

A G E N D A
REGULAR MONTHLY MEETING OF THE BOARD OF DIRECTORS
SEAL BEACH MUTUAL SIX
May 26, 2017
Administration Building Conference Room A, at 9:30 a.m.

1. CALL TO ORDER
 2. ROLL CALL
 3. SHAREHOLDER COMMENTS
 4. INTRODUCTION OF GRF REPRESENTATIVE, GUEST(S), AND STAFF:
 Ms. Hopewell, GRF Representative
 Mr. Van Horn, Building Inspector
 Mrs. Aquino, Recording Secretary
 5. APPROVAL OF MINUTES: **Regular Monthly Meeting of April 28, 2017**
 6. BUILDING INSPECTOR'S REPORT (pages 2-3) Mr. Van Horn
 7. GRF REPRESENTATIVE Ms. Hopewell
 8. CHIEF FINANCIAL OFFICER'S REPORT Mr. Turetskiy
 9. UNFINISHED BUSINESS
 - a. Mutual 6 Traffic Study (Oakmont & St. Andrews) (pages 4-23)
 - b. New catch basins 24x24 inches – Drainage problem Green Belt area of Bldg 62
 - c. Update on Carport 73 Paving Project
 - d. Vehicle charging (Beta Site) update
 - e. Update on Annual Mutual Dinner Dance – June 10, 2017
- (STAFF SECRETARY BREAK (TIME TO BE DETERMINED BY PRESIDENT))**
10. NEW BUSINESS
 - a. 2018 Budget Planning GRF (page 24)
 - b. GRF Survey
 - c. Change water heater manufacturers (American Standard to Bradford White)
 - d. Reserve Study 2018
 - e. Shower cut downs – CivicStone
 - f. Cancel Regular Board Meeting on June 23, 2017
 11. MUTUAL ADMINISTRATION
 12. ADJOURNMENT
 13. EXECUTIVE SESSION (legal & member issues)

STAFF WILL LEAVE THE MEETING BY 12:10 p.m.
NEXT MEETING: ANNUAL SHAREHOLDERS' MEETING
June 23, 2017, at 10:00 a.m. IN CLUBHOUSE 4

INSPECTOR MONTHLY MUTUAL REPORT

MUTUAL: (06) SIX

INSPECTOR: Dave Van Horn

MUTUAL BOARD MEETING DATE: May 26, 2017

CONTRACTS

CONTRACTOR	PROJECT
M J JURADO	C/P CONCRETE 1/9/17- 3/31/17
JOHNS LANDSCAPE	4/30/16 - 4/30/18
OC RESERVE STUDY	12/31/17 - 12/31/19

SITE VISITS

UNIT NUMBER	REASONS
PEST CONTROL EACH BUILDING	
65 J, CHECKED NAILS @ PLYWOOD	
54 B, REGARDING ROOF LEAK & ADDITION	

May 1, 2017

Mr. David Rudge
Golden Rain Foundation
P.O. Box 2069
Seal Beach, CA 90740

SUBJECT: MUTUAL SIX TRAFFIC CONTROL EVALUATION

Dear Mr. David Rudge:

Urban Crossroads, Inc. is pleased to provide the following Mutual Six Traffic Control Evaluation for the intersection St. Andrews Drive at Oakmont located within Leisure World Seal Beach as shown on Exhibit A. St. Andrews drive is a four-lane divided roadway with on-street parking and a posted speed limit of 25 miles per hour. Oakmont Road is a two-lane undivided roadway with on-street parking and a posted speed limit of 25 miles per hour. Photos of the intersection study area are included in Appendix A. The purpose of this work effort is to provide a technical review and written response to the January 4, 2017 Mutual 6 Board Directors letter request for additional intersection control.

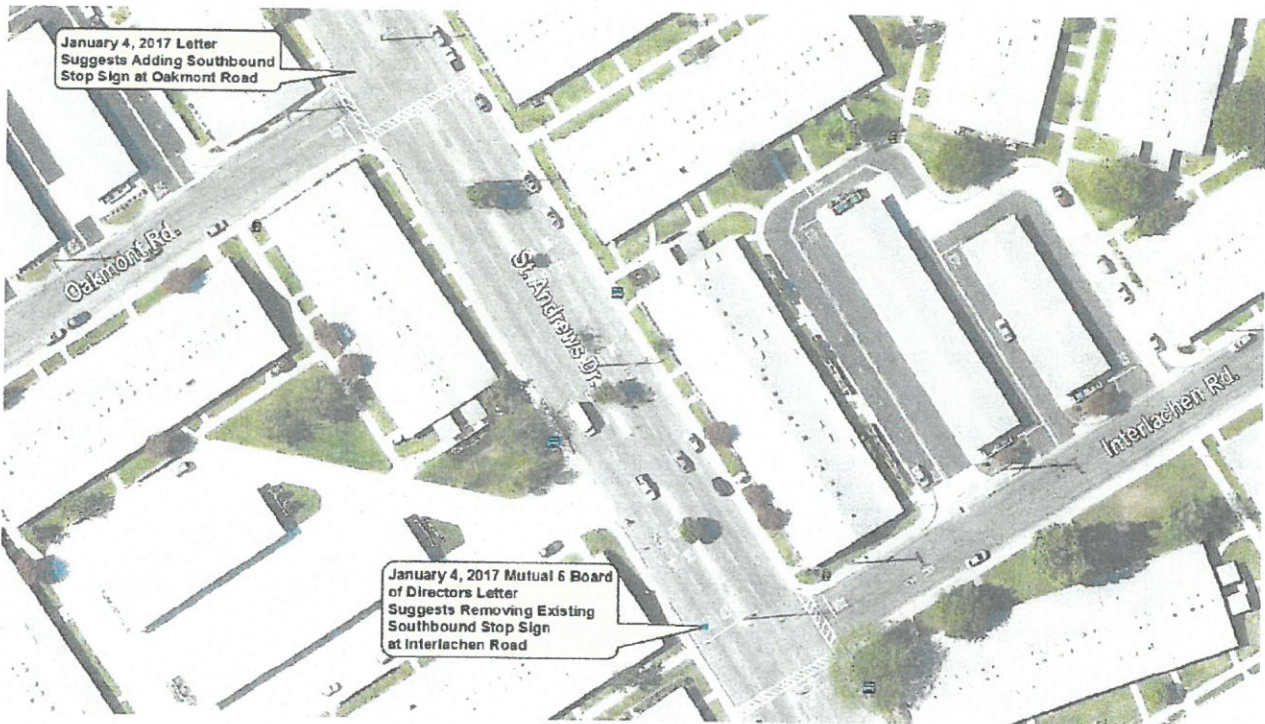
EXHIBIT A: ST. ANDREWS DRIVE AT OAKMONT ROAD INTERSECTION



