A regular meeting of the Board of Directors of the Golden Rain Foundation of Walnut Creek will be held in Peacock Hall at Gateway Complex, commencing at 9:00 a.m., Thursday, May 25, 2017. The agenda for the meeting is listed below. It is sometimes necessary to add agenda items for consideration by the Board after the agenda has been prepared and distributed. These items will be described in the agenda available at the Board meeting. Regular meetings of the Board of Directors are open, and comments from residents are always welcome during the Residents' Forum.

A G E N D A

GOLDEN RAIN FOUNDATION OF WALNUT CREEK

REGULAR MEETING OF THE BOARD OF DIRECTORS
THURSDAY, MAY 25, 2017, AT 9:00 A.M.

1. MEETING CALLED TO ORDER: Geraldine Pyle, President

2. ROLL CALL: Pyle (G), Roath (F), Kelso (D), Neff (H), Adams (A), Birdsall (I), Brown (B), Delpech (E), Fredlund (C), and O'Keefe, ex-officio member

3. APPROVAL OF MINUTES: Regular meeting of April 27, 2017
Organizational meeting of May 8, 2017
Regular meeting of May 9, 2017

4. SPECIAL PRESENTATION BY CEO TO IMMEDIATE PAST PRESIDENT LESLIE BIRDSALL IN APPRECIATION OF HIS OUTSTANDING SERVICE TO THE ROSSMOOR COMMUNITY FROM MAY 2015 TO MAY 2017.

5. UPDATE FROM CINDY SILVA, WALNUT CREEK CITY COUNCIL MEMBER AND CITY'S LIAISON TO ROSSMOOR.

6. TREASURER'S REPORT (Attachment)

7. CHIEF EXECUTIVE OFFICER'S REPORT (Attachment)

8. RESIDENTS' FORUM
9. **RESIDENT MEMBER COMMITTEE REPORTS**

   a. Aquatics Advisory – Brian K. Stack, Chairman (Attachment)  
   b. Finance – David H. Smith, Chairman  
   c. Fitness Advisory – Claudia Tierney, Chairman (Attachment)

10. **BOARD COMMITTEE REPORTS**

   a. Compensation – Leslie Birdsall, Chairman (Attachment)

   1) Consider Committee’s recommendation that the Board reaffirm the Golden Rain Foundation Compensation Philosophy and Compensation Management Structure (CMS) that was approved June 29, 2011, and in support of the CMS, establish three distinct pools of money available for distribution to employees. The three pools are a “base pool”, a “merit pool” and a “discretionary pool”. (Attachment)

   2) Consider Committee’s recommendation to the Board that it establish a budget principle beginning with the 2018 budget, assuming a wage increase amount equivalent to the CPI-U published by the Federal Bureau of Labor Statistics for the San Francisco Bay Area, for the most recent 12 month period ending April 20. This would be used to fund a pool for wage increases during the budget year to be optionally referred to as either a “base pool” or “cost of living pool”. (Attachment)

   3) Consider Committee’s recommendation to the Board that it include in the 2018 budget $70,000 to be used by the CEO to recognize and reward eligible employees not subject to discipline or performance improvement plans who demonstrated exemplary performance during the budget year, as evidenced by an objective performance evaluation, subject to applicable wage caps established by the CMS. (Attachment)

   4) Consider Committee’s recommendation to the Board that it include in the 2018 budget $15,000 to be used for wage-related contingencies in 2018, to be distributed at the discretion of the CEO. (Attachment)

11. **UNFINISHED BUSINESS**
12. **NEW BUSINESS**

a. Presentation by TJKM Traffic Engineering Consultants of its findings and recommendation for changes to improve traffic/pedestrian safety in Rossmoor. The presentation is for discussion only and no decisions on implementation will be made. (Attachment)  

b. Consider approving Board representative and Board committee appointments, as recommended by the President, for one-year terms, effective immediately. (Attachment) 

c. Consider approving a Mission Statement for the Ad Hoc Technology Committee formed to develop a strategic 5-year plan for GRF technology. (Attachment) 

d. Consider adopting a Mechanics Bank Corporation Banking Resolution authorizing the GRF Board officers, the CEO, and the CFO to sign and act on behalf of the organization. (Attachment) 

e. Consider approving the following: 

   - A drought tolerant landscape design template for areas of the golf course bordering residential housing that might be taken out of the regular irrigation pattern in the future. 
   
   - A drought tolerant park-like solution for 2 areas adjacent to the creek that were taken out of the regular irrigation pattern: 
      1. on the corner of Rossmoor Parkway/Golden Rain Road. 
      2. on Rossmoor Parkway just south of the 2nd green on the Dollar Ranch Course. 
   
   - A trail system that networks the Foundation’s and the Mutuals’ small pocket parks to enhance the visibility and enjoyment of Rossmoor’s various parks for residents and guests. (Attachment) 

13. **ANNOUNCEMENTS**

a. There will be a Board retreat on Friday, May 26, 2017, at 9:00 a.m. in the Club Room at Creekside Complex. It is not open to the public. 

b. The next mid-month regular meeting of the Board will be held on Tuesday, June 13, 2017, at 9:00 a.m. in the Fireside Room.
c. The next end-of-the month regular meeting of the Board will be held on Thursday, June 29, 2017, at 9:00 a.m. in Peacock Hall at Gateway Complex.

14. EXECUTIVE SESSION

a. There will be an executive session of the Board following this meeting to discuss contract and legal matters and any other appropriate business.

15. RECESS
Golden Rain Foundation, Inc.
Treasurer’s Report
Board Meeting May 25, 2017

For the month of April operating results were $60,000 favorable to budget. Total revenues were under budget by $32,000 and total expenses were over budget by $92,000. Cumulative for the first four months of the year, revenues were under budget by $76,000 and expenses were below budget by $185,000, for a combined positive cumulative variance for the year-to-date of $109,000. All amounts are rounded to the nearest thousand for this report.

**Revenues:**
The most significant revenue variance was a $25,000 deficit in golf revenue for the month.

**Expenses:**
Variance from budgeted expenses for the month included surpluses in salaries and employee expenses and maintenance supplies of $51,000 and $27,000 and a deficit of $17,000 in professional/legal services.

**Trust Estate Fund**
There were 53 sales in April 2017, including 42 sales that paid a membership transfer fee. One non-sale transaction also paid a fee for a total of 43 paid memberships generating $387,000 compared to 43 membership fees received in April 2016 generating $387,000. As of May 15, there have been 14 membership fees received during the month and there are about 78 pending escrows.

Total expenditures for the month were $693,000 including $354,000 for the Del Valle renovation project, $183,000 in machinery and equipment and $136,000 in debt service.
CEO’s Monthly Report
By Tim O’Keefe, CEO

Access Control Concept

Many residents continue to express concern about non-residents’ use of amenities. As a result of resident feedback, the GRF Board of Directors agreed to move forward at its mid-month meeting in May with an access control system once the newly renovated fitness center opens next year.

The Board provided guidance to staff on their interest in providing limited access to caregivers and guests and also provided guidance on how Rossmoor tenants could have access to amenities. A joint sub-committee of the Aquatics and Fitness Advisory Committees proposed a limit of 10 free guest passes per resident to the Del Valle complex per year.

The access control system will be piloted at the fitness center and may be rolled out to other amenities in the future. Based on the Board’s feedback, new and revised policies will be submitted to the Policy Committee for consideration in the future. A thorough synopsis of the Board’s deliberations on access control was included in the May 17 edition of the Rossmoor News.

Del Valle Renovation Status

As was reported in an extensive story in the Rossmoor News on May 10, the fitness center renovation is moving ahead full throttle. Most of the interior has been gutted and a portion of the roof is in the process of being removed so that the roof can be raised. It is exciting to see the facility beginning to take shape.

The pool renovation is in process. The pools will be replastered, an ultraviolet cleansing system will be installed and the pool heaters and pumps will be replaced. The contractor is in the process of obtaining the necessary permits.

Employee Transition

One employee, Denis Stephan, Senior Accountant, Accounting, left employment with the Golden Rain Foundation in April.
Interesting 2016 Rossmoor Data

Staff recently updated key end-of-year data which can be found on the Rossmoor.com website. Residents might be interested in some other important data and facts about GRF Operations in 2016 that have not been previously reported. All amounts are for the full year unless noted:

**Mutual Operations:**
- 31,425 Service calls received by Order Desk
- 2,821 Average monthly Order Desk calls, 4th Quarter 2016
  - 26% Increase in Q4 2016 Order Desk call volume, compared to Q1
  - 59% Reduction in average length of time on hold with Order Desk in Q4 2016 compared to Q1 (from 3.7 to 1.5 minutes)
- 17,577 Work Orders processed
  - 90% Work Orders completed within 30 days
  - 89% Survey respondents who ranked Handyman Service Good or Excellent

**Public Safety:**
- 3,279,368 Vehicle entrances through the front gate
- 8,023 Securitas service calls
  - 26% Securitas service calls that were medical related

**Resident Services (Recreation and Transportation):**
- 23,892 Facility Bookings during the year
- 7,138 Custodial setups
- 9,906 Tickets sold to 125 GRF events
- 3,586 Tickets sold on 124 GRF excursions
- 118,618 Rides provided on Rossmoor buses, including 6,226 paratransit
- 139,972 Bus miles driven, including 20,541 Green Line miles (downtown)
- 98,134 Pool attendance
- 180,372 Fitness Center visits
  - 3,836 Personal training appointments

**Golf:**
- 61,801 Golf rounds played
  - 90% Survey respondents' approval rate of golf courses, during drought
  - 99% Survey respondents’ approval rate of pro shop staff
- $3.15 Pro shop sales per round of golf played
- 2.3% Increase in pro shop sales per round, compared to 2015

**Finance and Information Technology:**
- 504 Monthly financial statements generated for GRF and Mutuals
- 99% Financial statements delivered on time
- 1,650 IT service requests
  - 43 Average IT response time to service requests, in minutes

**Rossmoor News & Website:**
- 387,800 Page views on www.rossmoor.com
  - 91% Survey respondents who rated Rossmoor News layout, design and editing either Good or Excellent
  - 93% Survey respondents who Always read the Front Page
  - 70% Survey respondents who Always read the Residents Forum
  - 72% Survey respondents who Always read the Security Report
  - 92% Survey respondents who Always or Occasionally read the CEO Report
AQUATICS ADVISORY COMMITTEE REPORT

REGULAR MEETING
THURSDAY, MAY 11, 2017, AT 1:30 P.M.

A regular meeting of the Aquatics Advisory Committee (AAC) was called to order by the Chairman, Brian K. Stack, at 1:30 p.m. on Thursday, May 11, 2017, in the Board Room at Gateway Complex.

Present, in addition to the Chairman, were Dale O. Reynolds, Secretary, Norman P. Attendance Gorsuch, E.J. Koch, Carol A. Meehan, and Judith L. Morton. Barbara S. Jordan was absent. Also attending were Timothy O'Keefe, CEO; Jeffrey P. Matheson, Director of Resident Services; and several residents.

The report of the Committee's regular meeting held on April 13, 2017, was Report approved as written.

Mr. Reynolds presented the pool numbers. For the month of April, Dollar visits were up 8%; Hillside visits were up 25%; and Del Valle visits were down 27%. Mr. Matheson commented that these numbers were most likely down due to swimmers using their radio key tag card at the Front Desk. Overall, there appeared to be a 12% decline in pool attendance.

Mr. Matheson brought the Committee up to date regarding the Del Valle Complex Renovation Project.

The Committee then discussed the family swim schedule at Hillscone pool during the closure of the Del Valle pool. At the beginning of this year, the AAC proposed new procedures for the removal of lane line markers during family swim time only. In light of the fact that there is no alternative lap swim venue the AAC has recommended postponing the implementation of the new procedure until the re-opening of the Del Valle pool.

The being no further business to come before the Committee, the meeting was adjourned at 2:47 p.m.

The next regular meeting of the AAC will be held on Thursday, June 8, 2017, at 1:30 p.m. in the Board Room at Gateway Complex.

Brian K. Stack, Chairman
Aquatics Advisory Committee

DOR/kv
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**Yr-Yr % change:** 20.52%

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**Yr-Yr % change:** 41.67%

## DEL VALLE POOL

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**Yr-Yr % change:** -9.93% -13.13% 13.22%

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**Yr-Yr % change:** -9.93% -13.13% 18.34%

### TOTAL

- 2011: 86409
- 2012: 96617
- 2013: 98744
- 2014: 105,278
- 2015: 100,707
- 2016: 98,134
- 2017: 24,821

**Yr-Yr % change:** -9.93% -11.52% -1.00%

### *NUMBERS INCLUDE GUESTS AND CAREGIVERS*

- HS closed Nov 15
- DV closed 6/23-29
- HS closed 3/23-3/27
- HS closed 9/17-9/22
- HS closed 7 days
- Began use of Keytag
- Exercise heater down
- DV Closed 4/3
- DV Closed 4/3
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**Total** | **251** | **168** | **176** | **214** | **168** | **264** | **193** | **189** | **267** | **298** | **261** | **146** | **140** | **37** | **0** | **2,772** |

