens, especially low and moderate income persons, with reasonable advance notice of, and the opportunity to present their views during the assessment of community development and housing needs, during the review of available funding and eligible activities, and on the proposed activities;

Has provided technical assistance to citizens and groups representative of low and moderate income persons that request assistance in developing proposals;

Will provide opportunities for citizens to review and comment on proposed changes in the funded project and program performance;

Will continue to conduct and administer its program in conformance with the Title VI of the Civil Rights Act of 1964 and the Fair Housing Act, and will affirmatively further fair housing, (Title VIII of the Civil Rights Act of 1978), and

That Island County has adopted or will adopt and enforce a policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engage in nonviolent civil rights demonstration; and has adopted or will adopt and implement a policy of enforcing applicable state and local laws against physically barring entrance to or exit from a facility or location which is the subject of such nonviolent civil rights demonstration within its jurisdiction, in accordance with Section 104(1) of the Title I of the Housing and Community Development Act of 1974, as amended.

That Island County will execute an interlocal agreement with the City of Oak Harbor for the full and faithful compliance with the terms and conditions of the Community Development Block Grant which may be awarded to Island County and the City of Oak Harbor on a multi-jurisdictional basis from the Community, Trade and Economic Development Department of the State of Washington.

Island County designates that William L. "Mac" McDowell is the authorized representative to act in all official matters in connection with this application and Island County's participation in the Washington State CDBG Program.

Passed by the Island County Board of Commissioners and signed by it's Chair this 18TH day of August, 1997.

BOARD OF COUNTY COMMISSIONERS ISLAND COUNTY, WASHINGTON

Mike Shelton, Chairman

Attest: Margaret Rosenkranz William L. McDowell, Member

Auditor & Ex-Officio Clerk of the Board Tom Shaughnessy, Member

Approved as to form:

David L. Jamieson, Jr.

Prosecuting Attorney

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APPOINTMENTS TO BOARDS, COMMITTEES OR COMMISSIONS

The following appointments were made, on unanimous motion of the Board:

Island County Planning Commission: Linda G. Moore, Freeland, refilling the position opening created with the resignation of Peter Borden, for remainder of term to 1/2/99.

Clinton Ferry Advisory Committee: Todd Bitts, Langley, appointed as alternate member

Mental Health and Substance Abuse Advisory Board:

Chris Murray, Juvenile Court Services, - three year term to 7/1/00

Diane Watson, Langley, three year term to 7/1/00.

Public Input or Comments

Page Gilbert-Baenen, Greenbank, Member, Island County Mental Health & Substance Abuse Advisory Board (Nominating Chair), expressed appreciation for the Board's appointment of Mr. Murray and Ms. Watson. It is difficult to recruit people for this Board, particularly in the area of mental health, because of changes in the RCW relating to Mental Health. Island County Resolution #C-142-92 governs the Committee, but basically mental health decisions now are made on a regional basis which changes what is required as an advisory board. The MHSAB is in the process right now of refocussing. It was her hope that along the line, Commissioners Shaughnessy and McDowell would participate with them in a couple of areas in order for the MHSAB to gain an understanding just what the Commissioners' desires are that may not be covered in the RCW or County resolution.

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HEARING SCHEDULED: PROPOSED ORDINANCE #C-46-97 adding a new section to Island County Code, Chapter 1.24, Use of County Facilities-Animals Prohibited, as follows: 1.24.040 Animals Prohibited in County Facilities-Exceptions

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By unanimous motion, the Board scheduled a public hearing on September 15, 1997, at 9:45 a.m. to consider proposed Ordinance #C-46-97, adding new section to Island County Code Chapter 1.24, Use of County Facilities - Animals Prohibited, as follows:

1.24.040 Animals Prohibited in County Facilities - Exceptions.

Animals are prohibited from being inside every Island County government building, whether owned, leased, or rented by the county, and within ten feet of any entrance to such buildings, except as follows:

- A. A "guide dog" or "service dog," as defined in RCW 70.84.020 and RCW 70.84.021, for a totally or partially blind, hearing impaired, or otherwise physically disabled person allowed in county buildings under the provisions of chapter 70.84 RCW;
- B. Animals housed in or taken to Island County Animal Shelters;
- C. Animals participating in authorized activities at the Island County Fairgrounds; and
- D. Animals used by law enforcement authorities for law enforcement activities.

Claim for Damages 96-0028, Puget Power Taylor Road

Relocation CONTINUED FROM AUGUST 11, 1997

Betty Kemp, Director, GSA/Risk Management, was present to discuss Claim #96-0028, continued from August 11, to provide further opportunity to the Board to review the 1990 and 1991 correspondence on this matter. Again, she stated that the claim was not the typical claim

for damages that would be taken to the Washington Risk Pool or go against the County's claim experience. This was filed by Puget Power on August 13, 1996, requesting \$81,100.00 for relocation costs to move power lines within private easements related to Island County's road widening project along Taylor Road. As noted last week by Lew Legat, Assistant County Engineer, if approved by the Board, the funds will come from Public Works Fund and not the Insurance Reserve Fund (CRP for Taylor Road included \$80,000 for this item).

By unanimous motion, the Board approved payment of Claim for Damages #96-0028 to Puget Power, the claim being the methodology chosen with the assurance same does not go against the County as a risk claim.

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AUDITOR'S PRESENTATION OF Certificate of Sufficiency in the matter of a Petition for the formation of sewer district

in the Freeland area - HEARING SCHEDULED

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The Auditor's Certificate of Sufficiency was presented to the Board in the matter of a petition for the formation of a sewer district in the Freeland area, certifying having canvassed and counted the signatures on the petition and determined that the petition contained 3 valid signatures of electors residing in the area specified in the petition and that

that number constitutes more than ten percent of the electors in that area. The following correspondence and information was also provided:

- July 2, 1997 memorandum from David L. Jamieson, Jr., Deputy Prosecuting Attorney
- State of Washington, Secretary of State, certifying Freeland Sewer District was incorporated on June 20, 1997 and that Articles of Dissolution were filed July 29, 1997
- Petition
- June 16, 1997 letter w/attachments from Martin R. Schmidt, Secretary, Freeland Sewer District
- Freeland Sewer Map/District Boundary Map.

