

A G E N D A

PLANNING COMMITTEE

REGULAR MEETING
THURSDAY, NOVEMBER 16, 2017, AT 10:00 A.M.
BOARD ROOM – GATEWAY COMPLEX

1. MEETING CALLED TO ORDER: Mary Lou Delpech, Chairman
2. ROLL CALL: Delpech, Birdsall, Brown, and Fredlund
3. APPROVAL OF REPORT: Regular meeting of October 13, 2017 (Attachment)
4. RESIDENTS' FORUM
5. CHAIRMAN'S REPORT
6. UNFINISHED BUSINESS
None
7. NEW BUSINESS
 - a. Analysis from Public Safety Manager regarding Golden Rain Road and Rossmoor Parkway improvements. (Attachment)
 - b. E-Mail and attachment from Director Brown regarding custom stop signs for the westbound direction of Golden Rain Road and Tice Creek Drive. (Attachment)
8. ADJOURNMENT
9. NEXT MEETING: TBD.

TO/pj

cc: GRF Board

PLANNING COMMITTEE REPORT

REGULAR MEETING
FRIDAY, OCTOBER 13, 2017, AT 10:30 A.M.

A regular meeting of the Planning Committee was convened by the Chairman, Mary Lou Delpech, at 10:30 a.m. on Friday, October 13, 2017, in the Board Room at Gateway Complex.

Present, in addition to the Chairman, were Leslie Birdsall, Carl W. Brown, and Melvin C. Fredlund. Also in attendance were Geraldine Pyle, President, GRF; Mary K. Neff, Treasurer, GRF; Timothy O'Keefe, CEO; and one resident. Attendance

The following four areas that the Committee asked staff to review were discussed: Committee

S-2 Crosswalk Rossmoor Parkway and Golden Rain Road.

The Committee recommended Option #1, to widen the crosswalk to bypass the center divider. Requests
Staff to
Review

S-3 Crosswalk Golden Rain Road at the Gateway Driveway

The Committee recommended Option #1, to remove this crosswalk.

S-4 Pedestrian Crossing Tice Creek Dr. and Golden Rain Rd.

The Committee requested staff estimate what it would cost to raise this set of crosswalks.

S-5 Crosswalk Tice Creek Dr. and Oakmont

The Committee recommended the existing crosswalk be moved toward Golden Rain Road before the bus stop. This crosswalk is to extend into the parking lot. The Committee also recommended the installation of a solar powered, wireless, pedestrian activated RRFB.

There being no further business to come before the Committee, the meeting was adjourned at 12:00 p.m. Adjourn-
ment

The next regular meeting of the Planning Committee will be held on Thursday, November 16, 2017, at 10:00 a.m. in the Board Room at the Gateway Complex. Next Mtg.
11/16/17

Mary Lou Delpech, Chairman
Planning Committee

LB/dr

SUMMARY REPORT
GOLDEN RAIN FOUNDATION PLANNING COMMITTEE

REPORT PREPARED BY:

Tim O'Keefe, CEO
Dennis Bell, Public Safety Manager

REQUESTED ACTION/RECOMMENDATION:

Consider options and recommendations for two network items from the TJKM Vehicle and Pedestrian Safety Study.

BACKGROUND:

At its October 13, 2017, meeting, the Planning Committee discussed options for network improvements (specifically N-1 and N-4) as recommended by TJKM.

N-1 Golf Cart Lanes on both sides of Golden Rain Road to Pine Knoll

Option #1 (Traffic Study): Install golf lanes in both directions of Golden Rain Road to Pine Knoll.

Option #2: Install golf cart lanes in both directions of Golden Rain Road to Pine Knoll and remove the existing merge as recommended by Director Brown (see attachment 1). This will require additional work as roadway markings will need to be realigned and added.

Option #3: Make no changes/refer back to staff for further study.

Staff Recommendation: Option #2, install golf cart lanes on both sides of Golden Rain Road and remove the merge at Pine Knoll, and realign and add roadway markings as necessary.

N-4 Golf Cart Lanes on both sides of Rossmoor Parkway to Tice Creek

Option #1 (Traffic Study): Add golf cart lanes on both sides of Rossmoor Parkway to Tice Creek and requiring the removal of three parking spaces on the southwest side of Rossmoor Parkway and Stanley Dollar.