LETTER REQUEST

On January 4, 2017, the Mutual Six Board of Directors signed a letter ("letter request") to the Physical Property Committee Members expressing concerns about the intersection St. Andrews Drive at Oakmont Road. The letter indicates that the existing condition is unsafe due to the lack of STOP sign control on St. Andrews Drive. As indicated in the letter provided in Appendix B, the Mutual Six Board of Directors suggests that the intersection should provide multi-way STOP control to avoid accidents and create a safer condition. The letter *"proposes moving the southbound STOP signs from the Interlachen Road intersection back to Oakmont Road while leaving the northbound top sign in place at Interlachen Road and St. Andrews Drive"* as shown on Exhibit B.

EXHIBIT B: LETTER REQUEST PROPOSAL



STOP SIGN INTERSECTION TRAFFIC CONTROLS

STOP signs, in general, are intended to help drivers and pedestrians who have the right-of-way at an intersection. According to California Vehicle Code Section 21800, intersections not controlled by a STOP sign are subject to the right-of-way rule that states that a driver, when approaching an uncontrolled intersection, shall look out for and give the right-of-way to any driver on the right, except that the driver of any terminating highway shall yield the right-of-way to any vehicle on the intersecting continuing

highway. Because STOP signs cause a substantial inconvenience to motorists, they should be used only where fully justified. STOP signs, which are often requested for speed control, are not typically used for this purpose, as their designated function, as defined in the California Manual of Uniform Traffic Control Devices (CAMUTCD), is to delegate right-of-way and reduce certain types of accidents. The CAMUTCD contains the basic principles that govern the design and use of traffic control devices. The CAMUTCD aims to promote safety and mobility for multi travelers in California by providing guidance for multi public streets and highways by, prioritizing the use of symbols over word message signs; proper placement of traffic control devices; and removal of unnecessary devices regardless of condition. (1) The CAMUTCD describes two basic types of STOP sign intersection traffic control, cross-street stop and multi-way stop.

CROSS-STREET INTERSECTION STOP CONTROL

The intersection of St. Andrews Drive at Oakmont Road is considered a cross-street stop where the vehicles on Oakmont Road are required to STOP for the through traffic on St. Andrews Drive. This control of the minor approach is consistent with the guidance from the CAMUTCD and the Orange County Traffic Manual (1), where the less important (minor) Oakmont Road is STOP controlled with uncontrolled through traffic on the main (major) road of St. Andrews Drive. Cross-Street STOP intersection control may be established at locations where conflicting traffic volumes, restricted visibility, physical conditions, or past accident history are such that STOP signs can reasonably be expected to reduce the accident potential. STOP signs are not a substitute for effective enforcement of speed limits or other traffic control devices. (2)

MULTI-WAY INTERSECTION STOP CONTROL

The intersection of St. Andrews Drive and Interlachen Road is currently configured as multi-way stop. It is not clear why this location provides for multi-way stop when the adjacent similar intersection of Oakmont Road is controlled as a cross-street stop. According to the Orange County Traffic Manual, multi-way STOP sign installation are a useful traffic control measure where other less restrictive methods of control have proven ineffective. Multi-way STOPs should ordinarily be used only where the volume of traffic on the intersecting roads is nearly evenly divided among the approaches. However, multi-way STOPs are generally undesirable at locations with low traffic volumes because it causes unnecessary delays and encourages violations. (1)

ANALYSIS

The letter request suggests providing an unbalanced three-way stop configuration at both intersection locations. While this may sound like a reasonable suggestion, it presents an unusual intersection STOP control that does not clearly indicate who has the right-of-way. The proposed intersection traffic control is neither a cross-street STOP or a multi-way STOP. Therefore, the proposed unbalanced intersection STOP sign control is not recommended at either intersection location.

MULTI-WAY STOP WARRANTS

According to Section 2B.07 of the CAMUTCD, the decision to install multi-way STOP controls should be based on an engineering study and may be justified by any of the following circumstances:

- A. An interim installation pending the installation of a traffic signal that has met a qualified traffic signal warrant
- B. Five or more crashes in 12-months subject to correction by a multi-way STOP
- C. When minimum traffic volume thresholds have been reached:
 - The traffic volume entering the intersection from major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day;
 - The traffic volume entering the intersection from the minor street approach averages at least 200 vehicles per hour for the same 8 hours...
- D. Other criteria may also be considered such as the need to control left-turn conflicts, high pedestrian volumes or limited sight distance.