**GUESTS** | 81 | * DUE TO PG&E POOL CLOSED 4/26 9AM-1PM |
**CAREGIVERS** | 4 | * POOL CLOSED DUE TO NO CHLORINE 4/29 & 4/30 |
| Day   | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 1:00 | 2:00 | 3:00 | 4:00 | 5:00 | 6:00 | 7:00 | ADULT | KIDS | 7:30 |
|-------|------|------|------|------|-------|-------|-------|------|------|------|------|------|------|-------|------|------|
| SAT   | 1    | 3    | 2    | 3    | 3     | 5     | 11    | 14   | 8    | 8    | 3    | 2    | 2    | 1     | 68   | 19   | 11   |
| SUN   | 2    | 5    | 5    | 4    | 1     | 5     | 6     | 14   | 9    | 13   | 8    | 11   | 3    | 2     | 0    | 86   | 22   | 11   |
| MON   | 3    | 10   | 15   | 14   | 2     | 6     | 8     | 7    | 19   | 11   | 13   | 12   | 8    | 23   | 0    | 148  | 4    | 0    | 1    |
| TUE   | 4    | 0    | 0    | 0    | 0     | 0     | 0     | 20   | 10   | 7    | 7    | 9    | 7    | 0     | 60   | 0    | 0    | 1    |
| WED   | 5    | 11   | 21   | 3    | 5     | 15    | 6     | 3    | 6    | 7    | 3    | 8    | 7    | 14    | 0    | 109  | 1    | 0    | 0    |
| THU   | 6    | 9    | 2    | 13   | 0     | 4     | 5     | 3    | 3    | 3    | 0    | 1    | 6    | 0     | 0    | 46   | 0    | 0    | 0    |
| FRI   | 7    | 7    | 10   | 3    | 0     | 3     | 4     | 4    | 4    | 1    | 4    | 7    | 1    | 4     | 2    | 50   | 0    | 0    | 2    |
| SAT   | 8    | 6    | 2    | 1    | 0     | 1     | 0     | 2    | 2    | 6    | 4    | 3    | 3    | 0     | 0    | 0    | 0    | 0    | 0    |
| SUN   | 9    | 7    | 3    | 2    | 2     | 9     | 3     | 9    | 5    | 9    | 4    | 4    | 3    | 1     | 0    | 61   | 3    | 4    | 1    |
| MON   | 10   | 7    | 14   | 6    | 7     | 12    | 9     | 3    | 7    | 7    | 10   | 4    | 4    | 11    | 0    | 101  | 3    | 0    | 0    |
| TUE   | 11   | 0    | 0    | 0    | 0     | 0     | 0     | 6    | 5    | 7    | 4    | 3    | 1    | 0     | 26   | 0    | 0    | 0    | 0    |
| WED   | 12   | 9    | 12   | 4    | 10    | 6     | 2     | 3    | 2    | 3    | 5    | 3    | 7    | 9     | 2    | 77   | 3    | 0    | 3    |
| THU   | 13   | 8    | 1    | 11   | 2     | 6     | 1     | 5    | 4    | 4    | 4    | 2    | 3    | 4     | 1    | 56   | 1    | 0    | 0    |
| FRI   | 14   | 10   | 18   | 2    | 10    | 12    | 7     | 5    | 2    | 6    | 9    | 6    | 6    | 7     | 4    | 104  | 3    | 0    | 1    |
| SAT   | 15   | 6    | 1    | 5    | 5     | 11    | 5     | 4    | 8    | 10   | 6    | 6    | 4    | 2     | 0    | 73   | 2    | 6    | 1    |
| SUN   | 16   | 10   | 2    | 6    | 5     | 4     | 4     | 2    | 1    | 2    | 1    | 0    | 0     | 0     | 37   | 0    | 0    | 0    | 0    |
| MON   | 17   | 9    | 9    | 10   | 0     | 13    | 6     | 6    | 4    | 6    | 4    | 5    | 1     | 2     | 0    | 75   | 0    | 0    | 0    |
| TUE   | 18   | 0    | 0    | 0    | 0     | 0     | 0     | 9    | 5    | 7    | 9    | 3    | 2     | 1     | 36   | 1    | 0    | 1    |
| WED   | 19   | 12   | 17   | 4    | 13    | 6     | 8     | 10   | 7    | 6    | 8    | 8    | 4     | 7     | 2    | 112  | 0    | 0    | 1    |
| THU   | 20   | 11   | 4    | 12   | 0     | 3     | 2     | 4    | 3    | 4    | 6    | 6    | 2     | 5     | 1    | 63   | 1    | 0    | 1    |
| FRI   | 21   | 12   | 18   | 4    | 15    | 8     | 10    | 13   | 11   | 14    | 17   | 6     | 6     | 17    | 0    | 151  | 7    | 0    | 19   |
| SAT   | 22   | 7    | 3    | 3    | 4     | 8     | 4     | 3    | 5    | 7    | 4    | 6    | 3     | 4     | 2    | 63   | 4    | 5    | 2    |
| SUN   | 23   | 10   | 2    | 3    | 3     | 1     | 10    | 6    | 11   | 9    | 9    | 7    | 2     | 2     | 1    | 76   | 13   | 11   | 1    |
| MON   | 24   | 13   | 18   | 12    | 5     | 12    | 3     | 3    | 1    | 6    | 3    | 5    | 7    | 5     | 0    | 93   | 2    | 0    | 5    |
| TUE   | 25   | 0    | 0    | 0    | 0     | 0     | 0     | 13   | 6    | 7    | 4    | 2    | 2     | 1     | 35   | 1    | 0    | 1    |
| WED   | 26   | 13   | 11   | 4    | 11    | 4     | 7     | 1    | 6    | 4    | 6    | 6    | 5     | 4     | 1    | 83   | 2    | 0    | 3    |
| THU   | 27   | 9    | 4    | 5    | 4     | 3     | 4     | 6    | 10   | 5    | 8    | 8    | 4     | 6     | 2    | 78   | 1    | 0    | 2    |
| FRI   | 28   | 10   | 10   | 7    | 17    | 6     | 9    | 10   | 10   | 4    | 10   | 5    | 7    | 10    | 3    | 118  | 4    | 0    | 6    |
| SAT   | 29   | 7    | 1    | 6    | 1     | 4     | 12    | 7    | 12   | 12   | 12   | 16   | 9     | 7     | 2    | 108  | 20   | 10   | 5    |
| SUN   | 30   | 9    | 5    | 4    | 7     | 14    | 18    | 19   | 21   | 22   | 15    | 22   | 20    | 7     | 0    | 183  | 33   | 26   | 0    |

| TOTAL | 230 | 208 | 147 | 133 | 182 | 156 | 165 | 233 | 214 | 214 | 194 | 141 | 166 | 24 | 2407 |

| ADULT GUESTS | 151 |
| CHILDREN    | 84  |
| CAREGIVERS  | 1   |
### Attendance Numbers

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### Room & Pool Numbers

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**Total:** 1451

### Pool Attendance Numbers

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**Total:** 3264

### Trainer Activity

| Total Half Hour Sessions: | 34 |
| Total One Hour Sessions: | 50 |
| Total Free Sessions: | 19 |
| Total Classes Taught: | 71 |
| Total Paid SGT/Workshop Clients: | 6 |

### Pool Totals

**Year:**

- 2011: 13187 12210 14037 12000 12464 12563 11969 13132 11529 11975 11943 11334 148343 61,512
- 2012: 12856 12044 12436 12390 12857 13314 12440 13241 11825 11736 150552 68,353
- 2013: 13227 12348 12976 13063 12782 11910 13007 13014 11850 12778 11524 11455 149934 67,860
- 2014: 13325 12514 13780 12982 12727 11937 13363 13821 12812 13225 12123 12663 155273 68,253
- 2015: 13806 13088 14099 13013 13118 13394 14212 14200 13970 13759 12870 13186 162715 69,011
- 2016: 15703 15087 16516 15120 15629 14603 14729 15929 14671 14374 13977 14034 180372 61,696
- 2017: 15368 14461 5498 3033 16,763

### Pool Class Stats

**Year:**

- 2011: 13187 12210 14037 12000 12464 12563 11969 13132 11529 11975 11943 11334 148343 61,512
- 2012: 12856 12044 12436 12390 12857 13314 12440 13241 11825 11736 150552 68,353
- 2013: 13227 12348 12976 13063 12782 11910 13007 13014 11850 12778 11524 11455 149934 67,860
- 2014: 13325 12514 13780 12982 12727 11937 13363 13821 12812 13225 12123 12663 155273 68,253
- 2015: 13806 13088 14099 13013 13118 13394 14212 14200 13970 13759 12870 13186 162715 69,011
- 2016: 15703 15087 16516 15120 15629 14603 14729 15929 14671 14374 13977 14034 180372 61,696
- 2017: 15368 14461 5498 3033 16,763

### Fitness Totals

**Year:**

- 2011: 13187 12210 14037 12000 12464 12563 11969 13132 11529 11975 11943 11334 148343 61,512
- 2012: 12856 12044 12436 12390 12857 13314 12440 13241 11825 11736 150552 68,353
- 2013: 13227 12348 12976 13063 12782 11910 13007 13014 11850 12778 11524 11455 149934 67,860
- 2014: 13325 12514 13780 12982 12727 11937 13363 13821 12812 13225 12123 12663 155273 68,253
- 2015: 13806 13088 14099 13013 13118 13394 14212 14200 13970 13759 12870 13186 162715 69,011
- 2016: 15703 15087 16516 15120 15629 14603 14729 15929 14671 14374 13977 14034 180372 61,696
- 2017: 15368 14461 5498 3033 16,763
### AQUATICS CLASSES STATS

#### APRIL 2017

**Monday**
- 8:00am class: total = 33, avg = 16
- 10:00am class: total = 30, avg = 10
- 11:00am class: total = 76, avg = 19
- 12:00pm class: total = 75, avg = 19
- 12:50pm class: total = 26, avg = 7
- 7:00pm class: total = 35, avg = 12

**Tuesday**
- 5:00pm class: total = 40, avg = 10

**Wednesday**
- 8:00am class: total = 58, avg = 15
- 10:00am class: total = 28, avg = 9
- 11:00am class: total = 87, avg = 22
- 12:00pm class: total = 73, avg = 18
- 12:50pm class: total = 29, avg = 7
- 7:00pm class: total = 43, avg = 11

**Thursday**
- 5:00pm class: total = 47, avg = 12

**Friday**
- 8:00am class: total = 53, avg = 13
- 10:00am class: total = 46, avg = 15
- 11:00am class: total = 100, avg = 25
- 12:00pm class: total = 57, avg = 14
- 7:00pm class: total = 37, avg = 12

**Saturday**
- 1:00pm class: total = 55, avg = 14

**TOTAL = 979**

*248* are in classes taught by independent contractors

*731* are in classes taught by fitness staff

---

_Masha Henzel_

Del Valle Aquatics, Sports & Fitness Complex

1751 Tice Creek Drive

Walnut Creek, CA 94595

925-988-7850 front desk

925-988-7851 office
FITNESS CENTER ADVISORY COMMITTEE REPORT

REGULAR MEETING
WEDNESDAY, MAY 10, 2017, AT 9:30 A.M.

A regular meeting of the Fitness Center Advisory Committee (FCAC) was called to order by the Chairman, Claudia Tierney, at 9:30 a.m. on Wednesday, May 10, 2017, in the Board Room at Gateway Complex.

Present, in addition to the Chairman, were Catherine S. Herdering, Vice Chairman, Attendance Sherry S. Smith, Secretary, Carol A. Green, Charlotte A. Howard, Barbara Leonard, Virginia Lee Rapp, and Melvin C. Fredlund, GRF representative and ex-officio member. Also attending were Jeffrey P. Matheson, Director of Resident Services; Masha Henzel, Fitness Supervisor; and one resident.

The report of the Committee's regular meeting of April 12, 2017, was approved as written.

The Chairman reported 3,033 total fitness visits for the month of April, which also includes class attendance totals.

Ms. Henzel reported that an XT20 bicycle is not working and is waiting for parts. She then presented a graph representing 14 years of fitness center usage.

Per Mr. Matheson, there is an ongoing issue with the restrooms in the modulars. The holding tanks for the toilets have a finite capacity which is exceeded regularly. In an attempt to rectify this problem, the number of service days for emptying the holding tanks has been increased. Committee members reported on the many positive comments made by residents regarding the modulars.

Mr. Matheson updated the Committee on the Del Valle Complex Renovation Project, which is in the demolition and plumbing phases. Internal walls are down and the process for raising the roof has commenced. Thus far, there have been no major surprises. In a slide presentation, Mr. Matheson showed pictures of the demolition within the fitness center structure. Ms. Smith brought up the issue of extended times when no trainer is present in the cardio room and when people may need help. Both she and Ms. Rapp gave time periods when this seems to be occurring.

The Chairman adjourned the meeting at 10:00 a.m.

The next regular meeting of the FCAC will be held on Wednesday, June 14, 2017, at 9:30 a.m. in the Board Room at Gateway Complex.

Claudia Tierney, Chairman
Fitness Center Advisory Committee

SSS/kv
Attachment: Fitness Center Statistics
# DEL VALLE AQUATICS and FITNESS REGISTRATION
## APRIL 2017

### ATTENDANCE NUMBERS

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
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<tr>
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<td>Resident Sign In Total</td>
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<td>Fitness Caregiver Total</td>
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<td>Club Guest Total</td>
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<td>Contractor Guest Total</td>
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<td><strong>Fitness Totals</strong></td>
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### ROOM & POOL NUMBERS

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<thead>
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<tbody>
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<td>HS Diablo Room #s</td>
<td>256</td>
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<tr>
<td>HS Vista Room #s</td>
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<tr>
<td>HS Las Trampas #s</td>
<td>12</td>
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<tr>
<td>Creekside Club Room #s</td>
<td>129</td>
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<td>Fitness Room #s</td>
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<td><strong>Total</strong></td>
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### POOL ATTENDANCE TOTAL

- Total: 221
- Total Memberships: 4806
- Unique Scans: 897

### POOL TOTALS

<table>
<thead>
<tr>
<th>Year</th>
<th>Facilities</th>
<th>POOLS Class Stats</th>
<th>POOL Staff</th>
<th>POOL Contractor</th>
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<td>2015</td>
<td>6818</td>
<td>61,512</td>
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<tr>
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<td>68,353</td>
<td>67,860</td>
<td>731</td>
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### FACILITY TOTALS

- Total: 3264
- Total ½ Hour Sessions: 34
- Total 1 Hour Sessions: 50
- Total Free Sessions: 19
- Total Classes Taught: 71
- Total Paid SGT/Workshop Clients: 6

### POOL TOTALS

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<thead>
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<th>Jan</th>
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<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
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Page 11
COMPENSATION COMMITTEE REPORT
MEETING OF
THURSDAY, MAY 11, 2017, AT 9:30 AM

A regular meeting of the Compensation Committee was convened by Chair Les Birdsal, at 9:30 am, in the Board Room at the Gateway complex.

Present, in addition to the Chair, were Committee members Sue Adams and Mel Fredlund. Also in attendance were Tim O'Keefe, CEO of GRF; Anthony W. Grafals, General Counsel and Director of Confidential Services; Judith Perkins, Sr. Manager Human Resources, and MarlaPascoe, HR Generalist.

The report of the Committee's meeting held on January 18, 2017, was reviewed and approved by the Committee as presented.

Present at the meeting were GRF Board members Geri Pyle, Steve Roath, Bob Kelso, Mary Neff, Carl Brown, and Mary Lou Delpech. No comments were offered at the Residents' Forum.

Chair Birdsal opened the meeting to a general discussion of the proposal, which included an extended explanation of the current Compensation Management System. After a motion duly made, seconded, and discussed, the Compensation Committee voted unanimously to recommend that the Board of Directors endorse the Compensation Management System as described for use by staff.

The discussion then moved to the funding proposals for the 2018 fiscal year.

After a motion duly seconded, and discussed, the Compensation Committee voted unanimously to recommend to the Board of Directors that a budget principle be adopted directing staff to assume a wage increase equivalent to the CPI-U for the San Francisco Bay Area, for the 12 month period ending April 30th of the then current year, to fund a cost-of-living increase for employees eligible to receive such an increase, and who are not on disciplinary or performance improvement status, and who meet the standards set for performance during the budget year, as documented through an objective written performance review, subject to applicable wage ceilings.

CEO O'Keefe presented a request to fund an additional pool to provide merit increases to recognize and reward exceptional employee performance. After a motion duly seconded and discussed, the Compensation Committee voted unanimously to recommend to the Board of Directors that for 2018, an additional $70,000 be included in the budget to enable the CEO to recognize and reward select employees eligible for a wage increase and who are not on disciplinary or performance improvement status, and who not only meet but exceed the standards set for performance during the budget year, as documented through an objective written performance review, subject to applicable wage ceilings.
Compensation Committee  
May 11, 2017

CEO O'Keefe presented a request for additional funds to be used as needed to adjust employee wages which are below the minimum for the position or to fill a critical position where additional funds are needed. After a motion duly seconded and discussed, the Compensation Committee voted unanimously to recommend to the Board of Directors that an additional $15,000 be included in the 2018 budget to be used by the CEO as needed to bring employee wages up to the minimum floor of the relevant wage band, or fill a critical position for which additional funds are needed to enable hiring.

The next meeting of the Compensation Committee will be determined after the appointment of members for the 2017-2018 Board year.

The meeting was adjourned at 11:14 am.

[Signature]
Leslie Birdsall, Chair  
Compensation Committee

JP/m
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Les Birdsall, Compensation Committee Chairman,
Anthony W. Grafals, General Counsel and Director of Confidential Services, and
Judith Perkins, Sr. Manager Human Resources

REQUESTED ACTION:
Consider reaffirmation of the Golden Rain Foundation Compensation Philosophy and
the Compensation Management Structure (CMS) approved on June 29, 2011, and
approve the adoption of three “pools” of funds to be available for distribution to employees.

