

CSM Board response to Marian Sabety's e mail.

While we acknowledge the right of all members to communicate in the manner they see fit, we continue to believe that uninvited community emails, particularly of those impugning the motives of others, are not a constructive way to further an objective discussion of our roadways or foster good relations within the community. We do not view the CSM website as a backwater, but as an appropriate place to post all viewpoints that community members can readily access if and when they choose. Accordingly, we will post your email to the website, together with others received, together with any comments/responses.

Email

Ms. Schmidlin:

I find your tone and your demand to relegate a neighbor's legitimate comments to a website posting to be insulting and condescending. It does not reflect a community that has enjoyed neighbors and nature for years—many who have been here since only a ferry brought folks onto the island in the 50's. Hiding communications on the back page of a website smacks of bias against viewpoints that do not espouse the Board's clear partiality toward paving—and partiality is not good Board governance. Most neighbors in the community have been communicating about Spoonbills and potholes for years via email. What kind of honest dialogue is this? Let's be open and transparent—so let's use both website AND email? You complain that the pro-pavers are only a couple of residents and largely troublemakers. Nothing could be farther from the truth.

In 2015, non-pavers represented more than half this community (do you not recall that they voted paving down 2 yrs ago?). They love this community for what it is: a quiet haven, noninvasive to its natural surroundings. Like you, they purchased into this community, BECAUSE IT WAS NOT PAVED. They have every right to argue against paving if they wish. They have every right to speak to whomever they please in pursuit of their point of view. That's their prerogative—and I am glad that they are persistent and vocal.

It's disturbing to see the slow drip of Board expenditures of CSM funds to pay for activities that further their pro-paving bias, when paving was voted down 2 years ago.... the consultant, the engineer, the lawyer..... What's the legality and morality of this Board, to use "no pavers'" monies to pay professionals to fight against no paving votes? What's the legality and morality of this Board, to railroad a pave/no-pave vote without accurate financials, without thoroughly vetted information, and with only wink & prayer answers?

When I drive less than 14 MPH no dust goes up, even on the driest day (—and on that point: when was the community vote to increase the stated CSM speed limit to 15MPH?). From the financials, the wet year appears to be an aberration, so wet pot holes can't be driving this (no pun intended).

The Board gives no whit of concern to speed on paving. An MPH app on my iPhone, that I used over the holidays, tracked frequent speeds on "the runway" at 22-25 MPH—often 30MPH (the

Runway is an apt name, at these speeds). Is this the new speed that pavers want for our community? Is this the community we've become? All this, because we cannot maintain 14 MPH?

Is the Board so set on railroading paving through, that they use inaccurate financials and a 'wink+prayer permitting promises' to apply a fast-cheap 'slap-the-tar-down' approach that common sense says will not work—resulting in a botched tar/sand mess that will then force the Million-Dollar paving fix to a cheap paving job....This cheap approach is a ploy to get paving at any cost—a “one-way” journey to a Multi-Million Dollar paved road. Sleight of hand.....Is this the community we've become?

Community be-damned; neighbors be silenced; community contributors be insulted; reserve funds be diverted..... Is this the community we've become? All this, because we cannot maintain 14 MPH?

Once this 'slap-the-tar-down' approach gets applied, there's no going back. The new issues will then become how to fix the tar holes, how to speed bump the roads, how to shunt the run-offs, how to re-tar after a hurricane, etc.

Just knowing we are being railroaded into a Multi-Million Dollar paved road reality—no matter how cheap the Board estimates this initial solution, causes me concern. Once any cheaper solution is applied, there's no going back to the soft, sweet, slow, shell road, we've enjoyed since we first turned off San-Cap Road, years ago. With this, will be a new community reflecting different values, tone, and caring than what we so-cherished for years. Is this the community we've become? All this, because we cannot maintain 14 MPH?

Marian Sabety
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