The intersection of St. Andrews Drive at Oakmont Road has been evaluated based on each of these warrants. As shown on the multi-way STOP warrant analysis worksheets included in Appendix C, the intersection of St. Andrews Drive at Oakmont Road does satisfy any of the multi-way STOP control warrants.

ACCIDENT HISTORY

A review of the accident history indicates that the intersection of St. Andrews Drive at Oakmont Road has experienced one accident over the last 12-month period. In addition, it is not clear if the injury accident described in the letter request would have been avoided with the installation of a multi-way STOP. The collision report does not indicate the cause of the injury accident. During the last 12-month review period, one collision was also reported at the multi-way STOP intersection of St. Andrews Drive at Interlachen. This non-injury accident was the result of an impaired driver.

TRAFFIC VOLUMES

To assess the existing vehicle speeds on Oakmont Road west of St. Andrews Drive and on St. Andrews Drive South of Oakmont, two 24-hour vehicle speed surveys were collected during typical weekday conditions on Tuesday, March 28, 2017. The speed survey counts identify both the total number of vehicles and the vehicles speeds for both directions. A summary of the vehicle counts and speed survey worksheets provided in Appendix D indicates that up 1,924 vehicles per day utilize Oakmont Road with 4,096 vehicles per day using St. Andrews Drive during a typical 24-hour weekday. The traffic volumes on St. Andrews are more than twice the volume on Oakmont Road.

VEHICLE SPEEDS

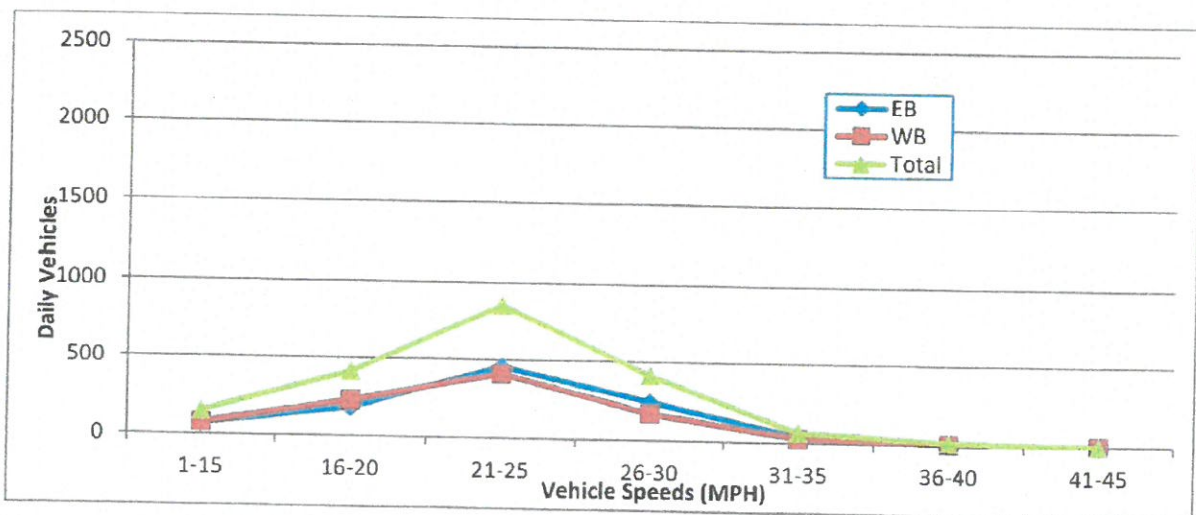
To assess the vehicle speeds it is helpful to first review the basic speed law. In California, the vehicle code (CVC 22350) defines the basic speed law as:

- “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property.”

This law recognizes that driving conditions vary widely from time-to-time and place-to-place, and therefore, no set or fixed driving rules will adequately address all conditions. The motorist will constantly adjust their driving behavior to fit the conditions encountered, and must learn to do this with a minimum of assistance from the police. The Basic Speed Law is founded on the belief that most motorists can modify their driving behavior properly, if they are aware of the conditions around them. Pursuant to CVC Section 21400, speed limits (on public streets) shall be established at the nearest five miles per hour (mph) increment of the 85th-percentile speed of free-flowing traffic. The 85th-percentile speed represents the speed, at or below, which 85 percent of the traffic is traveling during typical weekday conditions.

