

**TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE (TAPS)
MEETING MINUTES
September 17, 2025**

1. Call to Order and Pledge of Allegiance

The Committee meeting was held via a Zoom video conference and broadcast from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Committee Chair Faith Dunham-Sims chaired the meeting, and Management Analyst Leticia Andreas called the Committee Meeting to order at 6:05 pm. Chair Dunham-Sims led the Pledge of Allegiance.

2. Roll Call and Statement of Conflict

Committee Members Present

Ben Doyle, Committee Member
Faith Dunham-Sims, Chair
Kent Moriarty, Vice Chair

Committee Members Absent

Krystle Pasco, Committee Member

Staff Present

Heba El-Guindy, Public Works Director
Leticia Andreas, Management Analyst

3. Approval of Minutes of June 11, 2025, Meeting

Chair Dunham-Sims made a motion to approve the June 11, 2025, Minutes; seconded by Vice Chair Moriarty; all approved; motion passed.

4. Committee Member Reports and Communications

None.

5. Citizens to be heard – for Items not on the Agenda:

Caller #1

John Bender: Requested to review the timing of the traffic signals at Pinole Valley Road and John Street on San Pablo Avenue. Mr. Bender added indicating that the John Street traffic light was installed to provide a slowdown mechanism for traffic traveling westbound and not based on the John Street traffic volume. Currently, there is a long waiting period for pedestrians after the button has been pushed. Approximately 5-10 cars are often backed up on Pinole Valley Road wanting to turn right to head east on San Pablo Avenue. This contributes to the green wave of speeding traffic. Some drivers are impatient and turn right onto Rafaela Street, then left on John Street, and right onto San Pablo Avenue. Therefore, a lot of through-traffic cut through on that small residential street.

Vice Chair Moriarty questioned whether the traffic lights were controlled by the County or by the City. Director El-Guindy clarified that while it is a City signal, the County maintains and operates all signals within Pinole. The timing may have shifted to fixed timing rather than sensor detection. Director El-Guindy will coordinate with the County on reviewing the signal timing.

Caller #2

Omar Butler: Indicated that construction of the Appian Village development project located across the street (Appian Way) from Pinole Middle and the Mandarin Schools has been creating traffic issues. Added that on many occasions from 8:00 AM through the afternoon, the section of Appian Way from Mann Drive to Tara Hills Drive is completely shut off. This causes traffic congestion on Appian Way from San Pablo Avenue to the I-80 freeway. Also while many kids walk to/from the schools, the construction has closed sidewalks thereby forcing students to walk in the travel lanes and dodging cars. Requested that when projects are approved, to have an evaluation of how these projects will affect the traffic movements.

Director El-Guindy explained that the construction is associated with the Appian Village Residential Development Project. The City has tried to implement improvements within the public right of way during the summer months when schools were not in session. However, the project schedule was affected by the developer receiving construction components such as the new signal poles and by their coordination with the utility companies. Added that a traffic control plan is in place and is monitored by City staff on a regular basis. The traffic control plan requires students to remain on the side of the school. Sidewalks at the corners of the intersection of Mann Drive/Appian Way were temporarily closed while replacing the signal poles and associated mast arms as part of the project's upgrades conditioned by the City. Public Works is monitoring the progress and directing the contractor's team to make improvements as needed.

Caller #3

Resident: Requested a 5-to-10-minute presentation with a Q&A from a participating member of the Police Department. Noted that the Police Department only presents reports once or twice a year instead of quarterly about traffic citations and holding people accountable for the new speed limits. Added that many drivers' speed-up and down San Pablo Avenue and Pinole Valley Road. Reported that the Police Department previously told residents that nearly half of the cameras in town are not working or were supposed to be repaired. The traffic signal queuing up and down Pinole Valley Rd should be worked on.

Director El-Guindy answered that the reduction of speed limits on some segments of Pinole Valley Road and San Pablo Avenue was recently implemented and is being enforced by the Police Department. Added that she will bring the concern to the Police Chief's attention regarding the general enforcement. Director El-Guindy indicated that the Appian Village development is adding video detection at the signalized intersections of Appian Way/Mann Drive and at Appian Way/Canyon Drive. Also noted that video detection and battery back upgrades will be carried out through the county's Smart Signals project including intersections on Pinole Valley Road and on San Pablo Avenue.

Committee Member Doyle requested to add the change of the traffic lights timing to the next agenda. Noted that he had also observed the same traffic issues near Pinole Middle School and Mandarin School. The sidewalk that is disturbed is on the side of Appian Way where the construction is taking place, but the lane closure was on the opposite side, which closed the sidewalk on the opposite side.

Director El-Guindy clarified that the reason for the sidewalk closure was due to the replacement of the signal poles and mast arms at all four intersection corners.

With regards to the Caltrans work on the Appian Way bridge overcrossing I-80 and associated lane closure, Director El-Guindy noted that an update was shared via email to the TAPS Committee Members. The e-mail message also contained the project plans and a few photos. Currently, work on the sidewalk widening and relocation of the barrier is underway. The work is expected to be completed in March of 2026. Relevant information will be posted via social media and on the website.

6. New Business

Director El-Guindy presented information on proposed update to the Traffic Calming Policy/Program which was approved in 2008 and has not been updated since. Director El-Guindy also offered to share with the TAPS Committee Members a track changed document in advance of the City Council consideration for approval.

