

A G E N D A

PLANNING COMMITTEE

REGULAR MEETING
THURSDAY, MARCH 8, 2018, AT 10:00 A.M.
BOARD ROOM – GATEWAY COMPLEX

1. MEETING CALLED TO ORDER: Leslie Birdsall, Chairman
2. ROLL CALL: Birdsall, Brown, Fredlund, and Neff
3. APPROVAL OF REPORT: Regular meeting of February 8, 2018 (Attachment)
4. RESIDENTS' FORUM
5. CHAIRMAN'S REPORT
6. UNFINISHED BUSINESS
7. NEW BUSINESS
 - a) Consider options and recommendations for two network and two spot improvements identified in the TJKM Vehicle/Pedestrian Safety Analysis and by Director Carl Brown.
 - b) Discuss prioritization of major projects.
8. ADJOURNMENT
9. NEXT MEETING: Thursday, April 5, 2018, at 10:00 a.m. in the Board Room at Gateway Complex

TO/pj

cc: GRF Board

PLANNING COMMITTEE REPORT

REGULAR MEETING
THURSDAY, FEBRUARY 8, 2018, AT 10:00 A.M.

A regular meeting of the Planning Committee was convened by the Active Chairman, Leslie Birdsall, at 10:00 a.m. on Thursday, February 8, 2017, in the Board Room at Gateway Complex.

Present, in addition to the Active Chairman, were Carl W. Brown and Melvin C. Fredlund. Also attending were Geri Pyle, President, and Robert D. Kelso, Secretary, and Mary Neff, Treasurer, GRF; Timothy O'Keefe, CEO; Dennis Bell, Public Safety Manager; Rafat Raie, City Traffic Engineer; and three residents. Attendance

The Planning Committee's report of its meeting held on November 16, 2017, was approved with one amendment. Report Approved

During the Residents' Forum Mr. Kelso shared concerns about the proposals noted in item #7a of the agenda, specifically item S-3, Crosswalk on Golden Rain Road at the Gateway Complex and item N-4, Install golf cart lanes in both directions on Rossmoor Parkway from Stanley Dollar to Tice Creek. Residents' Forum

Mrs. Neff commented on item N-4, Install golf cart lanes in both directions on Rossmoor Parkway from Stanley Dollar to Tice Creek, specifically Rossmoor Parkway street parking.

The Chairman addressed Mr. Kelso's concerns regarding S-3, Crosswalk on Golden Rain Road at the Gateway Complex.

Mr. Bell introduced Rafat Raie, City Traffic Engineer, to the Committee. Mr. Raie was invited to talk about the Committee's specific proposals and offer his recommendations. Mr. Raie went on to address item S-3, Crosswalk on Golden Rain Road at the Gateway Complex, and explained his recommendation to eliminate the crosswalk. Mr. Bell and Mr. Raie answered questions from the Committee. Discussion followed. City Traffic Engineer

Mr. Brown addressed item S-2, Crosswalk Rossmoor Parkway and Golden Rain Road, with an additional handout distributed to Committee members and attendees. The handout covered specifically, Option #1 of this recommendation, to widen the crosswalk by moving the eastern line and repaint the crosswalk ladder style. Mr. Bell informed the Committee that GRF staff are currently systematically addressing ladder style crosswalk repainting to coincide with scheduled repaving throughout Rossmoor. Discussion of Crosswalk Improvements

Mr. Bell reviewed item S-2, Crosswalk Rossmoor Parkway and Golden Rain Road, Options #1 and #2 with the Committee. Discussion followed.

A motion was made by Mr. Birdsall, seconded by Mr. Fredlund, and CARRIED, to recommend to the GRF Board that it approve the Rossmoor Parkway and Golden Rain Road improvements, item S-2, Crosswalk Rossmoor Parkway and Golden Rain Road, relocating the Recommendation to GRB re. S-2

crosswalk by moving the east line of the crosswalk up with the curb line. Creating better site distances for vehicles and realign the crosswalk with the corners of the intersection. Site distances will be improved for both drivers and pedestrians and right-of-way confusion reduced. The island will provide a refuge location for pedestrians to stop and watch for traffic. This will require relocating two ADA ramps and adding a pathway across the northwest island. Dennis Bell was asked to create a full design for the Board.

