

Glenwood Lane & Bridge Maintenance Association Meeting Minutes for 7PM 8/23/2023 meeting

Attendees:

Grimmett Drive:

Jeanna VanDyke; Leora Gregory (Secretary/Treasurer) & Jay Avery; Sean Senko & Carol Stewart; Alice Hall Peabody; Gary Stewart; Sarah, Ember & Jake Lorenz

Glenwood Lane: Valerie Carsey; Mike Smith; SinSing and Gary Miller; Bruce Pederson (Vice President)

Johansen Lane: Jim (President) and Shelley Johansen; Stacey & Robert Jennings & Bear

Grover Lane: John McGinnis; Dawn Fisher

This represents 14 landowners out of a possible 27, so about 52% of the community was represented! This is the best showing that we've had in possibly a decade. Thank you all for showing up!

Decisions Made:

- **Send out Glenwood Bridge Recertification to everyone. Done**
- **Jake Lorenz is our new President!**
- **The 3 officers may make decisions for the community on work costing less than \$500 with notification to the community (landowners).** This was to help facilitate small things that impact the road and/or bridge but need to be done in a timely fashion. However, a notification of any such expenditure should immediately be sent to the owners in the community.
- **Permission granted for up to \$1000 spent on all of our road-signs to be done with correct names and spellings (and replacing the few that are correct for uniformity).** Jake expects this to be less – still getting quotes.
- **Permission granted to lay down recycled asphalt if under \$5k.** Jake is expecting this to be less, if not free, and can only be done during hot days. It's sometimes possible to get this completely free.
- **Jake will get quotes on resurfacing the bridge.** Likely, this will be on the agenda for next year.
- **Grimmett Drive's Culvert to be redone – GHOA will provide 2 loads of rock for this effort** that will help with the drainage on Glenwood Lane. The rest of the cost will be borne by the folks on Grimmett.

Still to be done from prior years' meeting:

- **We gave the green light for Kevin to pave down to the bridge and introducing a speed cushion.** Speed cushions are emergency personnel-approved. We expect this to solve the dangerous speed issues that Kevin and family experience. Yes, Kevin has agreed to deal with the few times snow and ice are an issue (use de-icer for ice, plow for snow). Jim said that they can add log barriers to deal with Leora's fear of a low traction slide into the creek. . .
- **Stairs down from the backside of the Store should be reconfigured:** putting in a landing partway down and redirecting the stairs should prevent people from coming down the stairs into a potential conflict with a vehicle *(there have been some near hits)*.
- **See if there is a way to get a speed monitor,** so that we can find out how severe the safety/speed issue is from people turning off the highway down the ramp to the bridge. [keep on Sean's list].
- **Leora will change the by-laws to allow just going over decisions made** at the beginning of each meeting – this allows the current meeting to have prior context. The holdup (still) is finding the document with the by-laws. **UPDATE:** *What we're looking for has been recorded with the county, and is only about 1 or 2 pages long. That means that updating the by-laws requires re-recording them. We need go to the county to get the recorded papers – this coming year (cross fingers)? [anyone with access to their documents when they bought their homes – if you can find your copy of the by-laws PLEASE tell Leora.]*

Minutes: (Thanks to John McGinnis for taking notes!)