Mrs. Rosenkranz pointed out there are 30 properties involved, most business properties. Only registered voters living on the property can sign the petition. Working with the Assessor's Office, she was able to determine addresses for the properties to learn if there were any voters resident on those properties. Signature has to be 10% of the registered voters living on those properties; with a total of 30 properties, only 3 signatures were needed to fulfill that requirement. The next step is for the Board to schedule a public hearing. The cost of any subsequent election would be born by that district.

Mel McAbee, 5363 S. Bercot Road, Freeland, one of the 30 property owners within this area, stated that in an initial petition all 30 properties signed [list of all 30 are attached to the June 16 letter from Mr. Schmidt]. Matt Nichols, Nichols Brothers Boat Builders; Bob Bryant, Freeland Cafe; and Martin R. Schmidt, Interstate Label Company, are Board Supervisors until a sewer district is in place. These property owners have paid for the engineering to make the drawings and are ready to put the sewer district together. With regard to State law, Mr. McAbee advised that the law has now been changed to allow a property owner to serve as a commissioner of the district and does not have to reside on that property.

Mrs. Rosenkranz confirmed that the individual must be a registered voter in that district, not just a property owner, in order to stand for election within that district.

The Board, by unanimous motion, scheduled a Public Hearing for September 8, 1997 at 1:30 p.m. to consider the petition in the matter of formation of a sewer district in the Freeland area

in accordance with RCW 57.04.030(3) and RCW 57.02.040(3)

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PROPOSED RESOLUTION REGARDING IMPOSING ADDITIONAL EXCISE
TAX ON THE SALE OF REAL PROPERTY FOR THE PURPOSE OF
ACQUISITION OF CONSERVATION AREAS

Larry Kwarsick, Director, Public Works Department, requested the Board's authorization to schedule a public hearing on imposing an additional 1% excise tax on the sale of real property for the purpose of acquiring conservation areas. In 1990, the Legislature enacted a law authorizing an excise tax to be presented to the electorate for a vote. Prior to the

actual election there needs to be a plan developed and adopted, and a public hearing held, 60 days prior to the election at which the ballot measure is considered. The hearing would be for the purpose of determining what type interest there may be in putting this measure on the ballot for November general election. By statute, the County will be required to consult with the cities and town on the measure, prior to placement on the ballot. Due to the time constraints he asked the Board to set a special session on September 2 to conduct the public hearing. A plan has been prepared, the same as 1990. The Board could call for a special election and not have the time constraints of meeting the November 4 general election.

One of the issues Commissioner McDowell was concerned about was the timeframe and what seemed to be a matter of rushing everything and not being quite prepared.

Considering the cost to the taxpayers on such a tax, along with the fact that this measure in 1990 was voted down overwhelmingly on Whidbey Island and by an even greater margin on Camano Island, Commissioner Shaughnessy saw a need for more discussion and suggested public meetings be held on Camano Island and South Whidbey, in addition to a public hearing in Coupeville.

As far as publicizing the issue, Mr. Kwarsick's plan was to go beyond just using the press, and would work with the Trust for Public Lands in terms of getting public opinion on this proposal. He confirmed the reason for time constraint was the date of the general election, November 4.

If the Board considers a special election at some other time, then the time constraint of the 60 day period would not apply. As far as the additional excise tax 1% is the maximum and the Board could impose something less. The original proposal that was part of the expenditure program limited the timeframe of the tax to 15 years which was a self imposed number of years by the County at that time.

Commissioner Shaughnessy observed that to be another reason not to rush things through, and take more time to consider two options: (1) time frame of imposing the tax; and (2) actual %.

Commissioner McDowell entered the following statement into the record:

"It is my firm opinion that we three commissioners were not elected to come into office to raise new tax dollars. In particular, I do not support increasing excise taxes paid to the county by 200% from the current 1/2% to 1%. If implemented, this increase would remove over one and one-half million dollars from taxpayers' pockets and put it into government spending each year.

This concept was voted down by a margin of almost 2 - 1 in 1990 and in 1992, another tax increase was run for Parks which failed by approximately 16,000 no to 9,000 yes. Another substantial voice from the public that they are taxed-out. I do not think we should consider starting new programs that would require funding by new taxes. If the county wants to create a new program, I think we need to prioritize our spending and cut what is

necessary in order to fund this new program, if the Board places it at a higher priority.

Currently in Island County, a person who sells their house pays 1.78% in excise taxes. For a \$160,000 home, that equates to \$2,848 paid in excise tax. If a raise of an additional 1% was implemented, that same homeowner would pay a total of \$4,448

in excise taxes. I think any such action that would increase housing by \$1600 on a middle-of-the-road house in one-felled swoop would make a mockery of any effort we might want to make in the area of support to affordable housing.

Once again, I strongly disagree with any action by this Board to take this first step by passing a 200% increase of Island County's portion of the real estate excise tax.

ONE MISTAKE NOW MEANS TWO TAX HIKES LATER!

NEW TAXES

1998 2,517,000

1999 2,800,000

2000 3,114,000

2001 3,464,000

2002 3,853,000

2003 4,286,000

2004 4,767,000

2005 5,302,000

2006 5,898,000

2007 6,560,000

2008 7,297,000

2009 8,116,000

2010 9,028,000

2011 10,042,000

2012 11,169,000

TOTAL \$88,212,000

\$88,212,000 will be spent buying private property for government ownership. The County will still collect the same amount of property taxes, but now collected among fewer owners. Additional property taxes to be paid by all Island County residents (\$88 Million of property off the tax rolls) $\$88,212,000 \times .010207$ (millage rate) = \$900,000 taxes per year."