RECOMMENDATION:
At the Compensation Committee meeting on May 11, 2017, the Compensation
Committee voted unanimously to recommend that the Board of Directors reaffirm the
Golden Rain Foundation Compensation Philosophy and Compensation Management Structure (CMS) that was approved on June 29, 2011, and in support of the CMS, establish three distinct pools of money available for distribution to employees. The three pools are a “base pool”, a “merit pool” and a “discretionary pool”.

BACKGROUND:
In 2011, The GRF Board adopted a compensation philosophy (See Attachment) which was intended to provide guidance to the Board in making decisions regarding employee compensation in order to provide consistency to compensation decisions over time.

Also in 2011, a Compensation Management Structure (CMS) (See Attachment) was established to guide staff in administering employee compensation. The CMS categorizes positions and assigns a range of compensation with a cap and a floor (the “band”) to each category. These bands are established based on wage data from the San Francisco Bay Area job market. The floor is generally set at 0.9 times the median and a cap is generally set at the lower of 1.2 times the median wage or the 75th percentile for that position. The CMS further provides for annual review by staff, to ensure GRF’s compensation practices remain competitive with the external market and consistent with the Board’s compensation philosophy. In keeping with this philosophy and practice, if wages for a position reaches the cap for that position, no further pay raises are granted until the cap adjusts in response to the external job market.
At the May 11, 2017 meeting of the Compensation Committee, the Committee voted unanimously to establish three distinct compensation “pools” for inclusion in the annual budget to be distributed as follows:

1. A cost of living adjustment pool. Eligible employees attaining at least an overall “satisfactory” rating as determined on an objective performance evaluation for the prior year and not subject to discipline or performance improvement shall be eligible for a cost-of-living wage increase from this pool.

2. A Merit Pool. Only employees who are not subject to discipline or performance improvement and who have demonstrated exemplary performance during the year are eligible to receive money from the Merit Pool.

3. A “Contingency Pool.” This is an amount that may be used by the CEO to increase wages for employees who have fallen below the wage floor for their position, and/or to provide for unanticipated costs, such as those associated with hirings, promotions or transfers during the fiscal year.

The distribution of all 3 pools is at the discretion of the CEO; subject, however, to wage ceilings in place as provided for by the CMS.

ATTACHMENTS:
1) Compensation Philosophy
2) Compensation Management Structure
Golden Rain Foundation Compensation Philosophy

Golden Rain Foundation of Walnut Creek (GRF) relies upon the skills and abilities of its employees to create a superior living experience for the residents of Rossmoor Walnut Creek. In order to attract and retain competent, experienced employees, GRF offers them competitive compensation and benefits in a congenial work environment. GRF’s strategy is to focus on maximizing financial efficiency. By relying primarily on experienced employees, total compensation costs can be controlled while still positioning GRF to provide superior levels of service and cooperation in order to meet residents’ demands.

Approved by the Compensation Committee July 11, 2011
Approved by the Board of Directors July 28, 2011
COMPENSATION MANAGEMENT STRUCTURE

As approved by the Compensation Committee 6/29/2011

Effective with fiscal year 2012, Staff is directed to utilize a Compensation Management Structure (CMS), in support of the GRF Compensation Philosophy, to ensure employee compensation is appropriately addressed. This structure is to be used to categorize positions and assign a compensation band to each category.

The CMS will establish a pay band floor and cap, relative to the external market, for each non-represented position. The floor is to be initially set at .9 of the market median or average and the cap will initially be set at 1.2 of the market median or average, not to exceed the market 75th percentile. The floor represents the minimum the Foundation will pay for employees in that position; the cap represents the maximum the Foundation will pay for that position.

Compensation bands will be reviewed annually by staff, to ensure the Foundation’s compensation practices remained competitive and consistent with the Board’s compensation philosophy. Staff will determine this by use of external compensation surveys, particularly those which focus on the compensation levels for the San Francisco Bay area, the market area in which the Foundation competes for employees. The surveys should include for-profit and not-for-profit organizations, as well as appropriate specialty surveys (i.e., CACM; recreation; golf/PGA; etc.)

Using this structure, once an employee reaches the “cap” for their position, no further raises will be granted until the compensation band itself has moved in response to job market. Performance recognition in such an event can be achieved through grants of merit cash, a lump-sum payment that does not affect wages.

It is understood that the CMS is a work-in-progress, and can (and should be) modified as usage indicates is in the best interests of the Foundation and the employees. Staff is empowered to choose the surveys and develop the procedures needed to implement this structure. It is the Board's intent that staff will manage the CMS and related processes for an initial period of 3-5 years, in accordance with the general guidelines above. An external consultant is to be hired, no later than 2017, to review the Foundation’s compensation practices and the various pay bands in relation to the external market for effectiveness, and make suggestions if needed to bring the compensation structure and/or processes into closer compliance with the Compensation Philosophy.
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Les Birdsall, Compensation Committee Chairman
Anthony W. Grafals, General Counsel and Director of Confidential Services, and
Judith Perkins, Sr. Manager Human Resources

REQUESTED ACTION
Consider establishment of a budget principal assuming an employee wage increase consistent with the annual increase in the cost of living, in order to fund a “base” or “cost of living pool” for wage increases during the budget year.

RECOMMENDATION:
At its meeting on May 11, 2017, the Committee voted unanimously to recommend to the Board of Directors that it establish a budget principle beginning with the 2018 budget, assuming a wage increase amount equivalent to the CPI-U published by the Federal Bureau of Labor Statistics for the San Francisco Bay Area, for the most recent 12 month period ending April 20. This would be used to fund a pool for wage increases during the budget year to be optionally referred to as either a “base pool” or “cost of living pool.”

BACKGROUND:
Each year, in preparation for the budget process, staff works with the Compensation Committee and the Board of Directors to establish the amount of money to be allocated for staff wage increases for the ensuing fiscal year. With frequent turnover among members of the compensation committee and the Board occurring shortly before the start of the budget process, time pressures can be significant and the learning curve very short.

Additionally, historical data examined in 2016 by GRF’s outside compensation consultant, revealed a trend of overall declining wages relative to the market in which GRF competes for employees.

Recognizing the significant costs associated with hiring and training new employees and the benefits of retaining a well-trained and motivated staff, as well as the need to provide guidance to the Board on a timely basis during the budget process, at its May 11, 2017 meeting, the Committee voted unanimously to recommend the establishment of a budget principle which allows for a cost of living increase in wages equivalent to the twelve month increase in the CPI-U for the San Francisco Bay Area, as published by
the Bureau of Labor Statistics at the end of April, the most recent month prior to the start of the budget process for which such data is available. Such increase would only be available to employees who, at the conclusion of the applicable budget year, are eligible for a wage increase, and who have been determined to meet their applicable performance standards as determined by an objective performance evaluation.

FINANCIAL IMPACT:
The financial impact will depend on the CPI-U for the San Francisco Bay Area for the 12 month period ending April 30 prior to the budget process, relative to the amount of increase which might otherwise have been provided.
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Les Birdsall, Compensation Committee Chairman,
Anthony W. Grafals, General Counsel and Director of Confidential Services, and
Judith Perkins, Sr. Manager Human Resources

REQUESTED ACTION:
Consider creation and funding of a “merit pool” for the 2018 budget to provide for
merit/performance based increases to eligible employees deserving of recognition as
determined by the CEO, subject to certain limitations.

RECOMMENDATION:
At its May 11, 2017 meeting, the Compensation Committee voted unanimously to
recommend to the Board, that it include in the 2018 budget, $70,000 to be used by the
CEO to recognize and reward eligible employees not subject to discipline
or performance improvement plans who demonstrated exemplary performance during
the budget year, as evidenced by an objective performance evaluation,
subject to applicable wage caps established by the CMS.

BACKGROUND:
Each year, in preparation for the budget process, staff works with the Compensation
Committee and the Board of Directors to establish the amount of money to be allocated
for staff wage increases for the ensuing fiscal year. With frequent turnover among
members of the compensation committee and the Board occurring shortly before the
start of the budget process, time pressures can be significant and the learning curve
very short.

Additionally, historical data examined in 2016 by GRF’s outside compensation
consultant, revealed a trend of overall declining wages relative to the market in which
GRF competes for employees.

The CEO has explained that during at least the past 6 budget years, authorized wage
increases have annually averaged .66% below the rate of inflation which has made it
particularly difficult to provide meaningful compensation increases to recognize and
reward high performing employees, without penalizing lower but still adequately
performing employees.

The Committee recognizes the fact that the Foundation and the community are best
served by the recruitment and retention of such high performing employees. Therefore,
the Committee voted unanimously to recommend to the Board that a separate and distinct “Merit Pool,” should be established, as a resource from which the CEO may reward the highest performers from among the eligible staff, not subject to discipline or a performance improvement plan, consistent with an objective performance evaluation for the budget year, and subject to applicable wage caps.

The Committee, with significant input from the CEO and the Board, voted to recommend an amount for this pool of $70,000 for 2018. This amount is based on the expectation that approximately 20-30% of employees in an organization will achieve the requisite accomplishments and scores to earn such recognition.

**FINANCIAL IMPACT:**
The financial impact will be the inclusion of an additional $70,000 in the budget, relative to any wage increase amount which might otherwise have been provided.
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Les Birdsall, Compensation Committee Chairman,
Anthony W. Grafals, General Counsel and Director of Confidential Services, and
Judith Perkins, Sr. Manager Human Resources

REQUESTED ACTION:
Consider the Compensation Committee’s recommendation to create a wage-related contingency pool in the 2018 budget in the amount of $15,000.

RECOMMENDATION:
At its May 11, 2017 meeting, the Compensation Committee voted unanimously to recommend to the Board of Directors that it include in the 2018 budget $15,000 to be used for wage-related contingencies in 2018, to be distributed at the discretion of the CEO.

BACKGROUND:
In 2011, a Compensation Management Structure (CMS) was established to guide staff in administering employee compensation. The CMS categorizes positions and assigns a range of compensation with a cap and a floor (the “band”) to each category. These bands are established based on wage data from the San Francisco Bay Area job market. The floor is generally set at 0.9 times the average or median and a cap is generally set at the lower of 1.2 times the average or median wage or the 75th percentile for that position. The CMS further provides for annual review by staff, to ensure GRF’s compensation practices remain competitive with the external market and consistent with the Board’s compensation philosophy.

In keeping with this philosophy and practice, if wages for a position reach the cap for that position, no further wage increases are granted until the cap adjusts in response to the external job market. However, in the event that an employee’s wages fall below the floor for their position, the only funds available as a remedy are those provided for the purpose of increasing wages to recognize exemplary performance and/or those funds provided to make minimal adjustments to keep pace with the cost of living. Thus, any such adjustments to raise an employee to their minimum floor reduce available funds intended to be used as recognition/rewards or cost of living adjustments for other employees.
Working with staff and with significant input from the full Board, at the May 11, 2017 Compensation Committee meeting, the Committee voted unanimously to recommend that the Board enable the CEO to address this concern through the establishment of a “contingency pool” of $15,000 for the 2018 budget year. This amount is based on the current shortfall of funds needed to bring all existing employees to at least the floor of their band.

**FINANCIAL IMPACT:**
If approved, the financial impact will be $15,000.
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:

Dennis Bell, Public Safety Manager

REQUESTED ACTION/RECOMMENDATION:

TJKM Traffic Engineering Consultants will present their findings and recommendation for changes to improve Traffic/Pedestrian Safety in Rossmoor. The presentation is for discussion only and no decisions on implementation will be made.

BACKGROUND:

On June 30, 2016, the Board approved retaining TJKM Traffic Engineer Consultants staff to conduct traffic and pedestrian safety study in Rossmoor. In August 2016 TJKM began work in Rossmoor. TJKM made numerous site visits, held a community meeting, solicited feedback through the Rossmoor website, conducted traffic counts, and reviewed traffic accident data.

From their review, TJKM developed a number of recommendations to improve traffic and pedestrian safety. TJKM will present the findings from their study.

ALTERNATIVES AND OPTIONS:

Discussion only.

FINANCIAL IMPACT:

None and this time.

SUBSEQUENT ACTIONS:

At a future meeting and based on the Board’s input today, staff will provide an update to the Board for further consideration.

ATTACHMENTS:

Excerpt from TJKM Report, Rossmoor Vehicle and Pedestrian Study.
(Note: A full copy of the report is available for review at the Board Office)
# Table of Contents

1 **Introduction** ......................................................................................................................... 1  
1.1 Background .......................................................................................................................... 1  
1.2 Study Area ............................................................................................................................ 1  

2 **Existing Conditions** ............................................................................................................. 3  
2.1 Field Review ....................................................................................................................... 3  
2.2 Roadway Network ............................................................................................................... 4  
2.3 Pedestrian Network ............................................................................................................. 5  
2.3.1 Crosswalks ..................................................................................................................... 5  
2.3.2 Sidewalks ....................................................................................................................... 5  
2.4 Golf Cart Network ............................................................................................................... 7  
2.4.1 Golf Cart Lane ............................................................................................................... 7  
2.4.2 Golf Cart Crossing Locations ........................................................................................ 7  
2.5 Data Collection ................................................................................................................... 7  
2.5.1 Average Daily Traffic and Speed Survey ...................................................................... 7  
2.5.2 Turning Movement Counts ........................................................................................... 8  

3 **Community Outreach** .......................................................................................................... 11  
3.1 Community Outreach ......................................................................................................... 11  
3.2 Community Feedback ........................................................................................................ 11  

4 **Collision and Crosswalk safety - Analysis and Methodology** ........................................... 15  
4.1 Collision Analysis ................................................................................................................ 15  
4.2 Crosswalk Safety Analysis .................................................................................................. 17  

5 **Recommendations** ............................................................................................................... 19  
5.1 Physical Improvements ...................................................................................................... 19  
5.1.1 High Visibility Crosswalk ............................................................................................ 19  
5.1.2 Pedestrian Crossing Sign, Pedestrian Ahead Sign, and Golf Cart Crossing Sign ............. 19  
5.1.3 Rectangular Rapid Flash Beacon (RRFB) ..................................................................... 20  
5.1.4 Corner Bulb-Out (Curb Extensions) .............................................................................. 21  
5.1.5 Raised Crosswalk and Intersection .............................................................................. 21
5.1.6 Center Median ................................................................................................................................................... 23
5.1.7 Golf Cart Lanes .................................................................................................................................................. 23
5.2 Programs and Policies ............................................................................................................................................. 38
  5.2.1 Enforcement ....................................................................................................................................................... 38
  5.2.2 Education .......................................................................................................................................................... 38

6 Phasing and Cost Estimates ..................................................................................................................................... 39
  6.1 Phase I Projects ..................................................................................................................................................... 39
  6.2 Phase II Projects .................................................................................................................................................... 43
  6.3 Phase III Projects ................................................................................................................................................... 46
Tables

Table 1. Existing Average Daily Traffic and Vehicle Speeds ................................................................. 8
Table 2. Frequently Mentioned Location and Major Concerns ............................................................. 13
Table 3. Accidents in the Study Area ................................................................................................. 15
Table 4. Problem Crosswalks and Reasons for Limited Sight Distance ........................................... 17
Table 5. Spot Improvements ........................................................................................................... 28
Table 6. Network Improvements ...................................................................................................... 36
Table 7. Phase I Improvements and Preliminary Cost Estimates ....................................................... 39
Table 8. Phase II Improvements and Preliminary Cost Estimates ..................................................... 43
Table 9. Phase III Improvements and Preliminary Cost Estimates ................................................... 46

Figures

Figure 1. Study Area ......................................................................................................................... 2
Figure 2. Existing Crosswalks .......................................................................................................... 6
Figure 3. Data Collection Location .................................................................................................. 10
Figure 4. Comment Feedback Map .................................................................................................. 14
Figure 5. Collision History ............................................................................................................. 16
Figure 6. Locations of Improvements ............................................................................................. 27

Appendix

Appendix A. Crosswalk Inventory
Appendix B. Data Collection
Appendix C. Outreach Materials
Appendix D. Community Feedback
Appendix E. Maps of Improvements and Conceptual Drawings
1 INTRODUCTION

1.1 Background

The Golden Rain Foundation (GRF) retained TJKM Transportation Consultants to assess roadway conditions and driver behavior on the Rossmoor community’s street network, and identify solutions to improve traffic and pedestrian safety and circulation. The project goals include:

- Make Rossmoor streets safer for all modes of travel;
- Provide safe and convenient pedestrian, golf carts, bicycle, and automobile connections for residents; and
- Improve quality of life by making Rossmoor more appealing to walking, living, and leisure.

