

**GLACIER VIEW MEADOWS
ROAD AND RECREATION ASSOCIATION
Special Meeting Minutes
12/05/2018**

ROLL CALL:

Don Herman – President (late)
David Birks – Vice-President
Linda Petrie – Treasurer
Jim Casadevall – Secretary
Jenny Rogers – Director

STAFF:

Larry Maybon – Manager
Mary Keller – Community Relations – Office Assistant

ESTABLISH A QUORUM – All present except Don Herman, and a quorum was established.
Note: Don Herman arrived after a quorum was established

CALL TO ORDER: David Birks, Vice-President, called the meeting to order at 3:04 p.m. David Birks relinquished the chair to Don Herman at 3:07 p.m.

REVIEW AGENDA: No amendments.

NEW BUSINESS:

David Birks opened the meeting: Road Advisory Committee recommendations: The Committee submitted Final Recommendations and Summary to the Board of Directors at the November 14, 2018 meeting. The meeting today is a work session to discuss recommendations. There will be no action taken and business items will be deferred to the next Road & Recreation meeting.

Pete Davis Chair, and was in attendance and answered clarifying questions as needed. Committee members, Marcia Anderson and Gordon Nuttall were also present. David Birks thanked the Committee members for their work and effort and for being in attendance this afternoon.

The Glacier View Meadows Road Advisory Committee was initiated by the R&R Board of Directors in response to residents' requests for action on road conditions. Our objective is to improve the quality and safety of GVM dirt roads, within reasonably budgeted costs, by implementing practices and procedures that will meet or exceed the reasonable expectations of the GVM residents and property owners.

The Committee first identified four areas that needed to be addressed:

Traffic, Road Conditions, Maintenance, and Communication.

The Committee initially surveyed and categorized the actual road conditions on several key roads in GVM. Also, during this process, we brought in expert individuals from Larimer County, and elsewhere, with years of experience to also evaluate our roads. All came to the conclusion that, although there is room for improvement, the roads in our community are in respectable condition when compared to other similar communities with like terrain. Of course, these were "point in time" assessments, with there being periods of time during our studies and deliberations when certain roads became unacceptable (until remedied), while others remained above average.

Traffic:

- 1) Scientific studies have established that traffic speed above 18 mph on dirt roads is a primary cause of washboards. Our current GVM speed limit of 25 mph is a major contributor to the

washboard problem, which seems to be the primary road complaint of the residents. Therefore, the Committee recommends reducing the top speed limit to 15 mph. Ways to reduce wear and tear to the roads was provided for inclusion to new resident's handouts (enclosed).

- 2) Gather a list of contractors and services that travel frequently within the community. Identify the immediate supervisors of the drivers and send letters to those supervising individuals requesting that their drivers observe our speed limits.
- 3) Add informative driving method signs in hazardous areas, such as switchbacks.
- 4) Consider the purchase of driver feedback equipment that could be moved around the community letting drivers see their speed. There are many different models and styles at various prices similar to the image on Page 6 (attached).
- 5) Rotate portable attention getting sign messages (*e.g.*, *Burma Shave* type messages) through the community reminding drivers to control their speed. There are many different models and styles at various prices similar to the image on Page 6. (attached)

Road Conditions:

