

R.I.I.A. BOARD MEETING
July 10th, 2017 7:00
South Beach, Raft Island

Board members present: Hurley, Crain, West, Hirko, Swenson, VanDorn, Cushing, Williams, Joyce

Affirmation of appointment of Peter Joyce as trustee to fill the position vacated by Matt Hurley – motion made and unanimously passed

President Hurley made opening remarks:

- The purpose of the meeting was originally to vote on bumps/humps and was scheduled for July 6th. A quorum of board members were not available July 6th, the meeting was rescheduled for July 10th, however, in early July some members took it on themselves to send out an official looking ballot, which contained a return address indicating it was from the RIIA Secretary. That action and has caused great confusion among the membership. To clarify: that ballot was not from the board and was not sanctioned by the board. IT was not from the Secretary, and was not in compliance with the by-laws. It is invalid.
- An official ballot will contain other viewpoints and choices regarding speed control devices.
- The humps in University Place, which were tested by less than 10% of the Island, were on a street where the speed limit is 25 mph.
- Less than 10%, is not a statistically significant number of members on which to base a decision.
- Although those in favor of the 25 mph speed humps told the board that 51 people signed a petition in favor of humps, when the board asked for it, it could not be produced.

Several members were concerned about the way the ballot was sent out and felt it was dishonest.

There was discussion about why the fake ballot went out and why the board was not given time to present its side. The pro-hump people were going on vacation and felt they needed to get something out before their vacations. The fact that the return address stated it was from the RIIA Secretary “was a mistake.”

Crain stated that vacations were not a legitimate excuse for the action that was taken. The Board was given less than 24 hours to come up with an opposing position. To expect a board of volunteers to drop what they are doing and produce something in a few hours because others are going on vacation is unreasonable. The Island needs to hire someone with the appropriate qualifications, get an engineering stamp on the design, find a good solution for the speeding problem on the Island and let the membership vote. That doesn't happen because someone wants a quick solution so they can go vacation.

Swenson stated it takes time to find the information and a solution.

Several members were concerned about the cost of the various options and whether all of the options are within the current budget.

Swenson stated the price per
bump - \$400
Hump - \$900 for Tacoma bump

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Swenson stated that there were 30 humps/bumps in the contract. We haven't told Miles, the road contractor, whether we want humps or bumps, and still open with Miles. \$12,000 was budgeted.

Swenson stated the Purdy hump and Tacoma hump were 25 mph humps, Day's Snohomish hump is 15 mph. Do we hire an engineer? Or pick something that a municipality has chosen and go with their designs?

Reese, #197- stated Traffic Logic has an engineered hump, 7' and angle is the key, their design is for 15 mph. They will ship one out here and we can try it. It was pointed out that the Traffic Logic humps are \$2300 each, well above our budget. Reese suggested we just use the design of those humps. There then followed a discussion regarding whether a 'borrowed design,' without the company's permission, would protect the Island from any future liability.

Hirko asked where the specs for the Purdy hump are and why they hadn't been given to the board. Burnett stated that people can drive over the hump and see it for themselves. Hirko stated that people driving over a hump and deciding if it would control speeding is not scientific, that's only people's opinion and everyone has a different opinion.

Stubbs, #131 stated everyone thinks we need something. He is in favor of getting an expert opinion and have a meeting some reasonable time in the future.

Barkin – if bumps were a liability they wouldn't be in high school parking lots.

- In regard to multiple choices on a ballot, a ballot can be constructed which involves rank voting.

Hirko suggest something with science behind it, rather than individuals' opinions, be presented to the membership. He suggested getting designs from an engineer before we put out a vote.

Barkin – suggested that a compromise might be humps up the middle, where the majority of the pro-hump travel, and if the people on Madrona agree, and bumps on the perimeter, where most people walk.

VanDorn –The petition submitted requested a special meeting on the 17th with a vote. He'd like more time to do more research to come up with other options.

Cushing - If we're going to do this we going to do this we should do it correctly and take the time to do it right.

Crain –. The Board's vote for the bump was because the Board was concerned about safety after Day pointed out that the hump in University Place, which was tested, was on a street where the speed limit was 25 mph. At the June meeting the Board heard a lot and became more sensitized

There was a discussion concerning hiring an engineer. Swenson wants to find some qualified traffic engineers, how much they charge and how much time they'll need to come up with a solution. We may be able to use the Snohomish county hump. Swenson has also contacted a professor at University of Utah who does these studies. He feels we can come up with some acceptable solution with some authority behind it.

Swenson moved that the Board present, as soon as possible, a bump and hump option for the members. Spacing and the number of devices is an issue for the traffic engineer.

Robinson, #223 – Pierce County makes engineering services available, they might be a source, he's willing to call and see.

- Another issue for him is that when they paved in front of his house they covered the survey markers, which they need for their neighbor's septic.

At the meeting on July 17th, the board will decide if we should hire a traffic engineer, in the meantime, Swenson will contact Snohomish County's traffic engineer. Snohomish County may have a speed hump designed for 15 mph speed limit.

The board will do additional research, contact traffic engineers and experts, get estimates of the costs of their opinions and designs. The Board's Intent is to have an Island vote.

Motion to have Island vote on speed control options: passed unanimously

Next regular meeting July 17th, South Beach