The scope of work is comprised of an inventory of existing conditions, community outreach and engagement, identification of transportation issues, analysis of needs, development of alternatives, and prioritization of recommendations. TJKM summarizes the following strategies for achieving the project goals:

- Evaluate street system design, intersections, driveways, signage, markings, speed, and pedestrian accommodations for Rossmoor Parkway, Tice Creek Drive, Golden Rain Road, and Stanley Dollar Drive;
- Evaluate crosswalks;
- Recommend improved safety for all modes of transportation in the community, including walking, golf carts, bicycling, and driving;
- Develop improved network connectivity for golf carts and pedestrians;
- Identify solutions, such as medians, restriping, lighting, signage, traffic calming measures to improve traffic and pedestrian safety, traffic flow, and pedestrian safety/travel/accessibility; and
- Incorporate traffic calming features and programs to slow vehicular speeds and improve driver awareness.

1.2 Study Area

The study area consists of the community entrance and all major streets in the community, including the following roadway segments:

- Rossmoor Parkway between community entrance and Tice Creek Drive
- Tice Creek Drive between Upper Golden Rain Road and Rossmoor Parkway
- Golden Rain Road between Rossmoor Parkway and Upper/Lower Golden Rain Road
- Upper Golden Rain Road between Golden Rain Road and Lower Golden Rain Road
- Lower Golden Rain Road between Upper Golden Rain Road and Golden Rain Road
- Stanley Dollar Drive between Tice Creek Drive and Rossmoor Parkway

Figure 1 illustrates the study area with study roadway segments highlighted.
Figure 1. Study Area

Legend

- Blue: Rossmoor Entrance
- Green: Study Corridor
- Orange: Minor Street (not within scope)

Note: Numbers or letters on streets denote entries.
2 EXISTING CONDITIONS

2.1 Field Review

This section summarizes preliminary findings based on field reviews. There were three field reviews conducted in September 2016, October 2016, and March 2017 to understand existing roadway configurations, capacity, and the actual utilizations of the roadways and transportation facilities. Field reviews focused on identifying safety issues and investigating areas of concern expressed by Golden Rain Foundation staff and Rossmoor residents. Based on the field reviews conducted, TJKM identified the following preliminary findings. Unless otherwise specified, findings reflect multiple locations exhibiting the same issue:

- Crosswalks are misplaced or too close together
- Crosswalks are difficult for motorists to see
- Crosswalks are narrow
- Vehicles parked at crosswalks are blocking view of pedestrians
- Sight distance issues exist at various locations with vertical and/or horizontal curves, particularly Tice Creek Drive and Golden Rain Road.
- Golf carts are sharing roads with automobiles
- Travel lanes are wide
- Vehicular speeds are high
- Motorists are not fully obeying traffic controls such as stop signs
- The intersection of Tice Creek Drive and Oakmont Drive has alignment issues

Golf cart sharing road with automobile. Southbound on Rossmoor Parkway.

Vehicle speed observed during field observations.
2.2 Roadway Network

This section summarizes all major roadways analyzed for safety and connectivity.

**Rossmoor Parkway** is a two-to-four lane north-south street that runs between Tice Valley Boulevard to the north and Tice Creek Drive to the south. Rossmoor Parkway serves as the entrance to the community and as a major thoroughfare. It has two lanes in each direction between the community entrance and Stanley Dollar Drive with a center median approximately 18 feet wide and a curb-to-curb width of 65 feet. It narrows to one lane in each direction between Stanley Dollar Drive and Tice Creek Drive without a center median, while the curb-to-curb width remains 65 feet. The posted speed limit on Rossmoor Parkway is 25 mph.

**Tice Creek Drive** is a two lane north-south street that runs between Castleberry Lane to the north and Terra Granada Driveway to the south. Tice Creek Drive serves as a parallel thoroughfare to Rossmoor Parkway and connects with Rossmoor Parkway at the south end of the community. Tice Creek Drive has one lane in each direction throughout the entire corridor with a curb-to-curb width of approximately 40 feet, except for the segment between Avenida Sevilla and Rossmoor Parkway, where the curb-to-curb width is approximately 32 feet. The posted speed limit on Rossmoor Parkway is 25 mph.

**Golden Rain Road** is a two-to-four lane east-west street that runs between Rossmoor Parkway and the Upper/Lower Golden Rain Road intersection. The posted speed limit on Golden Rain Road is 25 mph.

**Upper Golden Rain Road** is a two lane street continuing from Golden Rain Road and running to Skycrest Drive. The posted speed limit on Upper Golden Rain Road is 25 mph.

**Lower Golden Rain Road** is a two-lane street continuing from Upper Golden Rain Road and running to the Upper/Lower Golden Rain Road intersection. The posted speed limit on Lower Golden Rain Road is 25 mph.
**Stanley Dollar Drive** is a two lane east-west street that runs west from Rossmoor Parkway and provides an important connection between Tice Creek Drive and Rossmoor Parkway. The posted speed limit on Stanley Dollar Drive is 25 mph.

### 2.3 Pedestrian Network

#### 2.3.1 Crosswalks

TJKM has updated a crosswalk inventory provided by the GRF staff, included in [Figure 2](#). The updated inventory contains 74 crosswalks in the community. Out of these 74 crosswalks, 11 are on Rossmoor Parkway, 17 on Tice Creek Drive, five on Stanley Dollar Drive, five on Golden Rain Road, five on Upper Golden Rain Road, and four on Lower Golden Rain Road. Crosswalks in the community are generally painted either in ladder style with two stripes outlining the crosswalks, or with white double stripes outlines only. Crosswalks are commonly found at major intersections, where driveways enter a roadway with a sidewalk on only one side, and at shuttle stops. Crosswalks at the intersections of Tice Creek Drive and Oakmont Drive, and Tice Creek Drive and Golden Rain Road, have pedestrian flags to enhance visibility of pedestrians crossing the street. [Appendix A](#) details every crosswalk found in the community with its attributes, e.g., length, availability of advanced warning legends, ADA accessibility, posted signage, and locations and control type if located at an intersection.

#### 2.3.2 Sidewalks

Sidewalks provide a continuous pedestrian network along all arterials and a portion of the minor roadways, connecting residents’ homes to the numerous clubhouses and other community amenities. Most street corners and driveway entrances with sidewalks feature curb ramps; however, not all intersections are fully accessible under ADA guidelines. Although many of the roadways feature sidewalks on only one side, crosswalks are provided at most places where pedestrians would need to cross to access driveways and shuttle stops on the opposite side of the street.
Figure 2. Existing Crosswalks

Legend

- Rossmoor Entrance
- Existing Crosswalks

NOTE: NUMBERS OR LETTERS ON STREETS DENOTE ENTRIES
2.4 Golf Cart Network

Golf carts constitute a major form of transportation within Rossmoor and are integrated into the transportation network through specific facilities not typically found on city streets.

2.4.1 Golf Cart Lane

Golf cart lanes exist along a portion of Stanley Dollar Drive. There is a westbound golf cart lane between the Creekside Clubhouse driveway and the golf cart crossing location. An eastbound golf cart lane is starts about 400 feet east of Tice Creek Drive, running to the Creekside Clubhouse driveway about 400 feet east of Tice Creek Drive. Eastbound golf cart traffic is guided to exit to a pathway in the golf course and re-enter the roadway at the golf cart crossing location. The width of the golf cart lanes on both sides of the street is about 6.5 feet.

2.4.2 Golf Cart Crossing Locations

Golf cart crossings are shared use crossings with pedestrian crosswalks striped at various locations in the community where wider ramps (golf cart driveways) are provided. The following lists all existing golf cart crossing locations in the community:

a. Crosswalk #20 – Stanley Dollar Drive, between Tice Creek Drive and Rossmoor Parkway;

b. Crosswalk #17 – Rossmoor Parkway, between Terra California Drive and Rossmoor Parkway Driveway #1;

c. Crosswalk #18 – Rossmoor Parkway, between Rossmoor Parkway Driveway #1 and #2; and

d. Crosswalk #59 – at the junction of Tice Creek Drive, Rossmoor Parkway, and Terra Granada Drive.

2.5 Data Collection

2.5.1 Average Daily Traffic and Speed Survey

Average Daily Traffic volumes (ADT) and vehicular speeds were collected at eight locations within the study area. These locations were selected to represent volumes and speed conditions along the community roadways. The 24-hour bi-directional counts were conducted on three consecutive days (October 6th, 7th, and 8th, 2016). Appendix B includes count and speed data collected. Table 1 below summarizes ADTs and speeds at the eight locations:
### Table 1. Existing Average Daily Traffic and Vehicle Speeds

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>ADT</th>
<th>85th Percentile Speed (mph)</th>
<th>Posted Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rossmoor Parkway, between Community Entrance and Golden Rain Road</td>
<td>18,129</td>
<td>36</td>
<td>25</td>
</tr>
<tr>
<td>2</td>
<td>Golden Rain Road, between Rossmoor Parkway and Tice Creek Drive</td>
<td>12,146</td>
<td>26</td>
<td>25</td>
</tr>
<tr>
<td>3</td>
<td>Golden Rain Road, north of Oakmont Way</td>
<td>5,114</td>
<td>37</td>
<td>25</td>
</tr>
<tr>
<td>4</td>
<td>Tice Creek Drive, west of Oakmont Drive</td>
<td>6,178</td>
<td>29</td>
<td>25</td>
</tr>
<tr>
<td>5</td>
<td>Rossmoor Parkway, between Terra California Drive and Saklan Indian Drive</td>
<td>6,781</td>
<td>35</td>
<td>25</td>
</tr>
<tr>
<td>6</td>
<td>Stanley Dollar Drive, at the Rossmoor Event Center</td>
<td>3,230</td>
<td>27</td>
<td>25</td>
</tr>
<tr>
<td>7</td>
<td>Tice Creek Drive, west of Avenida Sevilla</td>
<td>1,601</td>
<td>33</td>
<td>25</td>
</tr>
<tr>
<td>8</td>
<td>Rossmoor Parkway, south of Entry 4 Driveway</td>
<td>1,439</td>
<td>37</td>
<td>25</td>
</tr>
</tbody>
</table>

*Note: ADT and 85th Percentile Speeds are presented as the three-day average.*

### 2.5.2 Turning Movement Counts

Turning movement counts were conducted at three key intersections in the community where various traffic issues exist. Intersection turning movements provide traffic engineers knowledge of existing lane utilization and any existence of queueing and congestion, and the volume linkages among intersections. The selection of the peak hours of 11:30 a.m. to 1:30 p.m. used for data collection was based on field observations and advice given by the GRF staff. **Appendix B** includes turning movement count data. The data contains a two-hour summary of pedestrian, bicycle, and vehicular turning movement counts at the following intersections:

1. Rossmoor Parkway and Golden Rain Road
2. Tice Creek Drive and Golden Rain Road
3. Tice Creek Drive and Oakmont Drive
Rossmoor Parkway and Golden Rain Road

During the observed peak period, 2,300 vehicles passed through this intersection, with the highest volumes turning right from Rossmoor Parkway onto Golden Rain Drive, traveling from the gate (550 vehicles) and vehicles turning left from Golden Rain Road onto Rossmoor Parkway, toward the gate (517 vehicles). There were also two bicycles and seven pedestrians crossing through the intersection during the peak period. Pedestrians used the following crosswalks:

1. Crosswalk #53 – 5
2. Crosswalk #54 – 2

Tice Creek Drive and Golden Rain Road

During the observation period, 1,007 vehicles passed through this intersection, with the highest volumes traveling eastbound on Golden Rain Road (240 vehicles), turning right from Tice Creek Drive onto Golden Rain Road (211 vehicles), and turning right from Golden Rain Road onto Tice Creek Drive (211 vehicles). There were also one bicycle and fourteen pedestrians crossing the intersection during the peak period. Pedestrians used the following crosswalks:

1. Crosswalk #66 – 5
2. Crosswalk #67 – 3
3. Crosswalk #68 – 5
4. Crosswalk #69 – 1

Tice Creek Drive and Oakmont Drive

During the observation period, 1,007 vehicles passed through this intersection, with the highest volumes traveling southbound on Tice Creek Drive (264 vehicles), traveling northbound on Tice Creek Drive (225 vehicles), and exiting the clubhouse parking lot driveway westbound (225 vehicles). There were also eleven pedestrians crossing the intersection during the peak period, but no bicycles. Pedestrians used the following crosswalks:

1. Crosswalk #32 – 4
2. Crosswalk #33 – 2
3. Crosswalk #34 – 2
4. Sidewalk along driveway – 3

Figure 3 shows the locations of counts collected for Average Daily Traffic and intersection turning movements.
3 COMMUNITY OUTREACH

3.1 Community Outreach

GRF and TJKM held a community event on December 5, 2016 to introduce the project and gain input from the community members regarding their day-to-day traffic safety concerns. TJKM engineers presented a brief project overview and the community members were invited to express their concerns regarding vehicle speeding, pedestrian crossing safety, and any other traffic issues.

A comment sheet was provided for the community members to write down specific concerns. A preferred measure sheet was provided for community members to prioritize potential implementation measures.

All materials, including exhibits and presentation are provided in Appendix C.

3.2 Community Feedback

A project website was developed to post general information and updates about the project and for receiving additional comments from the residents. Table 2 provides a summary of frequently mentioned comments. A more detailed comment matrix is provided in Appendix D.

Figure 4 summarizes most commonly mentioned areas of concerns.

(Top) Community members expressing concerns during the event; (Middle) Community members writing comments; (Bottom) Exhibit area.

Project website.
Preferred measure sheet 1 includes: high visibility crosswalks, lighted crosswalks, flashing beacons, speed feedback signs, and speed humps.