A motion was made by Mr. Birdsall, seconded by Mr. Fredlund, and CARRIED, to recommend to the GRF Board that it approve the Golden Rain Road at the Gateway Complex improvements, item S-3, Removal of the crosswalk and roadway pedestrian markings. Pedestrians to use the crosswalk at Tice Creek or Rossmoor Parkway and Golden Rain Road. Dennis Bell was asked to explore a barrier to prevent pedestrian crossing.

Recom-
mendation
to GRB re.
S-3

Mr. Brown addressed item S-4, Tice Creek and Golden Rain intersection pedestrian crossing, and distributed an additional handout to the Committee.

The Chairman addressed item S-4, Tice Creek and Golden Rain intersection pedestrian crossing, specifically Option #2, Install solar powered MUTCD compliant and pedestrian activated flashing LED stop signs in all directions at the intersections. Mr. Bell and Mr. Raie answered questions from the Committee. Discussion followed.

Discussion
re. Custom
Stop Signs

A motion was made by Mr. Fredlund, seconded by Mr. Brown, and CARRIED, to recommend to the GRF Board that it approve the Tice Creek and Golden Rain intersection pedestrian crossing improvements, item S-4, Install solar powered MUTCD compliant and pedestrian activated flashing LED stop signs in all directions at the intersections.

Recom-
mendation
to GRB re.
S-4

Mr. Bell updated the Committee on item S-5, Crosswalk on Tice Creek and Oakmont, and explained that RRFB's are no longer in use. Mr. Brown shared a possible alternative with a handout to the Committee regarding wireless solar powered flashing signage. Messrs. O'Keefe, Bell and Raie addressed questions from the Committee.

After further discussion, a motion was made by Mr. Birdsall, seconded by Mr. Fredlund, and CARRIED, to recommend to the GRF Board that it approve the Tice Creek and Oakmont improvements, item S-5, Relocate the crosswalk slightly north away from the drain, cutting thru the hedge near the bus stop for pedestrian pass thru and a painted crosswalk in the parking lot, connected to the nearest parking lot and pedestrian walk area. Install solar powered, pedestrian activated signage.

Recom-
mendation
to GRB re.
S-5

The Chairman reviewed the Golden Rain Road and Tice Creek improvements, specifically items N-1, Install golf cart lanes in both directions on Golden Rain Road from Tice Creek to Pine Knoll, and N-4, Install golf cart lanes in both directions on Rossmoor Parkway from Stanley Dollar to Tice Creek. Messrs. O'Keefe and Raie

addressed questions from the Committee regarding speed and provided recommendations. Discussion followed.

A motion was made by Mr. Birdsall, seconded by Mr. Fredlund, and CARRIED, with Mr. Brown voting no, to recommend to the GRF Board that it approve golf cart lane improvements, item N-1, Install golf cart lanes in both directions on Golden Rain Road from Tice Creek to Pine Knoll, in addition to the golf cart lanes, a realignment of roadway markings to eliminate the merger on Golden Rain Road. Creating lanes westbound on Golden Rain Road with one lane becoming a left turn only lane to Pine Knoll; and item N-4, Install golf cart lanes in both directions on Rossmoor Parkway from Stanley Dollar to Tice Creek, removal of reconfiguration of the small island on the south side of Rossmoor Parkway and Stanley Dollar, and the realignment of about 300 feet of the center roadway markings.

Recom-
mendation
to GRB re.
N-1 and
N-4

The Chairman distributed a list of potential major projects he would like to prioritize for the Committee. He asked all those in attendance to assist in this process by numerically listing each project, as each person sees fit to prioritize, as an anonymous recommendation. These were to be handed back to the Chairman when completed. Discussion followed.

Prioritize
Potential
Major
Projects

There being no further business to come before the Committee, the meeting was adjourned at 11:26 a.m.

Adjourn-
ment

The next regular meeting of the Planning Committee will be held on Thursday, March 8, 2018, at 10:00 a.m. in the Board Room at Gateway Complex.

Next Mtg.
3/8/18

Leslie Birdsall, Member
Planning Committee

dr

Meeting Date: March 8, 2018

**SUMMARY REPORT
GOLDEN RAIN FOUNDATION PLANNING COMMITTEE**

REPORT PREPARED BY:

Dennis Bell, Public Safety Manager

REQUESTED ACTION/RECOMMENDATION:

Consider options and recommendations for two network and two spot improvements identified in the TJKM Vehicle/Pedestrian Safety Analysis and by Director Carl Brown.

