

R.I.I.A. BOARD MEETING  
Sept. 18, 2017 7:00  
All Saints Center, Raft Island

7:00 Introductions

Present: Board – absent – Matt Hurley, Pete Joyce, Doug VanDorn, Rich Swenson, Jim Cushing, Anne Scea

Present – Mike Hirko, VP Charlotte Crain, Jesse Williams, Secretary RJ West

Members – Brent Palmason, 8A, Lynne Morrison 124, Chris Jaquish, 107, Gene Barkin, 24, Scott Wood, 38, Don Reese, 197, John Rosendahl, 133, David Paly, 69A, Mike Neil, 2, Sean Taylor, 128, Trish Burnett, 67.

Member's Request to Address Board:

David Paly sent a letter to the board, which he summarized:

1 – people park regularly on the side of the road and in the easements, which is unappealing, a distraction, & a safety issue;

2 – people living in RVs – they aren't allowed and people are living in them on their property – only one dwelling is allowed and people aren't allowed to live in an RV;

3 - Additional Dwelling Units - there are at least 5 properties with separate residences and some are rented out long term. Paly wants the board to come up with a decision as to whether owners can build an ADU or whether they should be penalized, for instance, pay a separate set of dues.

Wants board to say its ok to park on Island roads or its not, or its ok to live in an RV or not. Informing people who are violating that they are and to cease and desist.

The Board is scheduled to address these issues at the October meeting as some of the people who are the subject of Paly's complaints are unable to attend this meeting.

Approval of minutes – no quorum

Treasurer's Report – no quorum

Manager's Report – Wentland owes close to \$20,000. RIIA needs to start foreclosure, lacking a quorum, no decision can be made at this meeting

Shultz – were on a plan but lately missed June, paid July, missed Aug and missed Sept. Crain will have Manager remind Shultz, or next month we vote to foreclose.

Manager said water bill is significantly higher than last year, but didn't say what last year's bil was – we need to know that.

Sargent Engineers did the bridge inspection – don't have the results yet.

Tom Straub, 98, sold his house to Jean Michelle and Chantell Menager.

### Committee Reports

#### 1. Parks and Recreation –

Work party on 30 Oct on North Beach to put a railing and a fence up and spread gravel.

- Need to fix cracks on the tennis courts – fixing before rains will make this job smaller, easier and cheaper – Hurley, Taylor and Joyce to accomplish

#### 2. Roads –

--Number and location of humps: Chair Scott Wood produced a report from the committee. A discussion of the subject followed:

- Crain requests that the hump be on the steep side of Madrona to slow people speeding down the hill to the bridge.

- Hirko stated shouldn't put a bump on the hill because problems when there are freezing roads.

- Neil stated that freezing roads are rare, but the rest of the year, people are flying down the hill onto the bridge.

- Wood stated the hump will be placed a little above where the bump was near #2 on Madrona.

- Paly - the number of humps depends on money, but the larger issues is whether they will improve safety on the Island. The bumps were engineered as to placement and we don't know if something shaped different will achieve the same end. But there are deficiencies. There are long stretches where there are no humps and there is high traffic and people speed. We need some data by renting one of the devices which measures speed and generates some data.

- Wood stated that by the guidelines 37 humps were necessary, but since the Island voted to limit the number to 20, step one is to put in the humps. The committee has made recommendations on other speed controlling devices: center lane markings on the NW corner, SW corner, SE corner; stop signs at Park and Madrona, the dog-leg at Fir; raised markers on center line; stencil "SLOW" on the road (The problem with painting is that it needs to be maintained); standard speed limit signs instead of "charming Raft Island speed limit signs;" orange

squares on top of the speed limit signs; striping at the STOP and YIELD signs; replacing the Yield with a Stop from Raft Island Drive going onto the bridge. (Centerline striping off the bridge has a gap and is confusing for people making a left turn); and a radar measuring device coming off the bridge. Once 20 humps are in the radar sign can be moved around the Island to determine where/if there are still problems.