Preferred measure sheet 2 includes: dedicated golf cart lanes, removal of parking spaces, and extended red curbs.
<table>
<thead>
<tr>
<th>#</th>
<th>Frequently Mentioned Location</th>
<th>Major Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Golden Rain Road and Lower Golden Rain Road Intersection</td>
<td>High vehicle speeds; and pedestrian crossing safety.</td>
</tr>
<tr>
<td>2</td>
<td>Lower Golden Rain Road and Hillside Clubhouse Driveway Intersection</td>
<td>Sharp turns at the intersection; and limited visibility due to Hillside Clubhouse sign.</td>
</tr>
<tr>
<td>3</td>
<td>Rossmoor Parkway and Golden Rain Road Intersection</td>
<td>Stop control compliance; and confusing multi-lane stop control intersection.</td>
</tr>
<tr>
<td>4</td>
<td>Rossmoor Parkway and Terra California Drive Intersection</td>
<td>Stop control compliance.</td>
</tr>
<tr>
<td>5</td>
<td>Golden Rain Road and Gateway Clubhouse Driveway Intersection</td>
<td>Confusion of three-way stop; and stop control compliance.</td>
</tr>
<tr>
<td>6</td>
<td>Golden Rain Road and Tice Creek Drive Intersection</td>
<td>Stop control compliance.</td>
</tr>
<tr>
<td>7</td>
<td>Tice Creek Drive and Oakmont Drive Intersection</td>
<td>High speed vehicle traveling on Tice Creek Drive; unsafe pedestrian crossing location; and traffic hard to make turns in and out Gateway Clubhouse Driveway.</td>
</tr>
<tr>
<td>8</td>
<td>Tice Creek Drive and Fairlawn Court</td>
<td>Limited sight distance; minor street traffic hard to make turns out onto Tice Creek Drive.</td>
</tr>
<tr>
<td>9</td>
<td>Tice Creek Drive and Running Spring Court</td>
<td>Limited sight distance; minor street traffic hard to make turns out onto Tice Creek Drive.</td>
</tr>
<tr>
<td>10</td>
<td>Tice Creek Drive and Canyonwood Court</td>
<td>Limited sight distance; minor street traffic hard to make turns out onto Tice Creek Drive.</td>
</tr>
<tr>
<td>11</td>
<td>Stanley Dollar Drive, between Tice Creek Drive and Rossmoor Parkway</td>
<td>High golf cart and pedestrian activities; confusing pedestrian and golf cart right-of-way; and high vehicle speeds in the area.</td>
</tr>
<tr>
<td>12</td>
<td>Stanley Dollar Drive and Leisure Lane</td>
<td>Vehicles going downhill at high speeds.</td>
</tr>
</tbody>
</table>
Figure 4. Community Feedback Map
4 COLLISION AND CROSSWALK SAFETY - ANALYSIS AND METHODOLOGY

4.1 Collision Analysis

TJKM analyzed the reported accidents provided by GRF and identified where each was located. Of the 537 accidents that occurred between January 2011 and July 2016, 323 (about 60 percent) occurred on roadways or in parking lots within the study area. Table 3 below shows the number of accidents within each portion of the study area, including the number of injury accidents in each area and a breakdown of pedestrian involvement. Accidents occurring at intersections were categorized based on the primary street identified in the accident record. Note that the accident data does not differentiate accidents occurred on the GRF roads from those within the entries. TJKM categorized the accidents into locations based on the name and description of each accident. Figure 5 illustrates accident locations more precisely, identifying hot spots.

Notably, there were two injury accidents at the intersection of Tice Creek Drive and Golden Rain Road and three injury accidents at the intersection of Tice Creek Drive and Oakmont Drive. There were also three injury accidents at various points along Golden Rain Road, five injury accidents along Tice Creek Drive, and three injury accidents in clubhouse parking lots. Seven injury accidents involved vehicles striking pedestrians: one at Tice Creek Drive and Golden Rain Road, two at Tice Creek Drive and Oakmont Drive, and one each at Golden Rain Road and Oakmont Way, Stanley Dollar Drive and Tice Creek Drive, the Gateway Clubhouse parking lot, and the Creekside Clubhouse parking lot. There were also two pedestrians struck by vehicles with no injuries reported, one each at the intersection of Stanley Dollar Drive and Tice Creek Drive, and in front of the Gateway Club House on Golden Rain Road.

Table 3. Accidents in the Study Area

<table>
<thead>
<tr>
<th>Location</th>
<th>All Accidents</th>
<th>Injury Accidents</th>
<th>Vehicle vs. Pedestrian</th>
<th>Pedestrian Injured</th>
<th>Pedestrian Not Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rossmoor Entrance</td>
<td>111</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clubhouses</td>
<td>78</td>
<td>5</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Rossmoor Parkway</td>
<td>16</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Golden Rain Road</td>
<td>39</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Tice Creek Drive</td>
<td>66</td>
<td>9</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Stanley Dollar Drive</td>
<td>13</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total within Study Area</strong></td>
<td><strong>323</strong></td>
<td><strong>20</strong></td>
<td><strong>9</strong></td>
<td><strong>7</strong></td>
<td><strong>2</strong></td>
</tr>
<tr>
<td><strong>Yearly Average</strong></td>
<td><strong>65</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: Accidents at intersections are categorized by the main street included in the report.*
Figure 5. Collision History
4.2 Crosswalk Safety Analysis

A crosswalk safety analysis was conducted by analyzing each pedestrian and golf cart crossing location in the study area. TJKM looked into the following components to determine if required safety considerations of a crosswalk are met: sight distance, visibility of a crosswalk, and the utilization (the actual demand) of a crosswalk. It was noted by the GRF staff that crosswalks were installed through a resident request system without detailed considerations of traffic safety and efficiency. TJKM analyzed each crosswalk in the study area and identified needed improvements.

**Sight Distance.** Sight distance is categorized into intersection and stopping sight distance. Intersection sight distance is defined as the required clear vision triangle when approaching an intersection, as illustrated in the diagram. Stopping sight distance defines the distance a driver, at a given speed, can see in order to have room to stop before colliding with something in the roadway, including pedestrians, vehicles, or objects. Some common visual obstructions include landscaping, parked vehicles, residential fences, utility poles, signposts, roadway curves (horizontal and vertical), etc. **Table 4.** summarizes crosswalks in the study area having sight distance issues.

**Table 4. Problem Crosswalks and Reasons for Limited Sight Distance**

<table>
<thead>
<tr>
<th>Crosswalk #</th>
<th>Reasons for Limited Sight Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Horizontal curve</td>
</tr>
<tr>
<td>15</td>
<td>Horizontal curve</td>
</tr>
<tr>
<td>25</td>
<td>Horizontal curve</td>
</tr>
<tr>
<td>35</td>
<td>Vertical curve</td>
</tr>
<tr>
<td>43</td>
<td>Horizontal curve</td>
</tr>
<tr>
<td>44</td>
<td>Horizontal curve and parked vehicles</td>
</tr>
<tr>
<td>45</td>
<td>Horizontal curve and parked vehicles</td>
</tr>
<tr>
<td>52</td>
<td>Horizontal curve</td>
</tr>
</tbody>
</table>

**Visibility.** Crosswalk conditions, crosswalk styles, and lighting in the vicinity are factors that affect the visibility of a crosswalk to approaching motorists. Faded crosswalks may produce low visibility and should be maintained promptly. However, based on the field observations, the majority of the existing crosswalks in the community are in fair or better conditions due to constant maintenance by the GRF staff.
There are two crosswalk styles applied in the community: standard and ladder-styled crosswalks. A standard crosswalk is striped with two solid lines that outline the pedestrian walk area. This type of crosswalk is commonly used at locations with lower pedestrian activity. In contrast, a ladder-styled crosswalk has higher visibility and used for school crossings and where pedestrian activity is higher.

Based on field observations and consultations with the GRF staff, the community is progressively upgrading its crosswalks by converting standard crosswalks into ladder-styled (high visibility) crosswalks. In the following chapter, TJKM prioritizes these potential crosswalk upgrade opportunities for increasing safety levels for all modes of transportation in the community.

Street lighting provides additional aids to increase visibility of a crosswalk. Based on field observations and comments received from the community members, a few locations encounter inadequate lighting.

**Crosswalk Utilization.** Since pedestrian volume data is not available for all crosswalks, traffic engineering judgement was applied to evaluate the need for a crossing location. For example, two closely placed crosswalks lower the utilization of each crosswalk and create more conflicts with other modes of transportation, i.e., bicyclists, golf carts, and automobiles.
5 RECOMMENDATIONS

This chapter describes recommended vehicle and pedestrian safety improvements based on data collected, resident comments received, and technical analyses conducted. These recommended improvements are physical improvements that enhance existing transportation facilities, and programs and policies that help educate and improve user behavior in walking, driving, and operating golf carts in Rossmoor.

5.1 Physical Improvements

Physical improvements are organized into spot and network improvements. Spot improvements are improvements proposed for a particular location, e.g., an intersection, a crosswalk, a parking lot, etc. Network improvements are improvements proposed for a particular segment of roadways. Recommended improvements include high visibility crosswalks; relocation or removal of crosswalks, pedestrian crossing signs, pedestrian ahead signs, and golf cart crossing signs; and installation of Rectangular Rapid Flash Beacons (RRFB), corner bulb-outs (curb extensions), raised crosswalks, raised intersections, concrete median islands, and dedicated golf cart lanes.

5.1.1 High Visibility Crosswalk

High visibility crosswalks are ladder-styled pedestrian crossing facilities at intersections and mid-block crossing locations. These facilities are considered high visibility since more attention-getting paint or thermoplastic material is applied to the pavement. It is important that both drivers and pedestrians clearly see the crossings, which usually are accompanied by supplemental signage at mid-block locations. High Visibility Crosswalks are proposed at multiple crossing locations.

5.1.2 Pedestrian Crossing Sign, Pedestrian Ahead Sign, and Golf Cart Crossing Sign

The California Manual on Uniform Traffic Control Devices (CA-MUTCD) provides uniform standards and specifications for all official traffic control devices in California. CA-MUTCD Section 2B.11, 2B.12, 2C.49 and 2C.50 describe the proper use and locations of a pedestrian crossing signs (W11-2), golf cart crossing signs (W11-11) along with diagonal downward pointing arrows (W16-7P) and “Ahead” (W16-9P) plaques shown in the illustrations.
A pedestrian crossing sign (W11-2) may be placed overhead or post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location. A W11-2 with an Ahead sign (W11-9P) may be used in conjunction with the pedestrian crossing sign located at least the minimum stopping sight distance in advance of the crosswalk. Signage improvements are proposed at multiple pedestrian and golf cart crossing locations.

5.1.3 Rectangular Rapid Flash Beacon (RRFB)

A Rectangular Rapid Flash Beacon (RRFB) is a device with rapidly alternating yellow LED lights. It is user-actuated to supplement pedestrian crossing signs at crossing locations. A RRFB can enhance at unsignalized intersections and mid-block crossings by increasing driver awareness of potential pedestrian conflicts. The existing in-roadway lighting/LED pedestrian crossing signs on Stanley Dollar Drive at Crosswalk #20 and #21 can achieve similar safety effect. However, the RRFBs are more attention-getting and are easier to maintain.

The RRFBs are recommended be installed at Crosswalk #32 at the intersection of Tice Creek Drive and Oakmont Drive, Crosswalks #17 and #18 on Rossmoor Parkway, and Crosswalk #59 at the intersection of Rossmoor Parkway and Tice Creek Drive.
5.1.4 Corner Bulb-Out (Curb Extensions)
A corner bulb-out, also called curb extensions, are located at intersections or mid-block on both sides of the street to decrease the crossing distance for pedestrians, enhance safety and comfort, and reduce vehicle speeds. They also tighten the curb radii at the intersections to reduce turning vehicle speeds.

Bulb-outs are recommended be installed at the following intersections for enhancing vehicle and pedestrian safety:

- Tice Creek Drive and Rockledge Lane
- Tice Creek Drive and Fairlawn Court
- Tice Creek Drive and Running Springs Road
- Tice Creek Drive and Leisure Lane
- Tice Creek Drive and Singingwood Court
- Tice Creek Drive and Canyonwood Court
- Tice Creek Drive and Ptarmigan Drive

5.1.5 Raised Crosswalk and Intersection
Raised crosswalks are flat-topped road bumps built as a pedestrian crosswalk with vehicle ramps on the approaches. They are vertical deflections installed across a roadway to reduce speed and create a safer crossing environment for pedestrians by making them more visible to approaching drivers. Raised crosswalks are well marked and may contain special paving or textures to enhance visibility.

Similar to a raised crosswalk, a raised intersection involves elevating the surface of an entire intersection to be at the same grade with adjoining sidewalks. They require...
extensive design and improvements, and are useful in creating a safe "shared-zone" where pedestrian and bicycle safety is enhanced.

A raised crosswalk is typically elevated by about three to four inches, having a ten foot-wide plateau with six-foot ramps. They generally allow vehicle speeds of 25 to 30 miles per hour (mph). The gradual ramp design is also preferable to a regular speed bump for emergency vehicles.

*Raised intersection.*

**Effectiveness of Raised Crosswalks and Intersections**

Research published by the Institute of Transportation Engineer (ITE) shows an average delay of less than three seconds per raised crosswalk or intersection on emergency responses. Research also shows a reduction in collisions by 45 percent and an increase in pedestrian visibility and a higher likelihood that drivers yield to pedestrians on treated streets.

Raised crosswalks are recommended be installed at Crosswalks #67 and #69 (east and west legs of the intersection of Golden Rain Road and Tice Creek Drive). It is recommended that a raised intersection be constructed at the intersection of Tice Creek Drive and Stanley Dollar Drive as this intersection is heavily used by pedestrians, golf carts, and automobiles. A raised intersection not only would reduce vehicular speeds entering the intersection, but also enhance the pedestrian and golf cart environment on this primary route to the Creekside and Dollar Clubhouses.
5.1.6 Center Median
The presence of medians creates a narrowing effect on vehicle travel lanes. Medians are typically landscaped and may provide accompanying pedestrian crossing signage and striping. Medians may be applied as part of a residential street road diet. The existing medians along the northern part of Rossmoor Parkway provide a good example not only where the vehicle travel lanes are narrower, but a beautified streetscape is provided.

Center medians are proposed to be installed on Golden Rain Road from Tice Creek Drive to Lower Golden Rain Road with an adjustment of the existing lane geometry.

5.1.7 Golf Cart Lanes
The high golf cart usage in the community triggered the consideration of installing new dedicated golf cart lanes and improving the existing lanes with green markings and sharrows.

Green golf cart lanes and sharrow markings reinforce right-of-way for golf carts and heighten drivers’ awareness of potential roadway conflict with golf carts. The implementation of golf cart lanes can also help to slow vehicular traffic, due to the reduced roadway width available to other vehicles. With the ample roadway widths, it is recommended that dedicated golf cart lanes be installed along Golden Rain Road between Tice Creek Drive and Lower Golden Rain Road; and along Rossmoor Parkway between Stanley Dollar Drive and Tice Creek Drive.
Proposed green golf cart lane, golf cart sharrow markings, golf cart signs, flashing beacons and ladder-styled crossings.
Rossmoor Parkway Existing Cross Section (between Stanley Dollar Drive and Tice Creek Drive).

Rossmoor Parkway Proposed Cross Section (between Stanley Dollar Drive and Tice Creek Drive).
Table 5 and Table 6 list all spot and network improvements that would improve Rossmoor vehicle and pedestrian safety, respectively. Detailed maps of improvement locations and conceptual drawings are provided in Appendix E.