BACKGROUND:

At its February 8, 2018, meeting, the Planning Committee agreed on recommendations for network improvements (N-1 and N-4) and spot improvements (S-2, S-3, S-4, and S-5) as identified in the TJKM Vehicle/Pedestrian Safety Analysis. These recommendations were presented to the Board at its February 22, 2018, meeting. The Board agreed to move forward for with the spot improvements and directed Staff to obtain bids. The Board referred the network improvements back to the Planning Committee for further study.

The Board asked that an additional spot improvement (S-16) as suggested by Director Brown and identified in the TJKM Study, be considered by the Planning Committee. Additionally, the Board asked the Planning Committee to review the Golden Rain Road merge as requested by Director Brown (the Golden Rain Road merge was within the TJKM study area but was not identified as a location needing improvements. See Attachment #1 "Traffic Study Addendum" prepared by Director Brown.

ID	NAME		ID	NAME
S-16	Pine Knoll and Lower Golden Rain Crosswalk		N-1	Golf Cart Lanes Golden Rain Rd between Tice Creek Dr. and Upper/Lower Golden Rain Rd
N/A	Golden Rain Road Merge		N-4	Golf cart lanes on both sides of Rossmoor Parkway.

N-1 Install Golf Cart Lanes in Both Directions on Golden Rain from Tice Creek to Pine Knoll.

Staff researched the possibility of adding golf cart lanes. Golden Rain Road is wide enough to add golf cart lanes; however, this will require extensive realignment of the roadway markings, and removal of islands (concrete and painted). Moreover, this realignment will lead to the loss of parking spaces on the south side of Golden Rain Road.

See Attachment #2 for golf cart lane renderings prepared by TJKM.

Estimated Cost: To be determined.

N-4 Install golf cart lanes in both directions on Rossmoor Parkway from Stanley Dollar to Tice Creek.

Add golf cart lanes on both sides of Rossmoor Parkway to Tice Creek without removing parking spaces. This requires the removal or reconfiguration of the small island on the south side of Rossmoor Parkway and Stanley Dollar, and realignment of about 300 feet of the center roadway markings.

Staff studied this and while the roadway can be reconfigured and realigned, Rossmoor Parkway narrows, and at least five parking spaces will need to be removed to accommodate the golf cart lanes

See Attachment #3 for golf cart lane renderings prepared by TJKM.

Estimated Cost: To be determined.

S-16 Crosswalk on Golden Rain Near the Hillside Clubhouse (at Pine Knoll)

This crosswalk is located on Golden Rain just west of Pine Knoll.

TJKM suggested several enhancements for this crosswalk:

1. Restripe to a high visibility crosswalk.
2. Install "Pedestrian Crossing" signs at the crosswalk.
3. Install advance "Pedestrian Ahead" crossing signs.
4. Enhance lighting for the crosswalk.

See Attachment #1 for Director Brown's suggestions.

Golden Rain Road Merge:

While this location was not identified in the TJKM report, at Director Brown's suggestion, the Board referred the study of the Golden Rain merge back to the Planning Committee. Director Brown suggests that the merge be removed and that a left turn only lane be installed for eastbound traffic on to Lower Golden Rain (please refer to Attachment #1).

Staff researched all reported traffic accidents in the last three years and did not find any accidents that occurred because of the merge.

Additionally, eliminating the merge will require extensive realignment of roadway markings.

ALTERNATIVES AND OPTIONS:

The Committee could select any of the options or staff recommendations, and/or direct staff to further study alternatives for these locations.

SUBSEQUENT ACTIONS:

Staff will continue to research options as directed by the Committee and/or Staff will prepare a Summary Report for a Board meeting for any recommendations made by the Committee.

FINANCIAL IMPACT:

Unknown

ATTACHMENTS:

Attachment #1: Director Brown's *"Traffic Safety Addendum"*

Attachment #2: Golf Cart Lane Renderings for Golden Rain Road

Attachment #3: Golf Cart Lane Renderings for Rossmoor Parkway

Attachment #1

Traffic Study Addendum

Two additional sites to consider:

S16 Pine Knoll and Lower Golden Rain (near Hillside Clubhouse)



View of crosswalk driving west on Lower Golden Rain Road approaching Hillside Clubhouse.



