



AGENDA

TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE (TAPS)

October 11, 2023

6:00 P.M. Virtual Via Zoom and In-person at City Council Chambers

SUBMIT PUBLIC COMMENTS TO CITY ENGINEER BEFORE OR DURING THE MEETING VIA EMAIL

smishra@ci.pinole.ca.us

Comments received before the close of the public comment period for that item will be read into the record and limited to 3 minutes. Please include your full name, city of residence and agenda item you are commenting on. Any comments received after the close of the public comment period will be distributed to Council and relevant staff after the meeting and filed with the agenda packet.

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WAYS TO WATCH THE MEETING

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

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

1.	Call to order - Pledge of Allegiance
2.	Roll Call
3.	Approval of Minutes from the September 13, 2023 Meeting
4.	Committee Member Reports
5.	Citizens to be heard – For items not on agenda
6.	Traffic and Pedestrian Safety Issues submitted by Citizens 1. None

7.	Staff Updates: • CIP projects • Development Projects • Active Transportation Plan • Grants
8.	Contacts for reporting Traffic and Pedestrian Safety Issues <i>TAPS Committee Contacts</i> Ben Doyle bdoyle@ci.pinole.ca.us Faith Dunham-Sims fdsims@ci.pinole.ca.us Kent Moriarty kmoriarty@ci.pinole.ca.us Oliver Collins ocollins@ci.pinole.ca.us <i>City of Pinole Public Works Contact</i> publicworks@ci.pinole.ca.us The Traffic Calming Policy can be found on the City of Pinole's website here: https://www.ci.pinole.ca.us/city_government/public_works/streets_and_roads/traffic_calming_policy
9.	Future Agenda Items: Committee Member requests
10.	MANN DRIVE IMPROVEMENTS WORKSHOP
11.	Adjourn to next meeting: November 8, 2023

POSTED: October 9, 2023

TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE (TAPS)
MEETING MINUTES
October 11, 2023

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 Member Dunham-Sims chaired the meeting and called the Committee Meeting to order at 6:03 pm and led the Pledge of Allegiance.

2. Roll Call and Statement of Conflict

Committee Members Present

Oliver Collins
Ben Doyle
Faith Dunham-Sims
Kent Moriarty

Committee Members Absent

None

Staff Present

Sanjay Mishra, Public Works Director

3. Approval of Minutes from September 13, 2023

Chair Dunham-Sims made a motion to approve the minutes; seconded by Member Collins; Member Moriarty abstained; minutes approved.

4. Committee Member Reports

Member Collins: Informed the committee that he walked and observed the Mann Drive area at Pinole Middle School (himself, to get a better understanding of the traffic issue.

Member Doyle: Received information from residents that parents at Pinole Middle School tend to double park in the lane, waiting for the gate to open, or waiting for their children to exit the school. Others then try to drive around them, getting into the opposite lane, or U-turn, which is a chief complaint.

Director Mishra: Double parking has been the issue; our Pinole Police have been trying to assist with that.

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

Citizen Anthony: Is the striping at Tennent-Plum-Pear completed? It looks incomplete. 2) What is being done on the major guard rail demolition on Pinole Valley Rd across from Ellerhorst School, and part of the bridge safety railing was damaged. 3) Nice restriping jobs along the major ingress/regress intersections by Pinole Valley Rd. 4) There are still streetlights out up and down Pinole Valley Rd and San Pablo Ave.

Citizen Wae?: West Co. Mandarin School is co-located with Pinole Middle School, what are near future plans in terms of traffic congestion and safety measures there. Currently there are only yellow cones to prevent the left turn. Many times, people are jaywalking as well; a crosswalk would be helpful. A specific zone for school busses to drop off children should be discussed.

Citizen Renato Castro: Lives at intersection of Tara Hills Dr and Kildare. That intersection was once called the most dangerous in the Bay Area, due to high-speed drivers. Children have trouble crossing the road due to the dangers. A prior speed meter had been posted, but no longer. There needs to be a permanent deterrent. He made an Instagram called "Make Tara Hills Drive Safer". What is the process to make this a future agenda item?