- Barkin – Radar signs are \$5000 to buy or \$6000/week to rent. Radar gun is \$200, but requires an operator.
- Crain – we need to develop a culture on the Island of driving slow.
- Barkin – if we put in all 37, the cost/lot is \$4/lot
- Taylor – believes the Island wants it done now and the studies are getting ridiculous. We spend \$5000 for a machine and we could have bought 6 humps with that. We should put in all 37 and be done with it and stop studying and fighting.
- Rosendahl – the vote was 2:1 against bumps and 37 humps directly ignores the vote of the Island, which was for no more than 20 humps.
- Crain – how did the people who proposed 20 humps get from 37 humps (according to the guidelines) to 20 humps? How did they decide that 20 humps were sufficient and where would they be placed? If 20 humps aren't sufficient to control speed, do we need to have another vote?
- Rosendahl – 37 humps are what we need and the committee went back and looked at where do you naturally go fast and talked to people who lived along those sections. The committee had another meeting and went through the input and their

opinions and prioritized: 20 high priority and 4 of secondary priority. We would need another vote if we need to put in more humps.

- Barkin – made clear that the 20 that were approved, were approved by a majority, they were not approved by everyone on the committee. The people who put out the vote language for 20, are adamant that there be only 20.

- Rosendahl – the board does not have the authority to put in bumps if the humps don't control speed, since the Island has voted.

- Hirko – question to Wood: people come out of Maple and cedar and speed up over the Island and there appears to be nothing so slow them down until they get well onto Madrona.

- Wood – the committee looked at curves and intersections which would slow people down.

- Crain – the board has an obligation for safety on the Island, and if there is a problem, the board needs to be empowered to act. The Board doesn't need a vote of the Island for everything.

- Rosendahl – the board brought this problem on itself. And without notice to the Island changed from humps to bumps.

- Crain - We get into this quandary of a discussion regarding the board's safety obligation to the Island, which is why the Board voted on bumps after it learned that the humps were for roads where the speed limit was 25, the roads were wider, straighter and more level than Raft Island's roads.

- Williams – the people proposing the vote (Rosendahl, Burnett, Lantz, Rees) came up with 20 from using the wrong map, they had a map with 17

bumps and thought they were adding 3 and that's how they got to 20.

- Burnett – back to the boards obligation for safety, they did take that into consideration.
- Taylor – Attended the committee meeting and those who came up with 20 were drunk at the committee meeting when they came up with 20.
- Crain – the proponents of humps are fixated on 20 – the board got the hump message, but 20 may not do it for the people who live on stretches where there is speeding.
- Williams – the President; majority of the board, or 10 owners can petition the board for a ballot.
- Rees – the committee prioritized where the humps go.
- Barkin - the only way to demonstrate need is to measure and this group came up with a number and positioning of the humps without data. The ITE (Institute of Traffic Engineering) guidelines yielded 37 humps.
- Hirko – go ahead with 20 and get some data.
- Rosendahl – install them and see how they go and there can be another vote in May and perhaps there will be no problem with installing more.
- Williams – wants to send out the proposal now to the Island.
- Wood – we can't add new people now with new opinions. The committee has made a decision
- Barkin – there's 900 feet from the bridge to the first hump going West, the committee took out the first hump.
- Rosendahl - its 210 feet
- Barkin measured it. It's 900 feet

