

6. Transportation Element

Introduction

The purpose of this element is to provide information on the transportation topics relevant to Guemes Island and to make policy and capital facility recommendations to address the issues. Three transportation issues are addressed:

- The ferry (ridership demands, parking, service outages, extended hours, and transit connections)
- Public and private road safety; and
- Non-motorized transportation (pedestrian, bicycle & equestrian movement)

This section briefly describes how the Growth Management Act (GMA) affects transportation planning, including a description of current and future transportation conditions and the recommendations. The recommendations are intended to supplement the Skagit County Comprehensive Plan that includes the Skagit County Transportation Improvement Plan (TIP), the Skagit County Guemes Island Ferry Capital Facilities Plan (Ferry CFP), and the Skagit County Capital Facilities Plan.

GMA Mandate

The GMA requires counties to designate areas of urban and rural development. The purpose of this urban/rural distinction is to avoid the inefficiencies and expense involved in providing services and facilities to low density rural areas like Guemes Island, and to protect natural resources and wildlife habitat there. Thus, transportation service standards, such as wide traffic lanes and shoulders with curbs and sidewalks are required for the higher densities and commercial/industrial development in urban designated areas. By contrast, the level of service standards for rural transportation facilities are purposely limited to the minimum necessary. Adding a higher level of service standard would encourage urban level development.

Table 6.1 shows the types of transportation services in urban areas compared to those in rural areas. These differing requirements for urban and rural areas are referred to as “Level of Service” standards, or LOS. Restricted LOS standards for road-related facilities, like sidewalks, drainage, and pavement area are quite clear for rural areas. The Washington Department of Transportation has established LOS standards that include average wait time for vehicles and walk-on passenger demand. Such standards do not exist for the Guemes Island ferry service.

Transportation Policies

The GMA establishes goals to guide the development of the transportation policies in the Skagit County Comprehensive Plan (CCP). These policies stress the following objectives for transportation systems:

- Provide facilities and services that are consistent with the land use in rural areas
- Move people (as opposed to vehicles), goods and services safely and cost-effectively
- Provide affordable transportation services for senior citizens and handicapped individuals
- Use alternatives to single occupancy vehicles, including transit, ride sharing, and bicycling to reduce system demands and costs; and
- Develop new facilities that are designed and constructed to preserve natural systems and protect critical areas

The discussion and recommendations in this chapter are guided by these policies as they apply to Guemes Island as a designated Rural Area.

Current Conditions and Issues

Ferry Conditions

Ferry Service

Ferry service is provided to Guemes Island on the MV Guemes by the Skagit County Public Works Department. The ferry provides daily service across the Guemes Channel between the County ferry dock in Anacortes at 6th Avenue and I Street, and at the south end of Guemes Island Road at Mangan’s Landing. Timely emergency service is also available during hours of operation. After hours emergency service is generally delayed since a crew must be organized on a case-by-case basis. The ferry has a capacity of 99 passengers and approximately 22 vehicles.

Ferry Committee

In recent years, islanders have expressed a desire to have better communication with the County and be more involved in making decisions about the operation of the ferry. Since 1980, several ferry committees in succession have filled this role and in 2004 the County adopted a resolution (Resolution 20040393, *Appendix C*) officially recognizing the committee, delineating its duties, and establishing the Ferry Roundtable for discussing ferry issues with the County. The purpose of the Roundtable was to provide Skagit County and Guemes Islanders (through the Ferry Committee) with “a structured process to address planning, management, and operations, needs, issues, and concerns.” In mid-2005, the County suspended the Roundtable for some 18 months before reconvening the process in January 2007.

The current committee is working on ferry operations, maintenance, fares, extended ferry hours issues, cost containment, and schedules. Several of these issues, especially future operations, fares, and the schedule, relate to the sub-area plan since they can affect island

growth and implementation of transportation policies in the CCP. Thus, they are addressed in this element. In the interest of accuracy and complete disclosure, GIPAC has sought information from the Ferry Committee and Skagit County to describe ferry-related issues in this section. However, GIPAC is solely responsible for the final recommendations.

Ridership

In 2004, total ridership on the Guemes Island ferry was about 103,000 cars and drivers, and over 90,000 additional passengers. No data on foot traffic numbers is available. As Figure 6.2 shows, the total annual ridership, including vehicles and walk-ons, was projected to increase steadily between 1980 and 2015. From 1980 to 2004 total ferry ridership increased 90%. Vehicle numbers swelled 145%, a much faster pace than walk-on passenger growth, which rose almost 80% during this period.

As an indication of the expected rapid increase in total ridership, the 1991 Guemes Island Ferry Capital Facilities Plan (Ferry CFP) projected it would grow between 28% and 38% by 2005. Instead, ridership in 2000 surpassed this projection by more than 5,000 riders. Based on current County data, however, the Ferry Committee assessment indicates that the trend toward increased vehicle ridership and lagging additional pedestrian numbers may be reversing. Vehicle use since 2006 does not appear to be increasing as projected, and may even be declining, while pedestrian numbers show a significant increase. In 2006, over 195,000 vehicles and more than 404,000 passengers used the ferry. The Skagit County's 1984 ridership demand projections differ from the current demand as calculated by the Ferry Committee. Since these calculations are the basis for determining ferry size and other factors in future ferry operations, it is essential that a full and independent analysis of ridership is completed.

Throughout 2006, vehicle loads often exceeded the ferry capacity, especially on weekday mornings when the ferry returned for unscheduled loads of the remaining vehicles. Vehicles not accommodated by the second run generally must wait for the next service. As discussed below, the congestion and parking issues from the large number of vehicles and pedestrians involved in this service have affected other activities in and around the two terminals involved.

All of these capacity issues, as well as the potential of a leveling of vehicle ridership and the impact of additional ferry service on growth, should be considered in developing LOS standards.