Location of crosswalk

This crosswalk is very difficult to see. It should have ladder (zebra) striping and a knockdown pedestrian crossing sign at the center-line. The problem with this crosswalk is that Lower Golden Rain Road is climbing uphill towards Hillside but when it reaches Pine Knoll the road flattens to make the intersection level. The intersection on the far side of the intersection is at time below the driver's line of sight until you come close and then it is very flat to the driver's perspective. What instead catches the driver's eye is the second crosswalk at the entrance to the Hillside parking lot. There are times of the day when just this crosswalk is in shade and the rest of the area is in full sunlight. Ladder striping will help some but a centerline knockdown pedestrian sign is needed to clearly make this visible.

S32 Merge on Golden Rain Road between Pine Knoll and the Lower/Upper Golden Rain Road intersection. (A new site not on the TJKM report)

Residents in attachments to emails reported this site. Apparently the content of the emails was added to the report but not the content of attachments. Unless you live here and drive this section of road frequently the problems with the merge are not obvious.

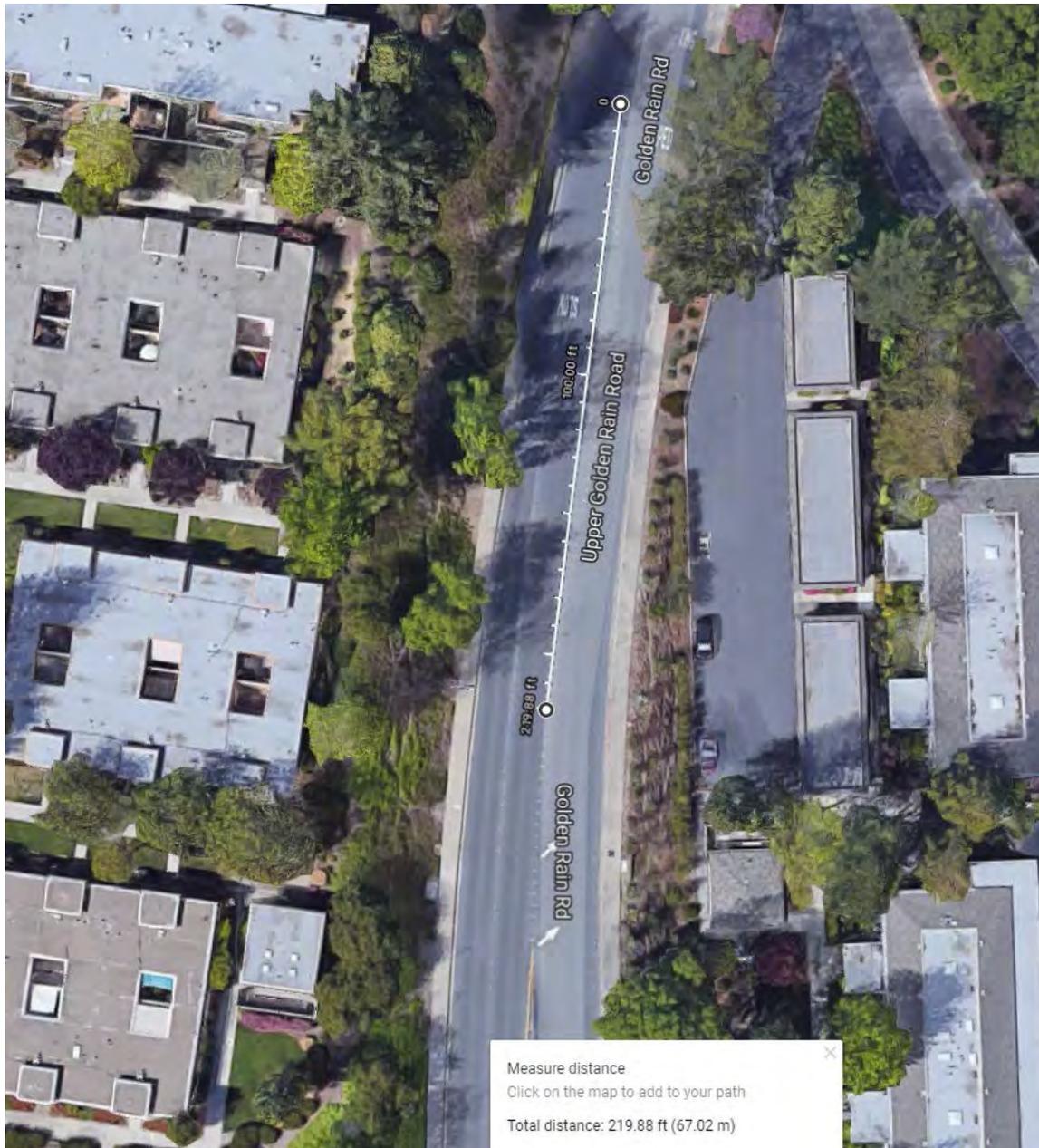
Supposedly this merge was added to slow traffic on Golden Rain Road at the crest of the hill just before the left turn onto Lower Golden Rain. However, the effect is just the opposite. Traffic typically slows anyway because of the hill and diminishing sight distance. However, when two vehicles approach the merge often one of the cars speeds up to pass especially when the other vehicle is slow or a golf cart. The faster vehicle does not want to be behind the slower one because the roads ahead are single lane. Often one vehicle will not only speed up but also cut off the other vehicle.