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1. We called the meeting to order at around 7:21pm after introductions had already been made.
2. We went over the decisions of last year's meeting, but I again forgot to make sure that they were officially approved. If you have issues with the August, 2022 meeting minutes, please tell me directly, by end of September, or we will declare the minutes as approved (they were attached to the agenda – let me know if I have to resend them).
3. Treasurer's report:
 - a. Expenditures totaled \$4513.59 this year (\$2010.94 last year). See the Appendix for exact details. Rock, Oil, and Recertification, in increasing cost, were the big expenses.
 - b. Current real balance: \$12239.03 (last year, it was \$13,373.92). is in the Appendix.
4. Old business:
 - A. Referred to all of the info in the appendix (Fire info, easements, dog info)
 - B. On the attendance sheet, I was able to collect some more email addresses/telephone numbers that I'll be allowed to share with the community. I hope to get that out next month, after getting the accounts all updated.
 - C. (forgot to put this on the agenda: follow-through of last year's agreement on what to do with the road) While we put another layer of large rock on the road, as agreed, last year, we missed putting the ¾ rock on in spring, and the reason was that we thought that we had a deal where we could get the rock at a huge discount, and, at the last minute, it fell through. We were looking to put on that layer of small rock so that the anti-dust oil layer would be more effective (according to Bretthauer) However, after conferring with the Crumes, who had oiled the road in front of their place last year, we decided (perhaps a tad late) to oil the road, anyway – it's not clear if that will last through September. The oil seems inferior to that which was put down years ago, and doesn't seem to last very long (and, of course, is more expensive, these days).
5. New business:
 - A. **Had to get the Glenwood bridge recertified – recertification needed every 5 years.** Jim & I discussed just how difficult this was. Both Valerie and Jake had sought estimates on getting the Glenwood bridge certified (Jake was actually looking for the Grimmett Bridge, specifically), and both had come up with figures around \$14k, which would have wiped out our bank account. BPA, at first, told us that they would do the certification, but that it would be included with ALL of the bridges that they own. Months later, when seeking an update, we found that that wasn't true. They wouldn't be re-inspecting the bridge because they'd just done so for the footings work that they did. We worked with the inspectors of that bridge, but they couldn't share that previous analysis unless BPA gave them permission to do so. A month or so passed while Jim worked on getting that permission. It finally came through and Otak, the inspectors, were able to do the analysis and go out and re-inspect the bridge so as to be able to actually certify it. That certification document is what has been sent out to everyone. Jim mentioned that future recertifications may not be as reasonably priced as this one was, at under \$2k. The next time, it may be around \$8k due to us having to foot the entire recertification bill if either we can't get BPA permission to use their results, or we have to do it in a different timeframe

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from BPA (who renews their certifications every 10 years). We do have to be prepared for that recertification cost for 2028 or after.

- B. We needed to elect a new president. No one self-nominated. Jim nominated Jake. Jake didn't want to accept the nomination if he couldn't actually get anything done (because of having to get everyone's buy-in on a yearly basis). So, we went, briefly, to the next item on the agenda to see if we could enable *stuff getting done*. The next item happened to be the signs on the roads. While some of us didn't care that the signs don't have the actual name of the roads on them ("Grimmet Road", rather than "Grimmett Drive", and "Grover Road", rather than the correct "Grover Lane"), others agreed with Jake that it would be nice to have uniform street signs with the correct names on them. So we voted in (no one opposed) getting **new road signs, allowing up to \$1000 be spent doing so**. Jake hopes to be able to do it for less, but hasn't gotten an exact quote. Gary Miller mentioned a couple of different businesses with whom he had worked, previously (we didn't capture those in the notes).
- C. Back to getting a new president: Jake now accepted the nomination, and he was handily voted in. **Jake is our new President**. THANK YOU, Jake! (And yes, Jim will help Jake with the role.)
- D. **Permission granted to lay down recycled asphalt if under \$5k**. This topic garnered a bunch of discussion. People worried that speed would pick up: Jake noted that the speeders speed, regardless (and currently do, in spite of the gravel). People brought up maintenance – it should be good for several years, and meanwhile, no gravel nor oil need be applied. People worried about plowing (which doesn't necessarily have to be done with gravel), but Jake expects to plow it (as he did, last year, during the big snow). There are several folks who have plows in the neighborhood, so should Jake not be available, another person could do the work. Jake told us about another road that had this material placed on it, on a rather steep slope, with trucks going up and down, and holding out very well. And, one of the most attractive parts, unlike having to pave it – it can be placed on top of what we have (without having to prepare the base), and can potentially be free for the materials, if we can get a nearby construction site to dump their material on our road (as they have done for others). Jake noted that this can only be done during hot days. He'll look for how to obtain the material at the least amount of cost. We voted on \$5k, just in case he can't get it as cheaply as he is hoping. Jake will have to roll it, but has the equipment to do so. It's possible that we'd have to wait until next year to get this done because it's dependent on other construction needing to get rid of material.
- E. **Jake will get quotes on resurfacing the bridge**. In the certification document, Otak noted the wear in the bridge surface. We can (and will) discuss with BPA about them possibly resurfacing the bridge, which is in both of our interests. However, they may not be willing, given their priorities and needs, but the advantages for us include better drainage, and easier maintenance of the ends of the bridge where currently deep potholes sometimes for. Jake hadn't done enough investigation for us to make any sort of motions to get this work done, though, so it's just brought up for our attention, and that yes, we're interested in this work. Likely, this will be on the agenda for next year.
- F. **Grimmett Drive's Culvert to be redone – GHOA will provide 2 loads of rock for this effort** that will help with the drainage on Glenwood Lane. The rest of the cost will be borne by the folks

