



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 11, 2024

6:00 P.M.

Attend in Person: PINOLE CITY COUNCIL CHAMBERS - 2131 PEAR STREET

Attend VIA ZOOM TELECONFERENCE – Details provided below.

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#### 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 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](mailto: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](http://www.pinole.gov).

**VIDEO-STREAMED LIVE ON THE CITY'S WEBSITE** at [www.pinole.gov](http://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 from the November 13, 2024 Meeting**
4. **Committee Member Reports & Communications**
  - a. Committee Reports
  - b. Announcements
  - c. Committee Requests for Future Agenda Items
5. **Citizens To Be Heard**
6. **Traffic And Pedestrian Safety Issues**
  - a. Traffic Calming Policy: <https://www.pinole.gov/engineering-administration/traffic-calming-policy/>
  - b. List of Traffic Issues Discussed and Status: For the full list of traffic issues previously discussed, please visit: <https://www.pinole.gov/engineering-administration/traffic-and-pedestrian-safety-committee/>. Or, refer to the agenda packet.
  - c. Issues related to Caltrans Right-of-Way: To report Caltrans Issues please visit: <https://csr.dot.ca.gov/>
7. **Staff Updates**
  - a. Development Projects: For all development projects currently under review and make your comments to the planning commission visit: <https://www.pinole.gov/projects/?status=&term=planning>
  - b. Active Transportation Plan: ATP Website: [www.walkandrollpinole.com](http://www.walkandrollpinole.com)
    - i. Draft Status: Draft is complete and distributed for comments.
    - ii. Draft discussion and comments
8. **Maintenance Service Requests**

Please visit <https://www.pinole.gov/services/contact-us/report-a-problem/> and complete the online form. Or email us at [pwservicerequests@pinole.gov](mailto:pwservicerequests@pinole.gov).
9. **Contacts For Reporting Traffic Pedestrian Safety Issues**

TAPS Committee Contacts:

Ben Doyle, [bdoyle@pinole.gov](mailto:bdoyle@pinole.gov)

Faith Dunham-Sims, [fdsims@pinole.gov](mailto:fdsims@pinole.gov)

Kent Moriarty, [kmoriarty@pinole.gov](mailto:kmoriarty@pinole.gov)

Krystle Pasco, [kpasco@pinole.gov](mailto:kpasco@pinole.gov)
10. **Adjournment to the next meeting on January 8, 2025**

**POSTED: Friday, December 6, 2024 at 6:00 PM**

**TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE (TAPS) MEETING  
MINUTES  
November 13, 2024**

**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 Chair Faith Dunham-Sims chaired the meeting, and Public Works Specialist Nazmieh Huebner called the Committee Meeting to order at 6:05 pm. Chair Dunham-Sims led the Pledge of Allegiance.

Staff Huebner made a brief announcement that we have a special presentation today about the Daylighting Law. She also mentioned that November is the City of Pinole’s Committee and Commission Members’ Appreciation Month, and therefore expresses a Thank You to all TAPS members.

**2. Roll Call and Statement of Conflict**

**Committee Members Present**

Ben Doyle  
Faith Dunham-Sims  
Kent Moriarty  
Krystle Pasco

**Committee Members Absent**

None

**Staff Present**

Nazmieh Huebner, Public Works Specialist  
Faby Guillen, Capital Improvement and Environmental Program Manager  
Via Phone: KJ Madayag, Public Works Specialist

**3. Approval of Minutes from October 9, 2024**

Chair Dunham-Sims made a motion to approve the minutes; seconded by Member Doyle; all approve minutes. Motion passed.

**4. Committee Member Reports and Communications: None.**

**5. Citizens to be heard – for items not on the Agenda: None.**

**6. Special Presentation: AB413 – California Daylighting Law**

Staff Huebner leads a presentation about California’s Daylighting Law. Main points:  
AB 413 is also known as “California Daylighting Law”. Introduced by Assemblymember Alex Lee (D-San Jose). Despite the high rate of pedestrian injuries and fatalities, California was 1 of 10 states that did not have a law restricting parking near crosswalks. Approved by the

Governor on October 10, 2023. Created a new section of the Vehicle Code, CVC 22500(n). Since January 1, 2024, it has become illegal in California to stop, stand, or park within 20 feet of any intersection, or within 15 feet of any crosswalk with a curb extension. However, prior to January 1, 2025, only warnings may be issued for a violation unless the area is clearly marked with a painted curb or sign.

Chair Dunham-Sims: Does the City have plans to paint curbs red?

Staff Guillen: Yes, the City has already painted several sections, with a focus on schools. We still have to evaluate many parts of the City.

Vice Chair Moriarty: This was a great presentation and outreach.

Staff Guillen: The outreach was strategically focused on schools just before school came back into session. We are also developing an additional map with target areas of high traffic, presented tomorrow at the City Council meeting.

Member Pasco: If residents were to request a red curb, would the City be open to it?

Staff Guillen: The City would always be open to study and analyze a certain area, it's not a yes or no at this point. – Residents cannot park within 20ft of a crosswalk nor when there is no painted crosswalk.

Staff Huebner pointed back at the slide showing where there is no painted crosswalk: the law still applies.

Chair Dunham-Sims: Would the law still apply to midblock crosswalks; those should be a priority.

Member Pasco: There are potentially crosswalks that have no signals and very low visibility; 15ft vs 20ft, what's the difference?

Staff Guillen: When there is a bulb-out, you need less distance to see that individual and need less time to react, you see the pedestrian sooner.

Staff Huebner: In engineering there are equations, and streets and freeways are designed based on the formulas regarding distance and speed limits.

Vice Chair Moriarty: The text says any marked or unmarked crosswalks which includes midblock crosswalks.

## **7. Traffic and Pedestrian Safety Issues**

Staff Huebner:

**7A. Traffic Calming Policy:** Available on our website at <https://www.pinole.gov/engineering-administration/traffic-calming-policy>.

**7B. Submitted by Citizens:** None.

### **7C. List of Traffic Issues Discussed and Status**

**SI 5**

Original Request: Nob Hill Ave (from Appian Way to Meadow Park) – Speeding. Current Step:

7. Current Status: Ongoing. Findings of the investigation show that on average people are not speeding. We therefore recommend no action is necessary.

Chair Dunham-Sims: How long was data collected for?

Staff Huebner: Timeframe is not certain. The resident is concerned about speeding.

Member Doyle: We need to find out if these speeds are median or mean average? Ten people going 20mph and one going 60mph would make the average stay low.

Staff Huebner: The data for these intersections is a collection of over two years.

Chair Dunham-Sims: During these two+ years, is it 24/7 or during certain times of day?

Staff Huebner: The data collects as long there are drivers with cell phones driving, all day Monday through Sunday, in real time, not excluding any particular day or time.

Member Pasco: Do we know the number of unique users of this database?

Staff Huebner: This is not certain, there might be rules of anonymity, most drivers seem to be neighbors as some roads do not necessarily go anywhere.

Vice Chair Moriarty: Can one see a distribution of data instead of just an average?

Staff Madayag (via phone): The data does show a variety of different data points; provides us with average vehicles that use the road as well as turning movement; how many vehicles are entering at a certain point; it's all available. We just wanted to present the speeding aspect since that was the main complaint. To answer Vice Chair Moriarty's question, for this particular road there are a lot of dips in the road for stormwater drainage which greatly reduces the speed.

The data does not show where drivers are slowing down or speeding up, only provides data per segment. The traffic control measures we already have on the road are working and slowing down traffic. It certainly does not slow down everyone, there will always be outliers driving at high speeds. The vast majority of drivers are adhering to the speed limits. Staff Madayag encouraged TAPS members to go out and observe. Vehicles are parked on both sides on Nob Hill Ave which narrows the travel lanes, and that might also play a role in the speed limits.

Member Doyle: It would be good to get top speed data.

Staff Huebner: Does the Committee have any recommendations today? How do we want to move this item through or forward?

Vice Chair Moriarty: We do not have enough clear data yet on averages.

Member Pasco: Moved to table this project.

Chair Dunham-Sims: Would the City consider testing this out by putting the stealth out for four days, to see if the data collected mirrors what we were presented here? Cell phone data seems more dubious and subject to interpretation.

Staff Huebner: Will inquire to set up a stealth.

## **SI 17**

Original Request: Speeding on Tennent Ave – Request to add speed bump near Fernandez Park. Current Step: 7. Current Status: Ongoing. Leaving San Pablo Ave driving towards

Fernandez Park, segments show slowing down at the two stop signs; top speed seems 22mph. We don't have recommendations to implement any further traffic calming measures.

Vice Chair Moriarty: We are just learning to interpret this data, so if cars are slowing for stop signs, the average would be lower. If you're looking at one spot with a stealth, then that tells you the exact speed at a spot. Knowing the average top speed would be helpful, pull that out of the data.

Staff Huebner: If we were to get the top speed, even if it is just one driver, one outlier, would that change a decision?

Member Doyle: We would need an average of all vehicles' top speeds. We need to understand the presented data: one could drive 50mph for 2 secs and come up with a low average; we would need to know the top speeds.

Staff Huebner: Will work with other staff to see if that data can be provided at one of the next meetings.

Member Pasco: With regards to requesting speed bumps, should we think and take into consideration the costs of such solutions?

Staff Huebner: If TAPS were to recommend, for instance, a new stop sign or similar, Public Works would then break down the costs and take it to City Council. Better to establish a solution and cost if there is good cause and several residents would be involved in the same issue. - For item 17, a decision will need more data.

### **SI 18**

Original Request: Drivers don't stop at Tara Hills and Kildare and Shawn Ave. Current Step: 7. Current Status: Ongoing. Road markings have been refreshed up until Shawn Dr. A work order has been created to refresh the markings until Kildare Dr.

Chair Dunham-Sims: Looking at the photos, these locations would benefit from high visibility crosswalks installations, if the striping is not working.

### **SI 20**

Original Request: Installation of STOP markings and crosswalks along Ramona (between Lucas Ave and Santa Barbara Dr) + speed enforcement. Current Step: 7. Current Status: Ongoing.

Member Doyle: Needs more clarity and data.

Chair Dunham-Sims: Would they want markings refreshed or stop signs put in?

Staff Huebner: New stop markings and/or signs.

Staff Madayag (via phone): The resident requested striping and signs off the side streets, Carmelita and Santa Barbara, and was concerned about speeding on Ramona, for additional traffic calming measures.

Vice Chair Moriarty: What are the requirements for stop signs?

Staff Huebner: There would be an analysis of traffic volume, speeds, residents, throughfares.

Chair Dunham-Sims: A formal speed study would be needed, and a traffic engineer would have to be involved, but there are other options with paint. In the past many people did not want

a stop sign on their street. There are other options besides stop signs and speed bumps.  
Member Pasco: This is a great future agenda item - the different traffic calming strategies we could implement. Maybe we could have a couple of slides of what these options are.

### **SI 21**

Original Request: Request for installation of Right Turn Only sign at the intersection of Appian Way, Tara Hills Dr, and Canyon Dr. Current Step: 11. Current Status: Complete. City staff updated channelizing line for the right turn pocket, installed approximately 180 LF of red curb along with no parking signage, and installed right-turn-only sign.

### **SI 23**

Original Request: Speed bump installation at 2467 Colusa Street (at lightpole #351). Current Step: 7. Current Status: Ongoing. Average speed in that area is 20mph; we haven't received any further responses from the requestor; data suggests that average speeding is not an issue.  
Member Doyle: Please add this item to the ones where more data is needed/what data is available.

### ***7D. Issues Related to CalTrans Right-Of-Way***

Staff Huebner: No new updates. Please use the CalTrans link to submit issues:

## **8. Staff Updates**

Staff Huebner:

### ***8A. Pinole Police Department***

No new updates, as Officer Eubanks was not able to attend today.

### ***8B. CIP Projects***

No new updates.