Citizen Julie B.: Pinole Middle School parent. Concerned about drop-offs and pick-ups; what have previous studies shown? Was traffic as congested before the Mandarin School was established? There is a very large parking lot there, which is not accessible; can it be opened?

Member Moriarty: Since Mann Drive is on the Agenda, please focus on items not on the Agenda.

Citizen Annabelle: Mandarin School parent. Reiterating the dangers and overcrowding of Mann Drive traffic. Hopes to see 2 crosswalks with flashing lights on each side of the parking lot gate. More signage is needed.

6. Traffic and Pedestrian Safety Issues

Director Mishra: None received.

Updates on previous issues: #3, Wright Ave and Carrol Ave: Still waiting for residents' replies. #8, Crosswalk at Tennent and Plum/Pear St: Work is completed. #9, Trip hazard at Creekside Pedestrian Bridge: Updating of codes. That portion of the trail will be paved. #10, Access ramp to Creekside from Sarah Ct: We have quotes from contractors for the ADA ramp. No other updates.

Member Moriarty: Regarding Item 6, Traffic and Pedestrian Safety Issues, how do issues brought up by residents make it on that list, how are they prioritized?

Director Mishra: Most of the items are added to the list, if it is a smaller issue, it goes directly to maintenance.

7. Staff Updates

CIP Projects

Director Mishra:

The Appian Way & Marlesta Rd. intersection project is ongoing, traffic poles have been installed. Project is hopefully completed end of October.

Member Collins: The construction workers are driving equipment back and forth on Appian Way without a flagman; could the foreman be talked to?

Member Moriarty: Bottleneck on Pinole Valley Rd between Shea and Helena, CIP Project # RO1708, only speaks of a slurry seal but not addressing that bottleneck. Could it be added to that project?

Director Mishra: We can update the description of that project internally.

Development Projects

Director Mishra: None under review. Several projects are under construction, details are provided in the link.

Active Transportation Plan

Director Mishra: CEC meeting was held; staff distributed flyers during National Night Out. October 28th will be the first pop-up event at Trader Joe's; next pop-up is on November 4th at the Pinole Farmer's Market.

Grants

Director Mishra: No updates.

8. Future Agenda Items

Member Doyle: Update on sidewalks on Fourth Ave between San Pablo Ave and Nob Hill Ave.

Member Dunham-Sims: Tara Hills and Kildare

Member Moriarty: Prioritizing the list of traffic and safety issues

Member Collins: Agrees with prioritizing. Some of these issues like on Tara Hills Dr involve driver behavior. Educational campaigns and social media posts, also involving Pinole PD, would be of help.

Member Moriarty: A police officer was present at TAPS meetings before, maybe we can discuss such presence from Pinole PD again.

Director Mishra: Will send an email to the police chief if a PD representative can attend the next meeting.

MANN DRIVE IMPROVEMENT WORKSHOP

(Note: Time Stamps have been added to easier find each excerpt in video if needed)

Director Mishra (1:14:55): We have consultant Robert Stevens here, Civic and Travel Engineer from CSW in Richmond, to give us a presentation about "Traffic Safety Improvements near Pinole Middle School and West County Mandarin School".

Robert Stevens (1:13:37): Focus area is directly in front of the schools at Mann Dr as well as the two immediate intersections.

Slide 3: The July 26 Outreach Meeting was successful and key comments were assembled. Midblock needs to be improved, crossing needs to visually enhanced. Full-time no parking in the neighborhood is not feasible for the residents.

Slide 4: Improvements can be engineered but will not be very effective without enforcement and strong education campaigns. A school partner and operational components are needed. Refer to the slide for more information on engineering plans.

Slide 5: Raised crosswalk to same elevation as sidewalk. Vehicles would have to slow considerably to travel over crosswalk. Rectangular flashing beacons would be installed, activated by persons crossing. Road would be necked down/bulbed out.