Chairman Shelton noted that GMA calls for looking at preserving open space, which generally is agricultural and forest lands, and there are significant amounts of property under the ownership of single individuals. What he sees with such a tax would be the option for the County to purchase development rights.

Mr. Kwarsick mentioned that the law provides that the expenditure plan governs and controls how the money is spent; therefore, the County could develop a program stipulating how the funds are to be used, which could be to buy development rights or easements. One of the items the Board agreed to in the Capital Facilities Plan was the preparation of an open space plan and the Board assigned a certain amount of funds to do so. Whereas, the Conservation Futures Program has been somewhat opportunistic or ad hoc, the open space plan could be more specific and regional in terms of the areas that should be preserved. Mr. Kwarsick was willing to take on responsibility and management of the development of this.

Action: no hearing scheduled at this time. Topic to be discussed in Staff Session on Wednesday in terms of scheduling public meeting opportunities throughout the county.

CONSULTANT AGREEMENT – Reid Middleton Associates,

Madrona Way Slide Repair

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Lew Legat, Assistant County Engineer, recommended approval of a Consultant Agreement with Reid Middleton Associates, Lynnwood, in the amount of \$40,797.00, for Madrona Way Slide Repair PS&E. Project location is along a portion of Madrona Way at the intersection of Sherman Road on the south side of Penn Cove, Whidbey Island, near Coupeville. The work of the consultant will be to perform topographic survey and geotechnical investigations of the site and provide construction bid documents to repair Madrona Way at the intersection of Sherman Road.

By unanimous motion, the Board approved the Consultant Agreement with Reid Middleton Associates in the amount of \$40,797.00 as presented.

CONSULTANT AGREEMENT – H. W. Lochner, INC. 1997 Update Island County Transportation Plan AND TASK ASSIGNMENTS

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Consultant Agreement with H. W. Lochner, Inc., Bellevue, in the amount of \$69,959.00, was presented by Mr. Legat, again with a recommendation of approval. As explained, this agreement is for the 1997 update of the Island County Transportation Plan, with task assignments for specific tasks in above Consultant Agreement. Of 11 tasks, 5 were

presented for approval this date, along with the Consultant Agreement: Task #1, 4, 5, 7, 10. At the appropriate time in the contract, remaining tasks will be brought before the Board for approval under this contract.

By unanimous motion, the Board approved the Consultant Agreement with H. W. Lochner, Inc., in the amount of \$69,959.00 as presented, and approved Tasks #1, 4, 5, 7 and 10 this date.

CONSULTANT AGREEMENT – Golder Associates, Inc., Landslide Geotechnical Investigation, Seaward Way & Driftwood Way

Pertaining to Consultant Agreement with Golder Associates, Inc., Redmond, Roy Allen, County Engineer, recommended the Board's approval, the agreement for the purpose of conducting landslide geotechnical investigation on Seaward Way and Driftwood Way, in the Plat of Ledgewood Beach, Central Whidbey, in the amount of \$49,769.00. Project #1 will have bid-ready set of plans and specs; the remaining projects need further study to determine the best alternative the County is comfortable with.

By unanimous motion, the Board approved the Consultant Agreement with Golder Associates, Inc., in the amount of \$49,769.00 as presented.

HEARING HELD: ORDINANCE #C-40-97. Providing a Civil Penalty for Removal of Notices Posted by Planning & Community Development

A Public Hearing was held at 10:45 a.m. as scheduled and advertised, for the purpose of considering Ordinance #C-40-97 [PLG-013-97] in the matter of providing a civil penalty for removal of notices posted by Planning and Community Development Department. Phil Bakke, Code

Enforcement Manager, and Bob McCaughan, Building Official, made the presentation in support of adopting the ordinance.

One deficiency of the program Mr. Bakke found over the last six months is that sometimes the enforcement stop work sign that has been posted on the property gets removed. He cited one case in particular where a building stop work order was issued and posted, but removed by the property owner, and the contractor never found out that the order had been issued; and another case relating to a notice of enforcement order posted in a situation where people other than the property owner needed to know what was going on. So far this year 50 stop work orders have been issued, of which about 3 or 4 instances where had this ordinance been in place he would have issued a civil infraction. Under this ordinance, if he or other employees observe removal or destruction of one of these notices, a civil infraction can be issued carrying a maximum \$250 fine. The person then has the option of going to District Court for review. If the individual pleads innocent, the District Court Judge can offer a bench or jury trial. This simplifies things allowing for civil penalty versus such violation now going through the criminal route. He agreed he could not see how one of these

tickets would be issued unless removal or destruction of sign was actually observed by an employee.

No citizens appeared at the hearing to speak either for or against enacting the proposed Ordinance.

Commissioner McDowell stated that the Department had the authority now through the criminal process to take action and he was not interested in adopting the proposed ordinance.

He spoke with a North island builder who said he absolutely was not interested in this proposal. In Commissioner McDowell's way of thinking this seems almost an unenforceable law because the chance of an employee seeing it happen is marginal and not close enough to stand up in court. There is more strength if it is a criminal action as opposed to a civil penalty .

Mr. Bakke provided the proposed code language on to the Executive Director of Skagit Island Counties Builders Association and did not feel any resistance.

Commissioner Shaughnessy looked at the proposal as more of a tool to be used, not abused, by staff.

Chairman Shelton thought it was important not to pursue civil actions in a criminal setting when they are not criminal actions. He believed most builders would be in favor of the proposal because most builders are not the ones that are plagued with stop work orders, rather the individual property owner.