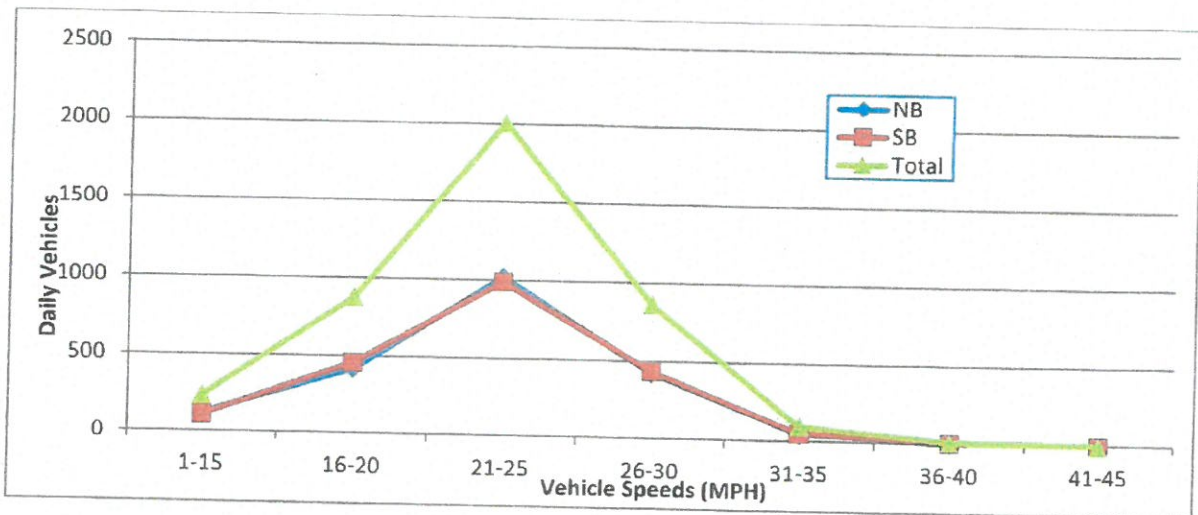
OAKMONT ROAD WEST OF ST. ANDREWS DRIVE

The speed survey results suggest that residents within the community are travelling at speeds that are generally consistent than the *prima facie* speed limit of 25 miles per hour for residential districts. The speed survey for Oakmont Road west of St. Andrews Drive indicates that the vehicle pace speed is within the 21-30 miles per hour range with a combined 85th percentile speed of 27 miles per hour. However, approximately 26% of vehicles exceeding the 25 miles per hour *prima facie* speed limit for residential districts.



ST. ANDREWS DRIVE SOUTH OF OAKMONT ROAD

The speed survey for St. Andrews Drive South of Oakmont Road indicates that the vehicle pace speed is within the 21-30 miles per hour range with an 85th percentile speed of 27 miles per hour. As shown on the chart below, approximately 24% of vehicles were observed travelling at speeds above 25 miles per hour.



CONCLUSIONS

The analysis shows that intersection of St. Andrews Drive at Oakmont Road does NOT satisfy any of the multi-way STOP warrants. Recognizing that multi-way intersection STOPs should ordinarily be used only where the volume of traffic on the intersecting roads is nearly evenly divided among the approaches and that they are generally undesirable at locations with low traffic volumes due unnecessary delays, this analysis shows that multi-way STOP control is not warranted at the intersection of St. Andrews Drive at Oakmont Road. Therefore, no changes to the intersection traffic control are recommended at the intersections of Oakmont Road or Interlachen Road at St. Andrews Drive. If you have any questions, please contact me directly at (949) 336-5979.

Respectfully submitted,

URBAN CROSSROADS, INC.

Bill Lawson, P.E., INCE
Principal



Mr. David Rudge
Golden Rain Foundation
May 1, 2017
Page 7 of 8

QUALIFICATIONS

Bill Lawson is a founding principal partner, a Registered Professional Traffic Engineer and a Certified Acoustical Consultant. Mr. Lawson maintains a wide range of technical expertise that includes transportation planning, parking analysis, traffic engineering, neighborhood traffic control, traffic calming and noise impact analysis. Mr. Lawson currently serves as the contract Traffic Engineer for the City of Rancho Santa Margarita.

EDUCATION

Master of Science in Civil and Environmental Engineering
California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June, 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009
AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012
PTP – Professional Transportation Planner • May, 2007 – May, 2013
INCE – Institute of Noise Control Engineering • March, 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
ITE – Institute of Transportation Engineers

LEADERSHIP EXPERIENCE

Montana Del Lago Homeowner's Association • November, 1996 - November, 1999
Rancho Santa Margarita (RSM) Cityhood Committee • June, 1997 - January 1, 2000
Ladera Ranch Maintenance Corporation (LARMAC) • November, 2000 – January 2006
Ladera Ranch Civic Council (LRCC) • March, 2008 – September, 2012
Santa Margarita Water District (SMWD) • April, 2008 – December, 2012

Mr. David Rudge
Golden Rain Foundation
May 1, 2017
Page 8 of 8

REFERENCES

1. **State of California Department of Transportation.** *California Manual on Uniform Traffic Control Devices.* 2014.
2. **Orange County Resources and Development Management Department.** *Traffic Manual.* 2007.

JN:10832 St. Andrews Drive at Oakmont Rd.



JN:10832 St. Andrews Drive at Oakmont Rd.



JN:10832 St. Andrews Drive at Oakmont Rd.



To Physical Property Committee Members

January 4, 2017

Re: Intersection of Oakmont Road and St. Andrews

The Board of Directors of Mutual Six is concerned about the intersection at Oakmont and St Andrews. This concern was brought to the attention of the Physical Property Committee in July of 2016. The Chairman asked the committee members if anyone was aware of an accident occurring at that intersection in the past. No one on the committee said they were aware of any accidents at that location. Attached is another copy of that proposal for your review. This proposal was to be sent to the "Traffic Engineer" for further discussion. To date, we have not received any feedback to this proposal.

In December 2016, there was an injury crash that necessitated transporting the accident victim to the hospital. This followed several other "close calls," at this intersection. This accident may have been avoidable.

From the correspondence in July:

"Trying to make a left turn onto St Andrews is difficult due to not being able to see the traffic coming from the North. We have to creep out into the intersection. We have had numerous close calls reported. We would like to propose moving the southbound stop signs from the Interlochen intersection back to Oakmont while leaving the northbound stop signs in place at Interlochen and St Andrews. See attached diagram."

Oakmont is a very busy street and the only through street from El Dorado to St Andrews between Golden Rain and Northwood. It's similar to Interlochen going north on to Del Monte from St. Andrews. The three way stops at those intersections is what this intersection needs.