Figure 6 shows all locations for spot and network improvements.
Figure 6. Locations of Improvements

Legend:
- **Rossmoor Entrance**
- **Study Area**
- **Spot Improvements**
- **Network Improvements**

NOTE: NUMBERS OR LETTERS ON STREETS DENOTE ENTRIES
Table 5. Spot Improvements

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Area</th>
<th>Issue</th>
<th>Measures</th>
<th>Pros</th>
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<tr>
<td>S-1</td>
<td>Gateway Area</td>
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<td>Gateway Clubhouse Area</td>
<td>1. Unclear wayfinding signs; 2. Observed weaving due to booth setup and lane geometry.</td>
<td>1. Re-allocate booth layout by specifying destinations (Rossmoor Parkway or Golden Rain Road) and vehicle types (visitor or resident); 2. Improve wayfinding signs along Rossmoor Parkway before entrance.</td>
<td>1. Reduce possibility of weaving.</td>
<td>1. Cannot fully accommodate all potential routes due to gate configuration; cannot fully prevent from weaving.</td>
</tr>
<tr>
<td>S-2</td>
<td>Rossmoor Entrance</td>
<td>Entrance</td>
<td>Gateway Clubhouse Area</td>
<td>1. High vehicular traffic volume; 2. Multi-lane intersection with stop control not fully complied by motorists; 3. Crosswalk #53 blocked by median island and street light.</td>
<td>1. Widen Crosswalk #53 toward east; paint Crosswalk #53 ladder style; 2. Install rumble strips on northbound traffic.</td>
<td>1. Safer environment for motorists and non-motorized users.</td>
<td>1. Noise increase that may be heard by manors above.</td>
</tr>
<tr>
<td>S-3</td>
<td>Golden Rain Road &amp; Gateway Clubhouse Driveway</td>
<td>Intersection</td>
<td>Gateway Clubhouse Area</td>
<td>1. Confusion of stop control (westbound traffic does not stop); 2. Low utilization of Crosswalk #1.</td>
<td>1. Remove Crosswalk #1</td>
<td>1. Eliminate conflict points with pedestrians.</td>
<td>1. Pedestrians are required to use crosswalks at Rossmoor Parkway or Tice Creek Drive.</td>
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<tr>
<td>ID</td>
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<td>S-4</td>
<td>Tice Creek Drive &amp; Golden Rain Road</td>
<td>Intersection</td>
<td>Gateway Clubhouse Area</td>
<td>1. Stop control compliance (feedback from residents).</td>
<td>1. Install raised crosswalks for east and west legs (Crosswalk #67 and #69).</td>
<td>1. Raised crosswalks can slow traffic and heighten visibility of pedestrians.</td>
<td>1. May increase emergency response time.</td>
</tr>
<tr>
<td>S-5</td>
<td>Tice Creek Drive &amp; Oakmont Drive</td>
<td>Intersection</td>
<td>Gateway Clubhouse Area</td>
<td>1. High volume of turning traffic; 2. Crosswalk #32 conflicts with vehicle Right-of-Way (Gateway Clubhouse driveway); 3. Mislocation of refuge; 4. Low visibility of Crosswalk #34.</td>
<td>1. Install RRFB at Crosswalk #32; 2. Install pedestrian crossing signs 3. Install advanced warning signs (W11-2 and W16-9P) for Crosswalk #32 and 34.</td>
<td>1. Slows vehicle speeds; 2. Increase visibility of pedestrians;</td>
<td>(No impact on existing traffic)</td>
</tr>
<tr>
<td>S-6</td>
<td>Gateway Clubhouse</td>
<td>Parking</td>
<td>Gateway Clubhouse Area</td>
<td>1. In-lot circulation.</td>
<td>1. Preliminary engineering review shows current parking lot layout is better than any other variations assessed.</td>
<td></td>
<td>N/A</td>
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</tbody>
</table>

**Golden Rain Area**

<p>| S-7  | Crosswalk #2 (Golden Rain Road &amp; Oakmont Way) | Crosswalk       | Golden Rain Area            | 1. High vehicle speeds (downhill); 2. Limited sight distance due to horizontal curve for traffic coming uphill. | 1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign. | 1. Enhanced pedestrian crossing safety.                                                                                                                                                                                    | (No impact on existing traffic)                                                                                                                                                                                          |</p>
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<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Area</th>
<th>Issue</th>
<th>Measures</th>
<th>Description</th>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>S-8</td>
<td>Crosswalk #48 (Golden Rain Road &amp; Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Limited sight distance due to vertical curve (Crosswalk #48 located at lowest point of roadway segment); 2. Limited sight distance due to height of roadway segment.</td>
<td>1. Install stop control; 2. Install &quot;Stop Ahead&quot; sign.</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<tr>
<td>S-9</td>
<td>Crosswalk #43 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Limited sight distance due to great horizontal curves from both directions.</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign.</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<tr>
<td>S-10</td>
<td>Crosswalk #44 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Limited sight distance due to horizontal curve and parked vehicles.</td>
<td>1. Remove Crosswalk #44</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<tr>
<td>S-11</td>
<td>Crosswalk #45 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Limited sight distance due to great horizontal curves from both directions; 2. Limited sight distance due to height of roadway segment.</td>
<td>1. Extend red curb southbound to Driveway #18; extend red curb northbound to Driveway #13 to create visual clearance near the crosswalk.</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>1. Reduced parking availability.</td>
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<tr>
<td>S-12</td>
<td>Crosswalk #47 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Crosswalk #47 presents low visibility; 2. Sidewalk gap in vicinity.</td>
<td>1. Move Crosswalk #47 near Driveway #20 where grade is flat; 2. Install pedestrian crossing sign; 3. Build sidewalk to connect</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<td>ID</td>
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<td>S-13</td>
<td>Crosswalk #52 (Lower Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Limited sight distance due to great horizontal curve from both directions.</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign.</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<tr>
<td>S-14</td>
<td>Hillside Clubhouse</td>
<td>Parking</td>
<td>Golden Rain Area</td>
<td>1. Narrow parking lot entrance/exit at Golden Rain Road; 2. Limited sight distance and sharp turns at Golden Rain Road.</td>
<td>1. Squaring of intersection OR create southbound right turn pocket (9 feet).</td>
<td>1. Increased intersection sight distance; 2. Improved vehicle circulation.</td>
<td>(No impact on existing traffic)</td>
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<tr>
<td>S-15</td>
<td>Crosswalk #46 (Hillside Clubhouse)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Located away from intersection, increasing number of conflict points.</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign; 3. Consider relocate to Hillside intersection.</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<td>S-16</td>
<td>Crosswalk #50 (Hillside Clubhouse)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Low visibility; 2. Lighting is not adequate.</td>
<td>1. Paint high visibility crosswalk; 2. Install pedestrian crossing sign;</td>
<td>1. Enhanced pedestrian crossing safety.</td>
<td>(No impact on existing traffic)</td>
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<td>3. Install advanced &quot;Pedestrian Ahead&quot; sign; 4. Enhance lighting for this</td>
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<td>S-17</td>
<td>Tice Creek Drive &amp; Stanley Dollar Drive</td>
<td>Intersection</td>
<td>Stanley Dollar Area</td>
<td>1. A primary route to Creekside and Dollar Clubhouses; 2. High golf cart</td>
<td>1. Install raised intersection.</td>
<td>1. Heighten drivers’ awareness of entering a pedestrian- and golf cart-</td>
<td>1. May increase emergency response time.</td>
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<td>(N-2)</td>
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<td>usage.</td>
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<td>oriented area.</td>
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<td>buttons too far from crossing point.</td>
<td>Ahead&quot;;</td>
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<td>3. Paint high visibility crosswalk; 4. Add raised pavement markers on</td>
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<td>Stanley Dollar Drive west of Crosswalk #20; 5. Paint curb red to</td>
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<td>remove parking near Crosswalk #20 (approx. 5 stalls); 6. Move crossing</td>
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<td>signs closer to crossing point; 7. Make crossing signs double-sided.</td>
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**Stanley Dollar Area**
<table>
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<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Area</th>
<th>Issue</th>
<th>Measures</th>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>S-19</td>
<td>Crosswalk #21 (Stanley Dollar Drive)</td>
<td>Crosswalk</td>
<td>Stanley Dollar Area</td>
<td>1. Low contrast of crosswalk color compared to pavement; 2. Pedestrian crossing signs and push buttons too far from crossing point.</td>
<td>1. Add painted stripes to outline Crosswalk #21; 2. Relocate existing pedestrian crossing sign and push button closer to curb; 3. Make pedestrian crossing signs double-sided.</td>
<td>1. Enhanced pedestrian and golf cart safety.</td>
<td>(No impact on existing traffic)</td>
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<td><strong>Lower Tice Creek Area</strong></td>
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<td>S-20</td>
<td>Tice Creek Drive &amp; Singingwood Court</td>
<td>Intersection</td>
<td>Lower Rossmoor Area</td>
<td>1. Limited sight distance due to vertical curve; 2. Accident rate 5+ between 2011 to 2015</td>
<td>1. Install curb extension (bulb-out) at intersection.</td>
<td>1. Increases visibility of pedestrians; 2. Shorten crossing distance; 3. Slows vehicle speed due to narrowed roadway.</td>
<td>1. Minimum impact on existing traffic.</td>
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<td><strong>Lower Tice Creek Area</strong></td>
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<td>S-21</td>
<td>Crosswalk #35 (Tice Creek Drive &amp; Ptarmigan Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Limited sight distance (vertical curve).</td>
<td>1. Install curb extension (bulb-out) at intersection; 2. Install pedestrian crossing sign Or RRFB.</td>
<td>1. Improved crosswalk sight distance; 2. Shorten crossing distance.</td>
<td>1. Minimum impact on existing traffic.</td>
</tr>
<tr>
<td>S-22</td>
<td>Crosswalk #25 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Limited sight distance due to horizontal curve; 2. Closely placed with Crosswalk #24 in vicinity.</td>
<td>1. Remove Crosswalk #25</td>
<td>1. Enhanced pedestrian and vehicle safety.</td>
<td>1. Reduced pedestrian accessibility.</td>
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<td>ID</td>
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<td>S-23</td>
<td>Crosswalk #24 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek</td>
<td>1. Missing red curb at crosswalk.</td>
<td>1. Paint curb red at and near Crosswalk on both sides;</td>
<td>1. Enhanced pedestrian and vehicle safety.</td>
<td>1. Reduced parking availability.</td>
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<td>Area</td>
<td>2. Install pedestrian crossing sign.</td>
<td>2. Install pedestrian crossing sign.</td>
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<td>S-24</td>
<td>Crosswalk #26 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek</td>
<td>1. Missing red curb at crosswalk;</td>
<td>1. Paint curb red at and near Crosswalk on both sides;</td>
<td>1. Enhanced pedestrian and vehicle safety.</td>
<td>1. Reduced parking availability.</td>
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<td>Area</td>
<td>2. Low visibility.</td>
<td>2. Paint high visibility crosswalk.</td>
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<tr>
<td>S-25</td>
<td>Crosswalk #59 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek</td>
<td>1. Low visibility.</td>
<td>1. Paint high visibility crosswalk;</td>
<td>1. Enhanced pedestrian and golf cart safety.</td>
<td>(No impact on existing traffic)</td>
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<td>Area</td>
<td>2. Install RRFB for golf cart crossing.</td>
<td>2. Install pedestrian crossing sign.</td>
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<td>Lower Rossmoor Area</td>
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<tr>
<td>S-26</td>
<td>Crosswalk #19 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Ramps not compliant with ADA requirements.</td>
<td>1. Rebuild ramps on both side to comply with ADA requirements;</td>
<td>1. Enhanced pedestrian safety and accessibility.</td>
<td>(No impact on existing traffic)</td>
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<td>2. Paint high visibility crosswalk.</td>
<td>2. Install pedestrian crossing sign.</td>
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<tr>
<td>S-27</td>
<td>Crosswalk #17 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Golf crossing location but not clearly signed.</td>
<td>1. Install golf cart crossing sign;</td>
<td>1. Enhanced pedestrian and golf cart safety.</td>
<td>1. Reduced parking availability.</td>
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<td>2. Add golf cart crossing legend;</td>
<td>2. Add golf cart crossing legend;</td>
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<tr>
<td>S-28</td>
<td>Crosswalk #16 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Not correctly striped;</td>
<td>1. Remove Crosswalk #16</td>
<td>1. Enhanced pedestrian and vehicle safety.</td>
<td>1. Reduced pedestrian accessibility.</td>
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<td>2. Short crosswalk</td>
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<tr>
<td>S-30</td>
<td>Crosswalk #14 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Crosswalk #14 presents low visibility to northbound traffic.</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign.</td>
<td>1. Enhanced pedestrian and vehicle safety. (No impact on existing traffic)</td>
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<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Issue</td>
<td>Description of Measures</td>
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<tr>
<td>N-1</td>
<td>Golden Rain Road (Tice Creek Drive and Upper/Lower Golden Rain Road)</td>
<td>Roadway</td>
<td>1. Great vertical curves.</td>
<td>1. Install golf cart lanes in both directions from Tice Creek Drive to Pine Knoll Drive; 2. Consider raised medians; 3. Install raised pavement markers approaching crosswalk locations along this segment.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N-2</td>
<td>Stanley Dollar Drive (Tice Creek Drive and Rossmoor Parkway)</td>
<td>Roadway</td>
<td>1. High pedestrian activity; 2. High golf cart usage;</td>
<td>1. Reinforce this segment to be pedestrian- and golf cart-oriented 2. Add golf cart sharrows/markings eastbound between Tice Creek Drive and “Golf Cart Must Exit” sign; 3. Add golf car sharrows/markings westbound from Creekside Clubhouse driveway to Tice Creek Drive where golf cart lane is not provided; 4. Green golf cart lane.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N-3</td>
<td>Tice Creek Drive (Rockledge Lane and Rossmoor Parkway)</td>
<td>Roadway</td>
<td>1. Horizontal curves and sight distance.</td>
<td>1. Paint curb red at locations where sight distance are limited; 2. No Parking Signs (or red curb) south of Avenida Sevilla due to narrowed street width; 3. Stripe parking lane along this segment; 4. Curb extension (bulb-out) at Rockledge, Fairlawn, Running Springs, Leisure, Singingwood, Canyonwood, and Ptarmigan.</td>
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<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Issue</td>
<td>Description of Measures</td>
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<tr>
<td>N-4</td>
<td>Rossmoor Parkway (Stanley Dollar Drive and Tice Creek Drive)</td>
<td>Roadway</td>
<td>1. Wide travel lane; 2. Shared use with golf carts.</td>
<td>1. Striped golf cart lane on both side between Stanley Dollar Drive and Tice Creek Drive; 2. Dashed green golf cart lane treatment or guiding lines at intersections (Rossmoor Parkway at Stanley Dollar Drive and Terra California Drive); 3. Golf cart sharrows at intersections and merging areas.</td>
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</tr>
<tr>
<td>N-5*</td>
<td>Stanley Dollar Drive (West of Tice Creek Drive)</td>
<td>Roadway</td>
<td>1. High percentage grade; 2. High vehicle speeds (comments from residents).</td>
<td>1. Install speed lumps at one or two locations</td>
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</tbody>
</table>

*N-5 is not within the study area. TJKM considers including this segment due to multiple comments received from the residents regarding speeding.
5.2 Programs and Policies

This section describes potential education and enforcement solutions through program initiatives, activities and policies to address senior driver and pedestrian behaviors.

5.2.1 Enforcement

Increased level of enforcement can be achieved by installing radar speed photo enforcement at critical locations, periodic patrol, issuance of warnings and citations in the community. These measures are easily implemented and effective with low impact on normal traffic. However, GRF does not have access to vehicle registration information. Enforcement could only be used for vehicles that have access tags. These vehicles are in the GRF system and associated with residents. This implies that GRF would not be authorized to enforce vehicles without access tags, e.g., visitors.

The presence of such devices or staff create negative perception of the community. In addition, the locations where radar speed photo enforcement are setup are more likely to be familiarized by the community members after a period of time. The ongoing staffing and other administrative expenses can be a financial burden.

5.2.2 Education

Currently, GRF offers the AARP Smart Driver’s Course to provide education on safe driving behavior in the community. It is recommended that GRF continue to provide this education program.