Commissioner Shaughnessy moved approve Ordinance #C-49-0-97, PLG-013-97 in the matter of providing a civil penalty for removal of notices posted by Planning and Community Development. With no second from Commissioner McDowell, the Chair seconded the motion.

Commissioner McDowell did not believe the fact that someone is fined up to \$250 would stop anything, particularly in those emotional cases, and probably would result in tearing down the sign anyway at night when unobserved by a county employee.

Motion, as made and seconded, carried by majority vote, Commissioner McDowell voting no.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF ISLAND COUNTY, WASHINGTON

IN THE MATTER OF AN AMENDMENT TO

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ICC 14.01.130 STOP ORDERS AND
VIOLATIONS, BUILDING CODE

) ORDINANCE C-40-97

) PLG-013-97

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WHEREAS, the position of Enforcement Manager was established within the Planning & Community Development Department to assist in maintaining compliance with and enforcing the land use codes in Island County; and

WHEREAS, it is necessary for compliance and notification purposes to all parties concerned to post official notices on property where a violation has been or is occurring; and

WHEREAS, it is deemed necessary to attach a penalty in cases where such an official notice is deliberately removed prior to compliance with the Island County Code; and

WHEREAS, the proposed amendment to Chapter 14.01.130 as shown in Exhibit "A" attached , is procedural in nature and categorically exempt from SEPA review pursuant to WAC 197-11-800(20), NOW, THEREFORE,

IT IS HEREBY ORDAINED by the Board of Island County Commissioners that the amendment to ICC 14.01.130 Stop Orders and Violations, attached hereto as Exhibit "A" is hereby approved. Language underlined is added.

APPROVED AND ADOPTED this 18th day of August , 1997.

BOARD OF COUNTY COMMISSIONERS

OF ISLAND COUNTY, WASHINGTON

Mike Shelton, Chairman

Mac McDowell, Member

ATTEST: Tom Shaughnessy, Member

Margaret Rosenkranz, Auditor

& Ex-Officio Clerk of the Board

APPROVED AS TO FORM:

DAVID L. JAMIESON, JR.

Deputy Prosecuting Attorney

& Island County Code Reviser

EXHIBIT "A"

14.01.130 Stop Orders and Violations

- I. Section 202(d) of the Uniform Building Code, relating to stop orders and violations, shall apply with full force and effect to the amendments to the State Building Code contained in this chapter.

- II. It shall be unlawful for any person, firm, or corporation to construct, enlarge, convert, alter, or repair any building or structure in Island County, or cause or permit the same to be done, contrary to or in violation of any of the provisions of the amendments to the State Building Code contained in this chapter.

- III. It shall be unlawful and punishable as a civil infraction under RCW chapter 7.80 for any person or corporation to remove, relocate, mutilate, destroy or conceal any notice posted by Island County Planning and Community Development, and shall be punishable by a Class 1 civil infraction.

- IV. Any person, firm, or corporation violating any of the provisions of said amendments shall be deemed guilty of a misdemeanor, and each such person shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of these amendments is committed, continued, or permitted; upon conviction of any such violation, such person shall be punishable by a fine of not more than one-thousand dollars (\$1,000.00), imprisonment in the Island County Jail for not more than ninety (90) days, or by both such fine and imprisonment.

- V. Notwithstanding the existence or use of any other remedy, Island County may seek legal or equitable relief to enjoin any acts, omissions, or practices which constitute or will constitute a violation of the provisions of this chapter.

Hiring Requests/Personnel Actions

By unanimous motion, the Board approved the following personnel actions, as presented by Dick Toft, Human Resources Director:

Sheriff's Department

PAA #73/97 Deputized Officer, Position #4014.08, to Deputy Sheriff-Patrol,

effective 9/1/97

PAA 74/97 Lieutenant, Position #4010.02, to Lieutenant, effective 9/1/97 .

Financial Reports

County Treasurer

Maxine Sauter, Treasurer, summarized from the Current & YTD Cash Report for the period ending July 31, 1997, provided to the Board under cover memorandum dated August 11: cash balance, including reserves is \$2,974,733

compared to last year \$2,861,860. There were some increases in revenue, i.e. Sales & Use Tax Equalization, having received \$81,000 more than anticipated; no more payments this year. Although sales tax is up a little, interest earnings is down but came in just about on target as far as budget figure. Figures show that only \$1,672 timber excise tax has been received, yet budgeted to receive \$21,200. While Ms. Sauter did not have the answer at hand, she will find out from the State and report back to the Board on this matter. County Investment Report: a total of \$58,539,000 is invested of which \$16,000,000 is Current Expense. She is working closely with Public Works Department as far as the Greenbank Farm property purchase.

County Auditor

Ms. Rosenkranz provided the Auditor's Monthly Review of Revenues and Expenditures for the same period, showing revenues looking good, expenditures okay at this point.

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Health Services CONTRACTS

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As presented and reviewed with the Board by Tim McDonald, the Board by unanimous motion approved the following health services contracts:

HS-04-95(4) Island County and Community Mental Health Services (formerly Skagit/Island Mental Health), in the amount of \$99,930 for integrated crisis response system on Whidbey Island, and extends contract to 9/30/97;

Contract Amendment HS-02-97 (1) Catholic Community Services-NW, amendment in the amount of \$12,000 representing mental health millage funds for mental health services, and contract extended to 12/31/97;

Contract Amendment #HS-03-97(1) Island County and Community Mental Health Services (formerly Skagit/Island Mental Health), in the amount of \$16,000, representing mental health millage funds for mental health services, contract extended to 12/31/97;

Contract Amendment RSN-94-02-01(06), North Sound Regional Support Network and Island County, Community Mental Health., in the amount of \$21,219, for community mental health services, contract extended to 9/30/97;

Contract Amendment RSN-95-03-01(10) North Sound Regional Support Network and Island County, Integrated Crisis Response, in the amount of \$67,215, extending contract to 9/30/97;

"Bridge" contracts relating to Development Disabilities program area, for first three months of new biennium, July 1, 1997 to September 30, 1997 [allocations received too late in order to put two year RFP's or Contracts into place],

approved as follows:

Island County and Island Employment Services, HS-10-97, \$23,997

Island County and Toddler Learning Center, HS-11-97, \$16,308

Island County and Service Alternatives, HS-13-97, \$17,682

Island County and Community Activators, HS-12-97, \$7,218.