The attached drawing suggests not having two stop signs a block apart on each direction of St Andrews, but if we need to have that rather than this proposal it would still be safer than what we currently have. We don't want to have a fatal accident at this intersection. Inaction on the part of the Physical Property Committee could be deemed neglect.

The Mutual Six Board of Directors respectfully requests an immediate response to this important concern.

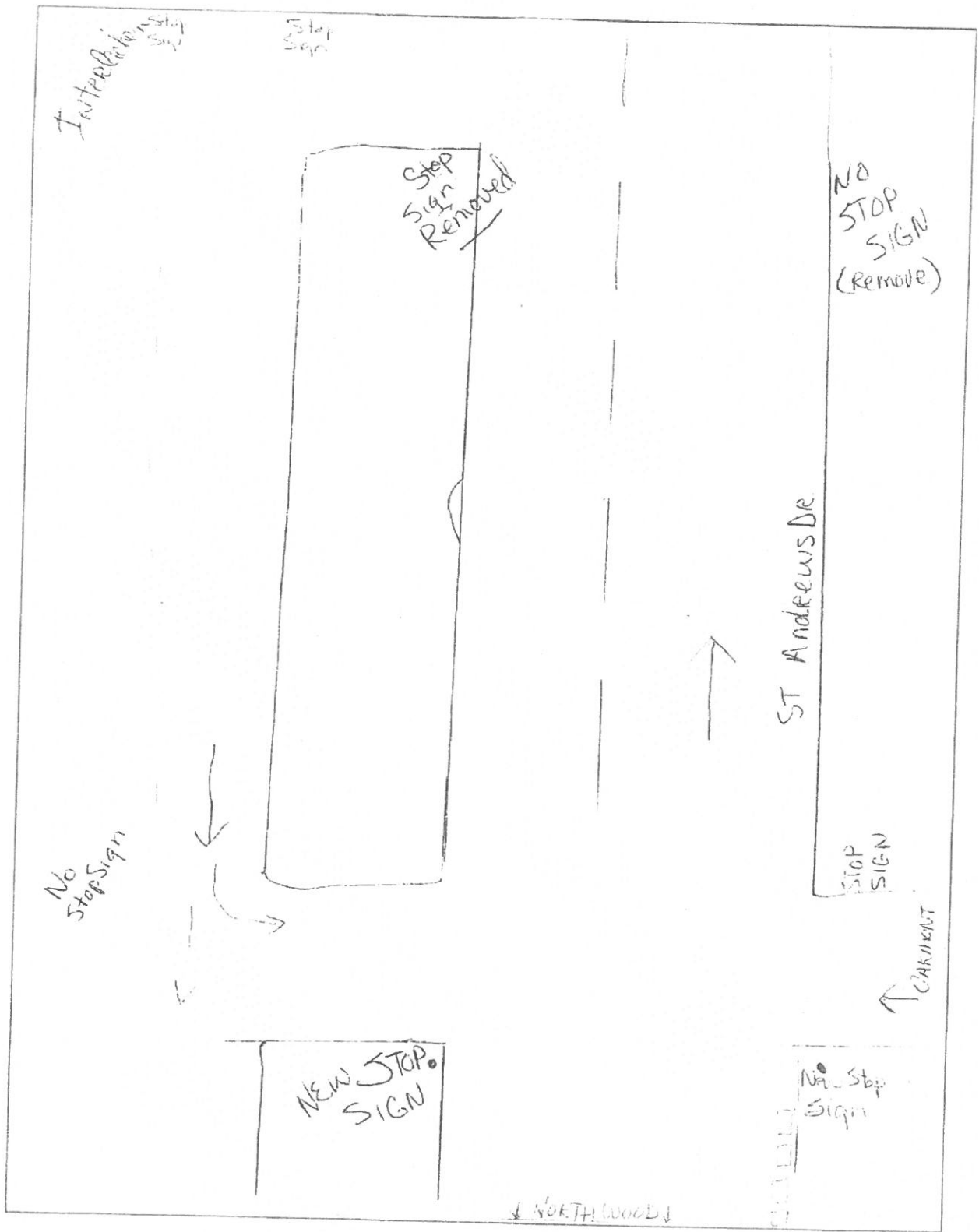
Sincerely,
Mutual Six Board of Directors

John Garrett, President [Signature] Tom Dowd, Vice President [Signature]

Naum Turetskiy, CFO [Signature] Vida Simpson, Secretary [Signature]

Bob Catron, Director [Signature] Tim May, Director [Signature]

Mary Granger, Director [Signature]



