

**ETHICS COMPLAINT  
CITY OF BAINBRIDGE ISLAND**

**TO: City Clerk**

**SUBMITTED BY: Name:**

*CHARLES MCDERMOTT*

**Address:**

[REDACTED]

[REDACTED]

**Telephone No.:**

[REDACTED]

Ethics Complaints concern the actions of individuals in relation to the City of Bainbridge Island Ethics Code.

1. Does the situation for which you are making a complaint involve: (please circle one)

- a. An Elected Official
- b. A Member of a City Committee or Commission
- c. A Major Contractor with the City
- d. A City Employee

2. Please describe the facts that constitute the violation(s) of the Code of Ethics. (If necessary, please attach additional pages for description)

*SEE ATTACHED WORD DOC.*

3. Section(s) and subsection(s) of the Code of Ethics that are alleged to have been or would be violated *[optional]*: \_\_\_\_\_

4. I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct:

Date: 9 18 Place: WINSTON, BI, WA

*[Signature]*  
\_\_\_\_\_  
Signature

12 September 2018

## Ethics Complaint Regarding a Bainbridge Island Elected Official

Background: Soon after election to City Council, Rasham Nassar took on the Grow Avenue resident's long-requested drive to reduce the speed limit from 25 to 20 MPH, the length of Grow Avenue from the High School south all the way down to Winslow Way West. From an early Grow resident meeting of approximately 20-25 people at Grow resident Demi Allen's home, a committee of about 6 Grow residents was formed to address the Grow Avenue speeding issue. We named our representative committee the "Slow On Grow" (SOG) Committee and worked for about a year and a half to touch all the bases recommended to us over that period by various City representatives, community activists and City Council members to achieve our goal. After meeting with Rasham a couple times to bring her up to speed, Patty Lyman, another Grow Ave resident, and I, who were chosen to represent the 6-resident 'SOG' Committee, agreed to join Rasham in a meeting at City Hall to discuss again getting 20 MPH done. In this meeting the 3 of us were joined by Councilman Ron Peltier who Rasham had brought in to assist her, the new council person, in navigating the council process.

In the little conference room just down from Doug Schulze's office, Patty Lyman and I articulated our case to Rasham once again and to Ron so that he could be brought up to speed regarding the preceding months of our due-diligence work. This work included many meetings formulating a 3-step plan to reduce the rate of speed, amount and type of traffic on Grow, avenues such as presenting our case in 2-3 Multi Modal meetings, many days of door to door circulation of a 114 signature Grow resident petition for 20 MPH on Grow (as well as Speed Tables and Radar Speed Signs) which was suggested by COBI's Chris Hammer to me, individual meetings with other council members prior to the election, and so forth. I had also met with Kol Medina during his community office hours at Thuy's a few months prior looking for advice regarding best procedural steps to accomplish 20 MPH on Grow Ave. Patty Lyman had also had conversations in the preceding months with other council members on the issue.

As we reviewed our efforts with Ron and Rasham, stating that our goal had long been 20 MPH *the entire length of Grow Avenue*, and that it was implicit in our drive to get it done, Ron's basic position was this: I can help you, but I want 20 MPH on Lovell, too.

This took me back and I asked Ron repeatedly, why (is suddenly) Lovell too, being thrown into the mix? I was pretty upset after all the hoops we jumped thru, to finally get Grow finally teed-up, which included Grow residents' desire documented as well, to have Ron, seemingly under the guise of helping Rasham navigate procedure and helping the community, casually want to 'throw in' a neighboring street too.

I asked Ron, "Why Lovell?" and basically said, "You have to do your due diligence, Ron as we did; get neighborhood buy-in via petition," and so forth—just as we were told by Chris Hammer as the best course of action to insure it is the goal of the majority of residents. "Don't try to simply piggyback on our work--and perhaps even hold up our 1-2 years of diligent set-up, for a neighboring street (Lovell) which has not advocated for

itself, as we have so publicly. “And why Lovell?” I continued to ask him this a couple times because I could see he was trying to ignore my question. At first Patty, sitting to my left, across the table from Ron, sort of motioned to me to let it go, but I don’t know if she—or Rasham either—clued in to my continued push at my end of the small table, seated next to Ron: “Why Lovell, Ron?” Ron’s rationale was “Because if you drop *Upper Grow*--in particular-- to 20 MPH, all Upper Grow traffic will then move over to Lovell,” he said. (to speed on Lovell,) I replied in some manner suggesting this sounded implausible, if not a bit ridiculous: “Do you have any data or evidence of this occurring there, or anywhere?” Pressed again, finally, Ron said, “I have a home on Lovell.” I got a pit in my stomach. Small-town, old-boy politics at its worst, I thought. I honestly couldn’t believe this crap went on, on BI. Naïve? I guess so, but I believe in integrity—*especially* from elected officials. The kicker came next: When I pressed him further asking how he could do this (to us—and ostensibly *for* the Grow Avenue residents) he said, to the effect: “Hey, I’m a Councilman,” with an uncomfortable smile.

...Sometime later, in a Tuesday night Council Meeting, the Grow 20 MPH initiative came up for a council vote. When Rasham requested I come up and speak to it I broadly explained from the podium that I was unhappy and uncomfortable with the “deal” that had to be made to secure our request. And while I was thankful we were in the position to have at least part of Grow speed limit dropped to 20 MPH, I said I was “probably shooting myself in the foot” by explaining how upset Upper Grow residents would be upon hearing what was referred to as a “compromise” we could accept getting at least *lower Grow* done, thanks to Councilmen Peltier. As you no doubt can confirm on the video of the proceedings, Ron explained this lower Grow to 20 MPH ‘compromise’ was being done as a sort of pilot test, to ‘see if it actually slows lower Grow speeds and if so Upper Grow could be added later to the initiative. I can’t be certain, but I think something was said about the desire to have Lovell speed dropped to 20 also, (pending “results” or efficacy of the lower Grow “test”) at a future date.

Thanks for your consideration,  
Chip McDermott