- Rees – put the radar sign coming off the bridge, people coming from Maple and Cedar are angry that they had to go over bumps, so we need to establish a culture.
- Wood – not arguing over 37, the vote was for 20
- Barkin – there was no meaningful discussion of what humps were removed from the 37 to 20.
- Burnett – it was convenience.
- Williams- independent of the cap – was there a recommendation for 37?
- Rees – the committee went around and prioritized whether the humps should be priority 1,2, or 3
- Crain – vote is for 20, that’s where we’ll start; the communications to the membership is that the committee came up with 37 according to the criteria;
- Hirko – does the rest of the committee have objection to 37? Barkin and Taylor do not; Rosendahl and Burnet object to more than 20.
- Rosendahl – there are no guidelines – Rosendahl contacted traffic engineers; there is not a lot of science out there which says where to put them;
- Barkin – there were references from authoritative sources, the ITE, and the committee was to use the ITE recommendations
- Reese – traffic engineers he spoke to said, there’s no real rule
- Williams – to Rosendahl and Burnet: Why do you oppose 37?
- Rosendahl- Because there are areas of the Island where speeding is not a problem – such as in front of his house, so why put something there? If there’s not a problem?

- Burnett – was here before the bumps were put in and where her house is there's no problem with speeding (she lives on the spur on the NW side of the Island). She raised her kids without the speed bumps and she doesn't feel the Island has to be covered with speed bumps, they are reminders, and we need to establish a culture and buy into it.
- Barkin – if you can go over the humps at 19, why do you care?
- Burnett– the 20 were the priority
- Rees – the bumps are punishment
- Hirko – fears that the 20 has no legitimate basis – and 37 is accordance with the standards
- Rosendahl – there are no standards
- Morris – when there were no speed bumps on Rhododendron, people cut through to speed because there were no bumps
- Wood – there's no section where you can get off the Island without bumps
- Barkin – this can't be about opinions, it can only be resolved with data
- Hirko – if we have data, what are our qualifications to make decisions?
- Barkin – we should have just hired a traffic engineer to start with
- Hirko – the money to gather the data we could spend on more humps
- Rosendahl – asked people who were out when they were walking around and asked on the FB page and got input and if people said there was speeding they considered putting a bump there
- Crain – next steps –
  - o board e-mail vote to move forward on 20 humps recommended as initial placement;

record in next month's minutes; convey to Island members that 37 humps were recommended, but 20 will be placed; if there is a concern, please let the Board know; wants to put out a neutral statement.

- Swenson is the point person to interface with Miles.
- Board agreed on 20 at the last meeting, so we'll start there.
- Williams - would a majority of the committee agree there were 37 if according to ITE (Institute of Traffic Engineering)?
- Burnett - no
- Rosendahl - shouldn't we go ahead with striping
- Rees - can we just buy the radar sign?
- Crain - No, it is not in the budget.
- Rosendahl - they need to leave room on the edges of the humps for drainage. He talked to Day who said they tried to sculpt the roads to facilitate drainage and he would be interested to know at the first rain.

Cost of roads so far:

Phase I      \$1,1020.23

Phase II     \$876,778.39

Grand total: \$887,798.67

These totals include what has been paid to RJD Associates and anything else associated with the roads project.

How much remains? No one at the meeting has that information.

--Swenson (in absentia) - asked Dick Day to have Miles bid the area at the bus stop. Day said there wouldn't be

any particular savings to combine the work with the speed humps as it's very different equipment.

-- Swenson (in absentia) - RIIA should consider re-striping the bridge approach roads and parking area. Swenson has a bid to do this, but should look to use the striper that Miles is using on the speed humps.

3. Emergency Preparedness – no report

4. Security - conduit and wire for camera are up - discussion about whether residents can view the feed.

There's a discussion group on the website, limited to RIIA property owners, that might be a place to put a link for the camera that only residents can see. The link doesn't allow review only live feed access.

5. Communication – after we make a decision on humps will be a good time to put out a newsletter.

6. Investment – meeting is next month.

Old Business – Bus Shelter and school bus on the Island. Dan Fitzgerald volunteered to take this on but can't liaison because he works for school district part time;

Mike Neil – School district was going to send someone out last Friday, but they didn't come.

\*\*Note from Secretary: The bus quit coming on the Island as a result of budget cuts in the 90s which eliminated buses going into any developments to save gas. For a couple of years, the parents on the Island took up a collection and paid for the bus to come around the Island.

New Business – none

Respectfully submitted,  
RJ West, Secretary