Director El-Guindy noted that an annual Traffic Calming Program implementation was established and approved by the City Council as part of the five-year Capital Improvement Program (CIP). This new project was established for implementation on neighborhood streets with a set budget of \$200,000 in FY 2025/26, 200,000 in FY 2026/27, followed by an annual budget of \$150,000 during the following years. It is intended for residential streets and areas with safety concerns to better meet the community's needs through improved roads design.

Ms. El-Guindy described proposed changes to the 2008 Traffic Calming Policy and sought input of the Committee Members including: initiation of community requests, staff data collection and review, the evaluation criteria, development of design alternatives and concept planning, and petition/survey process of affected community members.

Vice Chair Moriarty inquired if any documents are available which track traffic calming requests. Director El-Guindy confirmed that the Public Works team has been tracking requests over the years and has been responding to the requests on a first come – first served basis as resources permit.

Director El-Guindy continued with the Traffic Calming presentation by describing proposed changes to the daily traffic volume requirement and the operating speed (to be assessed by the 85th percentile speed rather than 67th percentile speed per typical practice). The analysis also requires each roadway to have one lane per direction for two-way streets or one lane for one-way streets. Potentially there could be a road that serves a relatively low volume of traffic with two lanes per direction and could potentially allow for changing the lanes configuration to have one lane per direction with added bike lanes. Clarified that speed surveys are typically done at mid-block locations so that the speeds would not be impacted by nearby controls. Also noted

that visibility and safety conditions are proposed to be added to the evaluation criteria because certain types of collisions at intersections, for example, could be mitigated using traffic calming devices.

Committee Member Doyle noted that past meetings discussed in detail how speeds are tracked. Added that acquired data does not always show that the reported concerns based on the citizens' observations are not always shown in the traffic data. Noted that changing the criteria would probably better address the citizens' concerns.

Ms. El-Guindy continued with her presentation and illustrated that pavement markings and signage (i.e. low-cost devices) can play an effective role especially when physical infrastructure improvements cannot be implemented in the near term. Director El-Guindy showed photos of delineated bulbouts and enhanced markings. As examples, Director El-Guindy described possible traffic calming improvements in the vicinity of the schools and soccer fields on Pinole Valley Road as part of future complete street/multi-modal road design. Multimodal facilities refer to changing the roadway configuration to better meet the travel needs of all modes of travel including pedestrians, cyclists, public transit, truck movements when applicable, and general auto traffic. Also described possible future improvements to San Pablo Avenue following the bridge project.

Director El-Guindy also shared examples of landscaping and street furniture that could assist in creating a people-friendlier road: the presence of cyclists, pedestrians, seating areas etc. changes the overall environment. Shared information on various traffic calming devices including roundabouts and traffic circles, center median/gateway effect, parabolic & flat-topped speed humps, bulbouts/chokers, chicanes, one-way street, half & full-road closures, diagonal diverters, and the effect of lighting and enhancements to visibility conditions. Selection of locations of applicable and combination of devices depends on the road and traffic conditions, abutting land uses, locations of utilities, etc. Director El-Guindy also noted the importance of safety education, in addition to road design elements that would change the motorists' behaviors.

Vice Chair Moriarty pointed out that such measures and devices would enhance the livability of a city and create a community that people would want to live in, which is a more holistic vision and approach.

Member Doyle weighed in that it is often more beneficial to write a new, clean, policy than to revise it.

Public Comment opened

Resident questioned the Appian Way overpass and work by Caltrans that has been affecting traffic movements. The caller also requested better maintenance and cleanup by Caltrans

including weed abatement and trash removal. Added that there are traffic calming signs, bumpers, reflectors are abandoned at the bottom of Appian Way at San Pablo Avenue. Some drivers have hit those devices, and the City rarely replaces them. Requested that Public Works do a better job in maintaining old existing traffic calming signages, reflectors and repaint faded markings.

Public Comment closed

Director El-Guindy noted that her contact information is on the City's website and there is a link to submit service requests to help identify such locations. In addition to regular maintenance activities, noted that PW also added a CIP project to gradually tackle deficiencies regarding signage and pavement markings to meet the retro-reflectivity and other requirements per the Manual on Uniform Traffic Control Devices (MUTCD).

7. Old Business

a. Traffic Calming Policy

Available on City's website at <https://www.pinole.gov/engineering-administration/traffic-calming-policy>.

b. Traffic Issues submitted by Citizens

None.

c. List of Traffic Issues Discussed and Status

Full list of traffic issues previously discussed at:

<https://www.pinole.gov/engineering-administration/traffic-and-pedestrian-safety-committee>.

d. Issues Related to CalTrans Right-Of-Way

Referenced the Caltrans link to submit any issues at: <https://csr.dot.ca.gov/>

e. Submit City of Pinole issues to: pwservicerequests@pinole.gov, or online via the website's "Report a Problem" link:

<https://www.pinole.gov/services/contact-us/report-a-problem/>

8. TAPS Contacts

Contacts for reporting Traffic and Pedestrian Safety Issues

Ben Doyle, bdoyle@pinole.gov

Faith Dunham-Sims, fdsims@pinole.gov

Kent Moriarty, kmoriarty@pinole.gov

Krystle Pasco, kpasco@pinole.gov

9. Adjournment

Chair Dunham-Sims adjourned the meeting at 7:22 pm.