Multi-Way Stop Warrant Worksheet

Major Approach: St. Andrews Drive

Date: 4/26/17

Minor Approach: Oakmont Road

Criteria Met	Warrant																																				
No	A. A signal is going to be installed and the intersection needs a temporary solution to control the traffic.																																				
No	B. Within 12 months, at least five crashes have occurred at the intersection that could have been prevented by STOP signs. Previous crash records include right- and left-turn collisions, as well as right-angle collisions.																																				
No	C. Volume of all traffic entering the intersection from the major street approach averages at least 300 units per hour for any 8 hours of an average day. <table border="1" style="margin: 10px auto; width: 80%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">St. Andrews Drive</th> <th style="width: 7%;">9 AM</th> <th style="width: 7%;">10 AM</th> <th style="width: 7%;">11 AM</th> <th style="width: 7%;">12 AM</th> <th style="width: 7%;">1 PM</th> <th style="width: 7%;">2 PM</th> <th style="width: 7%;">3 PM</th> <th style="width: 7%;">4 PM</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">363</td> <td style="text-align: center;">339</td> <td style="text-align: center;">368</td> <td style="text-align: center;">339</td> <td style="text-align: center;">353</td> <td style="text-align: center;">378</td> <td style="text-align: center;">372</td> <td style="text-align: center;">293</td> </tr> </tbody> </table> <p style="margin: 10px 0;">Volume of all traffic entering the intersection from the minor street approach averages at least 200 units per hour for the same 8 hours.</p> <table border="1" style="margin: 10px auto; width: 80%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Oakmont Road</th> <th style="width: 7%;">9 AM</th> <th style="width: 7%;">10 AM</th> <th style="width: 7%;">11 AM</th> <th style="width: 7%;">12 AM</th> <th style="width: 7%;">1 PM</th> <th style="width: 7%;">2 PM</th> <th style="width: 7%;">3 PM</th> <th style="width: 7%;">4 PM</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">138</td> <td style="text-align: center;">145</td> <td style="text-align: center;">183</td> <td style="text-align: center;">143</td> <td style="text-align: center;">174</td> <td style="text-align: center;">185</td> <td style="text-align: center;">161</td> <td style="text-align: center;">142</td> </tr> </tbody> </table>	St. Andrews Drive	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM		363	339	368	339	353	378	372	293	Oakmont Road	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM		138	145	183	143	174	185	161	142
St. Andrews Drive	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM																													
	363	339	368	339	353	378	372	293																													
Oakmont Road	9 AM	10 AM	11 AM	12 AM	1 PM	2 PM	3 PM	4 PM																													
	138	145	183	143	174	185	161	142																													
No	D. Other conditions/concerns There is a need to control left-turn conflicts There is a need to control vehicle/pedestrian conflicts Sight distance limitations																																				

Counts Unlimited, Inc.

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

City of Seal Beach
 Oakmont Road
 W/ Saint Andrews Drive
 24 Hour Directional Speed Survey

SBH002
 Site Code: 051-17167

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
03/28/17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	3	4	0	0	0	0	0	0	0	0	0	0	11
06:00	2	4	6	11	4	2	0	0	0	0	0	0	0	0	29
07:00	0	3	17	14	3	0	0	0	0	0	0	0	0	0	37
08:00	1	14	47	16	7	0	0	0	0	0	0	0	0	0	85
09:00	2	19	39	24	4	0	0	0	0	0	0	0	0	0	88
10:00	10	17	42	20	3	1	0	0	0	0	0	0	0	0	93
11:00	5	10	53	25	4	1	0	0	0	0	0	0	0	0	98
12 PM	7	13	33	18	0	0	0	0	0	0	0	0	0	0	71
13:00	16	18	37	17	2	0	0	0	0	0	0	0	0	0	90
14:00	11	23	32	22	2	2	0	0	0	0	0	0	0	0	92
15:00	6	6	34	22	2	0	0	0	0	0	0	0	0	0	70
16:00	3	15	25	13	5	0	0	0	0	0	0	0	0	0	61
17:00	5	14	24	16	4	0	0	0	0	0	0	0	0	0	63
18:00	1	6	27	14	2	0	0	0	0	0	0	0	0	0	50
19:00	4	11	16	2	0	0	0	0	0	0	0	0	0	0	33
20:00	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
21:00	1	0	8	1	0	0	0	0	0	0	0	0	0	0	10
22:00	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
23:00	0	0	1	4	0	1	0	0	0	0	0	0	0	0	6
Total	74	183	455	244	42	8	0	0	0	0	0	0	0	0	1006

Daily
 15th Percentile : 17 MPH
 50th Percentile : 22 MPH
 85th Percentile : 27 MPH
 95th Percentile : 29 MPH

Statistics
 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 699
 Percent in Pace : 69.5%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Counts Unlimited, Inc.

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City of Seal Beach
 Oakmont Road
 W/ Saint Andrews Drive
 24 Hour Directional Speed Survey

SBH002
 Site Code: 051-17167

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
03/28/17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
06:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	7
07:00	2	7	11	7	3	0	0	0	0	0	0	0	0	0	30
08:00	1	8	14	5	1	0	0	0	0	0	0	0	0	0	29
09:00	1	21	16	11	1	0	0	0	0	0	0	0	0	0	50
10:00	5	15	25	6	1	0	0	0	0	0	0	0	0	0	52
11:00	7	22	40	13	3	0	0	0	0	0	0	0	0	0	85
12 PM	6	16	28	20	1	1	0	0	0	0	0	0	0	0	72
13:00	11	24	32	14	2	1	0	0	0	0	0	0	0	0	84
14:00	11	21	44	13	2	2	0	0	0	0	0	0	0	0	93
15:00	7	15	50	16	2	1	0	0	0	0	0	0	0	0	91
16:00	8	14	40	15	3	1	0	0	0	0	0	0	0	0	81
17:00	2	18	24	21	3	0	0	0	0	0	0	0	0	0	68
18:00	6	17	29	7	2	0	0	0	0	0	0	0	0	0	61
19:00	4	7	24	5	1	0	0	0	0	0	0	0	0	0	41
20:00	0	15	11	5	1	0	0	0	0	0	0	0	0	0	32
21:00	1	2	10	4	0	0	0	0	0	0	0	0	0	0	17
22:00	1	2	6	3	1	0	0	0	0	0	0	0	0	0	13
23:00	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
Total	76	228	409	170	28	6	1	0	0	0	0	0	0	0	918

Daily
 15th Percentile : 16 MPH
 50th Percentile : 21 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH

Statistics
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 637
 Percent in Pace : 69.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

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 Phone: 951-268-6268
 email: counts@countsunlimited.com

