DISCUSSION: FIRE DISTRICT #2 - OAK HARBOR - REQUEST FOR KEY TO THE ISLAND COUNTY SOLID WASTE DISPOSAL DUMP - COUPEVILLE

A letter was received from Fire District #2 in Oak Harbor requesting a key for the Island County Solid Waste Disposal Dump in Coupeville for use by the Oak Harbor and San de Fuca Fire Stations for refuse from their Fire Stations. Matter was referred to the Island County Engineer for recommendation back to the Board.

REQUEST FOR DANCE PERMIT/PAUL J. STILNOVICH PAUL'S LANDING

Upon recommendation from the Island County Sheriff, Commissioner Romeo moved that the Dance Permit request from Paul J. Stilnovich, Paul's Landing be renewed by the Board for the year of 1978. Motion, seconded by Commissioner Anderson. Carried unanimously.

HEARING HELD: ORDINANCE NO. R-93-77 - REGULATION OF SPEED LIMIT - HELLER ROAD

A Public Hearing on Ordinance Number R-93-77, in the matter of a 40 mph maximum spped limit on Heller Road from Swantown Road northerly to Clover Valley/Ault Field intersection, came on for hearing before the Board at 11:00 a.m., having been set for hearing 10 November 1977. Mr. Jolly, Island County Engineer, stated that a summary review of this 2½ miles of Heller road showed that the speed limits along this road varied between 35 and 50 mph and jockyed back and forth. It was further stated that this is one of the County's arterial roads, in various stages of being improved. There are two important intersections, one being Crosby Road, where there is an advisory reduced speed limit and on the southerly, just immediately north of Swantown there is another reduced speed limit advisory due to a housing development being adjacent to the road. The Island County Sheriff's Office and the Washington State Patrol have indicated the various speed limits along the section of road makes it most difficult to effectively enforce the speed limits. That resulted in this proposed ordinance. The Road Department has checked the reconstructed road to the north and the two vertical curves to the north as far as stopping sight distance is concerned and in the ultimate situation for both would be in excess of 50 mph minimum. The one vertical curve just north of Harrrington Road would be a 50 mph stopping sight distance, but would be a 40 mph desirable stopping sight distance. Radar check reports from Heller Road show that the 85 percentile speed that the public drives int he vicinity of Harrington Road, at two separate time periods, involving 550 plus cars, would be between 43 and 46 mph. This is in a 35 mph zone. In the vicinity of the Oak Harbor Water Well Site the 85 percentile speed limit there, which is posted 50 mph, is 52 and 48. In the vicinity just north of Crosby Road, which is a 50 mph section, the 85 percentile speed for one period was 55 and for another period was 48. Mr. Jolly further reported that he had talked with a representative of the Washington State Patrol and their primary concern in uniformity of the speed limit, in order that they may more effectively control the speed limits along Heller Road. The island County Sheriff also stated that his primary concern was uniformity of the speed limit, and he did indicate that a 45 mph speed limit along Heller Road might be observed more readily by the public than would a 40 mph. The Sheriff also stated that if a 40 mph speed limit were set, we would in all probability be making a speed trap. Mr. Jolly stated that he felt Heller Road was an arterial road and the speed limit should be kept at as high a speed as possible, taking into consideration the intersections and the proximity of housing developments and the mobile home park along this section of road. There have been discussions regarding this matter with the City of Oak Harbor and they concur with the uniform speed limit. The southerly part of Heller Road is within the Oak Harbor City limits. A Citizen that lives near the intersection of Heller and Crosby Roads voiced her opinion that there should be a four-way stop installed at that particular intersection. She stated further that there had been many many accidents at that intersection, and if the County could not install a four-way stop that a street light that would iluminate the intersection would be of some help. Mrs. Hadwin, whose residence is on the Southeast corner of the Heller and Crosby Roads intersection, stated that she felt it was a very dangereous intersection and felt that the intersection was not made properly in that when coming down the hill on Heller Road and making a left turn onto Crosby Road it was a 45° turn and you can't make a 45° left turn at a high speed. She further stated that when coming north on Heller Road and making a right turn onto Crosby Road it is dangerous due to the gravel that is in the roadway. She reported that she has had cars come into her yard, damaging two trees, people that have had accidents coming to her house to use the phone