- 1) Publish a monthly grading schedule that can be adjusted as conditions require. Map and guide on Page 5 (attached) that was provided previously to the board and manager could be used for scheduling.
- 2) Washboard maintenance should be done routinely with drag-type equipment. There are a variety of pieces of drag equipment on the market available at reasonable cost below \$15,000 that are towable behind a vehicle to minimize the wash boarding and delay the need for grading. Some examples are *Bonnell 122 and 312 Road Maintainers* picture Page 6 (attached) or similar equipment that could be purchased for that purpose. Any equipment being considered should be tested on our roads to insure the iceberg rocks do not interfere with its operation or effectiveness on our roads.
- 3) Improve the grading methods. The current grading method, although a very good start, has some inefficiencies that should be addressed. Currently, after a road has been graded there are windrows along the edges and a lack of material left in the center for both crowning and eventual movement to the traffic pattern. These conditions obstruct drainage and allow wash boarding to return quicker. Our operator appears to know how to operate the equipment but should receive training by an outside professional service that offers additional grader operation tools and methods to help with grading effectiveness, thus allowing longer periods between grading. Over the past couple of years, the width of the roads has continuously gotten wider. This is not only not necessary but requires additional ditch work and encourages faster speeds.
- 4) Stop purchasing and applying aggregate. Aggregate addition can only be effective when it can be mixed with existing materials and base with large quantities of water then compacted into a firm foundation. Our roads have never had a base since they were created. Our current conditions would require a tremendous financial investment to bring a base to acceptable levels. Not only would this require water supplies we don't have but would then require constant upkeep supported by adding additional material and water as required. Over the past many years, roads have been maintained with the goal of keeping them as travel friendly as possible. Considering the financial impact to improve beyond that, it is time to put a plan together that is geared to keeping roads in the best travel conditions as possible rather than attempting to bring them to new road installation quality, which GVM cannot afford to do. There has been a large quantity of aggregate added to the roads this summer. A majority of it has not only been ineffective but in some cases added to our wash boarding problem. It is suggested that we bring our roads back out of the ditches, since that is where a majority of both new and old aggregate has ended up. Let's not spend more money on additional material which at best, appears to be inadequate for our conditions.
- 5) Recycled asphalt can be a viable solution to many road problems, but only when installed correctly. GVM has made an attempt in several areas to use this product with no success because

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of incorrect installation and poor-quality material. Until it can be installed in an effective manner it should not be used.

Maintenance:

- 1) It is a major concern to the Committee that our equipment is unavailable for use as much as it is usable. It is also concerning that the Board has not challenged the Manager to explain this. We feel that either improper equipment was purchased, we are abusing the equipment, or it is not being maintained correctly. A full review by the Board or a Board representative should be conducted to determine what can be done to improve availability and reasons for downtime.
- 2) Stop performing major equipment repairs. We own specialized equipment that requires mechanics trained in its repair. Being thrifty and doing repairs by the staff is commendable but maybe not the wisest choice. Staff's role should be preventative maintenance not major mechanical work. Working on equipment where one is not trained on or not capable to repair results in injury and/or additional expense. We have plenty of things to be done within our community that would be far better served by our staff than attempting to make major repairs to equipment.
- 3) Drive the equipment cautiously and safely. Safety in transporting and using equipment is an issue. Residents have reported unsafe acts from driving equipment too fast, freewheeling downgrades offering little to no control of the equipment, driving front end loader and backhoe with load in elevated position, and not taking any pride in the equipment's appearance and condition. The Manager is accountable for assuring the staff follows safety measures and the equipment is in safe operating condition. However, with numerous reports to the contrary, the Board must intervene to assure that safety concerns reported are addressed not just given lip service. It is understandable the Manager supports his crew. But with a creditable report of unsafe acts, the Board must get the situation resolved through investigation and proper disciplinary action if required.
- 4) Operational and methods training considering safety and equipment upkeep should be scheduled on an ongoing basis. There will be times when training from others, in addition to, the staff, is necessary.
- 5) Expenditures to repair or maintain the equipment should have approval requirements more than currently exist. The Board needs to be accountable for knowing why and what expenditures are going to be made. The Manager has a limited budget to maintain the equipment and that is based on history of the repairs required. Age of equipment, heavy usage and misuse will require additional expense which the Board must be aware of both for future budget impact and assuring disciplinary action is taken if necessary. An amount not needing Board approval for maintenance or repairs should be about \$250.

Recommendations discussed today were traffic, road conditions and maintenance. Pages 1-3 and first paragraph of page 4 of the report. Further discussion and action will be deferred to the next Road & Recreation meeting. Recommendations relating to personnel will be discussed at a later date during Executive Session.

PUBLIC INPUT:

Concerning Road Advisory Committee recommendations (3 minutes per member):

Don Herman opened public input for comments throughout the meeting. Fifteen community members were in attendance and several members opted to speak during public input. Community members offered opinions and suggestions concerning road maintenance, road grading techniques, vehicle repair & maintenance, speed limits, informative signs, children at play signs and communications.

ADJOURN: Don Herman moved to adjourn at 5:01pm. Unanimous-motion passed