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HEARING HELD: ORDINANCE #R-38B-97, CONTINUED FROM JULY 7, 1997

MISCELLANEOUS SPEED LIMIT CHANGES - WHIDBEY ISLAND

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Commissioner McDowell, due to a dental matter out of town, was unable to attend the afternoon session.

A Public Hearing was held at 1:30 p.m., as scheduled, advertised and continued from July 7, 1997, to consider Ordinance #R38(B)-97, miscellaneous speed limit changes on various Whidbey Island Roads: Crescent Harbor Road, Crosby Road, Dike Road, Ducken Road, Jones Road, Monkey Hill Road, Monroe Landing Road, and Taylor Road, actually representing 10 road segments proposed for speed limit changes.

At the previous hearing, the Board had asked the Department to provide further explanation of the process for determining speed limit changes. The Board received for today's hearing a packet containing speed study information for the speed limit changes proposed, and information from the Manual of Uniform Traffic Control Device, providing the six factors to be considered:

- 1) road surface characteristics, shoulder condition, grade, alignment and sight distance
- 2) 85 percentile speed and pace speed
[Pace Speed: any 10 MPH range on speed radar gun detected that 75% travel within that range of 10 miles per hour; a sliding scale throughout the speed].
- 3) roadside development and culture, and roadside friction
- 4) safe speed for curves or hazardous locations
- 5) parking practices and pedestrian activity
- 6) reported accident experience for a recent 12-month period .

Joe Araucto, Traffic Engineer, summarized from the report on each of the road segments proposed for speed limit change, adding to that in some cases, quantitative measure of accidents, i.e. accidents per million miles of vehicles traveled, and continuity of routes [handouts provided to members of the public]. With regard to Item #6 above, Mr. Araucto

noted that the Washington State Department of Transportation, Island County in 1993 had an average accident rate of 2.10 accidents per million vehicle miles ((MVM) within the State Route system. In the same year, Island County had an average of 1.96 accidents per MVM in rural collector/arterial system. Therefore an average accident rate of 2.0 accidents per MVM can be assumed for the purpose of this report.

Crescent Harbor Road from 500' west of Taylor Road to 2,100' west of Taylor Road, establish 20 MPH for the school zone "When Children are Present". The existing speed zone between Hunt Road and Taylor Road is 30 MPH when no children are present. This area of Crescent Harbor is a marked school zone and by County Code ICC 10.01.020 the maximum speed in school zones shall be 20 mph, and the RCW states that the maximum speed in any marked school or playground crosswalk is 20 mph when fully posted with standard school speed limit or playground speed limit. Proposed flashing light for this zone is scheduled for construction in 1998, and the Department at that time will be working with the Oak Harbor School district to determine the times the flashing light will be on, the plan is to have that operation only when children are being transported to and from school.

Bob Hallahan, 1258 Crescent Drive, having driven by this area for three years, believed it was fine the way it is; kids never cross the street, and there's good visibility.

Entered for the record was a petition signed by Jon Wick, John Moore, George Koh, Robert Schseler, Thomas King, Dennis Ledgewood, in opposition to lowering the speed limit, concluding that: "Adequate speed limits and road conditions are currently installed and enforced. The saying goes 'if not broke, don't fix it'. Common sense should prevail".

Commissioner Shaughnessy believed the proposal was in keeping with the ICC and RCW and would only be in place during designated school hours when children are present and believed it the right thing to do.

The Chair agreed, noting it important to take the necessary precautions to protect our children as they go to and from school.

Crosby Road

- 1) From Golf Course Road easterly to Heller Road, reduce from 45 to 35 MPH
- 2) From West Beach/Swantown Road Intersection to Golf Course Road, from 45 to 40 MPH

The 85 percentile on the first section was found to be between 34 - 37 MPH; about 84% travel between 25-35 MPH. Accident history for the last 5 years shows minimal accidents, calculated at .59 per MMV well below the average

accident rate. The proposal is to reduce the speed to 35 MPH to coincide with the City of Oak Harbor speed limit. For the second section, the 85 percentile speed was between 49-52 MPH, suggesting that 85% of the motorists travel at or below those speeds. The 10 MPH pace speed was between 40-50 MPH - about 65% of the motorists measured traveled within that 10 MPH pace speed.

Wilbur "Bud" Madsen, who has driven the road at least once a day for the last 20 years, commented that with the turns in the road the maximum driving speed was 45 MPH and then

slow down at City Limits; therefore, why change the speed at all - and the same comments would apply to the second section of Crosby Road proposed for speed limit reduction.

Chairman Shelton suggested perhaps it would be smarter to propose a consistent speed for both sections, i.e. consider 40 MPH for both. Mr. Madsen agreed that would make some sense.

The Board agreed - 40 MPH both sections Crosby Road.

Dike Road

From Frostad Road northerly to Jones Road, from 50 to 40 MPH.

Mr. Araucto reported the 85 percentile speed between 37-40 MPH, and the 10 MPH pace speed between 27-37 MPH; about 65% of the motorists travel within that 10 MPH pace speed. This area is zoned residential on both ends of the road, and agricultural for the most part.

Accident history shows 14 accidents between January, 1992 and August 31, 1996, the majority due to excessive speeds. This segment of the road was calculated to have an accident rate of 7.70 accidents per MVM, well above the average.