Rarely but sometimes, vehicles will not merge but instead cross over the centerline and crest the hill going the wrong direction in a lane used by oncoming traffic. Prudent drivers coming from the Lower/Upper Golden Rain Road intersection (S8) will not immediately merge into the left lane until they come to the part where Golden Rain Road is 4 lanes.

This would also warn drivers that Golden Rain Road is about to split into a left turn lane and straight and right turn lane well in advance so they have more time to adjust to conditions that they can not yet see. The short notice that there is a left turn lane can cause drivers to slow right after the crest of the hill.

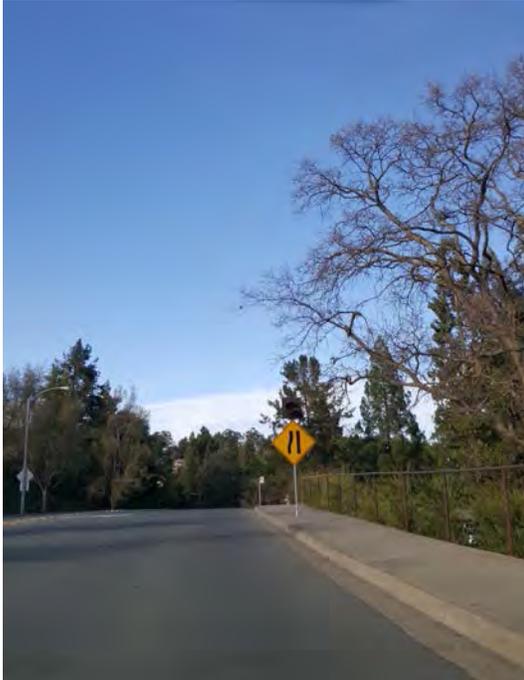
When that section of Golden Rain Road was repaved it was first re-stripped without the merge. During that time this section was safer to drive and residents remember this and many of them have asked to have the merge removed.

It also makes it easier to give directions to people unfamiliar with Rossmoor so that they don't slow down in confusion at the Lower/Upper Golden Rain Road intersection. One can tell them to stay in the left lane for Hillside, Skycrest and the high number Golden Rain entries and in the right lane for the lower numbered Golden Rain entries. Driver confusion causes accidents and the simpler the instructions the better.

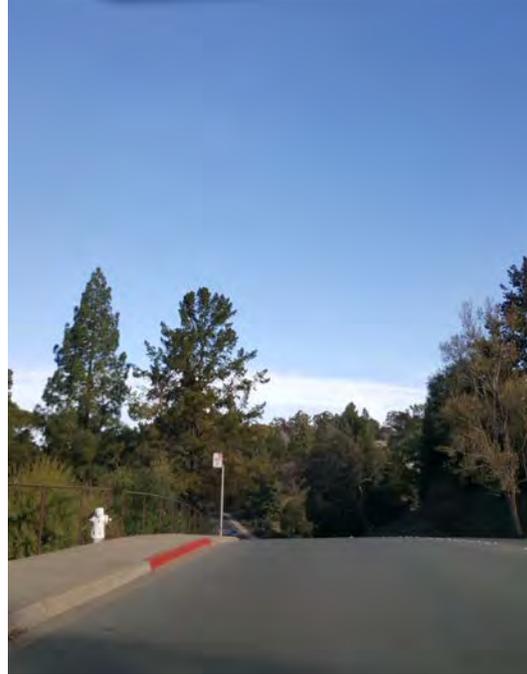


The change would consist of having the centerline moved to about where the pavement is seamed retaining the two lanes northbound and splitting the southbound traffic from one to two lanes about 150 feet further south. Lane separation striping would be changed. The merge arrows would be removed and the #1 (left) lane would be marked “LEFT TURN ONLY”. The merge sign would be replaced with a left lane must turn left sign.