### ***8C. Development Projects***

No new updates. Please refer to the website to review all current projects in planning:  
[https://www.pinole.gov/City\\_government/planning/current\\_projects](https://www.pinole.gov/City_government/planning/current_projects)

### ***8D. Active Transportation Plan***

Staff Huebner: The draft has been completed and is now available on the City website:  
[https://www.pinole.gov/project\\_lists/active-transportation-plan/](https://www.pinole.gov/project_lists/active-transportation-plan/). The draft has been distributed for comments to the Committee for review and to provide comments to Public Works.

Vice Chair Moriarty: This Committee should discuss and provide comments. At the next meeting we should discuss the ATP, with the draft slides. All members agreed.

Staff Huebner: Comments are due December 6 to the consultants, then taken to the next City Council meeting.

Vice Chair Moriarty: Made a motion that a request is made to move the ATP comment deadline

until after the next TAPS meeting on December 11 and placed on agenda for the next TAPS meeting. Motion seconded by Member Pasco. All approved. Motion passed.  
Staff Huebner: Will speak with the consultant to make them aware.

**8E. Grants**

No new updates. SS4A Grant is being evaluated by County.

**9. Contact Listing for reporting Traffic and Pedestrian Safety Issues**

Staff Huebner: Contact information of our committee members; where to submit service requests; and information on the Traffic Calming Policy.

**10. Contact Listing for reporting Traffic and Pedestrian Safety Issues**

Staff Huebner: Contact information of our committee members; where to submit service requests; and information on the Traffic Calming Policy.

**11. Adjournment**

Chair Dunham-Sims extends a Thank You to all Veterans of serving our country and adjourned this meeting at 7:57pm to the December 11, 2024 meeting.

# TRAFFIC AND PEDESTRIAN SAFETY (TAPS) COMMITTEE

Date: December 11, 2024

Time: 6:00 PM



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## Item #1

# PLEDGE OF ALLEGIANCE



I pledge allegiance to the flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.

## Item #2

# ROLL CALL

## COMMITTEE MEMBERS

- Ben Doyle
- Faith Dunham – Sims
- Kent Moriarty
- Krystle Pasco

## STAFF

- Nazmieh “Mia” Huebner
- Karl-Jason “KJ” Madayag

Item #3

# APPROVAL OF MINUTES

November 13, 2024 TAPS Meeting



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## Item #4

# COMMITTEE MEMBER REPORTS AND COMMUNICATIONS

- a. Committee Reports
- b. Announcements
- c. Committee Requests for Future Agenda Items

## Item #5

# CITIZENS TO BE HEARD

- For items not on the agenda
- Please limit your comments to 3 minutes



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Item #6

# TRAFFIC AND PEDESTRIAN SAFETY ISSUES



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Item #6a

# TRAFFIC CALMING POLICY

The traffic calming policy can be found here:

- ❑ <https://www.pinole.gov/engineering-administration/traffic-calming-policy/>

## **Traffic Calming Policy**

<https://www.pinole.gov/engineering-administration/traffic-calming-policy/>

1. **Initial Complaint and Site Review:** Begins with a complaint by an individual resident or a group of residents. Generally involves a perception that a significant number of motorists traveling through a neighborhood are violating the law in some way.
2. **Site Review by Staff:** Staff conducts a field review of the complaint and responds to the complaint within 14 working days.
3. **Increased Enforcement / Education:** In the case of speeding, staff will request additional traffic enforcement by the police and/or schedule the placement of the radar speed trailer.
4. **Traffic Committee Meeting with The Neighborhood (optional):** The neighborhood will meet with the Traffic Committee. The Traffic Committee would provide information about traffic safety to the neighborhood and encourage neighborhood action to distribute this information to the neighborhood
5. **Neighborhood Action / Education:** Utilizing information provided by the Traffic Committee, the neighborhood would begin an educational campaign. Information about traffic safety will be distributed by door-to-door communication, or the homeowners' association newsletter. If after an educational campaign, there is still a perception in the neighborhood that only physical changes can solve their problem, the residents can petition the City to request further engineering studies to address neighborhood concerns.
6. **Engineering Analysis:** If a petition signed by 60 percent of the renters or owners allowing one signature per residence, on the impacted block is submitted to the Public Works Department requesting additional traffic analysis, a neighborhood traffic study will be prepared which reviews accident history and conducts appropriate studies. A report would be prepared which summarizes findings and outlines various options.
7. **Review by The Taps Committee:** The Traffic Committee and the Public, at a regular meeting of the Traffic Committee, review the report outlining the various options and recommendations. If the Traffic Committee determines that construction of a traffic-calming device is appropriate, Staff will prepare a petition, for neighborhood consideration, which describes the appropriate traffic calming device(s), listing potential benefits and problems associated with the device.
8. **Consideration by The Neighborhood:** If a petition requesting traffic calming device(s) is signed by 60 percent of the property owners allowing one signature per property on the impacted block which means one vote per property, is submitted to the Public Works Department, preliminary engineering plans and cost estimates for the traffic calming device(s) will be prepared by the Public Works Department.
9. **Consideration by City Council:** The City Council will review the matter and determine if the recommended traffic calming measure is to be implemented.

10. **Plans Prepared and Publicly Reviewed:** Upon completion, the Public, at a regular Traffic Committee meeting, would review the plans.
11. **Implementation and Follow-Up:** The Traffic Calming Measure is implemented, and then monitored for effectiveness over time.

## Item #6b

# LIST OF TRAFFIC ISSUES DISCUSSED AND STATUS

For the full list of traffic issues previously discussed, please visit:

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

Or, refer to the agenda packet.

Item #6c

# ISSUES RELATED TO CALTRANS RIGHT-OF-WAY

To report Caltrans Issues please visit: <https://csr.dot.ca.gov/>

Item #7

# STAFF UPDATES



Join by phone: Dial US: +1 669 900 6833 Webinar ID: 856 7083 9226

## Item #7a

# DEVELOPMENT PROJECTS

For all development projects currently under review and make your comments to the planning commission visit:

☐ <https://www.pinole.gov/projects/?status=&term=planning>

# ACTIVE TRANSPORTATION PLAN

- ❑ ATP Website: [www.walkandrollpinole.com](http://www.walkandrollpinole.com)
- i. Draft Status: Draft complete and distributed for comments.
- ii. Draft discussion and comments

City of Pinole

# Walk & Roll Pinole – Active Transportation Plan



October 2024 ADMINISTRATIVE DRAFT



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# Executive Summary

## The Walk and Roll Pinole Active Transportation Plan

The Walk & Roll Pinole Active Transportation Plan provides a framework for improving the transportation network infrastructure in Pinole, which includes streets, bikeways, pedestrian facilities, and transit amenities.

Recommendations proposed by this Plan are designed for all street users of all ages and abilities; they are informed by an assessment of the existing transportation network, an analysis of collision history, and input from the community.

The Walk & Roll Pinole Active Transportation Plan proposes various network improvements that improve connectivity and safety, and reduce vehicle trips by encouraging active transportation and multimodal travel. The Plan addresses the needs of all street users – drivers, pedestrians, bicyclists, and users of other active transportation modes – and aims to support a variety of needs including, traveling to school, commuting to work, running errands, and leisure.

## The Planning Process

After the project kick-off, existing conditions data was collected and analyzed, including community characteristics, current roadway conditions, and collision history. **The Existing Conditions & Opportunities Report serves as Appendix A to this Plan.** The first round of public engagement was then initiated to gather information from community members about their travel behavior, concerns and priorities for the plan. Both the existing conditions analysis and feedback from stakeholder engagement were used to develop a variety of draft improvement alternatives. The public commented on the concepts during a second round of stakeholder engagement, and then the draft plan was developed for the public to review. Once stakeholder engagement was complete, the final plan was presented for review.

### *Public Engagement*

A robust stakeholder engagement process was integral to developing the Plan and the improvements it recommended. A community engagement committee, comprised of various stakeholders, helped shape the engagement process, advocated for community needs, and directed outreach efforts to where they would be most impactful.

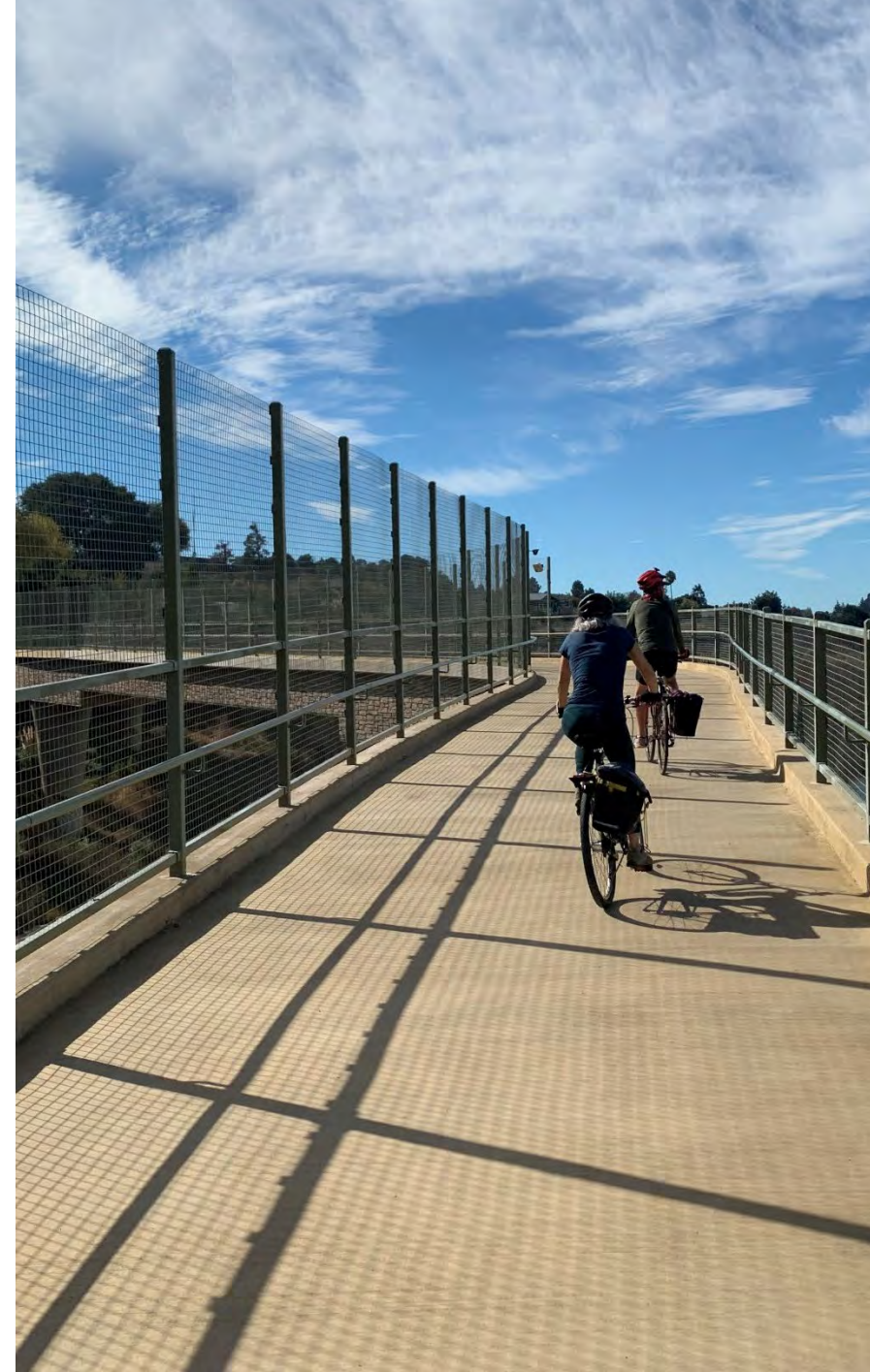
In-person engagement events, as well as online engagement tools, were used to spread information, support discussion, and gather feedback about the project and recommended improvements.

# Introduction

The City of Pinole ("City") is furthering its support for active transportation with the Development of Walk & Roll Pinole, the City's Active Transportation Plan (ATP). Historically, land use patterns and transportation planning efforts have not always supported safe, connected bicycle and pedestrian travel. However, there is great potential for enhancing active transportation travel in Pinole. The City seeks to support the transportation needs of all residents, workers, visitors and community members, and envisions a transportation network that serves everyone, regardless of mode, age or ability. The Walk & Roll Pinole Plan proposes strategies that help to realize this vision, creating a safe, connected roadway network encourages travel without the use of single occupancy vehicles.