Sam Miller who lives at the intersection of Frostad and Dike Roads, also a volunteer fireman,

believed 40 MPH would be the appropriate speed. He has seen quite a few accidents, and noted that particularly in winter the dangers with curves and black ice. There are enforcement problems in that area, and he sees people going really fast on that road and many vehicles that

do not make the corner.

Ducken Road

From Monkey Hill Road easterly to the end of County Road, from 50 to 35 MPH

According to Mr. Araucto, this road segment is 0.32 mile straight dead end, and therefore no speed study conducted. There are no significant vertical curves and no reported accidents on this road at all. The area is zoned rural residential

and farming.

No comments with regard to Ducken Road from members of the public.

Jones Road

From 500' S. of Geck Road Nly to Troxell Road/Anglers Haven Drive, from 50 to 40 MPH.

Mr. Araucto suggested this section be deleted from consideration today, to be included in the next round of speed limit changes. He looked at two portions of Jones Road: (1) straight portion of Jones Road, found between 53 to 56 MPH 85 percentile, while (2) around Geck Road 85 percentile was between 39 and 42, with the 10 MPH pace speed between 32 to 42. His only concern is that the proposal before the Board does not cover all the curves.

*Dick Warn, Burroughs Avenue resident, believed 40 MPH would be justified for this section of roadway, if not 35 MPH, because of the down hill, and the sharp curve at the bottom of the hill, then another turn. It is not a wide road and easy to run off. As a school bus driver this was on his route and he is well aware that in addition to curves, there are a number of hidden driveways and a stop going down hill. At 50 mph a person could come around the corner to find the school bus stopped. *[Secretary's note: 7/7/97 Mr. Warn also spoke, but incorrectly identified as Dick Moore]

The County Commissioners were concerned about leaving the speed limit at 50 MPH having established that 50 MPH is not appropriate, and agreed to consider setting the speed limit from 50 to 35 MPH 2,000' south of Geck Road to Troxell Road/Anglers Haven Drive.

Monkey Hill Road

- 1) From Sullivan Road northerly to SR 20, from 50 to 40 MPH
- 2) From SR 20 northerly to 500' north of Henni Road, from 50 to 35 MPH

Proposed is to have a route speed continuity through this route. No speed study was conducted. No accidents on the first section of Monkey Hill Road in the last five years. The Transportation Plan suggests that the road may be set at 35 MPH. For the second portion of Monkey Hill Road, there is a 35 MPH combination curve and a skewed intersection with Henni Road. No speed study was done but staff believes proposed speed reduction would increase safety. No accidents in the last five years this section of road. Speed limit previously reduced to 40 MPH on DeGraff and Sullivan, and this will complete the loop to the State highway. The reason for proposing 40 MPH on one side of the highway and 35 MPH on the other is because of the curve on Henni Road and 40 MPH would be too fast.

No comments made either for or against the two changes on Monkey Hill Road.

Monroe Landing Road, SR 20 southerly to Arnold Road from 50 to 40 MPH.

The study found that the road was paved in 1988 with BST, and has two 11' lanes and no shoulders on both sides of the road. Lanes are well marked with centerline and fogline markings. The 85th percentile is between 50-51 MPH, suggesting 85% travel at or below those speeds. The 10 MPH pace speed is between 42-52 MPH and about 75% travel within the 10 MPH pace speed.

The road is straight; no curves this section of Monroe Landing Road. Accesses have adequate sight distances, but there are no shoulders on this road. Rural residential on the north portion of the road and non-residential and agricultural on the remainder, and the road serves a mixture of uses, including Oak Harbor Air Port, Fire Station, Drive-In Theater, light residential development, retirement community and farming. Accident history revealed that the average

accident rate is 1.77, below the threshold of 2.0. Monroe Landing Road has high deviation from current standard for a minor arterial road.

Joann Carrin, Arnold Road resident, who previously obtained approximately 75 signatures on a petition [submitted for the July 7, 1997, public hearing, under cover letter dated June 18, 1997, with letter and petition dated November, 30 1996] from residents living in Rolling Hills-Glencairn, Arnold Road and Monroe Landing Roads requesting reduction in speed limit from 50 to 40 MPH, again made her appeal to the Board for 40 MPH. She cited the following problems that needed consideration: the road is narrow, no shoulders, residential both sides. Coming off SR20 to Monroe Landing Road, there is a drive-in theater, a dairy with slow moving vehicles, a retirement home and have been some accidents there, fire station, airport, joggers and bikers.

Charles Oisten, residing on Monroe Landing Road across from the fire station 13-1/2 years,

watched the traffic on that road increase immensely and definitely disagreed that sight distance is appropriate for 50 mph. When he pulls out from his driveway and looks uphill toward SR 20

he cannot see the traffic coming over the hill and traffic cannot see him. At the top of the hill by Fairhaven Retirement Home seems to be a downhill run to Penn Cove and there are those who travel it at 60-70 MPH. He supports 40 MPH but would prefer 35 MPH by the fire station and air port. People who go up the road at 50 mph are already impatient and pass in the non-passing zone; 40 mph will help him get out of his driveway and try to accelerate and get up to the highway. There have been several accidents right in front of his house and the fire station.

Black ice in the winter is a further problem, particularly at the top of the hill by Fairhaven, a shaded area. If there's an accident on HW 20 that blocks from Monroe Landing to Sidney

all the traffic is routed down Arnold Road and Monroe Landing, which has happened on numerous occasions; 40 MPH is more than reasonable.

Dick Warn, 947 N. Burroughs, asked for justification in proposing to lower this section of road. He read in the paper a year or more ago of proposed projects for county roads and thought Monroe Landing was to have been widened. Statistics support the 50 MPH speed limit. Having driven the road since December, 1972, the fire station to his knowledge has never been a concern. It is a rural road and he does not support 40 MPH. Monroe Landing is a straight road, some no passing zones; lowering to 40 MPH will cause impatient drivers who try to pass on the limited visibility section and create accidents.