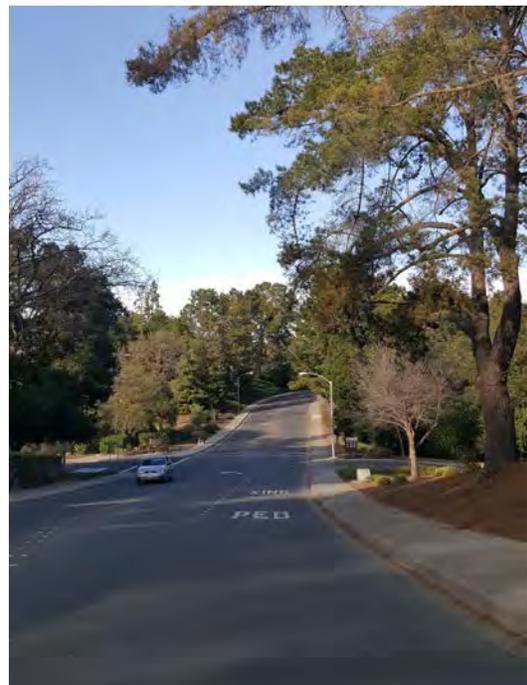
Approaching merge



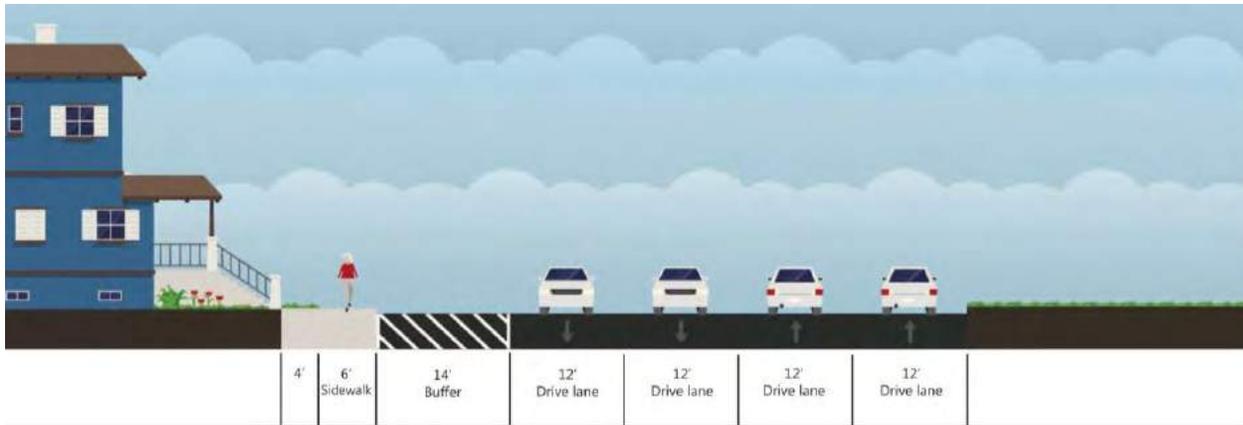
Approaching top of hill



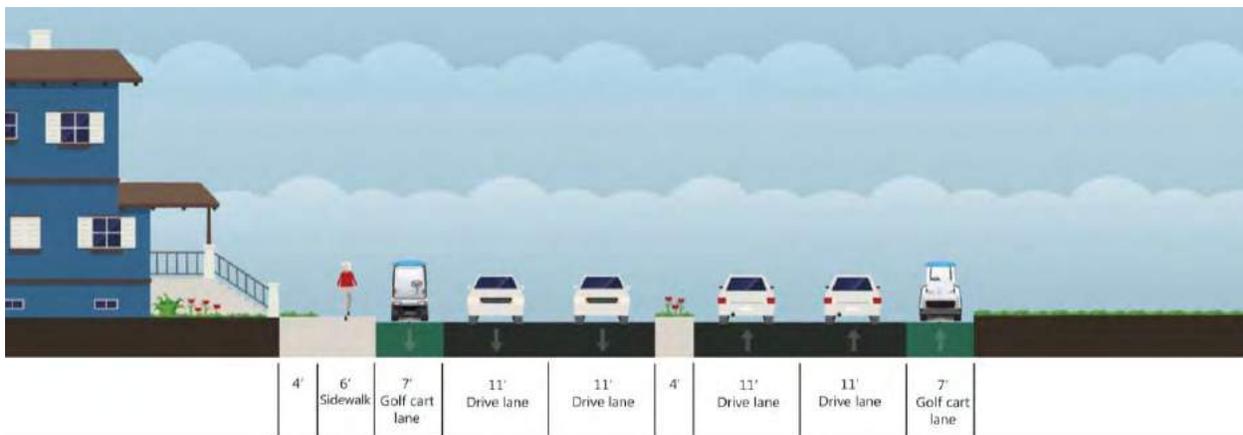
Starting decent