Pinole offers a variety of schools, local and regional recreational facilities, and a historic downtown commercial district all within walking or bicycling distance of many residents. Residents have voiced an interest in improved pedestrian and bicycle facilities, and many already walk to and from their destinations throughout the city. Pinole has the potential to be a haven for active transportation, and make walking, bicycling, and rolling viable modes of transportation for everyone. The City is eager to take advantage of these opportunities and support the community's interest in active transportation through Walk and Roll Pinole.

Walk and Roll Pinole provides a foundation for improving active transportation in the City. The Plan provides information about the existing transportation context, prioritized improvement strategies, and funding opportunities for implementing projects recommended by the Plan.





## Purpose of the Plan

Walk & Roll Pinole establishes a long-term vision for improving walking, bicycling, and other non-motorized travel in Pinole. It provides framework of implementable projects, programs, and policies that enhance connectivity for pedestrians and bicyclists throughout the city, connecting residents to schools, transit, recreation facilities, services, and employment.

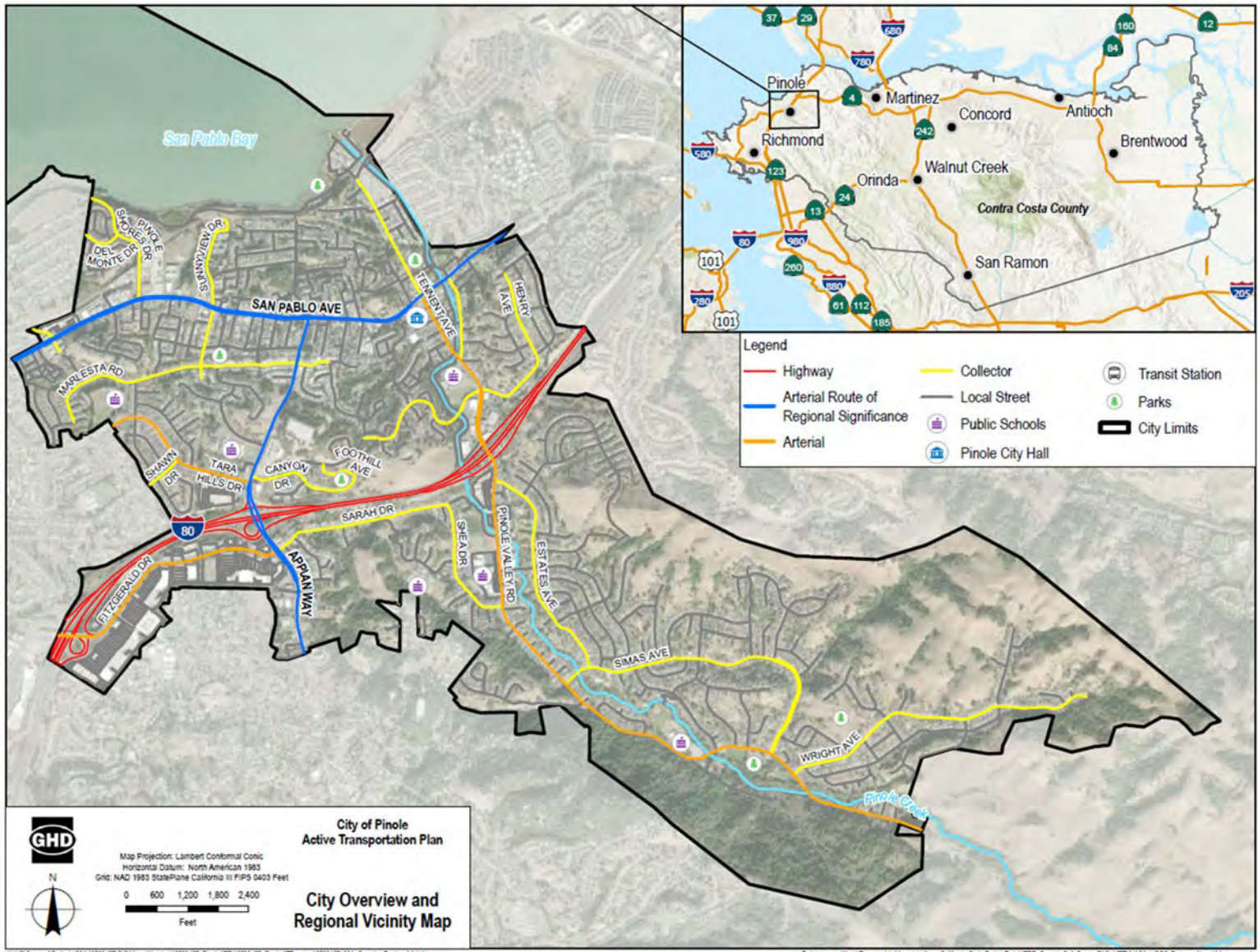
As an active transportation plan, Walk & Roll Pinole works to meet the goals of several existing local and regional plans that aim to enhance active transportation in the region, including the Pinole General Plan, the Contra Costa Countywide Bicycle and Pedestrian Plan, and more.

The City has established three goals for Walk & Roll Pinole:

- Increase connectivity and accessibility by providing a cohesive network of facilities for people to walk, bicycle, and roll.
- Foster a safer environment for pedestrians and bicyclists.
- Reduce vehicle miles traveled by encouraging active transportation and multimodal travel.

Figure 1 illustrates the plan boundaries. All analysis and recommendations are provided within Pinole City Limits. However, the Walk and Roll Pinole Plan also considers connectivity to surrounding areas and regional recreation facilities outside of the project boundaries.

Figure 1: City Overview & Regional Vicinity Map



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Print date: 20 Jun 2023 - 16:36

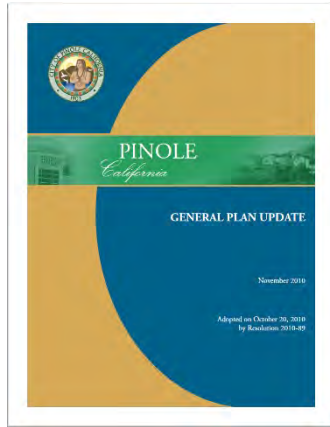
Data source: World Topographic Map - labels: California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, Esri, NPS, World Imagery, Mapbox



## Relationship to Other Documents

This section provides an overview of other plans and studies that are relevant to active transportation in Pinole.

### Local Plans & Studies



**City of Pinole General Plan (2010):** Pinole's General Plan identifies the community's vision for the future and provides policy guidance for future city development, including decisions on growth and conservation of open space and resources in Pinole. The General Plan is intended for use by City decision-makers, City staff, community members, and other interested groups as a guide to future land use and economic development through its goals, policies, and actions. Relevant Elements of the General Plan are

summarized below.

### CIRCULATION ELEMENT

The Circulation Element of the General Plan provides maps, goals, policies, and actions aimed at creating and maintaining a multimodal transportation system in the City and avoiding sprawl. This element supports energy efficient transportation choices by prioritizing safety improvements for people bicycling and walking and supporting transit via focused development along high-capacity transportation corridors. It also establishes programs to reduce single occupancy vehicle commute trips. Relevant policy priorities include:

- **Policy CE.1.2:** The transportation system should be built with sustainable land use in mind.
  - ◆ Action CE.1.2.2: Require development to provide facilities for transit, bicyclists, pedestrians, and alternative fuel vehicles.

- ◆ Action CE.1.2.3: Provide safe and convenient access for pedestrians and bicyclists.
- **Policy CE.1.3:** Development should promote alternative transportation and support City and regional transit goals.
  - ◆ Action CE.1.3.2: Developments should have pedestrian, bicycle, transit, and electric vehicle facilities wherever possible.
- **Policy CE.1.4:** Existing transit and active transportation networks in the City should be maximized.
  - ◆ Action CE.1.4.2: The City's website should have links to public transit resources, bike trails information and maps, pedestrian trails and maps, as well as carpool/vanpool information.
  - ◆ Action CE.1.4.4: There should be wayfinding signage and trail markers at transit stops and along multi-use trails.
- **Policy CE.4.3:** Impact fees will be assessed on new developments by the City to fund transit, bike, pedestrian, and multimodal infrastructure and accommodations.
  - ◆ Action CE.4.3.1: Study multimodal impact fees and how best to implement such a program.
- **Policy CE.4.4:** Transportation funding should prioritize transit and active transportation modes.
- **Policy CE.4.5:** Take an inventory of Pinole's sidewalk conditions to help with future repair and enhancement prioritization.
- **Policy CE.5.4:** Parking policies should support alternative modes of transportation.
  - ◆ Action CE.5.4.1: Developments that include significant support for alternative modes are allowed a reduction in on-site parking minimums.
- **Policy CE.6.3:** Attempt to reduce peak period employee trips by 30%.

- *Action CE.6.3.7: Find and fix gaps in the pedestrian network.*
- ◆ **Policy CE.7.1:** *Improve the City's bikeway network using Class I, II, and III bicycle facilities.*
  - *Action CE.7.1.1: Set street design and bikeway standards to accommodate all modes and users of all ages and abilities.*
  - *Action CE.7.1.2: Create and update a bicycle network map for Pinole and display it on the City website.*
  - *Action CE.7.1.3: Construct dedicated bicycle paths that safely connect to public transportation and other active transportation modes.*
- ◆ **Policy CE.7.2:** *Standardize how new development and redevelopment support bicycling.*
  - *Action CE.7.2.1: Set active transportation facility engineering standards.*
  - *Action CE.7.2.2: Require bicycle parking in new private development.*
  - *Action CE.7.2.3: Provide public bicycle parking.*
  - *Action CE.7.2.4: Require projects to include bike facilities.*
- ◆ **Policy CE.7.3:** *Create a network of multi-use paths to provide safe travel for bicyclists and pedestrians.*
  - *Action CE.7.3.1: Install bike racks on multi-use paths, where appropriate.*
  - *Action CE.7.3.2: Pursue active transportation funds.*
  - *Action CE.7.3.3: Adopt progressive bike parking standards.*
  - *Action CE.7.3.4: Design trails, streets, and intersections to reduce conflict and increase separation between motor vehicles and active transportation users.*

- ◆ **Policy CE.7.4:** *Prioritize regular bicycle safety education for City residents and the public.*
  - *Action CE.7.4.1: the City should assist in developing and distributing bicycle safety programs.*
- ◆ **Policy CE.8.1:** *Developers must provide safe, accessible, and useful pedestrian walkways.*
  - *Action CE.8.1.1: All intersections with regular pedestrian activity should be signalized with curb ramps, bulbouts, high-contrast crosswalks, pedestrian actuation, and other safety features.*
  - *Action CE.8.1.2: Separate pedestrians from vehicles through landscaping or other physical barriers on high-capacity arterials.*
- ◆ **Policy CE.8.2:** *Encourage residents to increase usage of pedestrian network facilities.*
- ◆ **Policy CE.8.3:** *School access should be designed with safety in mind.*
  - *Action CE.8.3.1: The City should work with the school district to promote pedestrian safety.*
  - *Action CE.8.3.2: All intersections near schools should have signals, curb ramps, high visibility crosswalks, pedestrian actuation, and other safety measures.*
  - *Action CE.8.3.3: Support the Safe Routes to Schools program.*

## GROWTH MANAGEMENT ELEMENT

The Growth Management Element sets policies to guide growth in Pinole and establishes how the City collaborates on transportation and land use planning regionally. It encourages future growth along main travel corridors as well as areas easily served by transit. Relevant policy priorities include:

- **Policy GM.3.2:** Set service standards for alternative transportation modes, rather than just cars.
- **Policy GM.3.3:** Support transportation facilities and services without harming existing neighborhoods by discouraging through-traffic from residential areas, locating accessible transit within a half mile of key destinations, encouraging easy access to BART for commuters, providing regular citywide shuttles, encouraging hiking and biking trails, and maintaining existing transit services.
- **Policy GM.3.6:** Prioritize trips within Pinole as opposed to trips that cut through Pinole.
- **Policy GM.3.7:** Provide a transportation system that is accessible to all, including those with mobility impairments.
- **Policy GM.3.8:** Provide a transit system that is a safe, convenient, and viable alternative to driving.