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on Grimmiett. The drainage at the Grimmiett and Glenwood T can get very bad during the rains. There used to be a functioning culvert under Grimmiett that dealt with that run-off, but no more, after people cut the corner and smashed down the one end. After redoing the culvert, we'll have to put in some large rocks to protect the corner and prevent the same thing happening, again (this is where one load of rock will likely be spent), and there will need to be more rock for the surface. The folks on Grimmiett will need to bear the cost of getting the new culvert, doing the work, and adding additional rock. We're expecting to share in the cost of rock, and hence the deal of GHOA providing up to 2 loads of rock. **Leora will help facilitate the Grimmiett end of this project.**

6. Good of the order: If you have Facebook and aren't already in our (Store and behind the store) facebook page, ask to join [this group](#). Leora mentioned that in spite of requesting email notification of all posts, she receives none, so has to actually go and check on the group for postings. What's the Facebook group for? Anything that is happening in our tiny little neighborhood that others might want to know about. Jake has posted his ideas, there, and didn't feel as though he was able to get a good discussion going on, there. But this would be a great place to discuss such ideas and hash through the pros and cons so that the annual meeting is then quite efficient.
7. Meeting adjournment. It ended at approximately 8:15pm, about an hour after it began, in earnest!

Leora Gregory, Secretary/Treasurer

Officers:

President: Jake Lorenz (September 2023 – August 2026),

Vice President: Bruce Pedersen (October 2021 - August 2024)

Secretary/Treasurer: Leora Gregory (September 2022 – August 2025)

Appendix

GHOA expenditures From September 2, 2022 through August 18, 2023:

Date	Description	Debit
11/3/2022	\$760.00 to David Glass for rocking Glenwood	\$760.00
11/3/2022	\$326.00 to David Glass for rocking the rest of Glenwood (In front of Eddy's)	\$326.00
7/28/2023	\$76.59 to Gary Miller for PGE bill for lighting the mailboxes	\$76.59
		\$1,500.0
8/18/2023	\$1500 to BrettHauer to oil the road	0
	\$1851 to OTAK to recertify our bridge to 30 tons 1 engineering teck and 2 civil	\$1,851.0
8/18/2023	engineers. Recertification must be done every 5 years.	0

Fire information:

- How to find out about fire restrictions: <https://gisapps.odf.oregon.gov/firerestrictions/PFR.html> (select Glenwood, read panel on left – remember to scroll left panel for ALL of the restrictions)
- For everything else about wildfires: <https://wildfire.oregon.gov/> Extremely comprehensive!

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Easements and Rockpiles:

- The easement for Glenwood Lane is 30' wide the whole length of the easement from the highway to the end of the lane (15 feet each side of the center line). The new stairs from Glenwood store is still in violation. We've already discussed that it's a safety issue, as well. Again, as long as people don't start to claim "ownership" of the easement and it's understood that any such stairways, fences, or structures in the easement may have to be removed for passage of a large load, nothing needs to be done right at this moment.
- the 2 rockpiles (one near Gary Miller's tree, and the other on Glenwood Lane at the end of Grover) are ONLY for filling potholes on Glenwood Lane.

Dog Issues:

- There is a leash law in Washington County:
<https://www.co.washington.or.us/HHS/AnimalServices/AnimalControl/Complaints/running-at-large.cfm>.
People should be able to walk their dogs (on a leash) on any of our roads without fear of a dog coming out to attack them or their dog.
- Anyone who has issues with dogs MUST file a complaint if we are to get this resolved: please call 503-846-7041, and talk to officer Tim Lock.