Parking

In response to the recent increases in vehicles, the County built a paved upper parking lot on the south side of the Anchor Cove Marina along 6th Street to add spaces to the old gravel lot. Paving and striping were needed in the lower lot to accommodate a walkway from this upper lot. The two lots currently total 100 parking spaces. With approximately 30 spaces lost to the Kiwanis Park and further spaces lost due to the walkway and

striping, the lots have not significantly increased parking availability over historic levels. Consequently, parking in the surrounding neighborhood continues to be a source of tension among residents in the 6th Street neighborhood.

To address these issues, islanders initiated a series of discussions, called Crossing Over, with the County, City of Anacortes, and 6th Street residents. This process led to a number of recommendations for the participants to implement. The recommendations focus on improving parking, transit service, neighborhood signage and public education to reduce parking pressure (*Appendix D*). These proposals are echoed in the recommendations of this element.

On the island side, prior to 2005, there was a small gravel parking lot at the ferry dock. The County has started making improvements to this lot. In 2005, the County acquired adjacent property and enlarged the existing parking lot, now accommodating approximately 100 vehicles. Discussions between islanders and the County Public Works Department on the final plan for the lot are in progress.

Service Interruptions

The County hauls the ferry out of the water for major maintenance and repairs, interrupting vehicle service for two weeks or more every two years. In addition, unscheduled repairs may cause service disruptions for extended periods. During haul-outs, the County contracts with private companies for passenger-only ferry service. If necessary, vehicles can cross to and from the island by private barge. Although these interim ferries have sufficient capacity to carry all passengers, vehicle transport is effectively eliminated with service for the elderly and disabled significantly diminished due to beach landings.

Vehicle Congestion

On the island, the summer peak period ferry line can exceed a half-mile north of Mangan's Landing, well beyond the end of the dedicated ferry lane. This causes vehicles to wait in the southbound lane of Guemes Island Road. Under these circumstances, traffic congestion and safety issues are a concern, especially when emergency vehicles have difficulty passing, as happened during the summer of 2005.

In Anacortes during the summer peak, the waiting line can extend well beyond the end of the dedicated ferry lane on 6th Street at K Avenue. The addition of a second waiting lane at the terminal, however, will reduce this back up somewhat. During these peaks, ferry traffic occupies either the parking lane or the westbound lane of 6th Street, leading to significant congestion on 6th Street that can result in a several hour wait. When coupled with the overflow of ferry parking, it is not surprising that the 6th Street neighborhood has become increasingly vocal about the effects of ferry traffic.

Transit Service

During recent ferry disruptions, the County has provided on island “dial-a-ride” van shuttle service to and from the ferry for most scheduled runs. An estimated 1,450 passengers used this service during the 2-month outage in 2005. This service is a general convenience although it has limitations for the elderly and disabled passengers. On the Anacortes side during these periods, transportation is available from the ferry to parking areas. During non-outage periods, this service is unavailable.

Skagit Transit (SKAT) service is not adequate to accommodate the transit needs of islanders going to the Anacortes business district or elsewhere in the region. Generally, there is little or no coordination between ferry operations and SKAT services. In 2005 SKAT added two morning stops at the Anacortes terminal, however, only one coordinates with a ferry run.

Fares

The County increased ferry fares by about 12% in June 2004 and increased fares again in January 2006. The purpose of the increase was to reduce the ferry operating deficit and hire a fourth crew member. The target for recovery of fares is spelled out in County Resolution #R20040054 signed by the Skagit County Commissioners February 9, 2004.

Extended Ferry Hours

On May 30, 2006, The Skagit County Board of County Commissioners approved extending the Guemes Ferry hours to weekday evenings (Skagit County Resolution #R200601840). The new schedule added Monday through Thursday evening service between 6:30 and 10:00 PM, beginning July 1, 2006. The Resolution calls for a two-year trial period with the service being evaluated after one year.

The ferry is a capital facility, not unlike a road. As discussed under the GMA Mandate, the GMA requires level of service standards for such facilities to ensure that service extensions are consistent with land use in rural designated areas. However, as also noted, while there are LOS standards for roads, such standards have not been developed for the Guemes Island Ferry.

The 2000 Countywide Planning Policies (CWPP) and its 2006 draft update are somewhat consistent in calling for consideration of several major factors in making decisions about extending transportation facilities and services. They include the GMA mandates calling for cost effectiveness and limiting facility/service extensions to Rural Areas. The 2000 Comprehensive Plan included a specific policy calling for the Skagit County Regional Transportation Planning Organization to develop LOS ferry standards for the Guemes ferry (CWPPP 9A-8.7). However that policy was not carried forward into the 2006 update of this plan. Both versions of the plan, however, identify specific policies for expanding ferry service (CWPPP 9.A-8.2, draft update 8A-5.2). The intent of these policies is to implement each in a stepwise fashion and evaluate their effectiveness over

time before implementing the next. In order of priority, these steps are: 1) encouraging walk-ons and car-pooling, 2) increasing the frequency of runs, and 3) increasing ferry capacity. Extending ferry hours is cited as a last option.

In 2001, the County hired Berk & Associates to conduct a “comprehensive review of Ferry operations in relation to planning, management and policies” and provide recommendations in these areas. In March 2003, the County Commissioners established the Guemes Island Ferry Schedule and Fare Task Force (Resolution 20030074, *Appendix E*). The Task Force included a variety of on-island and off-island residents and local government representatives. It met with Berk & Associates staff over an 18-month period to draft recommendations on the fare and schedule issues raised by the Draft Berk Report.

The Task Force submitted its recommendations (*Appendix F*) to the County Commissioners in December 2003 on a broad range of specific fare and schedule recommendations. In February 2004, the Commissioners approved the Task Force recommendations in Resolution 20040051 (*Appendix G*). The recommendations included an analysis of service demand, capacity limitations, and cost impacts of operations and the ferry schedule.