Approaching the left turn lane



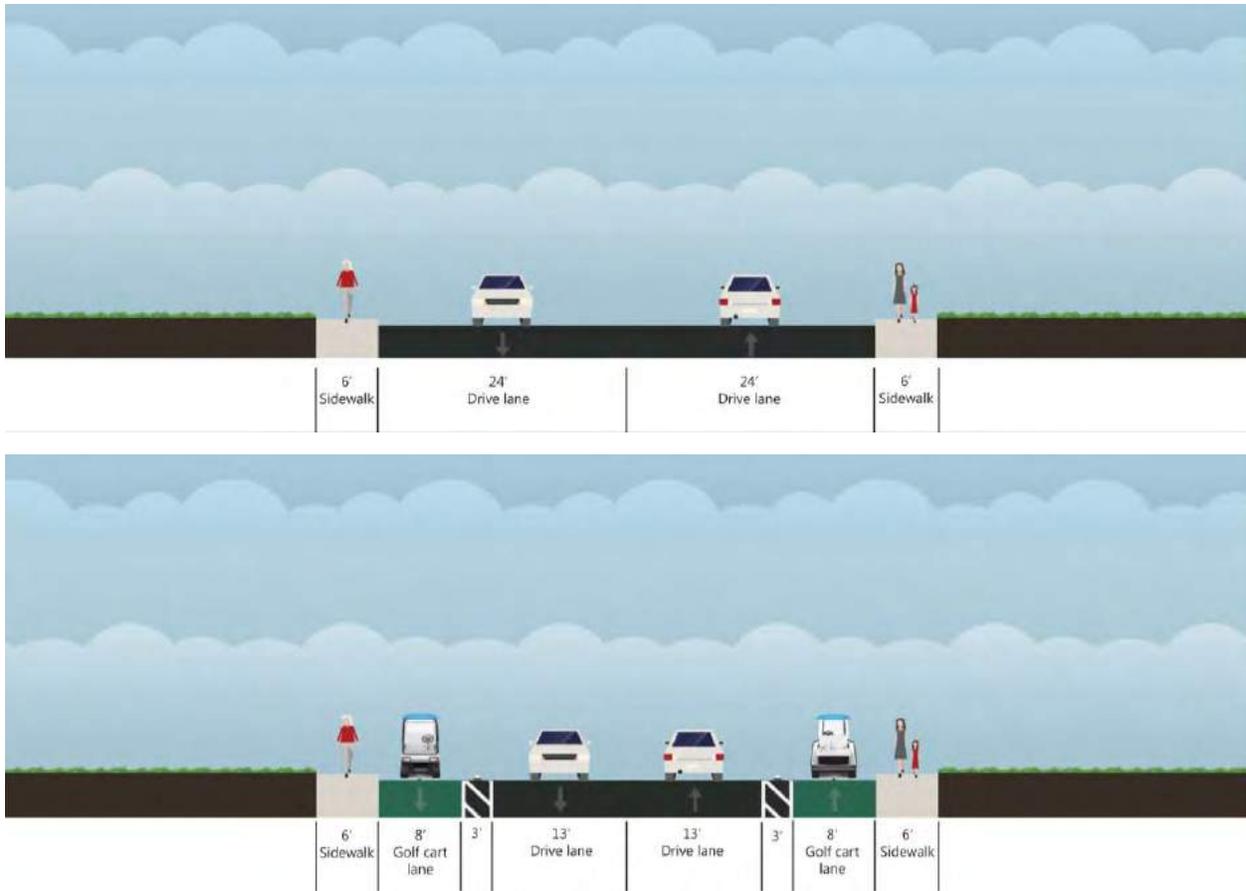
Golden Rain Road Existing Cross Section (between Tice Creek Drive and Lower Golden Rain Road).