and she felt this was caused mainly due to the high speeds on Heller Road. Mrs Hadwin also stated that as there are plans for a juvenile home in that area that for safety sake there should be a four-way stop at that intersection. Commissioner Christiansen stated that there had been a petition previously received to reduce the speed on Heller Road, but at this Hearing all that was being discussed was this particular intersection and asked Mrs Hadwin did she think that a reduced speed limit was needed along with a four-way stop. Mrs Hadwin replied that she definitely thought that they needed both - a reduced speed and a four-way stop, she stated that this would not only reduce the amount of accidents, but help the flow of traffic across Heller Road. Mr. Jolly reported that they had not made a study regarding a four-way stop at this intersection. However, they do receive a copy of the accident reports that are filed with the State Patrol and maintain a file on them and this would indicate that that intersection was having an accident history. Mr. Jolly stated further that as far as the intersection not being properly designed he would have to disagree with that statement. The intersection was designed for safe travel if the public is driving properly. He felt that the four-way stop, in all probability, would be safer and the possibility of this is worth investigating. Commissioner Anderson moved that the Board reject the petition to reduce the speed limit and to ask for a study and re-examination of this intersection, leaving open all options until such time as the Board receives a report back from the Island County Engineer. Motion, seconded by Commissioner Romeo. Carried unanimously.

HEARING HELD: FINAL ORDER OF VACATION - BROADMORE DR. CAMANO ISLAND - RESOLUTION NO. R-104-77

Mr. Roy Allen, Assistant Island County Engineer, Advised the Board that in relation to the Final Order for Vacation of Broadmoor Drive, Camano Island - All that portion of Broadmoor Drive, Plat of Mountain View Beach, Division #2, beginning at the southerly boundary of Vanasse Avenue and terminating at the Westerly boundary of Mount Rainier Avenue; except areas of intersection with Jale Avenue, Nelson Avenue and Short Street (Jale Avenue also being known as Lola Avenue), requested by Mr. Horace J. Vanasse, that all costs and expenses incurred in the proceedings and said costs and expenses amounting to $99.36, which covers the entire costs of the vacation, had been paid by the Petitioner. Therefore, Mr. Allen recommended that the Board approve the Final Order of Vacation, Resolution Number R-104-77. Commissioner Anderson moved that the Board, this date, approve the Final Order of Vacation for Broadmoor Drive. Motion, seconded by Commissioner Romeo, carried unanimously. Final Order of Vacation, Resolution Number R-104-77 signed and approved. The Final Order of Vacation has been recorded.

HEARING HELD: APPLICATION FOR FRANCHISE #172 - WATER LINES PLAT OF NORCLIFFE/DAVID A. NORTH

A Public Hearing in the matter of Application for Franchise for Water Lines in Norcliffe Way, Plat of Norcliffe, Division #1 and that portion of West Beach Road adjacent to the Plat of Norcliffe, Division #1, came on for hearing before the Board at 11:30 a.m. as scheduled. Mr. Jolly read a letter, dated January 9, 1978, into the record as follows:

"Board of County commissioners
Island County, Washington

Re: Franchise #172
David A. North
Water Distribution Lines

Gentlemen:

I have reviewed the referenced application for franchise for water lines in Norcliffe Way, Plat of Norcliffe, and recommend granting this franchise, subject to system approval by the Island County Board of Health.

Sincerely,
David A. Jolly, P.E.
Island County Engineer"

Mr. Jolly stated that the Plat is on the eastern side of West Beach Road between Hastie Lake and Fort Nugent Roads. The franchise would enable the placement of the water lines in the platted roadway and is in keeping with the County policy franchise control. Mr. David A. North stated that it would be a 32" side raised road edge, which is more costly, but in his opinion a better way of doing it. It would be an inch and a half minimum of asphaltic concrete. Commissioner Romeo moved that the Water Distribution Line, Application for Franchise #172 in the Plat of Norcliffe be approved by the Board. Motion, seconded by Commissioner Anderson. Carried unanimously.

DISCUSSION: NORTH WHIDBEY COMPACTOR STATION

Commissioner Anderson asked what progress had been made regarding the County control of the Compactor Station in the North end. Mr. Rogan reported that the County was not in the position to advertize for someone to operate