



TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE
Faith Dunham-Sims, Committee Chair
Kent Moriarty, Committee Vice Chair
Ben Doyle, Committee Member
Krystle Pasco, Committee Member

**TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE (TAPS)
MEETING AGENDA
December 10, 2025
6:00 P.M.**

**Attend in Person: PINOLE CITY COUNCIL CHAMBERS - 2131 PEAR STREET
Attend VIA ZOOM TELECONFERENCE – Details provided below.**

How to Submit Public Comments:

In Person:

Attend the meeting at the Pinole City Council Chambers, fill out a yellow public comment card and submit it to the City Staff.

Via Zoom:

Members of the public may submit a live remote public comment via Zoom video conferencing. Download the Zoom mobile app from the Apple Appstore or Google Play. If you are using a desktop computer, you can test your connection to Zoom by clicking [here](#). Zoom also allows you to join the meeting by phone.

Join from a PC, Mac, iPad, iPhone or Android device:

<https://us02web.zoom.us/j/85670839226>

One tap mobile:

+1 (669) 900-6833,,85670839226# US (San Jose)

+1 (253) 215-8782,,85670839226# US (Tacoma)

Webinar ID: 856 7083 9226

By phone: US: +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799

International numbers available: <https://us02web.zoom.us/j/85670839226>

Written Comments:

All comments received before 3:00 pm on the day of the meeting will be posted on the City's website on the agenda page and provided to the Committee prior to the meeting. Written comments will not be read aloud during the meeting. Email comments to Public Works at PublicWorks@pinole.gov. Please indicate which item on the agenda you are commenting on in the subject line of your email.

OTHER WAYS TO WATCH THE MEETING

LIVE ON CHANNEL 26. The Community TV Channel 26 schedule is published on the city's website at www.pinole.gov.

VIDEO-STREAMED LIVE ON THE CITY'S WEBSITE at www.pinole.gov. Will remain archived on the site for five (5) years.

1. **Call To Order & Pledge of Allegiance**
2. **Roll Call**
3. **Approval of Minutes of the September 17, 2025 Meeting**
4. **Committee Member Reports & Communications**
 - a. Committee Reports
 - b. Announcements
 - c. Committee Requests for Future Agenda Items
5. **Citizens To Be Heard – For Items not on the Agenda**
6. **New Business**
 - a. Maintenance Zones Map (attached) and associated yearly scheduling of maintenance operations including potholing, improvements of signage and pavement markings, and minor streetlight repairs. This is in addition to the regular maintenance citywide in response to community requests.
 - b. Proposed staff submittal under the Transportation Development Act (TDA) Article 3 program (attached) for the Committee’s review and support. The application proposes TDA3 funds in the amount of \$140,000 in addition to \$25,000 of local match for the design and construction of a new crossing equipped with RRFB across San Pablo Avenue at Fifth Avenue (in front of the Vista Woods Senior Housing), the addition of RRFB warning device to the existing crossing at Adams Court, as well as improvements to signage and pavement markings along San Pablo Avenue between Third Avenue and Adams Court.
 - c. FY 2024/25 - RO2402 Sidewalk Rehabilitation Project construction was completed in November (sample photos of construction work attached), which improved accessibility in a few areas including Downtown Pinole. New and upgraded curb ramps include at the intersections of San Pablo Avenue/Fernandez Avenue, San Pablo Avenue/John Street, Tennent Avenue/Park Street (at Fernandez Park), Marionola Way-Ridgecrest Road/Tesoro Court, and on Fernandez Avenue south of San Pablo Avenue.
7. **Old Business**

None

 - a. For reporting issues within Caltrans right-of-way, please visit:
<https://csr.dot.ca.gov/>
 - b. For reporting issues within the City’s right-of-way, please visit:
<https://www.pinole.gov/services/contact-us/report-a-problem/> and complete the online form. Or email us at
pwservicerequests@pinole.gov.