In addition to seeking cost-effective ferry service, the goal of these policies is based on the GMA premise that the extension of public services and facilities to Rural areas like Guemes Island will induce growth there or adversely affect rural resources or rural character. In his September 2006 preliminary ruling on a challenge to the extended ferry hour policy brought by the Friends of Guemes Island, Superior Court Judge Allendoerfer concluded that the potential environmental and growth impacts should have been anticipated prior to the decision to extend ferry hours. This ruling also reflects conclusions from the 1978 Skagit County EIS which stated that “Changes in ferry sizing will not have a significant effect on population, housing and land use. Ferry scheduling, however, will. Similarly, direct and indirect impacts to the existing transportation system are related more to the schedule of the proposed ferry than the size.”

Road Conditions

Public Road Network

Guemes Island has over 30 miles of roads on Guemes Island. Of this sum, approximately 21 miles have been designated by the county as public rural major collector or local access roads. Some 10 miles are private roads. (See Figure 6.3). The County classifies Guemes Island Road, West Shore Drive, and South Shore Drive as rural major collectors since their function is to serve the major residential traffic generators on the island, based on traffic flow. The primary purpose of local access roads, or “locals,” is to provide access to adjacent land. Locals include Edens Road, South Shore Road, Section Avenue, and Holiday Boulevard. These designations should be reviewed.

In 2003, the average daily traffic volume (ADT) on the island's major collectors ranged from 55 at South Shore Dr. to 630 on Guemes Island Road at the ferry dock. The ADT on all island roads is well below the County maximum of 7,000 ADT, or the volume where the road capacity is exceeded.

Edens Road between West Shore Road and Section Road now serves as a major collector, carrying traffic from various neighborhoods to Guemes Island Road. Similarly, South Shore Road is the major link from the Holiday Hideaway area to the ferry and other parts of the island.

Road Safety Issues

South Shore Road, between Guemes Island Road and Holiday Boulevard, is failing in several locations caused by significant erosion along the steep bluff above the Guemes Channel. In some locations the road is just a few inches from the receding bank. In the past, the County has provided signage for these locations, repaired the road and attempted to fill the eroded bank to extend its life. However, since the bank is considered a “feeder bluff,” it can be expected to continue to erode and “feed” the marine system with new soil.

Cayou Creek is a seasonal waterway that drains the valley bisected by Edens Road to the north. The creek passes under South Shore Road through a culvert hanging some 20 feet above the water. The gap is caused by erosion of the bluff below. The clogged and badly deteriorated culvert was installed improperly.

Approximately $\frac{3}{4}$ miles east of Guemes Island Road, Edens Road descends into a valley intersecting a wetland complex that drains the upper end of Cayou Creek. During severe storms, the water overflows onto the road due to inadequate drainage across the land south of Edens Road. Guemes Island Road at North Beach and West Shore Road at the Veal Pond are also vulnerable to flooding from strong storm surges. Tidewater Road, connecting South Shore Drive to the ferry parking lot, is a substandard one lane County Road. In warmer months, vehicles and trailers parked on its shoulders reduce its width, creating a traffic hazard for vehicles moving in opposite directions.

The County has sited numerous advisory or warning signs with recommended speeds, ranging from 10 to 25 mph throughout Guemes Island. These advisory signs can cause confusion when they are within a few feet of a 35 mph regulatory sign (see Figure 6.4).

Speeding, especially to catch the ferry, is a common practice. Speed signs are routinely ignored. This is especially true on Guemes Island Road and South Shore Road. A combination of public vigilance and education can have a positive effect on minimizing this behavior.

It is common during summer celebrations and gatherings that vehicles are parked on narrow road shoulders and encroach on traffic lanes. This can create hazards for ordinary

vehicle traffic and pedestrians. During certain occasions at the Church or Community Hall, road traffic can be limited to a single lane and may impede emergency vehicles.

During high wind conditions, numerous power lines have been severed causing dangerous driving conditions and fire hazards throughout the island. These conditions cause power outages that can last for days, inconveniencing residents and placing vulnerable populations at risk.

Private Roads

A number of existing nonconforming private roads are in poor condition and may be difficult to access by fire and other emergency vehicles. This situation creates a problem for the fire district and a danger to surrounding properties in the case of an emergency. In addition, road damage from utility-related construction is not always repaired. As part of the permit process, the County negotiates installation agreements with utility companies and property owners (SCCP 10A-1.4). However, the permits do not require the restoration of roads to their former condition.

Non-motorized Mode Conditions

Separate public paths for bicycles, pedestrians, and equestrians are not available on the island. The limited equestrian use on the island is primarily recreational. Residents regularly travel around the island by bicycle and off-island recreation bicyclists frequent island roads. Covered parking for bicycles at Mangan's Landing is inadequate.

The current County proposal to upgrade the parking area includes provisions to locate the pedestrian waiting facility to the west side of the ferry dock. However, it does not include sufficient covered bicycle racks. This is at odds with current SCCP policies and similar policies in the draft 2006 plan update that encourage bicycle and other non-motorized modes of transportation.

Current Transportation Capital Facilities Plan

The Skagit County Capital Facilities Plan (CFP) for 2003-2008 includes projects to maintain existing facilities and construct new ones. Maintenance projects include road resurfacing and striping work, which is scheduled every several years. In addition, the County mows vegetation on the shoulders, in the drainage ditches, and on the back slopes of the county roads once or twice yearly during the growing season. The Ferry CFP also includes the ferry haul out, as discussed above.

In the past, the County has attempted to re-align failing sections of South Shore Road between Guemes Island Road and Holiday Boulevard to avoid additional road failures and safety hazards. It identified an alternative route between Glencoe Lane and Paradise Lane. While a small portion of the easement for a new route has been acquired in conjunction with a development project, the County was unable to acquire another portion of the right-of way and the project was terminated. The County has since

reprioritized the project for the 2007 CFP to evaluate new road alignment and repair options.