#### LAND USE AND ECONOMIC DEVELOPMENT ELEMENT

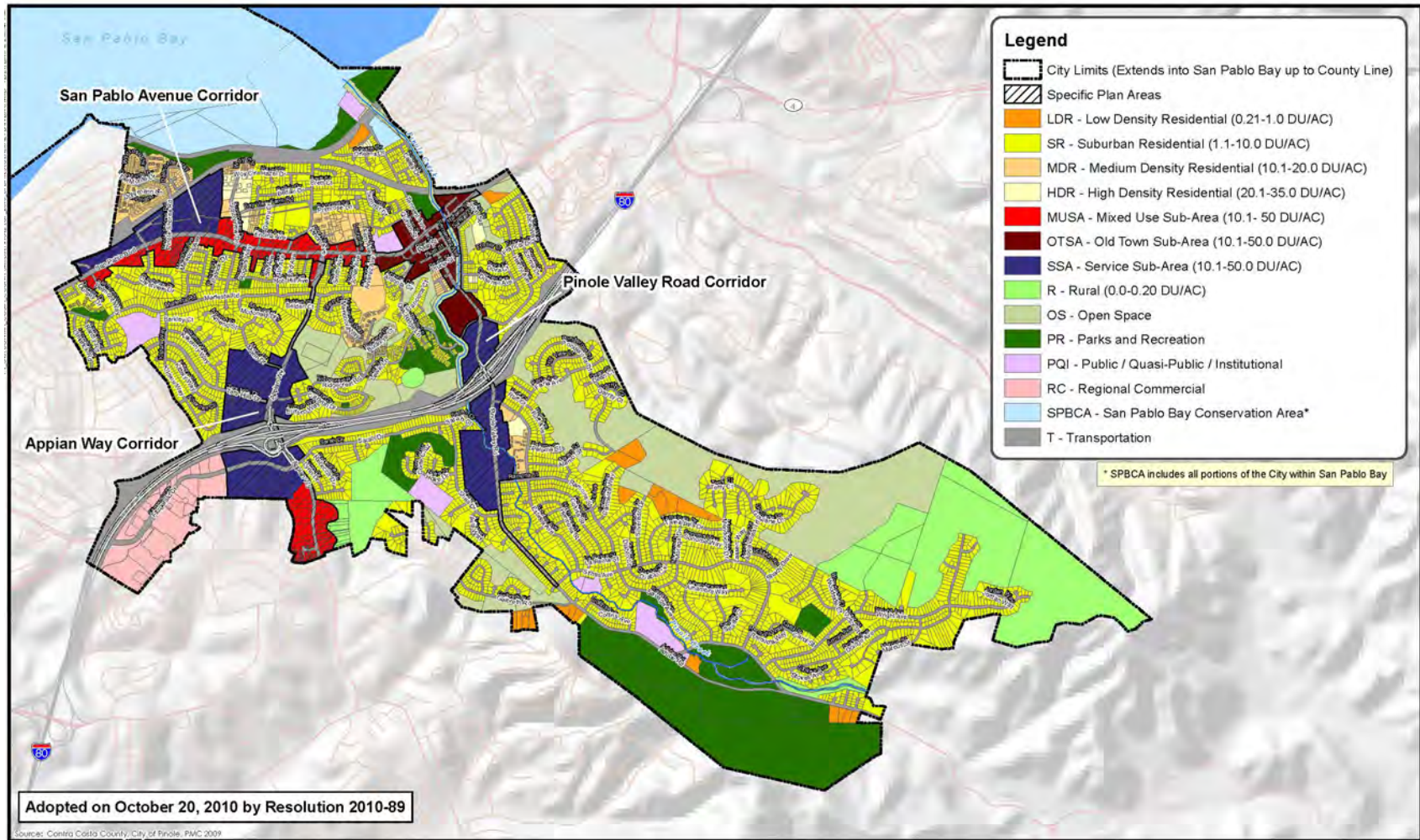
The Land Use and Economic Development Element uses goals, policies, and actions to create a framework for Pinole to continue to grow with a healthy mix of land uses while keeping its strong sense of community identity and supporting its historic roots and culture. This element's land use designations guide future growth and demands on the City's transportation and mobility system. Relevant policy priorities include:

- **Policy LU.4.2:** Maintain the residential character of the City's neighborhoods through well designed residential projects. One way to mitigate higher density developments, provide bike and pedestrian paths and facilities connecting to existing or future facilities.
- **Policy LU.6.3:** Create waterfront parks, pedestrian paths, and recreation areas that are safe, accessible, and beautiful for all to enjoy.
- **Policy LU.7.4:** Encourage the creation of affordable housing by approving mixed-use projects. When mixed commercial/residential projects

are built they should include parking strategies that discourage vehicle trips and encourage bicycle, pedestrian, and transit trips.



Figure 2: 2010 General Plan – Land Use Map



Source: City of Pinole General Plan (2010)

## NATURAL RESOURCES AND OPEN SPACE ELEMENT

The Natural Resources and Open Space Element seeks to protect open space, particularly public open space, in Pinole for recreation and other purposes through its goals, policies, and actions. The contents of this element work together to protect the City's open space and to make it accessible to residents and visitors via trails, bikeways, parks, and other facilities. Relevant policy priorities include:

- ◆ **Policy OS.4.1:** *Create a comprehensive trail network in Pinole (in collaboration with other relevant entities and efforts); create an Open Space Plan in Pinole.*
  - *Action OS.4.1.1: City should make a map of existing trails, incorporating public and stakeholder input.*
- ◆ **Policy OS.5.1:** *Encourage community engagement in open space stewardship.*
  - *Action OS.5.1.1: The City should identify and encourage installation of Interpretive Signage Plan.*

## COMMUNITY SERVICES AND FACILITIES ELEMENT

The Community Services and Facilities Element addresses how new development will impact City-provided services and facilities, including civic/community; police; fire; parks, trails, open space, and recreational facilities; community health; education; water; wastewater; stormwater; solid waste/recycling; streets; and energy and communication. Relevant policy priorities include:

- ◆ **Policy CS.1.3:** *City facilities should be accessible to all.*
  - *Action CS.1.3.3: All public buildings and facilities must comply with accessibility standards and be accessible to those with mobility impairments.*
- ◆ **Policy CS.2.6:** *City will fund the repair, maintenance, and expansion of facilities in response to community need.*



- *Action CS.2.6.4: City will create an ongoing maintenance fund – focusing on preventative actions – for all public facilities.*
- ◆ **Policy CS.3.3: Grow a multi-use trail system.**
  - *Action CS.3.3.1: Create a trail system map for the City and share it with residents and visitors.*
  - *Action CS.3.3.2: Create a plan to close the Bay Trail gap along Pinole's shoreline and then implement the plan.*
  - *Action CS.3.3.3: Stay involved with the SF Bay Area Water Trail project.*
  - *Action CS.3.3.4: Implement Pinole Creek Greenway Master Plan-recommended improvements.*
  - *Action CS.3.3.5: Collaborate with East Bay Regional Parks District (EBRPD) to extend trails to through Pinole, connecting the shoreline with the ridgelines.*
  - *Action CS.3.3.6: Identify funding for land acquisition to grow Pinole's trail network.*
  - *Action CS.3.3.7: Development proposals should include public access rights and trail improvements, whenever possible.*
- ◆ **Policy CS.10.2: Update the existing roadway network to improve access for pedestrians, bicyclists, and transit while maintaining safe mobility for motorists.**
  - *Action CS.10.2.1: Maintain the pavement management program.*
  - *Action CS.10.2.2: City to create a citywide sidewalk inventory; needed improvements are added to the Capital Improvement Program.*
  - *Action CS.10.2.3: City should construct new sidewalks as directed by the sidewalk inventory and the Transportation and Pedestrian Safety (TAPS) Advisory Committee.*

## SUSTAINABILITY ELEMENT

The Sustainability Element articulates existing City sustainable land use programs and policies and describes new goals, policies, objectives, and programs to promote a sustainable future for Pinole. Relevant policy priorities include:

- ◆ **Policy SE.3.3: Mitigate climate change by reducing heat island effect.**
  - *Action SE.3.3.1: City should encourage the use of light-colored paving materials and the planting of trees and vegetation to reduce urban heating.*
  - *Action SE.3.3.2: Utilize parkway strips to plant street trees for shade.*
  - *Action SE.3.3.4: Use drought-tolerant landscaping instead of hardscaping around transportation infrastructure and parking areas whenever possible.*
  - *Action SE.3.3.5: Use permeable pavement options whenever possible.*
- ◆ **Policy SE.3.4: Reduce Greenhouse gas emissions by reducing vehicle miles traveled.**
  - *Action SE.3.4.7: Encourage improvements in the transportation network that allow for shifts from single occupancy vehicles to alternative modes, including active transportation, transit, and rideshare.*
- ◆ **Policy SE.7.4: Reduce VMT and traffic congestion by requiring that new development encourage the use of transit and active transportation travel modes.**
  - *Actions SE.7.4.1: Create a transportation demand management (TDM) program for the City that includes bike parking, shower facilities for employees, etc.*
- ◆ **Policy SE.8.1: Push transit, carpooling, telework/work from home, bicycling, and walking as alternatives to driving alone.**

- Action SE.8.1.1: Promote alternatives to single occupancy vehicles in campaigns and programs.
- Action SE.8.1.2: Seek funding that improves the ability to walk to key destinations and transit.
- Action SE.8.1.3: Create preferred route maps for alternative transportation options.
- Action SE.8.1.7: Include sidewalk on both sides of the street, where possible.
- Action SE.8.1.8: Provide pedestrian amenities at transit stops, like shelter, seating, and lighting.
- ◆ **Policy SE.8.7: Improve the active transportation network to meet the needs of people walking and bicycling.**
  - Action SE.8.7.2: Determine feasibility of a bicycle library or “free bicycle” program for active travel within Pinole.
  - Action SE.8.7.3: Require new development (commercial, residential, mixed-use) to provide secure bike parking.
  - Action SE.8.7.5: Set and use complete street standards for roadway design that make streets safe and accessible for all modes and for users of all ages and abilities.
  - Action SE.8.7.6: Seek bike and ped grant funding at all levels of governance.
- ◆ **Policy SE.8.8: Engage the public regarding transportation issues, projects, and processes.**



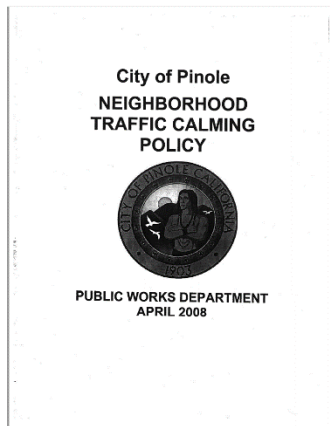
**Pinole Creek Watershed Vision Plan (2004):** The Pinole Creek Watershed Vision Plan is a community-led planning document meant to imagine an improved future state for the Pinole Creek Watershed during the Pinole Creek flood control channel redesign project. This plan was a collaborative effort between public, private, and non-profit organizations to provide a local design alternative with broad community support. A relevant goal of the vision plan is to improve recreation opportunities along the creek by upgrading

the existing creek trail, providing a usable trail crossing of I-80, enhancing trail crossings of other major roadways to support safety, improving creek access, and adding connections to housing.



**Pinole Climate Action and Adaptation Plan (CAAP):** The City is currently in the process of developing a CAAP, which will act as a framework and guide for reducing greenhouse gas emissions in Pinole as well as boost local resiliency efforts in response to the effects of climate change. While planning efforts are ongoing, the CAAP's website indicates relevant mitigation methods may include the use of active

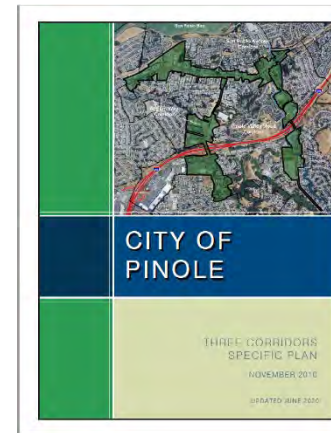
transportation, like bicycling.