Slide 6: Bright raised lines in center of Mann Drive would be raised lane separate elevators, would prevent vehicles from making illegal turns. Larger spaces in the separators

would accommodate residents' driveways.

Slide 7: Amend Street and Mann Drive would also have raised lane separators to avoid U-turns.

Slide 8: McDonald and Mann Drive would have a traffic circle installed to slow down drivers.

Slide 9: Next steps (please refer to slide). Discussed in this meeting and following workshops.

Director Mishra (1:03:51): This proposal was prepared by Robert Stevens and his team. Once we receive all feedback (emails accepted as well), we will refine this plan, finalize it, prepare a cost estimate, and present to Council for approval early 2024.

Member Moriarty (1:02:45): What would be the ideal parent driver behavior with this plan? If parent is on Appian Way, turns onto Mann Drive, drives down Mann Drive to McDonald for a U-turn at the roundabout, then come back in the proper direction to go into the drop-off?

Director Mishra (1:02:06): Yes; or they can come from Marlesta Rd. If parents drop-off their children on the other side of Mann Drive, the children can cross.

Resident Lewis (1:01:24): At the July 26 meeting it was mentioned that full-time no parking would encumber the neighborhood. Yet in this plan, parking would be limited, residents would have to move their cars twice a day with already very limited parking in the area. Where are residents supposed to park?

Director Mishra (59:14): The idea behind it is for parents to drop off their children without double-parking, and for safety.

Resident Alison (57:17): What is the extent of the extended red curb? It is not intended for drop-off, though in the original plan posted 6 months ago it showed that it was an "unofficial" drop-off.

Member Doyle, Robert Stevens, Director Mishra (55:45): The red line on the diagram will not be a red zone. It simply denotes a white loading zone.

Resident Alison (54:17): The gutters along that road are in very poor condition, and would need at least a slurry seal.

Resident Gascio (53:40): 1) Concerned about speeding, which already takes place on Mann Drive, due to the width of the road; the blind curve makes it impossible to see the crosswalk from that side. 2) The presentation did not show there will be any "school zone" signs. 3) Interested in reading the memo about the traffic study. 4) The current cones extend to the gap at 1562 Mann Drive, and people do slow down to cut across the small gap. However, cars are going into the opposite lane, and that is when enforcement would come in to play. Two weeks after the July meeting, Pinole PD was present, and traffic vastly improved.

Resident Rochelle (49:14): Parent of two children at Mandarin School. 1) Better synergy between the City of Pinole and the School District is needed. 2) The two schools have separate doors; the raised crosswalk would work for the Middle School, but not for the Mandarin School. Parents of Middle School would drop off their children on the other side of Mann Drive, and not go into the parking lot at all. There would need to be two of these raised crosswalks to accommodate both schools. 3) Could there be a “no left turn” onto Mann Drive established at school drop-off and pick-up times? Everyone would have to come from Marlesta. It would be preferable, to have all parents from both schools go only one way onto Mann Drive towards Appian Way for drop-offs and pick-ups. Built an extra right turn lane on Mann Drive, so that there are two lanes going onto Appian Way for traffic not to back up too much. 4) Exchanged emails with the Mayor and Police Chief, that this is the 3rd year and to place some urgency behind this issue. The Police Chief has agreed for some enforcement for two weeks, that is what funds allow. The School District also has cut back on yard supervisors who assisted with traffic control. If possible, could Pinole PD traffic cadets assist?

Resident Alison (42:03): Using Marlesta is a great idea. Resident supports the need for two crosswalks and limiting left turns.

Resident Lewis (38:56): (no microphone used, therefore not audible well enough)

Chair Dunham-Sims (38:16): From the plans, the understanding is that we don’t want people coming down Mann Drive from Appian and turning left, but to go down the end of Mann to the roundabout, come back?

Director Mishra (37:38): The Middle School has an inside drop-off zone. It was previously discussed with the school to create a drop-off on Mann Drive and create striping. The school does not want left turns into the parking lot, only right turns.