City of Seal Beach
 Oakmont Road
 W/ Saint Andrews Drive
 24 Hour Directional Speed Survey

SBH002
 Site Code: 051-17167

Eastbound, Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
03/28/17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	6	5	5	0	0	0	0	0	0	0	0	0	0	16
06:00	5	5	8	12	4	2	0	0	0	0	0	0	0	0	36
07:00	2	10	28	21	6	0	0	0	0	0	0	0	0	0	67
08:00	2	22	61	21	8	0	0	0	0	0	0	0	0	0	114
09:00	3	40	55	35	5	0	0	0	0	0	0	0	0	0	138
10:00	15	32	67	26	4	1	0	0	0	0	0	0	0	0	145
11:00	12	32	93	38	7	1	0	0	0	0	0	0	0	0	183
12 PM	13	29	61	38	1	1	0	0	0	0	0	0	0	0	143
13:00	27	42	69	31	4	1	0	0	0	0	0	0	0	0	174
14:00	22	44	76	35	4	4	0	0	0	0	0	0	0	0	185
15:00	13	21	84	38	4	1	0	0	0	0	0	0	0	0	161
16:00	11	29	65	28	8	1	0	0	0	0	0	0	0	0	142
17:00	7	32	48	37	7	0	0	0	0	0	0	0	0	0	131
18:00	7	23	56	21	4	0	0	0	0	0	0	0	0	0	111
19:00	8	18	40	7	1	0	0	0	0	0	0	0	0	0	74
20:00	0	21	18	5	1	0	0	0	0	0	0	0	0	0	45
21:00	2	2	18	5	0	0	0	0	0	0	0	0	0	0	27
22:00	1	2	8	4	1	1	0	0	0	0	0	0	0	0	17
23:00	0	0	2	6	1	1	1	0	0	0	0	0	0	0	11
Total	150	411	864	414	70	14	1	0	0	0	0	0	0	0	1924

Daily
 15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 27 MPH
 95th Percentile : 29 MPH

Statistics
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 1278
 Percent in Pace : 66.4%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

City of Seal Beach
 Saint Andrews Drive
 S/ Oakmont Road
 24 Hour Directional Speed Survey

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBH001
 Site Code: 051-17167

Northbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
03/28/17	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	1	5	1	0	0	0	0	0	0	0	0	0	0	7
06:00	1	6	17	7	1	0	0	0	0	0	0	0	0	0	32
07:00	3	12	23	12	3	0	0	0	0	0	0	0	0	0	53
08:00	9	18	45	16	4	0	0	0	0	0	0	0	0	0	92
09:00	13	47	110	41	3	0	0	0	0	0	0	0	0	0	214
10:00	11	23	77	38	6	0	0	0	0	0	0	0	0	0	155
11:00	9	38	82	33	2	0	0	0	0	0	0	0	0	0	164
12 PM	22	29	86	41	1	0	0	0	0	0	0	0	0	0	179
13:00	12	29	88	39	4	0	0	0	0	0	0	0	0	0	172
14:00	11	40	94	34	1	1	0	0	0	0	0	0	0	0	181
15:00	12	33	98	40	4	0	0	0	0	0	0	0	0	0	187
16:00	10	30	82	29	4	1	0	0	0	0	0	0	0	0	156
17:00	4	23	61	33	6	1	0	0	0	0	0	0	0	0	128
18:00	1	31	52	24	1	0	0	0	0	0	0	0	0	0	109
19:00	2	25	40	10	1	0	0	0	0	0	0	0	0	0	78
20:00	0	16	21	4	2	0	0	0	0	0	0	0	0	0	43
21:00	1	7	20	12	1	0	0	0	0	0	0	0	0	0	41
22:00	2	6	14	4	1	0	0	0	0	0	0	0	0	0	27
23:00	0	2	3	2	2	0	0	0	0	0	0	0	0	0	9
Total	123	417	1022	423	48	4	0	0	0	0	0	0	0	0	2037

Daily
 15th Percentile : 17 MPH
 50th Percentile : 22 MPH
 85th Percentile : 27 MPH
 95th Percentile : 29 MPH

Statistics
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 1445
 Percent in Pace : 70.9%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

Counts Unlimited, Inc.

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 email: counts@countsunlimited.com

City of Seal Beach
 Saint Andrews Drive
 S/ Oakmont Road
 24 Hour Directional Speed Survey

SBH001
 Site Code: 051-17167

Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
03/28/17	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	9	11	4	0	0	0	0	0	0	0	0	0	0	1
06:00	4	5	11	5	1	0	0	0	0	0	0	0	0	0	25
07:00	5	11	40	20	3	0	0	0	0	0	0	0	0	0	26
08:00	7	33	52	31	2	0	0	0	0	0	0	0	0	0	79
09:00	11	35	72	27	3	1	0	0	0	0	0	0	0	0	125
10:00	9	39	96	31	5	4	0	0	0	0	0	0	0	0	149
11:00	7	45	116	33	3	0	0	0	0	0	0	0	0	0	184
12 PM	9	35	79	34	2	1	0	0	0	0	0	0	0	0	204
13:00	8	36	87	45	5	0	0	0	0	0	0	0	0	0	160
14:00	23	44	88	35	7	0	0	0	0	0	0	0	0	0	181
15:00	7	43	98	33	4	0	0	0	0	0	0	0	0	0	197
16:00	5	30	55	38	9	0	0	0	0	0	0	0	0	0	185
17:00	6	22	48	43	3	0	0	0	0	0	0	0	0	0	137
18:00	8	28	55	23	2	0	0	0	0	0	0	0	0	0	122
19:00	2	19	32	11	1	0	0	0	0	0	0	0	0	0	116
20:00	0	12	20	8	1	0	0	0	0	0	0	0	0	0	65
21:00	1	9	15	8	1	0	0	0	0	0	0	0	0	0	41
22:00	0	3	4	3	0	0	0	0	0	0	0	0	0	0	34
23:00	0	2	4	5	0	0	0	0	0	0	0	0	0	0	10
Total	113	461	987	439	52	7	0	0	0	0	0	0	0	0	2059