**City of Pinole Neighborhood Traffic Calming Policy (2008):** The City's Neighborhood Traffic Calming Policy seeks to use education, enforcement, and engineering to lessen the impact of motor vehicle traffic on residential streets while improving overall community livability. The policy outlines each step in the traffic calming request process, from initial complaint to installation and follow up. It also includes all of the necessary forms required for requestors to notify and engage their neighbors about any traffic-

related concerns and/or requested mitigations. Relevant traffic calming tools available through the policy include:

- ◆ higher visibility crosswalks
- ◆ entrance treatments
- ◆ speed humps
- ◆ curb extensions/chokers/bulb-outs
- ◆ traffic circles and roundabouts
- ◆ one-way streets
- ◆ median barriers
- ◆ semi-diverters or half closures
- ◆ diagonal diverters
- ◆ cul-de-sacs or street closures
- ◆ traffic calming signs



**City of Pinole Three Corridors Specific Plan (2010; updated 2020):**

The Three Corridors Specific Plan establishes new land use designations, design standards, and transit opportunities along the City's three main transportation corridors shown on Figure 4: San Pablo Avenue, Pinole Valley Road, and Appian Way.

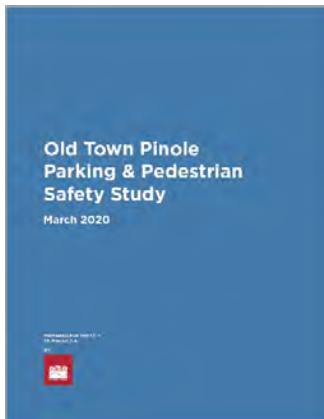
Future development is encouraged with the goal of reducing trips by single occupancy vehicles. Each of

the three corridors are designated as Priority Development Areas, incorporating objectives like supporting transit, pedestrian, and bicycle travel. Circulation opportunities and constraints for each of the three corridors are shown on Figures 5 through 7.

Relevant policy priorities include:

- ◆ Provide a mobility network that is safe and efficient to move people and goods.
- ◆ All future improvements to streets and intersections must prioritize pedestrian and traffic safety.
- ◆ Use traffic calming tools to make the Specific Plan Area more pedestrian-friendly, particularly in designated pedestrian priority areas and developments along San Pablo Avenue.
- ◆ Ensure the mobility network is improved in the Specific Plan Areas to accommodate future traffic demands.
- ◆ Discourage cut-through and truck traffic, especially on streets not designed to accommodate them. The City will take action to discourage through- traffic on local streets.
- ◆ San Pablo Avenue, Pinole Valley Road, and Appian Way should accommodate safe passage for pedestrians and bicyclists.

- ◆ All Intersections and crossings should be made accessible to all, particularly those with mobility impairments and individuals with no or low vision.
- ◆ Street and intersection improvements must conform with this specific plan.
- ◆ Other bicyclist enhancements recommended within the specific plan area include developing a bicycle wayfinding system, using advance bicycle loop detectors, and implementing colored bicycle lanes.



**Old Town Pinole Parking & Pedestrian Safety Study (2020):** This study seeks to facilitate efficient parking, improve pedestrian safety, increase connectivity between parking and destinations, and enhance the unique character and pedestrian experience in Old Town Pinole. Figure 8 shows the boundaries of Old Town Pinole. Relevant study priorities include:

- ◆ Improve wayfinding and signage for drivers and pedestrians, particularly to and from area parking facilities.
- ◆ Narrow lane widths and remove slip lanes to slow traffic and improve safety.
- ◆ Implement new pedestrian facilities to enhance safety, including curb extensions and high visibility crosswalks.
- ◆ Close pedestrian network/sidewalk gaps.
- ◆ Install more street trees throughout Old Town Pinole.
- ◆ Add placemaking elements, including pedestrian scale lighting.

## Organization of the Plan

The Plan is organized into the following chapters:

- **Introduction:** outlines existing planning context and vision for the Plan
- **Goals, Objectives, and Performance Measures:** outlines goals for the City, strategies for achieving them, and success metrics for implementation
- **Stakeholder Engagement:** discusses community engagement methods and results
- **Recommendations:** outlines proposed infrastructure improvements, including pedestrian facilities, bikeways, and roadway reconfigurations, as well as recommended non-infrastructure programs and policies.
- **Implementation Plan:** provides strategies for activating the project including costs estimates, construction, funding, and potential challenges.

# Goals, Objectives, and Strategies

The Pinole Active Transportation Plan outlines an action plan to guide the City and its partners as they work to improve walking and bicycling in Pinole.

The goals, objectives, and performance measures reflect the needs and priorities expressed by the community throughout the public outreach process, as well as established City priorities and policies. These inform the selection and prioritization of projects, programs and policies, and create metrics for measuring success as recommendations from the Plan are implemented.



## Goal 1: Increase connectivity and accessibility by providing a cohesive network of facilities for people to walk, bicycle, and roll.

*Objective 1.1: Create a cohesive active transportation network that enhances connectivity in Pinole for all users of all abilities.*

- Performance Measure 1.1a: close gaps in walkways and bikeways, prioritizing areas with high residential density, to and from key destinations and downtown, in areas with poor connectivity, and in disadvantaged communities.
- Performance Measure 1.1b: Improve access to recreation by connecting existing and future pedestrian and bicycle networks to recreational areas and trails, like the Bay Trail and Point Pinole Regional Shoreline.
- Performance Measure 1.1c: Maintain an inventory of existing networks and conditions to prioritize maintenance and repair. In addition to the public works contact information where residents can report needed street repairs, implement a phone number, email, and/or website comment box where specifically pedestrian and bicycle facility repairs can be reported.
- Performance Measure 1.1d: Enhance accessibility for people with disabilities throughout the transportation network.

*Objective 1.2: Increase awareness of and access to the active transportation network in Pinole.*

- Performance Measure 1.2a: Increase wayfinding signage and maps along routes and trails.

- Performance Measure 1.2b: Implement technologies that highlight active transportation routes. Examples could include interactive digital maps located on the city website, maps user can access via their mobile devices, or other technologies that increase accessibility to recreation information. The city may use their own website to house maps of transportation routes and/or use a third-party trail website/app.

## Goal 2: Foster a safer environment for pedestrians and bicyclists.

*Objective 2.1: Reduce pedestrian and bicyclist fatalities and severe injuries.*

- Performance Measure 2.1a: Develop a Vision Zero Action Plan with emphasis on the Safe Systems approach, which centers on infrastructure that proactively reduces risks and decreases the severity of crashes for all people. Components of the plan should include gathering relevant pedestrian and bicycle safety data, develop community engagement activities that support the creation of Vision Zero initiatives and projects, and create a plan that is context specific with actionable goals and projects to create safer roadways in Pinole.
- Performance Measure 2.1b: reduce pedestrian and bicycle fatalities and severe injuries by 50% by 2030.

*Objective 2.2: Use Complete Streets tactics to increase safety on roadways with high stress levels.*

- Performance Measure 2.2a: Implement Complete Streets tactics to improve pedestrian and bicyclist safety. Complete streets tactics include, but are not limited to:

- ◆ Improving intersections and pedestrian crossings by increasing crossing opportunities, using curb extensions and pedestrian medians to shorten crossing distances, high visibility crosswalks, leading pedestrian interval signals, etc.
- ◆ Removing lanes of traffic, reducing lane widths, constructing medians for traffic slowing and greenspace opportunities.
- ◆ Creating protected bike lanes and multi-use paths separated from vehicle traffic.
- Performance Measure 1: Perform a Level of Traffic stress (LTS) analysis on streets and roadways from LTS 3 and 4 to 1 and 2.

*Objective 2.3: Improve actual and perceived safety through educational tactics.*

- Performance Measure 2.3a: Partner with Contra Costa County to encourage involvement in the County's safe routes to school program.
- Performance Measure 2.3b: Create and promote educational programs for pedestrians, bicyclists, transit users and drivers. Educational programs might include:
  - ◆ Safety campaign materials that can be developed educate drivers about sharing the road with bicyclists and pedestrians, how to navigated road reconfigurations, and information about driving through school zones. Similar materials can be created for pedestrians and bicyclists on new routes and infrastructure.
  - ◆ Open street events that can be used energize specific locations by drawing in residents and visitors, provide an opportunity to hold community events, and demonstrate the benefits of walkable/bikeable areas.

- ◆ Guided walking and bicycling tours can educate residents about new trails and amenities. Group bicycling tours can reach people curious about bicycling but are hesitant due to concerns about safety, lack of knowledge, not having a bicycle, and more. Tours can be accompanied by a safety element where participants can learn how to navigate pedestrian and bicycle infrastructure. The City may want to partner with bicycle groups in the Bay area to assist with this program
- ◆ Demonstration products can educate residents about possible pedestrian and bicycle design elements prior to making long term infrastructure investment. Demonstration projects may include (but are not limited to):
  - Protected bicycle lanes
  - Parklets
  - High visibility crosswalks

## Goal 3: Reduce vehicle miles traveled by encouraging active transportation and multimodal travel.

*Objective 3.1: Create a comfortable environment for pedestrians and bicyclists.*

- Performance Measure 3.1a: increase canopy coverage over walkways and bikeways.
- Performance Measure 3.1b: increase pedestrian and bicycle support facilities like lighting, drinking fountains, trash cans, benches, picnic tables, public restrooms, shade structures, bicycle parking, bicycle repair stations, comfortable walking surfaces and more on recreational trails and networks throughout the city.

*Objective 3.2: Prioritize access to transit and active transportation facilities.*

- Performance Measure 3.2a: Prioritize pedestrian and bicycle facilities that support first- and last-mile trips to and from transit facilities.
- Performance Measure 3.2b: Prioritize pedestrian and bicycle facilities near higher density housing to accommodate for influxes in population and vehicle traffic.
- Performance Measure 3.2c: Reduce city-wide parking minimums and explore bicycle facility requirements for developers i.e. bicycle parking.

*Objective 3.3: Increase walking and bicycling share of trips by 50% by 2030*

- Performance Measure 3.3a: Implement a pedestrian and bicyclist evaluation program to track how users respond to infrastructure improvements and non-infrastructure programs. Examples of evaluation programs include an annual pedestrian and bicycle program, and an annual report card and ride along to track program process.
- Performance Measure 3.3b: improve the bicycle level of traffic stress (LTS) score to LTS 1 or 2, indicating low-stress comfortable facilities, on arterial and collector streets in Pinole.
- Performance Measure 3.3c: increase walking and bicycling share of trips 50% by 2030.

# Stakeholder Engagement

The Pinole Active Transportation Plan and its recommendations were shaped through a robust stakeholder engagement process, outlined in the Public Participation Plan found in Appendix X.

The public was engaged throughout the planning process through several methods, including:

- In-person engagement, including **three informal pop-ups** at pre-scheduled events
- A project website
- An interactive map tool hosted on the website for location-based comments
- Two public input surveys hosted on the website, one to understand travel patterns, barriers to active transportation, and priorities, and another to gauge support and preferences for a variety of improvement concepts.
- An in-person recommendation feedback station located at City Hall

Additionally, a Community Engagement Committee (CEC) was formed to guide the engagement process and provide input on the Draft Plan.

This chapter summarizes support for the improvement alternatives proposed by the Plan. A full summary of the community engagement process can be found in Appendix X.



## Community Workshops

### Website

A project website was developed, containing information about the planning process, active transportation topics, and engagement opportunities. The website included an interactive map for visitors to leave location-specific comments, described below, as well as a project survey; both are described below. The Draft Plan and recommendations were also shared on the project website. The website additionally contained a public comment form, where community members could provide general or specific comments related to their experiences with active transportation in Pinole.

### Online Mapping Tool

An interactive mapping tool was posted to the project website. It contained an interactive map of Pinole with a tool to leave feedback on active transportation in specific areas of the city. The tool accepted input from 2023 through 2024.