Mr. Araucto explained his justification was for safety, specifically lack of shoulders, otherwise his recommendation would be 50 MPH. Monroe Landing Road is on the County Six Year Road Program.

Tom Lloyd, 948 N. Burroughs Avenue, traveled the road since 1973, and saw no reason to lower the speed limit. Lower part of Penn Cove now 35 MPH which he agrees with; the lower

part of the road from the beach on up to Arnold Road is already down to 35 MPH.

Tom Staggs, 1621 Stephen, believed lowering to 40 MPH would bring a terrible enforcement problem, the average speed now between 45 and 50 MPH, and the limit should be 50 MPH.

James Walker, 1627 W. Diane, reminded that the road services two neighborhoods and favored leaving the speed limit at 50 MPH. He submitted a petition in favor of keeping the speed limit as currently posted 50 MPH and were opposed to any reduction in speed limit; petition contained approximately 45 signatures, representing 44 people who actually reside in the two neighborhoods. The accident rate shows evidence of safer driving ; visibility is good, a straight shot and only one vertical curve. If reduce speed limit down to 40 MPH he would anticipate increased pressure on Sidney, a much more difficult intersection to access the main highway.

Chairman Shelton suggested that the speed limit be lowered to 40 MPH now, with the promise: this road is on the 6 Year Road Program, to increase the shoulder width and make it considerably safer road to drive, and he committed that once those improvements are completed the Board would reconsider raising the speed limit back up. Commissioner Shaughnessy agreed, but suggested considering 45 MPH instead of 40; the Chair concurred.

Taylor Road

1) From Fakkema Road southerly to Silver Lake Road from 40 to 45 MPH

2) From Silver Lake Road to Crescent Harbor Road, from 50 to 45 MPH

The first segment is a proposed increase from 40 to 45 MPH. This portion was reconstructed this year with ACP, widened to two 12' lanes and 6' shoulders on both sides of the road. There

are turn lanes on Taylor and Silver Lake Road intersection, bus pull out constructed for Island Transit, and the road is on a rolling terrain. The horizontal curves have a design speed of 50 MPH, therefore no advance warning signs are necessary for the curves. There would be adequate sight distance for proposed 45 MPH limit. The 85 percentile shows that people are driving between 46-47 MPH, and the 10 MPH pace speed was between 37 to 47 MPH. Road- side development is residential, rural residential and farming; there are 41 driveways on this segment of the road. Average accident rate was calculated to be 1.9.

The second segment is currently posted at 40 MPH but there is no ordinance supporting the 40 MPH posting therefore

by default the legal limit 50 MPH. The portion of the road was constructed this year with the same geometrics as the first section. The 85 percentile is between 47-49 MPH. Roadside development is rural residential, and 10 driveways. This segment only has 0.42 average accident rate.

Rita Cline, 2859 N. Taylor Road, at the intersection of Silver Lake and Taylor Roads, lived there since 1987, advised that with the last February winter snow and ice, there were 14 cars in her yard, not counting the vehicles that spun out and ended up in the intersection. This has been posted 40 MPH the entire time she has lived there. County did a wonderful job of widening the road and according to some people named "Taylor Road Expressway" and she is concerned about the northern section especially because not only are there 41 driveways, houses are very close to the road, many just barely the minimum distance from the right-of-way. She supported 40 MPH for the whole road, and she is not comfortable with the proposed 45 MPH.

Sam Miller, living on Frostad Road and traveled the section of Taylor Road, and as a volunteer fireman has a station on Silver Lake Road, favored leaving the entire section between Fakkema Road and Crescent Harbor Road and Taylor a 40 MPH zone. Driving a fire engine coming down Silver Lake Road and making that stop and trying to turn either left or right, traffic comes from Crescent Harbor Road fairly fast and makes it somewhat difficult.

Bob Hallihan, Crescent Drive, requested the road stay 50 MPH, note the accident rate below average, and the road now widened. It looks like an expressway, much straighter than it used to be and visibility is fantastic.

Commissioner Shaughnessy observed that the road had been posted 40 MPH and he was not opposed to that limit since it has been posted at 40 MPH and is what everyone has been used to; just because the road is now nice, neat and straight does not mean it is an expressway.

Chairman Shelton agreed with the 40 MPH limit as well. Since there is an already established ordinance for the northern portion of Taylor Road, Mr. Araucto suggested the Board may want to extend that existing ordinance to cover from Crescent Harbor to Silver Lake Road as well to 40 mph, i.e. take no action on the first segment and on the second segment 40 MPH.

Prior to Commissioner McDowell leaving for his dental appointment, he requested that Mr. Araucto enter into the record the following information:

Federal Highway Administration document published in January, 1997, regarding the effects of raising and lowering speed limits on selected roadway sections [a 166 page report], commenting that although the changes in vehicle speeds were small, driver violations of speed limits increased when posted speed limits were lowered; conversely, violations decreased when speed limits were raised. This does not reflect a change in driver behavior, but a change in how compliance is measured, i.e., from the posted speed limit.

Commissioner McDowell left word that he supported lower speed limits only for those roads

where the 85th percentile indicated a lower speed limit.

