REQUEST FOR DOUBLE ACCESS BY JEAN VIRGINIA STONE

Roy L. Allen, Island County Engineer, presented a request for double access by Virginia Stone to Van Dam Road (2342 W), located in Section 18, Township 32 North, Range 1 East, W.M. (Tax Lot 50). Mr. Allen explained the Stone's request -- having horse activities/recreation, the fence line is fairly close to the house; applicant desires second access to get into the field to hay. Mr. Allen pointed out that the comments of the Road Supervisor indicated that should the request be approved, it should be for a farm access only, and require 30' of 12" culvert, 20' flatout, 2% grade, noting this does not meet the minimum spacing requirements and he feels that the applicant is able to get to the field without this access. Mr. Allen agreed in part with the Road Supervisor, but from an on-site inspection, finds that the area is soggy and the applicant would have to move wood piles and storage, and therefore, he would not have any objections to the Board's approval of a second access for "farm field acces only". Commissioner Bostrom moved approval of the request for double access with the conditions as outlined by the County Engineer. Motion, seconded by Commissioner Dunlop, carried unanimously.

DISCUSSION/INPUT - SIX YEAR ROAD PROGRAM, 1985 - 1990

Mr. Allen opened the matter of discussing and receiving public input on the Six Year Road Program, 1985-1990, explaining that under the new County Road Administration Board (CRAB) rules and regulations, one of the requirements is that all of the County's rural arterial programs be listed in the Six Year Road Program; the submittal date of the Program has been extended to 1 September 1984 in order to add those projects. Some of Island County's projects being proposed for funding within this Road Program although criteria developed does not address some of the problems peculiar to Island County (roads close to bluffs, bluffs being eroded away, etc).

Lew Legat, Construction Engineer, noted that approximately one month ago the draft of the proposed Program had been forwarded to the Board, and general discussion was held at that time. Public comments are being solicited this date relative to the Six Year Road Program as presented.

PUBLIC COMMENT

Alan Hancock, Island County Deputy Prosecuting Attorney, appeared before the Board as a private citizen -- residing on Engle Road (Priority No. 4, Page 1). His understanding is that Engle Road is designated as an arterial road primarily because Engle Road takes much of the Keystone-Port Townsend ferry traffic, which is why the road is included in the County's Six Year Road program for widening to provide 6' shoulders. Inasmuch as the ferry is a state ferry, Mr. Hancock urged that the Board take all steps possible to try to get the State Highway Department to channel the main body of ferry traffic off the Ferry at Keystone across Keystone Spit linking with the State Highway at approximately Wanamaker Road, which would cut down on the massive traffic on Engle Road, and in turn, take much of the necessity away from widening Engle Road. Mr. Hancock is essentially against widening Engle Road, as an owner of 22½ acres of farmland and a house, would hate to see any of the farm taken and/or portion of his front yard. Diverting much of the ferry traffic from Engle Road would also remove a very dangerous situation at the Coupeville Jr. Sr. High School where children have to cross the road from the main building to the gym. Mr. Hancock noted that the Elementary School up the road is in an area where ferry traffic bottlenecks at the State Highway intersection, and many times backs up as far as Prairie Center, particularly during the summer months. Specifically as relates to Engle Road, Mr. Hancock asked consideration at least in not widening for shoulders to 6', but consider something less, keeping in mind that this is a rural area, and part of the Ebey's National Historical Reserve.

Al Sherman, farmer on the Prairie, pointed out that he had worked with the County in previous years in an effort to straighten out some of the bad corners/curves on Engle Road; however, now it seems that the ferry traffic impacts all who live along the road, and the effort to widen the road would only move the road in closer to the houses and take a lot of farmland. He is concerned as to the impact over the long haul as traffic goes by the school turning on the Highway. Before widening Engle Road, Mr. Sherman suggested that a study be done before taking anymore farmland. He believes it is a mistake to continue to channel ferry traffic to Coupeville via Engle Road.



Carl Ulrich, Superintendent, Coupeville School District, addressed his main concern as relates to the safety of school children, noting an increase in traffic over the last three years, the majority during the summer, but beginning earlier every year, and this year in April. The ferry traffic comes up at the intersection and becomes bottlenecked and creates safety hazards. An alternate route should be reviewed, looking at the safety of school children who cross from the secondary school to the gym on an hourly basis.

Lew Naddy, Mayor of Coupeville, was present to address the Town's interest -- inasmuch as a portion of Engle Road is located within the Town Limits. Mr. Naddy noted that there are signs at the ferry now directing traffic out to the State Highway, but people take the shortest route possible -- the State Park brings people in as well as Ebey's Park, and there would be many problems associated with trying to get the traffic off Engle Road; re-routing to Fort Casey Road would bring about many of the same problems. The Town's problem is that relating to traffic conjestion, feeling that regardless, Engle Road has to be widened from the Town Limits to the Highway, whether or not the ferry traffic is re-routed.

Mr. Hancock suggested the possibility of a sign at the ferry landing directing traffic to Coupeville via the State Highway, or the possibility of not allowing people to turn left off the ferry, but having to turn right. Lew Legat, Construction Engineer, stated that in looking at the needs of the Central Whidbey Area, the Road Department had noted that the ADT in the area is close to 2,000 cars per day on Engle Road; Engle Road does not meet standards for paving of shoulders or right-of-way, and because of its current traffic and current use, it has been identified for needed repairs. Even with additional signing to divert ferry traffic from Engle Road, Mr. Legat is not sure that the majority of traffic would take that route; traffic is accustomed to taking Engle Road. Mr. Allen added his agreement that the traffic currently goes that way, and the proposal by the Road Department is to pave to a standard which meets the usage now being experienced -- the first annual element proposes to include procurement of right-of-way with construction in 1986. Mr. Allen pointed out that the portion of Engle Road going past the school is signed for 20 MPH.

Commissioner Dunlop questioned the possibility to consider widening of the road for use by pedestrians and bicyclists, and not widening to the full extent as planned. Mr. Allen reported, however, that any time the County improves a roadway and does not improve it to the appropriate standards, it would be subject to liability; the County is compelled to meet the requirements/standards. Mr. Naddy commented from the Town's standpoint that over the last couple of years in trying to change some signing at the ferry, the Chamber of Commerce had been opposed; however, more direct signing could perhaps be looked into, i.e. either a forced right turn or trying to emphasize that traffic should go the other way.

Chairman Kemp advised that the Board, as much as possible, would take the comments heard today under consideration, and consider forwarding a letter to the State Department of Transportation outlining some of the objections to the ferry traffic route on Engle Road. Chairman Kemp welcomed a letter from the Superintendet of the School outlining the problem from the standpoint of safety of the school children; Mayor Naddy added that the letter could be initially sent to the Town of Coupeville for endorsement, then to be forwarded to the County for further review and forwarding to the State Department of Transportation.

No further comments from the public were addressed as relates to the proposed Six Year Road Program.

COUNTY ROAD PROJECT NO. CRP 84-05 INITIATED UNDER RESOLUTION R-51-84

Upon the recommendation of the County Engineer, the Board unanimously approved Resolution Number R-51-84, initiating County Road Project No. CRP 84-05, North Camano/Arrowhead Road, as follows:

1) Reconstruction of 800 l.f. of North Camano Drive, and 300 l.f. of Arrowhead Road, Camano Island.

2) ACP Overlay of 0.90 mile of North Camano Drive

3) ACP Surfacing of Solid Waste Box Site.

Total Appropriation: $126,000.00; included in the officially adopted annual road program as Item No. 5.a.