To date, the County has almost completed improvements to the parking areas on the Anacortes side. As part of its 2007 work on the Guemes side, the County will evaluate widening Guemes Island Road to increase the standing area for the ferry line and plan for a new shelter. Other proposed improvements to the parking lot and terminal on the Guemes side are under review (see Figure 6.5).

Future Ferry Service Conditions

The County's predictions of future growth in ridership on the Guemes Island ferry are based on a combination of past trends and current conditions. This analysis uses estimates that are detailed in the Guemes Island Ferry Capital Facilities Plan (Ferry CFP) 2001-2015. As previously mentioned the difference between past projections of ferry ridership and current patterns suggest the need for a new analysis of ridership demands.

According to Figure 6.2, growth in total ridership on the Guemes Island Ferry between 2000 and 2015 is expected to continue to increase at a rate similar to the growth that occurred from 1980 to 2000 (about 38.5%). In addition, if current trends hold, vehicle ridership is expected to continue to outpace walk-on ridership, increasing by about 51%, or about 54,000 vehicles with its consequences. By contrast, walk-on ridership was projected to rise by less than 30% over the next 10 years. With the advent of new ferry fares in 2006, however, there is some indication that vehicle use has declined while walk-on traffic has increased. Presently, there is insufficient data to determine if this will be a long-term trend.

With the increase in population, it is probable an incremental increase in ferry vehicle traffic will occur and will most certainly be felt around the ferry terminals. It may also create pedestrian and vehicle conflicts around the island ferry dock. Overflow parking on South Shore Road and Tidewater Lane, coupled with ferry lines extending well beyond the designated ferry lane, will continue to reduce safety for pedestrian, bicyclists, and vehicle movement on Guemes Island Road.

Future vehicle increases are expected to continue to exceed the capacity of the existing parking facilities around the Anacortes terminal. More vehicles will expand the current parking conflicts in the 6th Street neighborhood. The new walkway between the upper and lower parking lots can encourage more walk-ons. However, it is also anticipated that during peak periods these lots will be unable to handle the vehicles from walk-on passengers during the summer season. To relieve congestion and parking limitations, it is important to continue efforts to implement the Crossing Over Report recommendations.

Due to increasing growth on Guemes Island, it is likely that future vehicle traffic will also surpass the capacity of the existing parking lots even with the proposed improvements. Continually expanding the ferry vehicle capacity would be both costly and in conflict

with the GMA. The SCCP Policy 9A-8.2 and the 2006 draft plan update, which are founded on the GMA mandate, call for encouraging car-pooling and walk-on passengers before additional ferry runs or adding ferry vehicle capacity. To be consistent with these policies while managing increases in ferry ridership, parking, and congestion, a comprehensive approach to ferry-related vehicle and pedestrian traffic movement is needed. The approach should encourage alternative modes and improve public education about the benefits of these modes; improve transit links on and off the island; improve bicycle and pedestrian movement; and coordinate with the City of Anacortes to manage ferry traffic and parking around the Anacortes Ferry Terminal.

Public Road Network

Although future population growth of the island will greatly increase the number of vehicles on island roads, these volumes are not expected to exceed the capacity of either individual roads or the overall road system.

Over time, erosion of the bluff below South Shore Road will continue to cause the bank to retreat toward the road, potentially causing a catastrophic failure resulting in serious injury. In addition, flooding on Edens Road in the valley can be expected to continue. Also, occasional flooding of roads near shorelines may become more serious in the future because of rising sea levels.

With increased population there is a greater likelihood that parked vehicles will encroach more frequently on shoulders and roads. Visitors and a larger island population are expected to continue to push speed limits, particularly around ferry departure and arrival times.

As the population increases and more residences are located on private roads, the demands for emergency services will increase. This will also increase public safety concerns if emergency vehicles are unable to reach structures and individuals in a timely manner. Increases in the number of motorized vehicles on the island, in combination with narrow roads and limited shoulders, will also raise the likelihood of vehicle conflicts with bicycles and pedestrians.

Transportation Recommendations

The following recommendations are intended to supplement the transportation policies in the SCCP and the transportation capital improvements in the Capital Facilities Plan for 2003-2008. The cited SCCP are the basis for the recommendations.

Ferry-Related Recommendations

Ferry Committee Related

- 6.1 The County shall recognize the Ferry Committee by resolution that describes its roles and delineates its responsibilities in working with the County to address ferry issues. (SCCPP 9A- 24.8; draft plan update-Regional Transportation Policy 5)
- 6.2 The County shall implement the Berk Report recommendations calling for a systematic analysis of service demand, level of service standards, capacity, and cost impacts of operations and the ferry schedule. The analysis of service demand shall be prepared by a qualified and independent third party. (SCCPP 9A-8.3, 9A-8.5, 9A-8.7, 9A-22.1, 9A-22.4; draft plan update 8A-13.1, 8A-2.3, 8A-5.4, 8A-12.2)
- 6.3 The County shall provide timely semi-annual reports discussing progress in implementing related SCCP policies and presenting data on ridership demand, system costs and performance in simplified graphic format. This information shall be presented to the County Commissioners and the Guemes Island community. (SCCPP Regional Transportation Policy 5, 9A-20.1; draft plan update-Regional Transportation Policy 5, 8A-1.3)
- 6.4 The Ferry Committee and GIAC shall determine their mutual roles in implementing the ferry-related recommendations with public involvement.