Community members were able to place digital pins on the map in specific locations to add comments and concerns. These pins were categorized by comment type: Walking/Pedestrian Comment, Bicycling Comment, Kids/School Comment, Work/Commute Comment, Traffic Safety Comment, and Recreation Comment. Respondents were also able to view and respond to pins by others. This included the ability to leave comments on pins added

by others, respond to other comments, and vote on pins through a “like” or “dislike” feature.

As users navigated through the online mapping tool they could zoom in to see more precise locations.

Comments were entered on the map by the community.

Appendix 2 contains a full overview of responses received via the online interactive mapping tool.

All comments received were reviewed during the recommendations development process to assist in developing responsive recommendations. Comments included the following themes:

- Bicycle Connections
- Pedestrian Connections
- Safe Routes to School
- Quality of Life
- Crossing & Intersections
- Accessibility
- Lighting & Maintenance



# Recommendations

This chapter encompasses the variety of infrastructure projects and programs aimed to improve walking, bicycling, and other non-motorized modes of transportation. The following sections include:

- **Infrastructure Improvement Types:** describes various types of physical bicycle and pedestrian network improvements.
- **Amenities:** presents a menu of options to improve multimodal comfort and connections as well as “best practices” for implementation
- **Wayfinding:** defines the system of navigational signs and markings that inform and guide users along the best route to their destinations and presents a menu of wayfinding options to improve navigation for people walking, bicycling, and rolling.
- **Recommended Improvements:** describes the recommended citywide network of pedestrian and bicycle improvements identify by this Plan.

## Infrastructure Improvement Types

Infrastructure improvements are physical changes to the roadway network which facilitate a connected, comfortable, and safe bicycle and pedestrian network.

Infrastructure improvement types for bicycling and walking facilities are described separately in the following sections, except for those facilities that benefit bicyclists and pedestrians equally, like Class I shared-use paths.

### *Bikeways*

Bikeways include on- and off-street bicycle lanes and signed routes, as well as crossing improvements and shared-use paths. Bikeway recommendations, when combined with existing local and regional bicycle facilities, are intended to create a well-connected and low-stress network for people riding bicycles. As future development and additional site and engineering assessments occur, some options may be added, changed, or removed to maximize the low-stress connectivity of the bicycle network. For instance, if further assessment determines that a specific bikeway type is infeasible at one location, it may be shifted to a nearby location or substituted for an alternate, context-appropriate bikeway type. Ultimately, bikeway projects are intended to maximize the vision and goals set forth in this Plan.

Bikeway projects are categorized based on the four classifications recognized by Caltrans, along with several sub-classifications, including:

- Class I Bikeways: Shared-Use Paths
- Class II Bikeways: Bicycle Lanes, which include standard, buffered, and green painted lanes
- Class III Bikeways: signed Bicycle Routes including Bicycle Boulevards
- Class IV Bikeways: Separated Bikeways

The following types of bikeways are recommended throughout the City of Pinole.

### **CLASS I SHARED-USE PATHS**



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Class I bikeways (shared-use paths) are exclusive walking and bicycling facilities where motor vehicles are prohibited. The minimum paved width of a two-way Class I facility is 8 feet, with 10 feet preferred with a minimum of 2 feet of shoulder width on either side (3 feet preferred).

## CLASS II BICYCLE LANES



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Class II bikeways (bicycle lanes) are striped lanes for bicyclists that provide a designated space for bicyclists within the roadway, helping to define where motorists and vehicles are. Bike lanes are distinguished using color, lane markings, signage, and intersection treatments. Bike lanes should be 5 feet wide, at a minimum (MUTCD Figure 9C-102(CA)).

## CLASS II BICYCLE LANES WITH GREEN-COLORED PAVEMENT



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Tiffany Robinson

Class II bicycle lanes with green-colored pavement increase awareness to vehicles that cyclists may be present and makes the bike lane more visible. The green paint can be implemented either along the entire bikeway corridor or in conflict areas, like driveways, turn lanes, and through intersections.

## CLASS II BUFFERED BICYCLE LANES



Source: GHD

Class II buffered bicycle lanes are striped lanes for bicyclists that include a painted "buffer" areas between the bicycle lane and the travel lane or between the bicycle lane and the parking lane.

## CLASS IV SEPARATED BIKEWAYS



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Megan Kanagy

Class IV separated bikeways are on-street bicycle facilities with a physical barrier, like a parking lane or bollards, between the bikeway and motor vehicle lanes.

### *Crossing Improvements and Additional Safety Measures*

In addition to bicycle lane and bikeway improvements, crossing and intersection improvements and traffic calming measures can be used to enhance safety throughout the bikeway network. The following section highlights many, but not all, strategies that may be implemented in Pinole to support existing or recommended bikeways.

#### **CLASS I BIKEWAY CROSSINGS**



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

At-grade Class I bikeway crossings are intersections where a Class I bikeway meets a roadway where bicyclists and motorists share the road.

#### **GRADE-SEPARATED CLASS I BIKEWAY CROSSINGS**



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Grade-separated Class I bikeway crossings are intersections where a Class I bikeway meets a roadway or railroad, and bicyclists are physically separated from other modes by an overcrossing or undercrossing structure.

#### **TRAFFIC CALMING**



Source: Arleta Neighborhood Council

Traffic calming measures reduce motor vehicle speeds to increase safety and improve comfort for nearby pedestrians and bicyclists. Traffic calming measures include speed limit reductions, vertical deflection (speed humps or speed tables), and horizontal deflection (curb extensions, neighborhood traffic circles, chicanes, pinch points, or narrowings).

## NEIGHBORHOOD TRAFFIC CIRCLES



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Carl Sundstrom

Neighborhood traffic circles are raised islands in residential intersections that help slow traffic on local and collector streets. Neighborhood traffic circles can help make crossings safer for pedestrians, encourage smoother and safer bicycle travel, and clarify right-of-way for all road users along Class III bicycle boulevards.

## SPEED FEEDBACK SIGN



Source: *Seattle Department of Transportation*

Speed feedback signs use radar to detect and display the speed of passing cars and are typically sited on roadways with significant speeding concerns.

## CONFLICT MARKINGS



Source: [www.troutdaleoregon.gov](http://www.troutdaleoregon.gov)

Conflict markings are dashed bicycle facility markings where turning motorists cross the bicycle lane. They are most often located at intersections, driveways, and on-ramps.

## BIKE BOXES



Source: *City of Long Beach*

Bike boxes designate an area for bicyclists to wait in front of stopped motor vehicles during a red signal phase. Bike boxes provide cyclists a safe way to be visible to motorists by getting ahead of the queue during the red signal phase and can help facilitate left turns for bicyclists.

## BIKE RAMPS



Source: City of Thornton, CO

Bike ramps are ramps that allow for smooth bicycle travel between a roadway and an off-street bicycle facility, most often found at the approaches to roundabouts.

## BICYCLE SIGNALS/LEADING BICYCLE INTERVAL



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Adam Coppola Photography

Bicycle signals are traffic signal heads that provide a designated period for bicycles to enter the intersection ahead of, or separately from motor vehicles. Bike detectors would be installed to detect bicycles separately from vehicles, which can also be installed with or without bike signals.

## INTERSECTION BICYCLE MARKINGS



Toole Design Group

Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) /

Intersection bicycle markings are dedicated bicycle facilities that continue through an intersection completely and provide a designated space for cyclists through an intersection, increasing awareness of cyclists to drivers.

## *Pedestrian Network Infrastructure Types*

The proposed pedestrian network includes Class I shared-use paths along with sidewalks and spot improvements such as crossings and curb ramps. Pedestrian recommendations are intended to make walking trips safer, more enjoyable, more comfortable, and more convenient for people of all ages and abilities.

A visual guide to pedestrian infrastructure types has been included below.

## SIDEWALKS AND PATHS



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Sidewalks are paved facilities that provide comfortable walking space separate from the roadway. They are a fundamental element of Americans with Disabilities Act (ADA) compliance.

## STANDARD OR TRANSVERSE MARKINGS CROSSWALKS



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Standard or transverse markings crosswalks are two parallel lines indicating the crossing area.

## LADDER CROSSWALK



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Mike Cynecki

Ladder crosswalks include bold white bars that run perpendicular to the pedestrian path of travel.

## ADVANCE STOP BAR OR YIELD MARKINGS



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

Advance stop bar or yield markings include a bold white bar or triangular "shark's teeth" markings 6 to 8 feet in advance of a crosswalk. Controlled intersections utilize the stop bar while uncontrolled intersections utilize the yield markings.

### RECTANGULAR RAPID FLASHING BEACON (RRFB)



Source: City of Long Beach

A RRFB utilizes human-activated flashing lights to provide additional visibility to pedestrian crosswalk signs at unsignalized intersections and midblock crossings, where traffic volumes do not warrant a signal or stop.

### SIGNALIZED MIDBLOCK CROSSING/ PEDESTRIAN HYBRID BEACON (PHB)



Source: NACTO

A signalized midblock crossing stops road traffic as needed to allow for non-motorized crossings of major streets at midblock locations where a beacon is determined to be insufficient. Alternatively, a PHB could be installed. A

PHB has yellow flashing lights then provides a red indication for motorized traffic.

### HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK)



Source: Arizona Department of Transportation

HAWKS are human-activated crossing signals designed for major, higher capacity roadways. They are comprised of three lights, including two red lights stacked on top of a yellow light, that hang over the roadway much like a traffic signal. When the button is pressed, the two top red lights activate, signaling drivers to stop for crossing pedestrians and bicyclists. When inactive, the single yellow light indicates that drivers should slow their speeds in anticipation of cross traffic.

## AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT CURB RAMP



Source: GHD

Curb ramps are used at street crossings that involve a change in grade to ensure crosswalks are accessible to people using wheelchairs, people with wheeled devices, and people with low or no vision, per ADA guidelines.

## PEDESTRIAN MEDIAN ISLANDS



Source: FHWA

Pedestrian median islands provide a safe space for people to cross one side of the road at a time. They help to improve visibility of people crossing to drivers.

## CURB EXTENSIONS



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org) / Lara Justine

Curb extensions are traffic calming measures that widen the sidewalk at roadway intersections into the parking lane, shortening the street width at crossings.

## LEADING PEDESTRIAN INTERVAL



Source: City of Long Beach

Leading pedestrian intervals are signalized intersections with a walk phase that precedes the green phase for motorists by a few seconds, allowing pedestrians to get a head start crossing the street.

## Amenities

This section of amenities acts as an à la carte menu of potential infrastructure add-ons and specialty items that can be included throughout Pinole’s multimodal network, as desired. Each amenity presents an opportunity for improved comfort and convenience for people walking, bicycling, rolling, and taking transit.

The intent of the amenities presented is to have a unified look and feel throughout the Pinole transportation network, emphasizing connectivity. Each pedestrian, bicycle, trail, and transit amenity item below includes an example photo of the amenity as well as a description of its general recommended use and best practices. These recommendations are overarching for the entire network and not for any one segment. These amenities should be considered as the network is developed in new segments and for future upgrades to existing segments.

### *Bicycle Amenity Options*

#### **BICYCLE PARKING**

Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Bicycle parking should be sited at level locations that are highly visible to avoid bicycle theft, as well as complementary to other amenities, like end of trip facilities. Special care should be taken to comply with accessibility requirements and avoid conflicts with motor vehicles, pedestrians, and mobility devices. Providing sanctioned bike parking in the right locations can help avoid bikes locked to objects such as trees, fences, railings, gutters, light poles, signs, and benches, which may cause maintenance or accessibility issues.

Most bicycle racks are designed to be durable, and the chosen style of rack should support the bicycle upright by its frame in two places, prevent the wheel of the bicycle from tipping over, enable the frame and one or both wheels to be secured, support bicycles without a diamond-shaped frame with a horizontal top tube, allow front-in parking. A U-lock should be able to

lock the front wheel and the down tube of an upright bicycle, and allow back-in parking, and a U-lock should be able to lock the rear wheel and seat tube of the bicycle.