Option #2: 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.

Option #3: Make no changes/refer back to staff for further study.

Staff Recommendation: Option #2, install golf cart lanes on both sides of Rossmoor Parkway without removing parking spaces.

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 solicit bids on options approved by the Planning Committee. Once obtained, the bids will be submitted to the Finance Committee and the Board of Directors for consideration.

FINANCIAL IMPACT:

Unknown, the actual costs will not be determined until the project(s) are submitted for bid.

ATTACHMENTS:

Attachment #1 Email and map from Director Brown

ATTACHMET #1

Dennis Bell

From: CbrownGRF <cbrowngrf@xnetinc.com>
Sent: Friday, October 13, 2017 1:25 PM
To: Tim O'Keefe; Mary Lou Delpuch; Les Birdsall; Mel Fredlund; Dennis Bell
Subject: Golden Rain Merge
Attachments: GR merge.PNG

Tim,

As I mentioned a lot of people in my district would like the merge eliminated. I have no heard one person who would like to keep it. People often speed up to pass cars and golf carts because they do not want to be behind a slow vehicle. Some time they cut them off and other times they cross over the median and drive the wrong way into on coming traffic. While the accident rate is low if there would be an accident it might be fatal. Being at the top of the hill it is difficult to see oncoming traffic.

It would involve moving about 220 feet of center-line markings. Delaying the split from one lane to two lanes about 100 feet for traffic headed southbound and changing the merge sign to a "Left Lane Must Turn Left" sign. The merge left arrows also need to be removed and the northbound lane separating line need to be extended.

Another benefit would be that it would be easier to give visitor directions to Hillside. (Stay in left lane).

I suspect that the big advantage is that with this change we would see people slowing because of the hill not speeding up to pass and not cutting cars and golf carts off in order to pass.

TJKM had this reported to them in attachments to resident emails. They read the emails but not the attachments so they were probably not aware of the problem. This is the sort of problem that residents see but may not be obvious to visitors.

Carl



Virus-free. www.avg.com



Measure distance ✕
Click on the map to add to your path
Total distance: 219.88 ft (67.02 m)

From: CbrownGRF [<mailto:cbrowngrf@xnetinc.com>]
Sent: Monday, October 30, 2017 12:16 PM
To: Dennis Bell <DBell@rossmoor.com>
Cc: Tim O'Keefe <TimOKeefe@rossmoor.com>; Mary Lou Delpech <delpech@att.net>
Subject: Stop sign test

Dennis,

Could you help me do a feasibility test to make sure that we can implement a special stop sign that will work for the westbound direction of Golden Rain and Tice Creek so that it will be fully visible to cars and not flash into nearby manor windows.

I believe that we need to know soon if the flashing stop sign idea if feasible before we set the 2018 budget.

Carl

Custom Stop Sign

For the intersection of Tice Creek and Golden Rain the stop signs facing west must not shine into residences. Here is a suggested prototype.

It will start with a standard stop sign for pole mounting.

It will have two 12v LED lights. These will be standard 3" automotive LED brake lights. This will allow us to use the full intensity during the day and reduce the intensity to about 50% at night, which should have less impact than auto tail-lights on the street leading up to the interchange. The light will have a light shield that will block the light from close residences. The dawn to dusk switch will control a relay that will dim these lights at night by switch the power from the brake lead to the running light lead.



\$26 / pair



Weatherproof box and cover \$10

Actual box will depend on relay size and wiring needs



\$14

This is a bit more expensive than other switches but it is adjustable as to light sensitivity.

Single throw double pole 12v relay with socket. \$10

Because of the dusk to dawn controls these signs will require an additional wire to provide a constant 12V supply with negligible draw. Unlike the 1/2" conduit to the other signs with the +12V flashing wire and ground the wiring for this sign will also need a constant +12 supply to operate the dawn-to-dusk switching. The conduit will feed into the bottom of the waterproof junction box, which will also serve to house the relay.

Schedule 40 3" ABS pipe could be used for the light shield. These signs should cost less than \$100 each including tax and miscellaneous hardware.