8. Contacts For Reporting Traffic and Pedestrian Safety Issues

TAPS Committee Contacts:

Ben Doyle, bdoyle@pinole.gov

Faith Dunham-Sims, fdsims@pinole.gov

Kent Moriarty, kmoriarty@pinole.gov

Krystle Pasco, kpasco@pinole.gov

9. Adjournment to the next meeting on March 11, 2026 with Draft Agenda Items including:

- Selection of Committee Chair and Vice Chair
- List of Curb Ramp Locations – Project of FY 2025/26
- Pavement Rehabilitation Road Segments – Project of FY 2025/26
- Draft Sidewalk Repair/Replacement Program

POSTED: Sunday, December 7, 2025 by 5:00 PM

**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

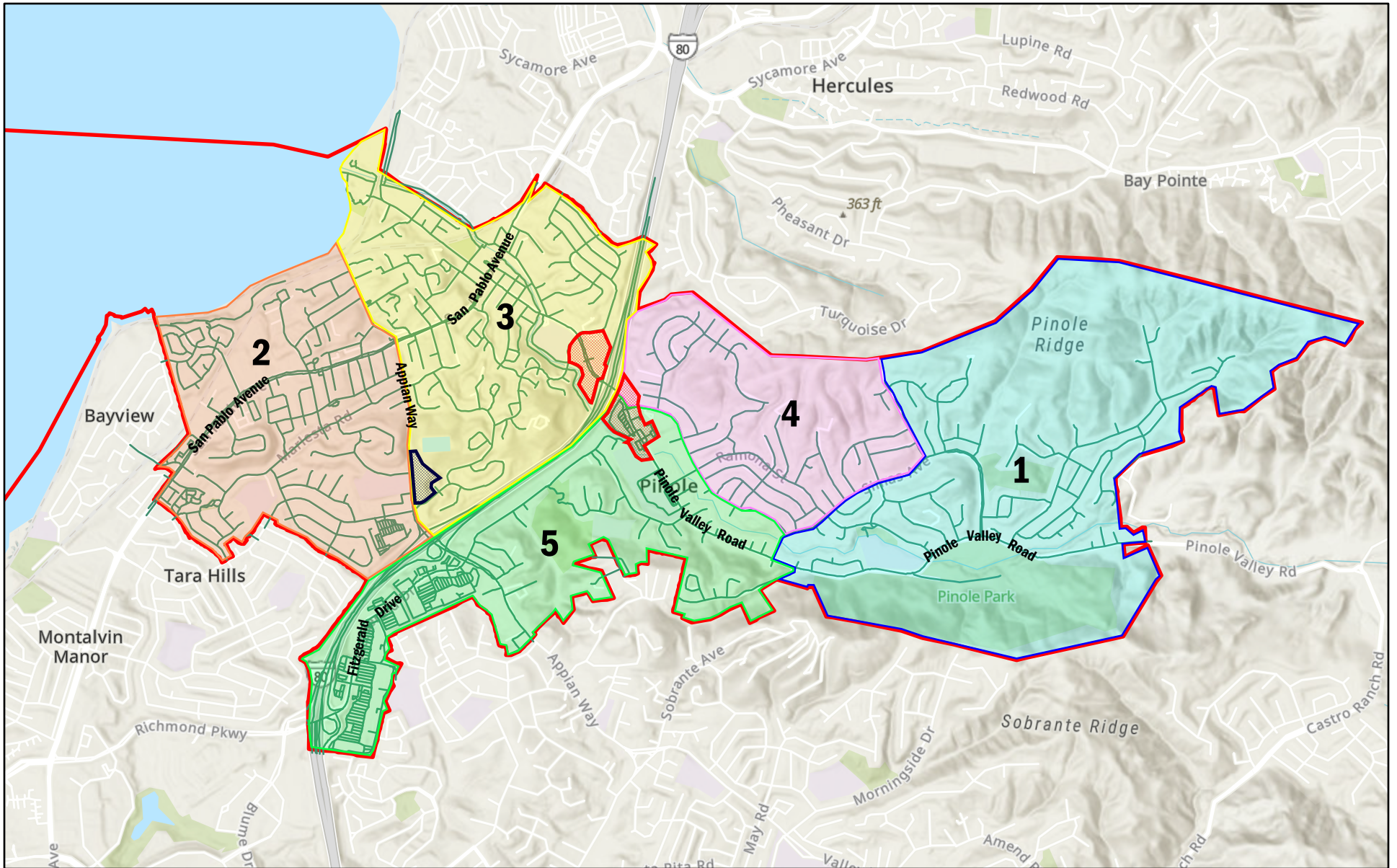
Krystle Pasco, kpasco@pinole.gov





9. Adjournment

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

Road Maintenance Plan

Item 6.a.