By unanimous motion, the Board adopted Resolution #R-38B-97 as amended for those sections of roadway as indicated within the Resolution:

Crescent Harbor 20 when Children are Present Monkey Hill Road 1 40

Crosby Road 1 & 2 40 Monkey Hill Road 2 35

Dike Road 40 Monroe Landing Road 45

Ducken Road 35 Taylor Road 1 no action

Jones Road 35 - 2000' S of Geck Road to Taylor Road 2 40

Troxell/Angler's Haven Dr.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

AN ORDINANCE OF ISLAND COUNTY, WASHINGTON,

REGULATING SPEED LIMIT ON COUNTY ROADS AS

SHOWN ON ATTACHED EXHIBIT "B", AMENDING ISLAND ORDINANCE NO. R-38B-97
COUNTY CODE, TITLE X, CHAPTER 10.01

WHEREAS, an engineering and traffic investigation has been made relative to the above described roads; and

WHEREAS, from review of the information obtained during said engineering and traffic investigation, 50 miles per hour is greater than is reasonable and safe under the conditions found to exist upon the roads described on the attached Exhibit "B"; and

WHEREAS, regulation of maximum vehicle speeds and traffic control upon County roads is a function of police power properly exercisable by the Board of County Commissioners; Now, therefore,

BE IT HEREBY ORDAINED by the Board of County Commissioners of Island County, Washington, as follows:

The maximum speed on the roads listed in the attached Exhibit "B" shall be as shown in said Exhibit, and the Island County Code is amended to read as shown on said Exhibit. Underlined material is added to existing county code and interlineated material is deleted.

THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FIFTEEN DAYS FROM AND AFTER ITS PASSAGE INTO LAW.

REVIEWED the 2nd day of June, 1997, set for public hearing on the 7th day of July, 1997, at 10:15 a.m., and continued to the 18th day of August, 1997 at 1:30 p.m.

BOARD OF COUNTY COMMISSIONERS

ISLAND COUNTY, WASHINGTON

Mike Shelton, Chairman

ATTEST: Wm. L. McDowell, Member

Margaret Rosenkranz, County Auditor Tom Shaughnessy, Member

& Ex-Officio Clerk of the Board

PASSED INTO LAW this 18th day of day of August, 1997 following public hearing.

BOARD OF COUNTY COMMISSIONERS

ISLAND COUNTY, WASHINGTON

Mike Shelton, Chairman

ATTEST: Wm. L. McDowell, Member

Margaret Rosenkranz, County Auditor Tom Shaughnessy, Member

& Ex-Officio Clerk of the Board

APPROVED AS TO FORM:

DAVID L. JAMIESON, JR.

Deputy Prosecuting Attorney

EXHIBIT 'B'

10.01.060 "C" Roads

B. Crescent Harbor Road

1.

1.

3.

4. Road Log No. 96030, located in Section 31, Twp. 33N, Rge. 2E., WM from 500 feet west of Taylor Road to 2,100 feet west of Taylor Road, MP 3.172 to MP 3.475, twenty (20) miles per hour 'When Children Are Present' (Ord. R- -97, _____, 1997, vol. p.)

~~E. Crosby Road, from its intersection with West Beach and Swantown Roads in Section 32, Township 33 North, Range 1 East, to its intersection with Heller Road in Section 34, Township 33 North, Range 1 East, W.M., forty five (45) miles per hour.~~

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1. Road Log No. 57820, located in Sections 33 and 34, Twp. 33N, Rge. 1E.,WM from Golf Course Road easterly to Heller Road not including city limits of Oak Harbor City , MP 0.00 to MP 1.01, forty (40) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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2. Road Log No. 95030, located in Section 32, Twp. 33N, Rge. 1E.,WM, from West Beach Road/Swantown Road easterly to Golf Course Road, MP 6.440 to MP 7.670, forty (40) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

10.01.070 "D" Roads

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L. Dike Road, Road Log No. 96030, located in Section 7, Twp. 32N, Rge. 2E.,WM and Section 18, Twp. 33N, Rge. 2E.,WM, from Frostad Road northerly to Jones Road, MP 7.100 to MP 7.840, forty (40) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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M. Ducken Road, Road Log No. 67980, located in Section 36, Twp. 34N, Rge. 1E.,WM, from Monkey Hill Road easterly to end of county road, MP 0.000 to MP 0.320, thirty five (35) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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10.01.130 "J" Roads

-

D. Jones Road, Road Log No. 96030, located in Sections 31 and 32, Twp. 34N, Rge. 2E.,WM, from 2,000 feet south of Geck Road northerly to Troxell Road/Anglers Haven Drive, MP 10.491 to MP 11.260, thirty five (35) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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10.01.160 "M" Roads

U. Monkey Hill Road

1. Road Log No. 96250, located in Section 11, Twp. 33N, Rge. 1E.,WM, from Sullivan Road northerly to SR 20, MP 1.430 to MP 1.680, forty (40) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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2. Road Log No. 96250, located in Section 11, Twp. 33N, Rge. 1E.,WM, from SR 20 northerly to 500 feet north of Henni Road, MP 0.000 to MP 0.365, thirty five (35) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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V. Monroe Landing Road, Road Log No. 54470, located in Sections 16 and 21, Twp. 32N, Rge. 1E.,WM, from SR 20 southerly to Arnold Road, MP 0.390 to MP 1.660, forty five (45) miles per hour (Ord. R- -97, _____, 1997, vol. p.)

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10.01.230 "T" Roads

A. Taylor Road

1. Road Log No. 96030, located in Sections 29, 30 and 32, Twp. 33N, Rge. 2E., WM From from Fakkema Road South to Crescent Harbor Road ~~Silver Lake Road~~, MP 3.570 to MP 4.870, forty (40) miles per hour. (Res. 522, February 5, 1968, vol. 13, p. 16; amended by Ord. R- -97, _____, 1997, vol. p.)
2.

There being no further business to come before the Board at this time, the Chairman adjourned the meeting at 2:45 p.m.. The next Regular Meeting is scheduled for August 25, 1997, beginning at 1:30 p.m.

BOARD OF COUNTY COMMISSIONERS

ISLAND COUNTY, WASHINGTON

Mike Shelton, Chairman

Wm. L. McDowell, Member

[present-morning session; absent afternoon session]

ATTEST:

Margaret Rosenkranz, Auditor & Tom Shaughnessy, Member

Ex-Officio Clerk of the Board