Wheel-bending schoolyard bicycle racks, which can damage bicycles, and “wave” style bicycle racks, which are space inefficient, are outdated rack styles that are not recommended. Additional guidance on bicycle parking and bicycle rack selection may be found in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.



Source: [pedbikeimages.org](http://pedbikeimages.org) / Dan Burden

## END OF TRIP FACILITIES



Longer distance bicycle commuters may wish to freshen up upon arrival, prior to beginning the day. To further encourage people to bicycle more often, additional amenities should be provided including showers, locker rooms, and bicycle wash stations. These amenities are frequently provided for bicycle commuters through workplace or school facilities.

## BICYCLE REPAIR STATIONS



From flat tires to adjusting brakes and derailleurs, bicycle riders of all abilities sometimes need to make quick adjustments while out on the trail.

Bicycle repair stations include all the necessary tools and equipment for basic bicycle repairs and maintenance. Bicycle repair stations act as a ruggedized bicycle tool “library,” designed to withstand both vandalism and the elements, with securely attached tools, stand and often a bicycle pump. Care should be taken when placing bicycle repair stations to avoid areas where vandalism is more likely, and instead placing them in highly visible, well-lit, and accessible locations where bicyclists may easily pull off the trail to make repairs.

## BICYCLE LEANING RAILS



Bicycle leaning rails allow bicyclists to rest an arm and foot when waiting at signalized intersections along designated bikeways. These amenities encourage more people to bicycle by providing something to hold onto for balance while waiting for the traffic signal. Bicycle leaning rails also encourage proper bicyclist positioning and alignment along multi-use trail crossings, reducing conflict between bicyclists and pedestrians. Bicycle leaning rails are produced by multiple manufacturers and come in a variety of lengths (typically 4' and 8'), finish options, and colors.

## Trail Amenity Options

### GATEWAY MONUMENTS



Gateway monuments are placed at main entrance points, trailheads, and prominent intersections of trails, creating a sense of place for the trail network and its users.

### TRAIL MAPS / GATEWAY SIGNS



A well-planned and attractive system of destination signs and trail maps can greatly enhance trail networks by orienting users to their location within the community and providing navigational assistance to nearby routes or points of interest. By highlighting connections to other trails or modes of transportation, gateway and trail map signs can encourage more people to walk and bicycle for more trips.

These signs can be implemented as a standalone feature at trail entrances or paired with wayfinding signs (described in a later section) along the trail to offer more comprehensive navigational assistance.

### INTERPRETIVE SIGNS



Interpretive signs orient trail users to adjacent natural features, waterways, and local wildlife, building a deeper sense of awareness. Because many of the existing and planned trails follow creeks and natural areas, the City's trail network presents numerous opportunities for interpretive signage.

### BENCHES



Source: GHD

Providing seating along trails improves accessibility and comfort for all trail users, and can be especially helpful for children, older adults, and those with mobility challenges. Simple benches can be installed at a moderate cost and require a firm and level area. Many also include an adjacent accessible area where a person in a wheelchair or other mobility device may safely pull off the trail. Paving the area surrounding the bench is common, but not required.

### SHADED BENCHES



Where trees do not provide sufficient shade cover, or where protection from weather is also desired, benches can be installed in conjunction with shade structures. The structure adds significant cost and requires more substantial footings, but typically does not dramatically increase the footprint of the trailside seating area.

### PICNIC TABLES



Like benches, picnic tables provide seating along trails, improving accessibility and comfort for all trail users, and can be especially helpful for children, older adults, and those with mobility challenges. Picnic tables expand the number of uses that can be accommodated along the trail network, like outdoor gatherings, dining, and other activities. Simple picnic tables can be installed at a moderate cost and require a firm and level area. Many are designed to accessibility standards; placement of accessible tables will need to be in an area where a person in a wheelchair or other mobility device may safely pull off the trail.

### TRASH RECEPTACLES



Large trash and/or recycling receptacles reduce litter on trails by providing a convenient place for waste disposal. They are moderately inexpensive and require only a small area that is clear and level (while concrete pads are common, they are not necessary). When used in conjunction with dog waste stations (which include small trash receptacles), trash receptacles can be placed slightly further apart on trails. They should also be located to provide for easy maintenance and regular emptying.

### DOG WASTE STATIONS



Dog waste stations provide bags and trash receptacles, making it convenient for people walking dogs on the trail to clean up after their pets. They are inexpensive, are typically pole-mounted, and can be placed frequently along the trail to encourage use. Care should be taken that waste stations are placed in locations where they can be maintained regularly.

### DRINKING FOUNTAINS



Drinking fountains can improve the quality of experience for trail users on long trips, in hot weather, or where tree cover is sparse. While drinking fountains themselves are relatively small and only moderately expensive, providing an accessible area off the trail to access the fountain increases the required footprint.

Drinking fountains require potable water meters, which may not exist along the trail. Meters for drinking water are different from meters used for irrigation of landscaping. If a new water meter is required, significant additional costs are incurred.

### PUBLIC ART



Public art has the power to elevate a multimodal trail or shared-use path from useful infrastructure only into a treasured space in the community. Public art near trails can be used to tell the story of the trail or share the identity of the community through which it runs and establish an enhanced sense of place.

There are many types of public art on trails including sculptures, murals, painted trail surfaces, gardens, lighting, gates and fences, as well as interactive art. Materials used can vary widely by region and budget but are regularly wood, stone, fiberglass, plastic, bronze, or copper. Temporary or “pop-up” art can also be a more affordable option for public art along trails but may require additional program management and curation efforts. Community members, including youth, can be great participants in selecting and creating art to foster a sense of community pride and ownership in the trail. Funding for public art can come from public, private, or philanthropic sources.

Special care should be taken to ensure the chosen public art can safely withstand human interaction and vandalism as well as the elements. Siting should place the public art so that it does not disrupt or block the trail when viewed or interacted with by trail users. Maintenance should be institutionalized through the Pinole Public Works Department and the art should be insured, typically through the municipal insurance policy.

#### **ADDITIONAL CONSIDERATIONS / MAINTENANCE**

Maintaining each segment as well as the amenities is important to the overall usability and accessibility of the trail. A consideration for the safety of trail users would be to maintain the trail surface for ease of use and to design trails with root barriers to prevent roots from uplifting the paths.

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1

[https://www.researchgate.net/publication/292767085\\_The\\_street\\_tree\\_effect\\_and\\_d\\_river\\_safety](https://www.researchgate.net/publication/292767085_The_street_tree_effect_and_d_river_safety)

## *Pedestrian Amenity Options*

### **STREET TREES**



Street trees provide numerous pedestrian amenities including cleaner air, enhanced beauty, improved mental health, and strengthened community identity. During hot weather, street trees provide pedestrians with essential shade protection from the sun. Street trees can also improve traffic safety, with studies showing that individual driving speeds are significantly reduced along tree-lined streets in suburban settings<sup>1</sup>.

## PARKLETS



Pedestrians benefit from places to sit or linger as they travel to and from their destinations. Parklets are a way for the City to partner with nearby local businesses to create additional public space for community use. By converting curbside parking spaces into well designed, landscaped miniature community spaces, communities like Pinole can incorporate additional greenery, seating, and (optional) bicycle racks into their urban fabric.

Parklets can be managed through a competitive application process by a city's public works department. Parklets should be a minimum of 6 feet wide, take up at least 1 parallel parking space, have vertical elements to help make them visible to motor vehicle traffic, and have a level transition at the sidewalk/curb to maintain accessibility. Drainage and stormwater runoff should also be considered when siting.

## SEATING



Successful public spaces incorporate seating, providing a welcoming, comfortable environment that encourages pedestrians to rest, read, eat, or socialize. From formal seating, like benches and café tables and chairs, to informal seating, like low walls and planter edges, seating provides a place for residents and visitors alike to spend additional time in the public realm.

Seating should be arranged to create social spaces, encourage sitting, and discourage lying down. Seating should be sited beneath trees or other shade structures, where possible, to improve comfort. Benches parallel to the curb should be oriented toward buildings (and away from traffic) when located in the sidewalk zone nearest to the curb; they should be oriented away from buildings when up against building frontage. Benches also act as transit amenities and are further described in that context in a later section.

Seating should be made of high-quality, durable materials that can withstand human interaction, vandalism, and the elements.

## PEDESTRIAN SCALE LIGHTING



According to the National Highway Traffic Safety Administration (NHTSA), 76% of all pedestrian related fatalities occurred during periods of darkness<sup>2</sup>. To help address this, pedestrian scale lighting provides supplemental illumination for the travel and activities of people, including children, walking, skating, and rolling at night. While pedestrian scale lighting is recommended in all areas where pedestrian activity is prioritized, like sidewalks, pathways, intersections, crossings, and plazas, there are suggested minimum average luminance on these facilities for visibility of pedestrians to drivers and for pedestrians' visibility of their walking, as outlined in the FHWA research report *Street Lighting for Pedestrian Safety*<sup>3</sup>. Pedestrian scale lighting supplements typical roadway streetlights by adding or adjusting the source of outdoor illumination closer to pedestrians, improving visibility of those walking along and across the street and enhancing safety for all road users.

<sup>2</sup>

[https://safety.fhwa.dot.gov/roadway\\_dept/night\\_visib/docs/Pedestrian\\_Lighting\\_Primer\\_Final.pdf](https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf)

## STREETSCAPE SIGNAGE AND WAYFINDING



Streetscape signage and wayfinding provide directional information to key destinations nearby, including parks, transit stops, civic buildings, and other neighborhoods. They also can be used to create a sense of place within the neighborhood, providing historical information and marking points of interest.

## TRASH RECEPTACLES



Trash and recycling receptacles reduce litter by providing a convenient place for waste disposal. Depending on style and functionality they can be moderately inexpensive and require only a small area that is clear and level. They should be placed to provide for easy maintenance, regular emptying, as well as high visibility to reduce the risk of vandalism. Newer trash

<sup>3</sup> <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/StreetLightingPedestrianSafety.pdf>

compactor trash receptacles can increase the capacity of regular-sized bins, reducing the required frequency of emptying and preventing unwanted scavenging.

## Wayfinding

Wayfinding signage is a system of navigational signs and markings that inform active transportation users of their surroundings, showing helpful information at key points to guide them along the best route to their destinations.

### Trail Wayfinding



Wayfinding signs are small, pole-mounted signs placed along trails and bikeways at intersections or other “decision points” as well as along network segments to confirm time or distance information for active transportation users.

Signs typically display destination and directional information, at a minimum, but may also include distance, travel time, and the name of the bikeway, trail, or neighborhood as appropriate.

### Bicycle Wayfinding

There are three types of bicycle wayfinding signs:

#### DECISION SIGNS



Decision Signs should be placed at the intersection of two or more bikeways to help inform bicyclists of the possible routes connecting to key destinations, like commercial centers, parks, or other bikeways.

#### TURN SIGNS



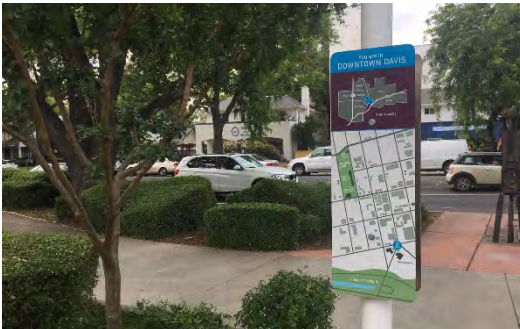
Turn Signs signal when a bikeway turns from the current roadway onto another roadway.

#### CONFIRMATION SIGNS



Confirmation Signs let bicyclists and other active users know that they are on a designated bikeway. They can also help bring awareness of the bicycle route for motorists.

### *Pedestrian Wayfinding*



Source: Bret Yourstone

Pedestrian wayfinding systems are designed to be informative, providing accurate and understandable information that helps people walking or rolling assess their physical environment and efficiently navigate to their desired destinations. Pedestrian wayfinding systems help people get around a city or neighborhood without their cars, encouraging more people to walk.