Resident Lewis (35:44): (no microphone used, therefore not audible well enough)

Robert Stevens (32:51): (partly no microphone used, therefore not audible enough; makes clarifications at the screen). (31:51) The idea behind this was that in a world with not enough police enforcement and a school district with not enough personnel, creating another drop-off approach and designated crossing zones. Ideally, 90% of children would be dropped off on the side of the school and not opposite. A second crossing would reinforce poor behavior.

Resident Lewis (30:10): Agrees with these points above; behavior would probably not change unless enforced. There is already a drop-off zone; a second one would eliminate parking.

Resident Alison (28:29): Are we changing things for drivers or pedestrians? Which one are we focusing on? For drop-offs, a zone would be built. But for jay-walking pedestrians, there wouldn’t be another crosswalk built?

Robert Stevens (27:25): It makes sense to have a mid-block pedestrian crossing – where should it be?

Resident Gascio (25:53): His understanding is that another crosswalk shouldn't be built to not encourage bad behavior, but by creating another drop-off zone on the opposite side, a blessing is given to everyone to continue the bad behavior. To limit the drop-off zone, adding another crosswalk closer to Appian Way would facilitate that.

Robert Stevens (24:53): It is not certain if anything will alleviate the problem if not someone is out there every morning and afternoon to enforce.

Resident Gascio (20:50): At the July meeting, the second crosswalk was suggested to be at the opposite side of where the vehicles leave the school parking lot.

Resident Julie (18:39): This plan has to be even more dramatic, as there is a large condominium development opening at Appian and Mann in future. There is the dead parking lot in Pinole Middle School which no one uses; open it up for drop-off and pick-up.

Member Collins (16:45): This is an issue of compromise. Not in favor of eliminating any residential parking. More input from the school is needed; optional drop-off/pick-up areas should be discussed including areas by McDonald's on Tara Hills Drive, i.e. in form of a staircase leading up to the school; "Safe Routes to School"-grants should be explored; staggered start times between both schools; limiting the left turn from Appian onto Mann during drop-offs/pick-ups is a viable option; opportunities for Pinole PD to conduct enforcement at all city schools, as there is a school liaison officer; the new development on Appian needs to be considered as well. The school has to take on most of this burden, it is not entirely a city burden. The school should place emphasis on the large empty lot and open it up as an area to create drop-offs/pick-ups.

Member Moriarty (11:35): Ideally we would want people to drop-off on the south side of Mann Drive (school-side), it seems counterintuitive to create a drop-off/pick-up on the opposite side. There is no clear idea at this point how we would want traffic to go, as it would affect all neighborhoods.

Member Doyle (10:22): By next meeting, could it please be clarified if using the large empty school lot was discussed, and if not, suggest that it would be addressed. Congestion could be moved onto campus instead of impacting the neighborhood.

Director Mishra (09:39): It was not discussed or brought up, and so far was not investigated.

Chair Dunham-Sims (09:25): The idea of the roundabout makes sense, however, since it would be low, drivers would just drive straight over them. The delineators seem plausible, of keeping people from turning left, as long as residents are able to get in/out of their driveways. The raised crosswalk is a very good idea; instead of flashing lights, could an actual red light be built in? Not in favor of making the residential side a drop-off zone. The location of a secondary crosswalk

needs to be clarified. A crosswalk close to the signal light is a concern as well.

Director Mishra (5:00): This particular intersection (points to presentation) does have a crosswalk. Some kids use it; some kids get dropped off on Appian Way and use the crosswalk. Three crosswalks in that area would be too much. An engineering challenge would be a crosswalk when exiting the school and the opposite driveways on Mann Drive.

Member Collins (03:13): inaudible

Resident (02:37): Identify who is who on the committee

END OF MANN DRIVE IMPROVEMENT WORKSHOP

9. Adjournment to the next meeting on November 8, 2023

Chair Dunham-Sims adjourned the meeting of the Traffic and Pedestrian Safety Committee Meeting on October 11, 2023 at 7:50pm.