Ridership Demand

- 6.5 The County shall promote alternatives to automobiles on the Guemes Island Ferry with educational materials, incentives, and other supportive measures to reduce vehicle demand, especially during peak use periods. (SCCPP 9A-6.2, 9A-9.6, 9A-9.9, 9A-13.1, 9A13.2; draft plan update 8A-5.2, 8A-3.1, 8A-6.4, 8A-6.9)
- 6.6 The County shall ensure that SKAT provides a direct local service route between the Anacortes ferry dock and the Anacortes downtown core as well as beyond. (SCCPP 9A-13.2; draft plan update 8A-3.2, 8A-3.4)
- 6.7 The County shall allow priority parking for “flex cars” as part of the improvements planned for the Anacortes Ferry Terminal. (SCCPP 9A-6.2; draft plan update 8A-3.1, 8A-1.3)
- 6.8 The County shall establish numeric goals for increasing foot traffic and ridesharing, and provide economic and other incentives to encourage these modes of transportation. (SCCPP 9A-1.3, 9A 11.6; draft plan update 8A-3.1, 8A-6.4, 8A-6.9,).
- 6.9 The County shall ensure that timely after hours emergency ferry service is available. (SCCPP 9A-8.5; draft plan update 8A-5.4)

6.10 The County shall improve accessibility for elderly and disabled passengers when normal ferry service is unavailable.

Parking

6.11 The County, the City of Anacortes, the 6th Street neighborhood, and Guemes Island commuters shall cooperatively implement the recommendation of the Crossing Over Report to improve transit service, street signage, commuter education, and street parking. (SCCPP 9A-8.1, 9A-8.4; draft plan update Goal A3, 8A-3.1).

Ferry Schedule

(SCCPP 9A-8.7, 9A-22.1, 9A-4.8; draft plan update 8A-2.2, 8A 13.1)

6.12 When evaluating major changes in ferry operations or schedules, including the current extended ferry hours demonstration project, the County shall include the following factors:

- a. A rural level of service (LOS) ferry standard for Guemes Island developed by the Regional Transportation Planning Organization.
- b. An assessment of the potential impacts on Anacortes and Guemes Island, including costs, congestion, parking and growth and effects on critical areas, the rural character and the social fabric of the island community.

Public Road Recommendations

6.13 Where economically feasible, utility lines shall be placed underground (SCCPP 10A-6.2; update draft plan 9A-4.2)

6.14 The County should evaluate Tidewater Road for consideration as a one way road in conjunction with the proposed ferry parking lot plan (Figure 6.6) (SCCPP 9A-20.1; draft plan update 8A-11.1)

6.15 Puget Sound Energy should evaluate where fallen power lines frequently cause hazardous driving conditions and consider placing these lines underground (SCCPP 10A-6.2)

6.16 The county shall enforce requirements to place private fences within property lines and not on public right-of-ways.

6.17 Solid fences that are three feet or higher shall be set back a minimum of ten feet from the streetfront property line. Solid fences that are within building setback limits shall be limited to six feet in height.

6.18 Skagit County shall meet biennially with GIAC to discuss present conditions, future needs and safety issues for the island roads, including whether current roads are substandard.

Private Road Recommendation

6.19 The County shall require written road maintenance agreements for all new developments and promote such agreements for existing communal private roads.

6.20 Prior to commencing with construction activities on a communal private road, the initiating landowner shall negotiate appropriate easements and agreements to ensure that the road will be restored to the same or better condition as it was before the construction.

Non-Motorized Mode Recommendation

6.21 The Island community should provide information to drivers so that bicyclists and drivers can safely share the road. (SCCP Policy) 9A-11.1 and 9A-11.2; draft plan update 8A-6.4, 8A-10.3, 8A-10.4 8A –10.2).

Capital Facility Recommendations

General

6.22 The County shall initiate public meetings with the Guemes Island community to receive comments at the draft stage of major capital facility improvement projects. (SCCPP Regional Transportation Policy 5; draft plan update Regional Transportation Policy 5)

Ferry-Related Capital Facilities

6.23 The County shall closely coordinate with the Guemes Island community concerning proposed improvements to the Mangan's Landing parking and waiting area (Figure 6.5).

Road and Non-motorized Capital Facilities

Edens Road

6.24 The County should monitor traffic counts on Edens Road at Guemes Island Road and on South Shore Road during the summer peak period to determine if further traffic management measures are warranted. (SCCPP 9A-4.8, 9A-17.4, 9A-20.1; draft plan update 8A-2.3, 8A-11.1, 8A-11.4)

6.25 A drainage plan for Guemes Island shall be developed to reduce flood damage and to allow proper conveyance of flood flows. [SCCP 13A-5.1(j)]

South Shore Road

6.26 The County shall ensure that full funding is available to provide a long-term solution to bluff-related failures and the deteriorating Cayou Creek culvert on South Shore Road between Guemes Island Road and Holiday Boulevard. Construction trucks should proceed quickly to avoid safety or public liability concerns. The functions and values of any wetland system in any new alignment are to be protected.

6.27 Upon establishing the new alignment, the existing right of way should be converted to a public bicycle/pedestrian path.

6.28 Until the new route for South Shore Road is constructed, the County shall take the following steps on South Shore Road:

- a.) Reevaluate the south road edge to identify locations where the eroding bluff is in danger of imminent road failure.
- b.) Limit traffic to one lane; designate it as “local access only;” prohibit heavy truck traffic (load limits have not worked and heavy trucks further bluff erosion); place barriers, such as jersey barriers, where road shoulders are limited or non-existent; and sign these areas to reduce speed accordingly.

