

Storm Mountain Public Improvement District #55
November Meeting 10 AM November 10th 2018
Fire Station 9 100 Palisade Mountain Dr

Board members in attendance: Gary Kubinak, Deb Green, James DuHadway, Mary Hill
Community members in attendance: Ed & Carolyn Ostransky, Carol Whipple, Dave Legits, Jeanne Sparling, Barb Carlsen, Kathy Kubinak, Jim Eccleston, Karry and CJ Edwards, Mary Pancheri, Becky White, James and Jen Toland, Pete Rowan

Agenda items –

1- Invite upper filing residents to discuss road concerns:

Gary Kubinak opened the meeting with a review of road maintenance plans and results for 2017 and 2018. He discussed the PID board decision several years ago to emphasize major road maintenance & improvements on the access road and feeder roads that most residents use first, then working on main arteries and other roads as the work is completed on the access and feeder roads. This approach does not mean that no work would be done on the less used roads, only that work would be limited to basic maintenance on the less used roads.

Gary also discussed the challenges with contractor timing of work (November this year is too late), Forest Service lack of cooperation (portions of the access road and upper portions of Storm Mountain Dr), and the sheer number of miles of road in this PID that need work. The county has limited contractors willing to work on rural gravel roads; we have only gotten one bid the past two years. Gary then opened the floor to discussion.

Two written statements were submitted from residents: Ed Ostransky reviewed the money spent in 2017 and asked if it was possible to get a detailed accounting of money spent in 2018 (yes, ask PID board – published budget items are usually summarized, but details are available). He also proposed that work start first on less used secondary roads, to keep wear down on other roads as equipment comes to the secondary roads. Simple grading might be a possibility on these roads. He also asked for a clarification on Snow Plowing policy; it is the same as last year.

Snow will be removed from roads on an “on-call” basis. Contractor will be as prompt as possible in responding to call from the PID.

Blue: Access road. The 2.5-mile access road (from bridge off of CR 43 to the “T”) is to be plowed and sanded as needed during or as soon as possible after a snow event.

Green: Main Roads. These roads should be plowed during or directly after a snow event so the snow depth does not exceed 6 inches; plowing will not begin if there is less than 4 inches.

Red: Secondary Roads. These roads should be plowed when snow depth exceeds 6 inches.

Finally, he asked that residents please pay attention to the fact that unlicensed Off Road Vehicles (OHV) are not allowed on our roads and set an example for others. We get a lot of traffic from non-residents who cause damage to roads in a number of areas – please get enough information to report them if possible.

Amanda Carion could not attend but Becky White read a letter from her. She requested that the Board create a 3-5 year plan for grading, plowing, and maintenance, with the understanding it needed to be a living plan to respond to things like very snow winters. Amanda (and others) also asked the PID board to consider getting someone professional to do some pot hole filling rather than just grading, believing it may be more cost effective when the problem is limited in scope to a small area. Gary said we can consider that, but in the past, we have not been able to find a way to effectively fill pot holes so they remain filled on our roads.

Dave Legits indicated that a number of culverts are filling in and need to be cleaned out; one large one was done this year, but Gary indicated that we would check next year for others. If anyone sees a filled culvert please notify the PD board as keeping the culverts open is an effective way to help maintain our roads.

2- Discuss any concerns on the new snow plowing process, quality, etc

Snow season started early this year, and our new plowing contractor has had a chance to clear our roads. We also have a group of volunteers established to call or e-mail snow depth reports. The amount of snow obviously varies a great deal with elevation and there will always be some educated guessing involved, but as the season goes on, we will all gain experience. Deb will be getting a larger copy of the map used to show green and red roads for the contractor to use; this should help.

3- Discuss the results of our road work and whether we need to look for additional bids next year on road maintenance. 2018 road work should be completed before the meeting.

Gary discussed the county efforts and process on getting bids for road work. Our current contractor is working on 11 different PID groups and stretched very thin, but there are very few contractors willing to work on rural gravel PID roads. The question was raised on whether we could do an RFP (request for proposal) through the county to try and generate more interest. This would not be a binding document, rather an information gathering one. Gary will work with Jen Toland on how we might proceed with this. We also need to follow up with the Pinewood Springs PID to understand how their method differs from other PIDs.

4- Follow up as needed on items from the August PID board meeting including proposed signs and a possible new maintenance method

Gary will contact the county about a number of proposed yield signs, listed below. We need to check price and the legal placement of the signs at the intersection. We can proceed once questions are answered.

The intersection of Lakeview and Storm Mountain Dr

The "T" (Palisade Dr and Storm Mtn Dr)

The intersection of Palisade Mtn Dr and Snow Top Dr below the bears

Cedar Park and Storm Mountain Dr (Hi/Lo)

5- Other items as needed (items not pursued over the holidays – will be followed up Jan/Feb).

There was a question from a resident on the results of the traffic counts that were done late summer on US 43 and the access road. We believe the county was responsible. Deb will follow up with Matt Johnson.

Dave Legits proposed that our community consider filing a Class Action suite against the Forest Service, citing health concerns over dust and public safety in general on the Forest Service section of the access road. He also stated that continuing to classify the road as a high clearance Jeep road was irresponsible. General discussion indicated the community might need an attorney to guide this. The PID cannot take this action; it would need to be led by a community member. Deb agreed to send a note to the Storm Mountain e-mail group, as a resident, asking if there are any attorneys with property here that might help.