Golden Rain Road Proposed Cross Section (between Tice Creek Drive and Lower Golden Rain Road).

Table 5 and **Table 6** list all spot and network improvements, respectively, that would improve Rossmoor vehicle and pedestrian safety. Detailed maps of improvement locations and conceptual drawings are provided in **Appendix E**.

Figure 6 shows all locations for spot and network improvements.



(Top) Rossmoor Parkway Existing and Proposed Cross Section (between Stanley Dollar Drive and Tice Creek Drive).

(Bottom) Rendering of proposed safety enhancement on Rossmoor Parkway (between Stanley Dollar Drive and Tice Creek Drive).



Meeting Date: March 8, 2018

***SUMMARY REPORT
PLANNING COMMITTEE***

REPORT PREPARED BY:

Tim O'Keefe, CEO

REQUESTED ACTION/RECOMMENDATION:

Discuss prioritization of major projects.

BACKGROUND:

In association with the presentation of the Long Range Capital Plan to the GRF Board of Directors in February 2017, staff presented a list of Potential Major Projects (PMP) to initiate discussion on future community planning. Last summer, the GRF Board of Directors charged the Planning Committee with the responsibility of prioritizing future major projects in the community. Since the publication of the initial PMP, staff have updated the document and it is attached for consideration. The document is not intended to be all inclusive and the project list is not closed. It reflects unsolicited input from residents and Board members and includes staff's best judgement on the possible projects that the Committee and Board might want to consider in the future.

Also attached is a Criteria for Project Prioritization list that was proposed by the previous administration in 2014. The Committee could review this list as a starting point for developing criteria on what should be considered for inclusion on the list.

The Committee will also need to consider the methodology for determining how the items on a final list should be prioritized. Some possible ideas might include but are not limited to:

- Inviting residents to provide feedback at future Planning Committee meetings
- Holding information workshops and soliciting feedback
- Providing a survey in the Rossmoor News and online

ATTACHMENTS:

- Potential Major Projects list
- Criteria for Project Participation

CRITERIA	Project:
Financial Impact	None, until a major project list is defined and prioritized
Operational Efficiencies	Should assist the Board in streamlining the decisions of which projects to spend funds on and when
Dependencies	N/A
Subsequent Actions	Once approved by the Committee, the recommendation will be submitted to the Board for consideration
Alternatives/Options	See above
Time-Frame	No time frame has been defined
Advantages/Benefits	See above Operational Efficiencies
Disadvantages/Risks	The absence of a prioritized list could prolong the major project decision-making process

**Golden Rain Foundation
Potential Major Projects**

Project	Estimated Cost	
	Low	High
Hillside Clubhouse Renovation	\$ 2,000,000	\$ 15,000,000
Dollar Clubhouse Renovation	\$ 500,000	\$ 5,000,000
Pedestrian/traffic safety projects	\$ 52,000	\$ 1,300,000
Renovate Fireside Kitchen	\$ 100,000	\$ 500,000
MOD Office Renovation	\$ 1,000,000	\$ 10,000,000
Alternative Energy Conservation Projects	\$ 100,000	\$ 500,000
Gateway Studios Improvements	\$ 250,000	\$ 1,500,000
Outdoor Pickleball Court Complex	\$ 400,000	\$ 1,000,000
Creek Restoration	\$ 1,000,000	\$ 10,000,000
Water Reclamation Facility	\$ 8,000,000	\$ 15,000,000
Drought tolerant design - golf & parks	\$ 500,000	\$ 2,000,000
Garden Club Improvements	\$ 100,000	\$ 150,000
Electric Vehicle Charging Stations	\$ 61,000	\$ 77,000
Entry Monument at Rossmoor Pkwy and Golden Rain Rd	\$ 50,000	\$ 250,000
Replace two Restrooms (Buckeye, Dollar Ranch)	\$ 200,000	\$ 400,000
Add spa at Hillside	\$ 100,000	\$ 200,000
Database Synchronization Project	\$ 100,000	\$ 300,000
	\$ 14,513,000	\$ 63,177,000

Criteria for Project Prioritization

1. Cost of project
2. Availability of resources: short/long term
3. Ability to borrow money
4. Cost of delay
5. Visibility to residents
6. Needs vs. desires
7. Long-range capital improvement needs
8. Residents' concerns
9. Utilization
10. Type of utilization
11. Phasing of work
12. Planning vs. construction
13. Funding source: Trust/Operating