**Table 6.1
Transportation Levels of Service Standard**

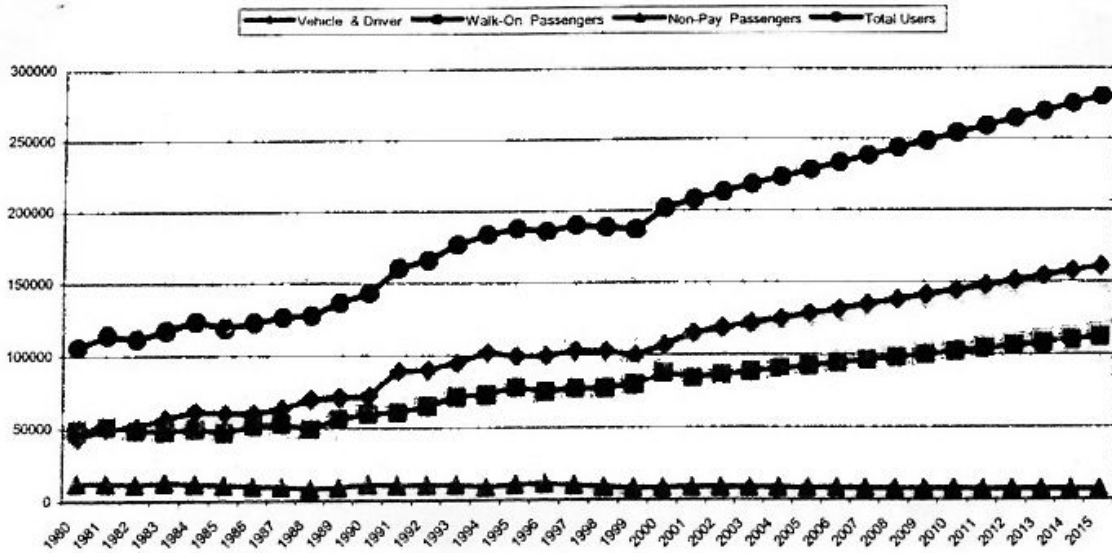
Urban Level Service	Rural Level Service
Curbs & sidewalks	Minimal paving objectives - no curbs or sidewalks
Storm water sewers	Open drainage channels
Separate bike paths	Limited regional bike & pedestrian facilities in traffic lanes
Ferry level of service - sufficient to accommodate urban needs	Ferry Level of service standards for the Guemes Island ferry-not developed (see CCP* policy 9A-8.7)