-  Streets
-  City Limits
-  Pinole Valley Landscape and Lighting Assessment District (Commercial LLAD)
-  Appian Village Landscape and Lighting Assessment District (Residential LLAD)

ZONE	MAINTENANCE YEAR
1	FY 25-26
2	FY 26-27
3	FY 27-28
4	FY 28-29
5	FY 29-30

Maintenance zones have been developed to address damaged or missing road signs, enhance pavement markings, and potholing

Attachment B**TDA Article 3 Project Application Form**

1. Agency	City of Pinole		
2. Primary Contact	Heba El-Guindy		
3. Mailing Address	2131 Pear St., Pinole, CA 94564		
4. Email Address	helguindy@pinole.gov	5. Phone Number	510-954-3495
6. Secondary Contact (in the event primary is not available)	Rachel Matsumoto		
7. Mailing address (if different) N/A <input checked="" type="checkbox"/>			
8. Email Address	rmatsumoto@pinole.gov	9. Phone Number	510-724-9839
10. Send allocation instructions to (if different from above):			
11. Project Title	Improved Pedestrian Safety at Crossings on San Pablo Avenue		
12. Amount requested	\$165,000	13. Fiscal Year of Claim	2026

14. Description of Overall Project:

San Pablo Avenue is a designated State Route (SR 123) and an arterial road in Pinole, California. The road is approximately 72 feet wide with curb side parking on both sides and five automobile travel lanes including the designated left turn lane. The project area encompasses commercial and residential properties plus a newly developed 179-unit affordable senior housing complex, Vista Woods.

The City of Pinole has received numerous safety complaints that Vista Woods community members do not have access to a crosswalk within a reasonable walking distance and experience difficulty crossing San Pablo Avenue. The lack of a safe crossing also restricts their access to the bus stop located on the other side of San Pablo Avenue (please refer to provided map). Currently, the closest crosswalks are a few blocks from the access door of Vista Woods. The City of Pinole has recognized the challenges faced by pedestrians in this area and is already working on safety enhancements for one of the crosswalks at San Pablo Avenue/Third Avenue. Improvements for that crossing are planned for early 2026 and will include Rectangular Rapid Flashing Beacons (RRFB).

This application proposes to install a new crosswalk with accessible curb ramps and equipped with an RRFB across San Pablo Avenue at Fifth Avenue, to update signage and pavement markings between Third and Madrone Avenues, and to install an RRFB at the existing crosswalk at San Pablo Avenue/Madrone Avenue. This project will increase pedestrian visibility and enhance safety conditions at all three crosswalks on San Pablo Avenue in addition to improving access to public transit for the senior residents and community as whole by creating more direct connections to the bus stop.

15. **Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

Planning, Engineering, Construction

16. **Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:



Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)? Yes No

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes No

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E	20,000	5,000	25,000	April 2026
ROW				
CON	120,000	20,000	140,000	October 2026
Total Cost	140,000	25,000	165,000	December 2026

Project Eligibility

- A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation).

- B. Has the project been approved by the claimant's governing body? Yes No
 If "NO," provide expected date: _____

- C. Has this project previously received TDA Article 3 funding? Yes No
 (If "YES," provide an explanation on a separate page)

- D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No

- E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No
 2. If "NO" above, is the project is exempt from CEQA for another reason? Yes No
 Cite the basis for the exemption. _____ N/A
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.

- F. Estimated Completion Date of project (month and year): December 2026

- G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes No

- H. Is a Complete Streets Checklist required for this project ? Yes No
 If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Item 6.c.



At Intersection of Tennent Avenue/Park Street (at Fernandez Park)





At Intersection of San Pablo Avenue/Fernandez Avenue



On Fernandez Avenue south of San Pablo Avenue