Street Smarts is another growing trend in California which aims at increasing roadway safety through traffic education programs. It is a nationally recognized traffic safety education and awareness program first developed in 2002. The program is aimed at reducing vehicle speeds and enhancing safety on neighborhood streets by focusing on educating students and adults about safe walking and driving behavior. Strategies include development and dissemination of informational flyers and brochures, safety lectures and workshops, and print and electronic media campaigns. The primary focus is to enhance overall traffic safety via education and community empowerment. It is recommended that such a program be initiated by GRF staff by holding workshops and events for the community members, fostering the shift of walking and driving behavior in the community.

Street Smarts brochures. Source: City of San Jose.
6 PHASING AND COST ESTIMATES

6.1 Phase I Projects

Phase I projects are easily implemented to improve pedestrian and vehicle safety. Table 7 lists all Phase I improvements with preliminary cost estimates. Note that all cost estimates include only construction cost of each improvement. Phase I improvements totals $198,300, including a 25 percent contingency is included for simplicity.

Table 7. Phase I Improvements and Preliminary Cost Estimates

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Area</th>
<th>Measures</th>
<th>Cost</th>
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<tbody>
<tr>
<td></td>
<td>Phase I</td>
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<tr>
<td>S-2</td>
<td>Rossmoor Parkway &amp; Golden Rain Road</td>
<td>Intersection</td>
<td>Gateway Clubhouse Area</td>
<td>1. Widen Crosswalk #53 toward east; paint Crosswalk #53 ladder style; 2. Install rumble strips on northbound traffic.</td>
<td>$1,850</td>
</tr>
<tr>
<td>S-3</td>
<td>Golden Rain Road &amp; Gateway Clubhouse Driveway</td>
<td>Intersection</td>
<td>Gateway Clubhouse Area</td>
<td>1. Remove Crosswalk #1</td>
<td>$1,250</td>
</tr>
<tr>
<td>S-4</td>
<td>Tice Creek Drive &amp; Golden Rain Road</td>
<td>Intersection</td>
<td>Gateway Clubhouse Area</td>
<td>1. Install raised crosswalks for east and west legs (Crosswalk #67 and #69).</td>
<td>$25,000</td>
</tr>
<tr>
<td>S-7 (N-1)</td>
<td>Crosswalk #2 (Golden Rain Road &amp; Oakmont Way)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced “Pedestrian Ahead” sign.</td>
<td>$500</td>
</tr>
<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Area</td>
<td>Measures</td>
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<tr>
<td>S-8</td>
<td>Crosswalk #48 (Golden Rain Road &amp; Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Install stop control; 2. Install “Stop Ahead” sign.</td>
<td>$2,500</td>
</tr>
<tr>
<td>S-10</td>
<td>Crosswalk #44 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Remove Crosswalk #44</td>
<td>$1,250</td>
</tr>
<tr>
<td>S-18</td>
<td>Crosswalk #20 (Stanley Dollar Drive)</td>
<td>Crosswalk</td>
<td>Stanley Dollar Area</td>
<td>1. Add golf cart crossing sign; 2. Paint legend “Golf Cart Crossing Ahead”; 3. Paint high visibility crosswalk; 4. Add rumble strips on Stanley Dollar Drive west of Crosswalk #20; 5. Paint curb red to remove parking near Crosswalk #20 (approx. 3 stalls); 6. Move crossing signs closer to crossing point; 7. Make crossing signs double-sided.</td>
<td>$3,200</td>
</tr>
<tr>
<td>S-19</td>
<td>Crosswalk #21 (Stanley Dollar Drive)</td>
<td>Crosswalk</td>
<td>Stanley Dollar Area</td>
<td>1. Add painted stripes to outline Crosswalk #21; 2. Relocate existing pedestrian crossing sign and push button closer to curb; 3. Make pedestrian crossing signs double-sided.</td>
<td>$1,500</td>
</tr>
<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Area</td>
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<tr>
<td>S-21</td>
<td>Crosswalk #35 (Tice Creek Drive &amp; Ptarmigan Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Install curb extension (bulb-out) at intersection; 2. Install pedestrian crossing sign OR RRFB</td>
<td>$50,000</td>
</tr>
<tr>
<td>S-27</td>
<td>Crosswalk #17 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Install golf cart crossing sign; 2. Add golf cart crossing legend; 3. paint curb red to prevent parking at crossing location; 4. Consider RRFB for golf carts and pedestrians.</td>
<td>$30,000</td>
</tr>
<tr>
<td>S-28</td>
<td>Crosswalk #16 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Remove Crosswalk #16</td>
<td>$1,250</td>
</tr>
<tr>
<td>S-29</td>
<td>Crosswalk #18 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Install golf cart crossing sign; 2. Add golf cart crossing legend; 3. paint curb red to prevent parking at crossing location; 4. Consider RRFB for golf carts and pedestrians.</td>
<td>$30,000</td>
</tr>
<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Area</td>
<td>Measures</td>
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<tr>
<td>N-2</td>
<td>Stanley Dollar Drive (Tice Creek Drive and Rossmoor Parkway)</td>
<td>Roadway</td>
<td>1. Reinforce this segment to be pedestrian- and golf cart-oriented 2. Add golf cart sharrows/markings eastbound between Tice Creek Drive and &quot;Golf Cart Must Exit&quot; sign; 3. Add golf cart sharrows/markings westbound from Creekside Clubhouse driveway to Tice Creek Drive where golf cart lane is not provided; 4. Green golf cart lane.</td>
<td>$50,000</td>
<td></td>
</tr>
</tbody>
</table>

**Phase 1 Total (including 20% contingency)** $198,300
6.2 Phase II Projects

Phase II projects are mid-level improvements that require detailed design and longer construction processes. These projects are considered essential to achieve a more comprehensive improvement for the community as a whole based on the project goals and objectives. Table 8 below lists all Phase II improvements with attached preliminary cost estimates. Phase II improvements totals $166,300, including a 20 percent contingency.

Table 8. Phase II Improvements and Preliminary Cost Estimates

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Area</th>
<th>Measures</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-1</td>
<td>Rossmoor Entrance</td>
<td>Entrance</td>
<td>Gateway Clubhouse Area</td>
<td>1. Re-allocate entrance area layout by specifying destinations (Rosmoor Parkway or Golden Rain Road) and vehicle types (visitor or resident); 2. Improve wayfinding signs along Rossmoor Parkway in advance of entrance.</td>
<td>$5,000</td>
</tr>
<tr>
<td>S-5</td>
<td>Tice Creek Drive &amp; Oakmont Drive</td>
<td>Intersection Crosswalk</td>
<td>Gateway Clubhouse Area</td>
<td>1. Install RRFB at Crosswalk #32; 2. Install pedestrian crossing signs 3. Install advanced warning signs (W11-2 and W16-9P) for Crosswalk #32 and 34.</td>
<td>$30,000</td>
</tr>
<tr>
<td>S-11</td>
<td>Crosswalk #45 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Extend red curb southbound to Driveway #18; extend red curb northbound to Driveway #13 to improve sight distance near the crosswalk.</td>
<td>$1,200</td>
</tr>
<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Area</td>
<td>Measures</td>
<td>Cost</td>
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<tr>
<td>Phase II</td>
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<tr>
<td>S-14</td>
<td>Hillside Clubhouse Parking</td>
<td>Golden Rain Area</td>
<td>1. Square of intersection OR create southbound right turn pocket (9 feet).</td>
<td>$12,000</td>
<td></td>
</tr>
<tr>
<td>S-15</td>
<td>Crosswalk #46 (Hillside Clubhouse)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign; 3. Consider relocation to Hillside intersection.</td>
<td>$500</td>
</tr>
<tr>
<td>S-16</td>
<td>Crosswalk #50 (Hillside Clubhouse)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Paint high visibility crosswalk; 2. Install pedestrian crossing sign; 3. Install advanced &quot;Pedestrian Ahead&quot; sign; 4. Enhance lighting for this crosswalk.</td>
<td>$2,250</td>
</tr>
<tr>
<td>S-17</td>
<td>Tice Creek Drive &amp; Stanley Dollar Drive</td>
<td>Intersection</td>
<td>Stanley Dollar Area</td>
<td>1. Install raised intersection.</td>
<td>$51,000</td>
</tr>
<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Area</td>
<td>Measures</td>
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<tr>
<td>S-20</td>
<td>Tice Creek Drive &amp; Singingwood Court</td>
<td>Intersection</td>
<td>Lower Rossmoor Area</td>
<td>1. Install curb extension (bulb-out) at intersection.</td>
<td>$24,000</td>
</tr>
<tr>
<td>S-22</td>
<td>Crosswalk #25 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Remove Crosswalk #25</td>
<td>$1,250</td>
</tr>
<tr>
<td>S-25</td>
<td>Crosswalk #59 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Paint high visibility crosswalk; 2. Install RRFB for golf cart crossing.</td>
<td>$27,650</td>
</tr>
<tr>
<td>S-31</td>
<td>Crosswalk #15 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Install pedestrian crossing sign; 2. Add hashed striping (striped bulb-out) to narrow southbound approach; 3. Construct ADA compliant ramps; 4. Paint curb red near crosswalk.</td>
<td>$1,450</td>
</tr>
<tr>
<td>N-5*</td>
<td>Stanley Dollar Drive (West of Tice Creek Drive)</td>
<td>Roadway</td>
<td></td>
<td>1. Install speed lumps at one or two locations</td>
<td>$10,000</td>
</tr>
</tbody>
</table>

**Phase II Total (including 20% contingency)**

$166,300
6.3 Phase III Projects

Phase III projects are long-term improvements which require extensive design and construction processes. This includes the installation of dedicated golf cart lanes along major corridors. **Table 9** below lists all Phase III improvements with attached preliminary cost estimates. Phase III improvements totals $934,180, including a 20 percent contingency.

**Table 9. Phase III Improvements and Preliminary Cost Estimates**

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Type</th>
<th>Area</th>
<th>Measures</th>
<th>Cost</th>
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<tbody>
<tr>
<td></td>
<td><strong>Phase III</strong></td>
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<tr>
<td></td>
<td><strong>S-9</strong> Crosswalk #43 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign.</td>
<td>$500</td>
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<tr>
<td></td>
<td><strong>S-12</strong> Crosswalk #47 (Upper Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Move Crosswalk #47 near Driveway #20 where grade is 0%; 2. Install pedestrian crossing sign; 3. Build sidewalk to connect new location with overlook path.</td>
<td>$52,740</td>
</tr>
<tr>
<td></td>
<td><strong>S-13</strong> Crosswalk #52 (Lower Golden Rain Road)</td>
<td>Crosswalk</td>
<td>Golden Rain Area</td>
<td>1. Install pedestrian crossing sign; 2. Install advanced &quot;Pedestrian Ahead&quot; sign.</td>
<td>$500</td>
</tr>
<tr>
<td></td>
<td><strong>S-23 (N-3)</strong> Crosswalk #24 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Paint curb red at and near Crosswalk on both sides; 2. Install pedestrian crossing sign.</td>
<td>$1,200</td>
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<tr>
<td></td>
<td><strong>S-24 (N-3)</strong> Crosswalk #26 (Tice Creek Drive)</td>
<td>Crosswalk</td>
<td>Lower Tice Creek Area</td>
<td>1. Paint curb red at and near Crosswalk on both sides;</td>
<td>$2,450</td>
</tr>
<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
<td>Area</td>
<td>Measures</td>
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<td><strong>Phase III</strong></td>
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<td></td>
<td>2. Paint high visibility crosswalk.</td>
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<tr>
<td>S-26 (N-4)</td>
<td>Crosswalk #19 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Rebuild ramps on both side to comply with ADA requirements;</td>
<td>$1,490</td>
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<td>2. Paint high visibility crosswalk.</td>
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<td>3. Install pedestrian crossing sign.</td>
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<tr>
<td>S-30 (N-4)</td>
<td>Crosswalk #14 (Rossmoor Parkway)</td>
<td>Crosswalk</td>
<td>Lower Rossmoor Area</td>
<td>1. Install pedestrian crossing sign;</td>
<td>$500</td>
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<tr>
<td></td>
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<td></td>
<td>2. Install advanced &quot;Pedestrian Ahead&quot; sign.</td>
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<tr>
<td>N-1</td>
<td>Golden Rain Road (Tice Creek Drive and Upper/Lower Golden Rain Road)</td>
<td>Roadway</td>
<td></td>
<td>1. Install golf cart lanes in both directions from Tice Creek Drive to Pine Knoll Drive;</td>
<td>$500,000</td>
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<td></td>
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<td></td>
<td></td>
<td>2. Consider raised medians;</td>
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<td></td>
<td>3. Install raised pavement markers approaching crosswalk locations along this segment.</td>
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<tr>
<td>N-3</td>
<td>Tice Creek Drive (Rockledge Lane and Rossmoor Parkway)</td>
<td>Roadway</td>
<td></td>
<td>1. Paint curb red at locations where sight distances are limited;</td>
<td>$174,800</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2. No Parking Signs (or red curb) south of Avenida Sevilla due to narrowed street</td>
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<tr>
<td>ID</td>
<td>Name</td>
<td>Type</td>
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<td><strong>Phase III</strong></td>
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<td></td>
<td></td>
<td></td>
<td>1. Striped golf cart lane on both sides between Stanley Dollar Drive and Tice Creek Drive; 2. Dashed green golf cart lane treatment or guiding lines at intersections (Rossmoor Parkway at Stanley Dollar Drive and Terra California Drive); 3. Golf cart sharrows at intersections and merging areas.</td>
<td><strong>$200,000</strong></td>
</tr>
</tbody>
</table>

**Phase III Total (including 20% contingency)** $934,180
Appendix E. Maps of Improvements and Conceptual Drawings
Proposed Booth Layout Diagram

To Rossmoor Parkway

<table>
<thead>
<tr>
<th>Lane 1</th>
<th>Lane 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>VISITOR</td>
<td>RESIDENT</td>
</tr>
</tbody>
</table>

(Staffed)

To Golden Rain Road

<table>
<thead>
<tr>
<th>Lane 3</th>
<th>Lane 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>VISITOR</td>
<td>RESIDENT</td>
</tr>
</tbody>
</table>

(Staffed)

Signage Improvements:
Rossmoor Parkway Stay Left
Golden Rain Road Stay Right
Improvement S-9 to S-11

Remove S-9

S-7 to S-11

Improvement S-9 to S-11
High Vis Crosswalk

Squaring of Intersection or Creation of Right Turn Pocket
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Paulette Jones, Senior Manager, Executive Services

REQUESTED ACTION AND RECOMMENDATION:
Approve, as recommended by the President, the following Board representative and Board Committee appointments for one-year terms, effective immediately:

Board Representative Committee Appointments

Aquatics Advisory Committee – Sue DiMaggio Adams
Audit Committee – Mary K. Neff
Finance Committee – Mary K. Neff
Fitness Center Advisory Committee - Melvin C. Fredlund
Golf Advisory Committee - Mary Lou Delpech

Board Committee Appointments

Compensation Committee - Leslie Birdsall
    Carl Brown
    Robert D. Kelso
    Stephen D. Roath

Mutual Liaison Committee - Sue DiMaggio Adams
    Carl W. Brown
    Mary Neff
    Geraldine Pyle

Policy Committee - Mary Lou Delpech
    Robert D. Kelso
    Geraldine Pyle
    Stephen D. Roath

BACKGROUND:
As stipulated in the Committee Charters, the President recommends Board representative Committee appointments to the Board for approval. With the exception of the Audit and Finance Committees, Board representatives on resident Committees serve as ex-officio members of the Committees without vote. By virtue of his/her office,
the Treasurer of the GRF serves as the Board’s representative on both the Audit and Finance Committees and is a voting member of the Committees.