*2000 Skagit County Comprehensive Plan

Figure 6.2

Guemes Island Ferry

Ridership from 1980 Projected to 2015



Source: Skagit County Guemes Island Ferry Capital Facilities Plan

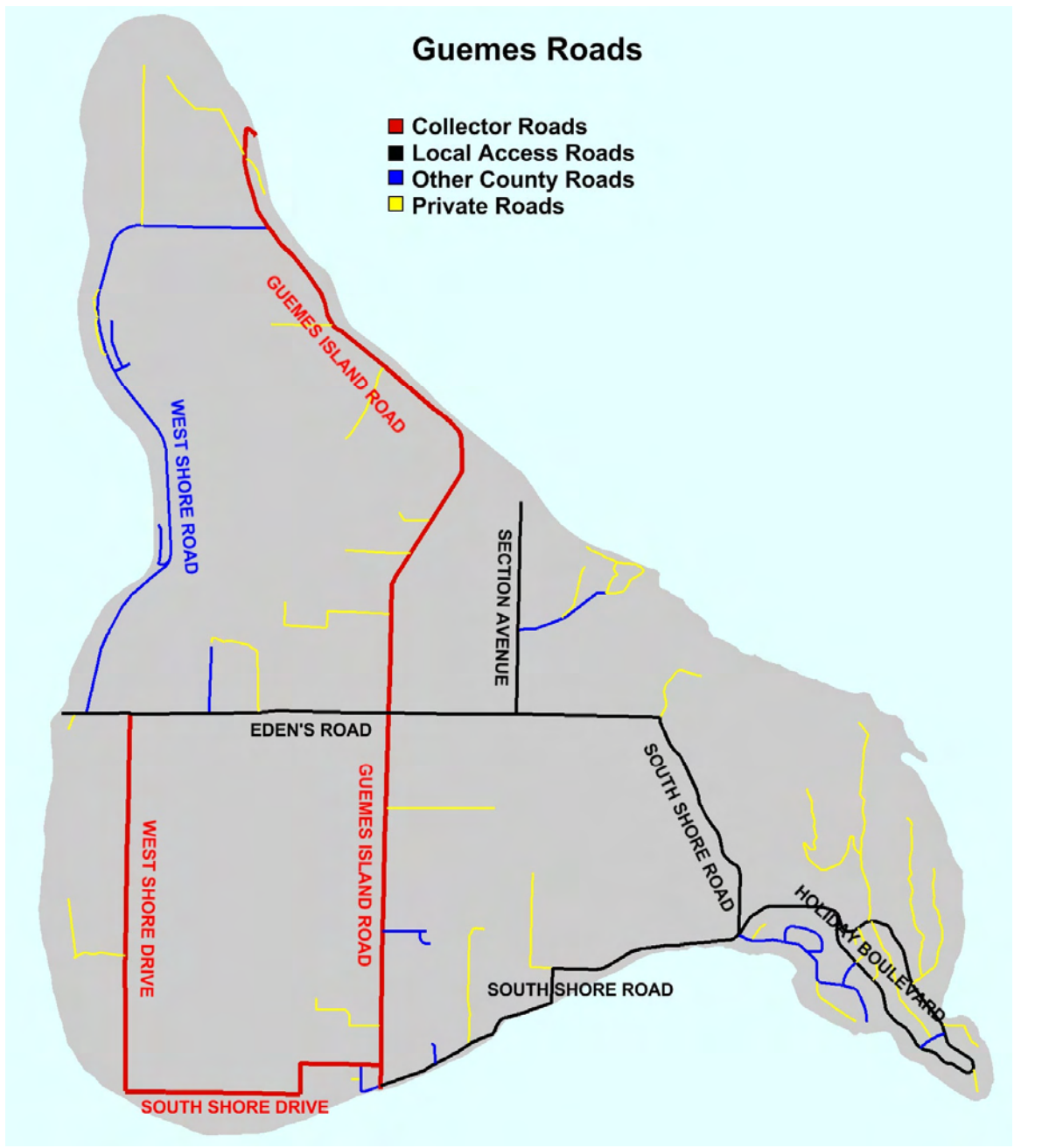