Daily
 15th Percentile : 17 MPH
 50th Percentile : 22 MPH
 85th Percentile : 27 MPH
 95th Percentile : 29 MPH

Statistics
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 1448
 Percent in Pace : 70.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

City of Seal Beach
 Saint Andrews Drive
 S/ Oakmont Road
 24 Hour Directional Speed Survey

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SBH001
 Site Code: 051-17167

Northbound, Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
03/28/17	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
04:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
05:00	1	10	16	5	0	0	0	0	0	0	0	0	0	0	32
06:00	5	11	28	12	2	0	0	0	0	0	0	0	0	0	58
07:00	8	23	63	32	6	0	0	0	0	0	0	0	0	0	132
08:00	16	51	97	47	6	0	0	0	0	0	0	0	0	0	217
09:00	24	82	182	68	6	1	0	0	0	0	0	0	0	0	363
10:00	20	62	173	69	11	4	0	0	0	0	0	0	0	0	339
11:00	16	83	198	66	5	0	0	0	0	0	0	0	0	0	368
12 PM	31	64	165	75	3	1	0	0	0	0	0	0	0	0	339
13:00	20	65	175	84	9	0	0	0	0	0	0	0	0	0	353
14:00	34	84	182	69	8	1	0	0	0	0	0	0	0	0	378
15:00	19	76	196	73	8	0	0	0	0	0	0	0	0	0	372
16:00	15	60	137	67	13	1	0	0	0	0	0	0	0	0	293
17:00	10	45	109	76	9	1	0	0	0	0	0	0	0	0	250
18:00	9	59	107	47	3	0	0	0	0	0	0	0	0	0	225
19:00	4	44	72	21	2	0	0	0	0	0	0	0	0	0	143
20:00	0	28	41	12	3	0	0	0	0	0	0	0	0	0	84
21:00	2	16	35	20	2	0	0	0	0	0	0	0	0	0	75
22:00	2	9	18	7	1	0	0	0	0	0	0	0	0	0	37
23:00	0	4	7	7	2	0	0	0	0	0	0	0	0	0	20
Total	236	878	2009	862	100	11	0	0	0	0	0	0	0	0	4096

Daily
 15th Percentile : 17 MPH
 50th Percentile : 22 MPH
 85th Percentile : 27 MPH
 95th Percentile : 29 MPH

Statistics
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 2887
 Percent in Pace : 70.5%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

CALMET SERVICES, INC.

April 21, 2017

Randy L. Ankeny
Executive Director
Golden Rain Foundation
13533 Seal Beach Blvd.
Seal Beach, CA 90740



Dear Mr. Ankeny,

On behalf of CalMet Services, I would like to express how much we appreciate the opportunity to be the provider of solid waste and recycling services to the Community of Leisure World, Seal Beach. In keeping with our mission to provide competitively-priced and environmentally responsible rubbish collection, recycling and disposal services, we have partnered with your residents and have had a very successful recycling program that has reduced the need for landfill disposal. Continuing in that same spirit, we now propose to replace our existing fleet of diesel operated trucks with environmentally friendly, compressed natural gas (CNG) trucks.

There are some significant benefits to utilizing a CNG truck. According to the California Air Resources Board, renewable natural gas is the lowest carbon fuel available. CNG trucks have an advantage over diesel trucks in that they release 20 percent less greenhouses gasses than even the best diesel engines. Additionally, natural gas trucks operate at 90 percent the decibel rating of equivalent diesel trucks. The new, greener technology will ensure that trash pick-up will be quiet and efficient.

To allow for the full recovery of the required capital investment to introduce this greener technology, we respectfully request a six-year extension to our existing agreement. The cost for one truck is about \$350,000 which is between 15 and 20 percent more than a diesel truck. That would take our current agreement from an expiration of July 31, 2022 to July 31, 2028.

If you have any questions or need any other information, or would like for us to come down (we can even bring a CNG truck for you to see in person), please just let me know.

Sincerely,

JB D'Souza
Vice President, CalMet Services
562-259-1239 x212
jdsouza@calmet-services.com

CalMet Services – helping to drive Leisure World, Seal Beach into a greener future.



Golden Rain Foundation

Golden Rain Foundation

Leisure World, Seal Beach

MEMO

TO: MUTUAL BOARD OF DIRECTORS
FROM: RANDY ANKENY, EXECUTIVE DIRECTOR
SUBJECT: 2018 BUDGET PLANNING, PROJECTS
DATE: MAY 4, 2017
CC: FILE

We will be beginning our 2018 budget process in June, in order to insure we have appropriate staffing levels to serve your Mutual needs, by July 28, 2017, I respectfully request an estimate of major projects (roofing, re-piping, sewer etc.) your Mutual is considering for the remainder of 2017 as well as activity planning for 2018.

With your Board approval, I would like to request this as an agenda item for your May/June meeting, as well as your July Board meeting, to allow time for your review and consideration by both your existing Board, as well as the newly elected Board.

I sincerely thank each Board in advance, as the information provided is critical to ensure proper levels of services to your Mutual.