The President also recommends Board Committee appointments to the Board for approval. By virtue of his/her office and as stipulated in the Committees’ Charters, the President serves as a member of the Mutual Liaison and the Policy Committees.

ALTERNATIVES AND OPTIONS:

Approve all, part, or none of the President's recommended Board representative and Board Committee appointments.

SUBSEQUENT ACTIONS:

The approved appointees will begin serving as either ex-officio members or members of the Committee(s) they are appointed to, and the Committee roster will be revised to reflect the approved appointments and then distributed.

FINANCIAL IMPACT:

None

ATTACHMENTS:

None
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Paulette Jones, Senior Manager, Executive Services

REQUESTED ACTION/RECOMMENDATION:
Approve a Mission Statement for the Ad Hoc Technology Committee.

BACKGROUND:
In the Rossmoor General Plan, 2024 Action TEC-1.6 states: “Consider establishing a qualified resident technology committee to advise the GRF Board on innovative issues.”

At the April 27, 2017, the Board approved forming an Ad Hoc Technology Committee to develop a strategic five-year plan for GRF technology.

The Committee shall consist of seven non-GRF Board members and one GRF non-voting Board member. All shall be approved by the GRB.

The Committee shall begin work upon designation of its members and report out its recommendations to the GRB on or before the Board’s December 2018 meeting.

ALTERNATIVES AND OPTIONS:
• Revise the draft proposed Mission Statement

SUBSEQUENT ACTIONS:
• A notice will be published in the Rossmoor News calling for letters of interest and resumes from applicants on or before June 23, 2017
• Applications will be reviewed and applicants interviewed.
• Committee members will be appointed by the Board at its July 27, 2017 meeting.
FINANCIAL IMPACT:

None, save for some staff time and minor materials cost.

ATTACHMENT:

Draft Ad Hoc Technology Committee Mission Statement
MISSION STATEMENT

AD HOC COMMITTEE TO PREPARE
5 YEAR STRATEGIC TECHNOLOGY PLAN

AUTHORITY:

In the Rossmoor General Plan, 2024 Action TEC-1.6 states: “Consider establishing a qualified resident technology committee to advise the GRF Board on innovative issues.”

MEMBERSHIP:

The Ad Hoc Committee shall consist of seven non-GRF Board members and one GRF non-voting Board member. All shall be approved by the GRF Board.

Applicants will be solicited via the Rossmoor News, screened, and recommended by the GRF Board President, in consultation with the other Board officers, for appointment to the Ad Hoc Committee.

Applicants for the Committee will be chosen for their interest, past experience and willingness to commit the time needed to complete the work within eighteen months.

Applicants shall submit a letter of interest and resume to the Golden Rain Foundation Assistant Secretary on or before June 23, 2017.

ORGANIZATION:

The GRF Board President shall designate one of the Committee members as Chairperson to serve during the duration of the Committee.

The frequency, dates, time, and location of the Committee meetings shall be established by consensus of the Committee.

The Committee, from among its members, shall elect its own Vice Chairperson, and any other officers necessary. The Committee may appoint subcommittees, as necessary.

The Committee shall follow Policy 201.4 regarding open committee meetings, and provide a Residents' Forum in which residents may address concerns to the Committee.
Robert’s Rules of Order shall govern all Committee proceedings.

PURPOSES AND RESPONSIBILITIES:

The Committee will be advisory to the Golden Rain Foundation Board and proceed with its efforts as follows:

It shall be the purpose of this Committee to create a technology plan that anticipates GRF’s technology needs for the next 5 years. It is expected that the plan will emphasize an integrated, systematic approach for identifying, prioritizing, implementing, and maintaining technology in order to enable GRF to:

- Improve existing services
- Provide new services that are expected to be needed in the future
- Improve the effectiveness and cost-efficiency of maintaining GRF’s physical properties

The technology plan will evaluate the estimated cost and benefit of its recommendations to ensure that the proposed technology is reasonable and affordable; and that the relative merits and disadvantages of each recommendation will be identified.

The Committee shall begin work upon designation of its members.

The Committee shall report out its recommendations to the GRF Board on or before the GRF Board’s December 2018 meeting.

Upon reporting its recommendations, unless its term of service is extended by the Board, the Committee shall have completed its work and will be disbanded.

ADMINISTRATION:

The Committee will receive GRF staff support from the Executive Services Department.

The Committee will have no budget nor the authority to incur costs on behalf of its mission nor in the name of the GRF.

APPROVED BY THE GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS ON _________________
SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Rick Chakoff, CFO

REQUESTED ACTION:
Adopt a Mechanics Bank Corporation Banking Resolution authorizing the GRF Board Officers, CEO and CFO to sign and act on behalf of the organization.

RECOMMENDATION:
Adopt the bank resolution as requested.

BACKGROUND:
Golden Rain has operating, money market and payroll accounts with The Mechanic’s Bank. The bank requires a resolution authorizing the stated officers to act on behalf of the Foundation. This includes the authority to establish bank accounts, sign or change any agreement with the Bank regarding the Foundation’s bank deposit relationship and the ability to specify individuals who are authorized to withdraw funds using checks, orders or transfers or to otherwise access the Foundation’s deposit accounts.

SUBSEQUENT ACTIONS:
Once approved and signed, staff will forward the resolution to Mechanics Bank.

FINANCIAL IMPACT:
None

ATTACHMENT:
Corporation Banking Resolution
CORPORATION BANKING RESOLUTION

I certify that I am the Secretary of GOLDEN RAIN FOUNDATION OF WALNUT CREEK, a Corporation organized under the laws of the state of CALIFORNIA ("Organization"). I also certify that at a meeting of the Organization's Board of Directors held on ___________, at which a quorum was present and acting throughout, the following resolutions were adopted and are now in full effect:

AUTHORITY TO SIGN AND ACT FOR THE ORGANIZATION

(Cross out any of the below acts that the designated officers are not authorized to perform.)

It is resolved that the officers now or subsequently holding the positions named below are individually authorized in the name of and on behalf of the Organization, to:

- Establish any banking accounts and services.
- Sign, or change in writing, any agreement with Bank regarding Organization's banking deposit relationship, including the use of automated teller services.
- Specify in writing to Bank the individuals who are authorized, in the name of and on behalf of Organization to:
  - Withdraw funds from any of Organization's banking accounts on Organization's checks or orders, subject to any multiple signature requirements, as set forth in a separate agreement between Organization and Bank.
  - Individually use an automated teller card to access any of Organization's deposit accounts, regardless of any multiple signature requirements otherwise applicable to the accounts.
  - Endorse and deliver to Bank, for any purpose, and in any amount, negotiable or non-negotiable commercial paper of any kind, owned by, held by, or payable to Organization.
  - Send, review, and/or authorize wire and electronic transfers of funds from Organization's deposit accounts. Such authority may be exercised by such authorized individuals acting alone, regardless of any multiple signature requirements otherwise applicable to the accounts.
  - Otherwise access Organization's deposit accounts.

This authority may be exercised at such time and on such terms as Organization's designated Representatives believe proper. This authority will remain in effect until Bank receives written notice of revocation at the Office where Organization's banking relationship is maintained.

The following is/are true and correct specimen signature(s) of Organization's designated Representative(s). Please cross out any unused signature lines.

<table>
<thead>
<tr>
<th>Representative's Name (Typed or Clearly Printed)</th>
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<tr>
<td>GERALDINE PYLE</td>
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<td>STEPHEN D. ROATH</td>
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<tr>
<td>MARY K. NEFF</td>
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<td>ROBERT D. KELSO</td>
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Ratification of Prior Acts

Organization ratifies and authorizes all acts of any of the Organization's designated Representatives performed in the name of Organization with respect to Organization's banking deposit relationship before the date of this authorization.

WITNESSED

<table>
<thead>
<tr>
<th>Secretary's Name and Title (Typed or Clearly Printed)</th>
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<tr>
<td>ROBERT D. KELSO</td>
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When the Secretary is designated as the Organization's sole Representative, this Resolution should also be signed by a second officer, preferably one not so designated:

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Instructions

CORPORATION BANKING RESOLUTION

This form establishes the Organization's "Designated Representatives" and defines banking activities the Representatives are authorized to conduct in the name of and on behalf of the Organization. This form may not be altered without prior agreement and consent from Bank.

Please read/revieew the entire Corporation Banking Resolution and complete as follows:

- In the top portion of the Resolution, indicate, where applicable:
  - The name of the Organization.
  - The name of the state under whose laws the Organization has been organized.
  - The date (month/day/year) of the Organization's meeting that adopted the Resolutions.

- In the middle portion of the Resolution:
  - Type or clearly print the name of each authorized Representative.
  - Each authorized Representative must provide his or her signature specimen.
  - Type or clearly print the Title of each named authorized Representative. Please cross out any unused signature lines.

- In the bottom portion of the Resolution:
  - Type or clearly print the name of Organization's Secretary.
  - The Secretary must provide his or her signature specimen.
  - Type or clearly print the date (month/day/year) the Resolution was executed. The Witnessed section must be completed and signed by the Organization's Secretary.
  - If the Secretary is the only Designated Representative, a second officer of the Organization should:
    - Type or clearly print his or her name.
    - Provide his or her signature specimen.
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 AUTHORITY TO SIGN AND ACT FOR THE ORGANIZATION
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<td>RICHARD CHAKOFF</td>
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<tr>
<td>Representative's Name (Typed or Clearly Printed)</td>
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WITNESSED

ROBERT D. KELSO

Secretary's Name and Title (Typed or Clearly Printed) | Secretary's Signature |
|-----------------------------------------------------|------------------------|

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SUMMARY REPORT
GOLDEN RAIN FOUNDATION BOARD OF DIRECTORS

REPORT PREPARED BY:
Tim O'Keefe, CEO
Mark Heptig, Director of Golf
Rebecca Pollon, Landscape Manager

REQUESTED ACTION:
Consider approval of:
- A drought tolerant landscape design template for areas of the golf course bordering residential housing that might be taken out of the regular irrigation pattern in the future
- A drought tolerant park-like solution for 2 areas adjacent to the creek that were taken out of the regular irrigation pattern:
  1. on the corner of Rossmoor Parkway/Golden Rain Road
  2. on Rossmoor Parkway just south of the 2nd green on the Dollar Ranch Course
- Trail system that networks the Foundation’s and the Mutuals’ small pocket parks to enhance the visibility and enjoyment of Rossmoor’s various parks for residents and guests

RECOMMENDATION:
After carefully reviewing the design proposals and their costs, and considering that the state has officially declared an end to the drought, staff recommends that the Board postpone the creation of a drought tolerant landscape design template until the need for such a template becomes more urgent. Instead, staff recommends that the Board consider an alternate plan to modestly improve the corner of Rossmoor Parkway and Golden Rain Road with the addition of a small hedge with plants and flowers similar to treatments at other highly visible locations around the valley.

BACKGROUND:
The state has been in a devastating drought for the past 6 years. Water rates climbed more than 51% during this period. For approximately a year in 2015-16, a 25% surcharge was also imposed on water users. Golf course operators, defined by the state as among the lowest priority water users, faced additional restrictions and were required to reduce water consumption by 40%.
Rossmoor’s golf courses met the challenge by aggressively removing non-essential areas (deemed non-critical for course play) from the irrigation patterns resulting in a shrinkage of the golf course by approximately 12 acres, or more than 500,000 square feet saving millions of gallons of water (every 4 acres taken out of irrigation saves 2 million gallons of water per year). This included areas out of play mostly in the interior portions of the golf courses during the first phase of the drought mitigation plan in 2014-15. In the second phase in 2015-16 as the drought continued, selected areas adjacent to manors were also removed from irrigation. In spring 2016, residents along fairways 7 and 8 on the Dollar Ranch course objected to the removal of turf areas adjoining their manors and appealed to the GRF Board to continue to irrigate those areas.

Last July, following several months of discussion with residents, the Board agreed. Since the drought was still ongoing and with the threat of higher costs and additional restrictions, the Board also agreed to create a drought tolerant landscape design template for areas adjacent to manors that could be taken out of the irrigation patterns in the future to create a new, consistent and pleasing “look” with limited irrigation instead of eliminating all irrigation and applying bark or mulch exclusively. In addition, the Board agreed to use the landscape designer to advise on the high profile southwest corner of Golden Rain Road and Rossmoor Parkway near the entrance and the lower profile area south of the 2nd green on the Dollar Ranch Course. Both sites have not been irrigated by the golf course watering systems in about 2 years and consequently are dry with dead/dormant grass throughout the summer and fall resulting in many complaints from residents, especially about the southwest corner of Golden Rain Road and Rossmoor Parkway near the community entrance. It was also contemplated that this corner should have an attractive monument-style wall with plantings to welcome residents and visitors into the community.

Staff invited 5 landscape architecture design firms to bid. Two firms declined interest in the project and three firms attended a bidders’ conference. It was suggested by the design firms that Rossmoor also include a trail system linking the community’s parks, wherever possible and appropriate, to maximize residents’ enjoyment of these beautiful and lesser known amenities.

In February, two firms submitted bids at $146,060 and $110,660 for the design work. Neither bid included the installation of hardscape, landscape or irrigation which would have to be separately outsourced and bid. Since the end of the drought was imminent, in March staff asked the low bidder to consider bid modifications to remove the landscape design template from the proposal to see if there was a more affordable option since the urgency of the landscape template component of the design had diminished with the pending end of the drought. The bidder submitted a modified proposal in excess of $74,000.

With the official declaration of the end of the drought in April, the urgency of a landscape design template has lessened for the near term. Given the lifting of the drought restrictions, the high cost of the design and additional cost for the actual construction and installation, it is staff’s recommendation to postpone the creation of the landscape design at this time. However, with EBMUD’s recent pronouncement to expect a 9.25% increase in rates effective 7/1/17 and another 9% increase on 7/1/18, staff recognizes the importance of continuing to be water conservation-minded and will continue to carefully monitor water usage.
As an alternative to the comprehensive design proposed by the landscape architecture firm and in an effort to address an ongoing prominent aesthetic issue, staff recommends a relatively minor beautification enhancement to the southwest corner of Rossmoor Pkwy and Golden Rain Road. Due to the drought mitigation efforts, the irrigation has been turned off of this grassy area down to the creek for most of the past 2 years. Many residents last year complained about the unsightly dead grass on this parcel, which also contains one of the few remaining Golden Rain trees in the community.

Since this intersection is the first prominent area residents and visitors see upon entrance into the community, staff recommends the expenditure of up to $10,000 from the Operating Fund to beautify this corner and diminish the visual impact of the brown grass. There are extensive utility access boxes at ground level on the corner which present some minor design challenges. The installation would be designed by Landscape Manager Rebecca Pollon and would include a small retaining wall to level the corner to create a planting bed and provide selective irrigation to the plantings and the Golden Rain tree. The modification will provide a visually pleasing alternative to the brown grass that will be prevalent at that location through the summer and fall and will beautify this highly visible location year-round.

ALTERNATIVES AND OPTIONS:

The Board could proceed with the original or modified proposal, ask staff to consider another variation with the designer, consider the staff alternative proposed above or choose to maintain the status quo without any modifications.

SUBSEQUENT ACTIONS:

To be determined based on the Board’s choices as outlined above.

FINANCIAL IMPACT:

Landscape design proposal = $110,660; or
Reduced scope design proposal = $74,890; or
Alternative staff proposal for Golden Rain Rd/Rossmoor Pkwy = not to exceed $10,000

The first two options do not include the cost of hardscape, landscape materials, irrigation or installation.

ATTACHMENTS:

None