Figure 6.3 Road Designations

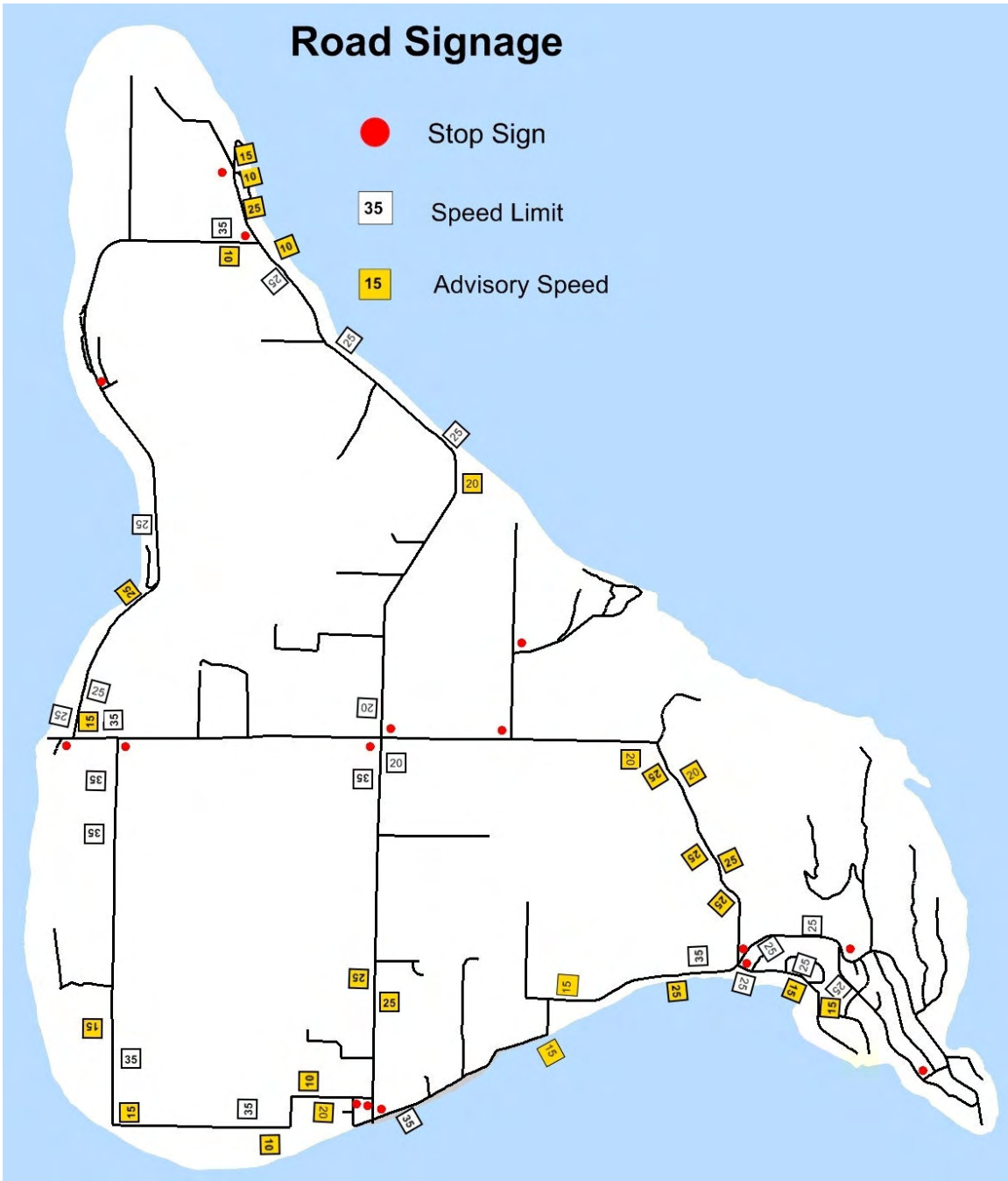


Figure 6.4 Road Signage

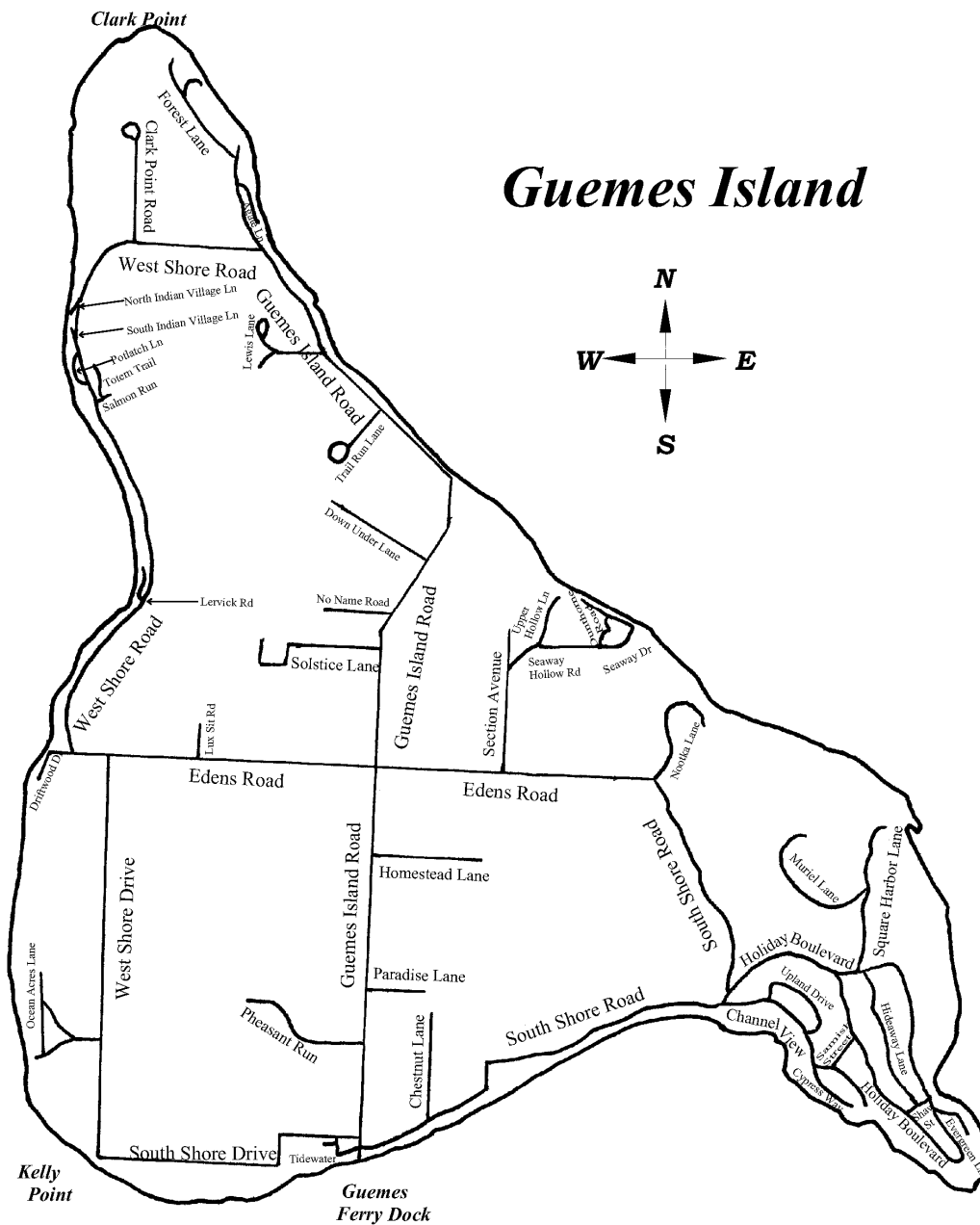


Figure 6.5 Road Map

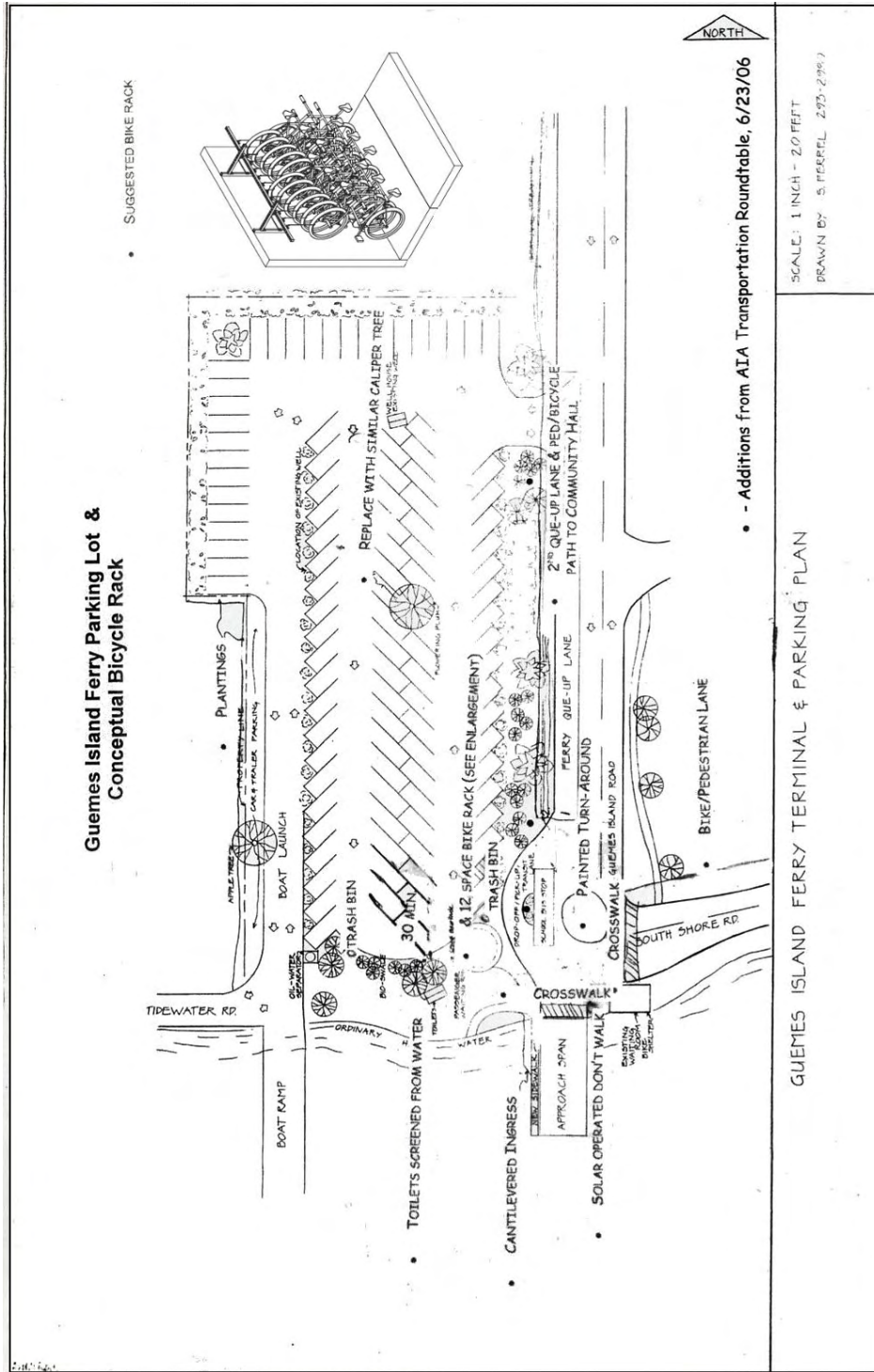


Figure 6.6 Ferry Parking Plan