Best practices for pedestrian wayfinding include:

- ◆ Wayfinding signage should have clear information, consistent visuals, and conspicuous placement.
- ◆ Wayfinding signage should be free of visual clutter with up-to-date information.
- ◆ Do not place more signs than are necessary to provide the right information at the right time.
- ◆ Make wayfinding signage and markings delightful, inspiring residents and visitors.

## Recommended Improvements

This section describes the recommended citywide pedestrian and bicycle network improvements.

### *Pedestrian Improvement Plan*

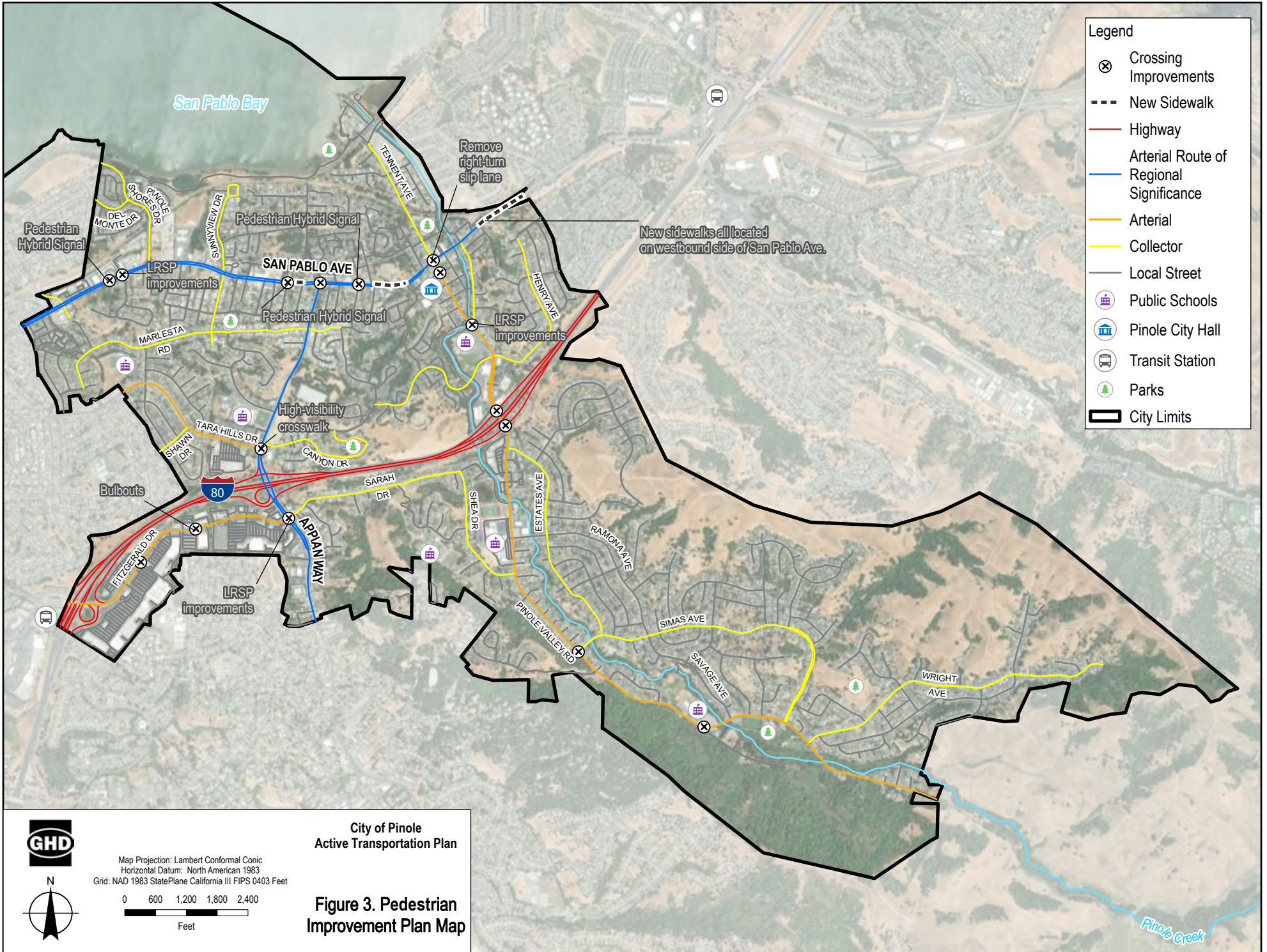
Tables 1a and 1b describes the pedestrian improvement recommendations for each location. Figure 3 provides a citywide map illustrating the location(s) of each recommended pedestrian improvement. Figures 4 and 5 illustrate the recommended pedestrian improvements at two key intersections.

**Table 1a: Proposed Pedestrian Improvements**

Location	Type of Improvement	Description
640 San Pablo Ave	Crossing Improvements	Install pedestrian hybrid beacon (PHB) at existing crosswalk
San Pablo Ave & Walter Ave	Crossing Improvements	Install LRSP improvements: Mark crosswalks across Walter Ave (ladder style or high visibility), upgrade curb ramps to be ADA compliant, stripe centerline on Walter Ave
San Pablo Ave & Third Ave	Crossing Improvements	Install pedestrian hybrid beacon (PHB) at existing crosswalk
San Pablo Ave & Appian Way	Crossing Improvements	Remove right-turn slip-lane.
San Pablo Ave & Jones Ave	Crossing Improvements	Install pedestrian hybrid beacon (PHB) at existing crosswalk
San Pablo Ave (Alvarez Ave to Oak Ridge Ln)	New Sidewalk	Install new sidewalk on north side of San Pablo Ave
San Pablo Ave & Tennent Ave	Crossing Improvements	Remove right-turn slip-lane.
San Pablo Ave (John St to City limit)	New Sidewalk	Install new sidewalk as part of bridge replacement
Tennent Ave & Pearl St	Crossing Improvements	Install permanent bulbouts
Tennent Ave & Plum St	Crossing Improvements	Install permanent bulbouts
Tennent Ave & Prune St	Crossing Improvements	Install marked crosswalk with bulbouts
Pinole Valley Rd & I-80 SB Ramps	Crossing Improvements	Work with Caltrans to implement crossing improvements which may include leading pedestrian interval, right-turn-on-red restrictions and high-visibility treatments.
Pinole Valley Rd & I-80 NB Ramps	Crossing Improvements	Work with Caltrans to implement crossing improvements which may include leading pedestrian interval, right-turn-on-red restrictions and high-visibility treatments.
Pinole Valley Rd & Simas Ave	Crossing Improvements	Install high-visibility treatments, upgrade curb ramps & relocate pole from SE corner
Pinole Valley Rd & Adobe Rd	Crossing Improvements	Install high-visibility crosswalk with bulbout

**Table 1b: Proposed Pedestrian Improvements**

Location	Type of Improvement	Description
Appian Way & Tara Hills Blvd – Canyon Rd	Crossing Improvements	Install high-visibility crosswalks and reduce corner radius on Canyon Rd leg
Appian Way & Fitzgerald Dr	Crossing Improvements	Install LRSP improvements: Red light camera, High visibility crosswalk, median pedestrian refuge island, directional curb ramps, reduce corner curb radius
Fitzgerald Ave & Best Buy Parking Lot	Crossing Improvements	Install LRSP improvements: Upgrade crosswalk to high visibly crosswalk and add handrail on the southwest corner
Fitzgerald Ave & Jovita Ln	Crossing Improvements	Install bulbouts



- Legend**
- ⊗ Crossing Improvements
  - New Sidewalk
  - Highway
  - Arterial Route of Regional Significance
  - Arterial
  - Collector
  - Local Street
  - 🏫 Public Schools
  - 🏛️ Pinole City Hall
  - 🚊 Transit Station
  - 🌳 Parks
  - ▭ City Limits

New sidewalks all located on westbound side of San Pablo Ave.

**GHD**

Map Projection: Lambert Conformal Conic  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 StatePlane California III FIPS 0403 Feet

0 600 1,200 1,800 2,400  
 Feet

**City of Pinole  
 Active Transportation Plan**

**Figure 3. Pedestrian  
 Improvement Plan Map**

**Figure 4: San Pablo Avenue & Tennent Avenue Slip Lane Removal**



To calm traffic, improve pedestrian safety, and provide new green space for the community, removal of the right-turn slip lane is recommended at San Pablo Avenue and Tennent Avenue.

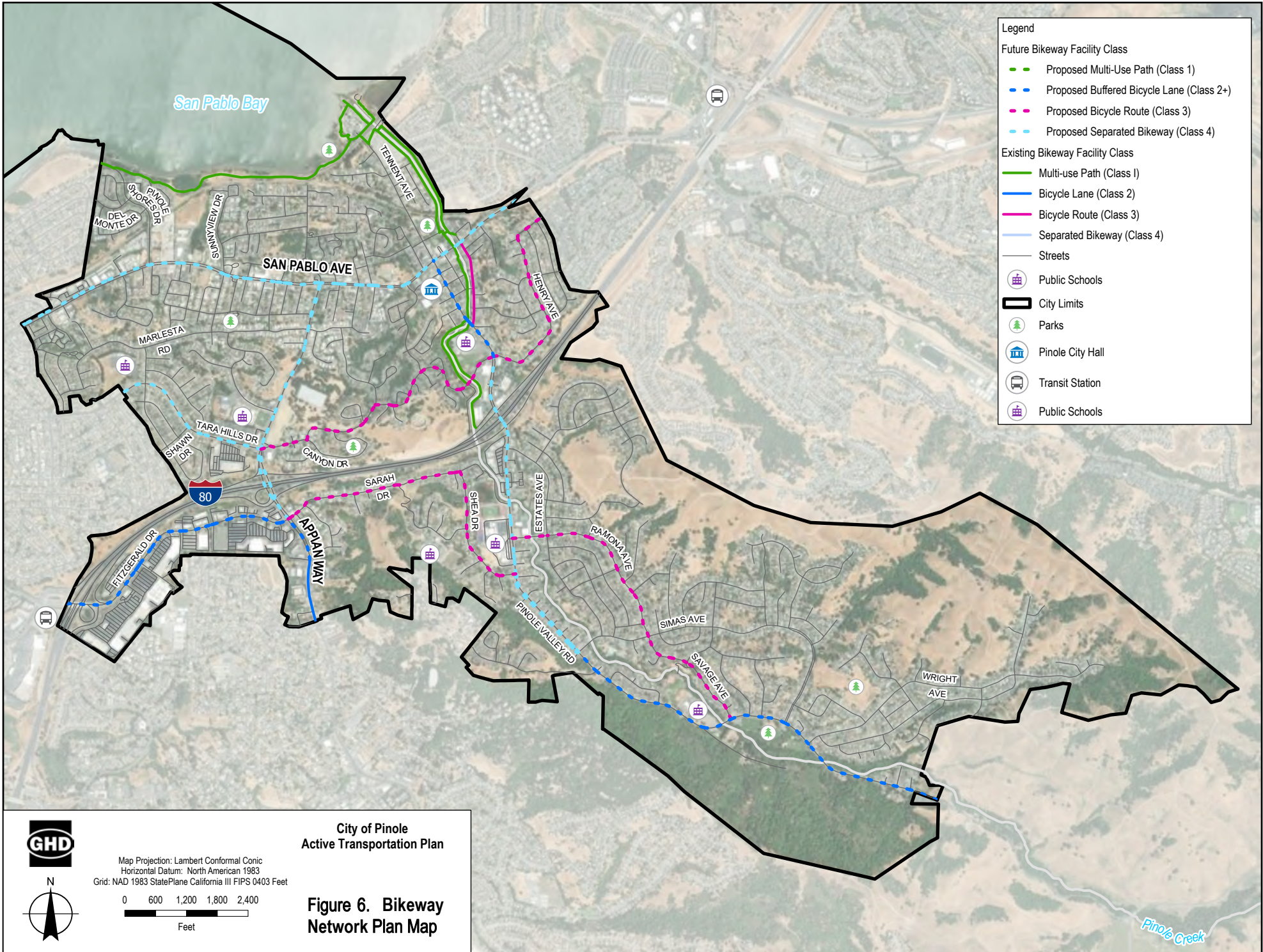
**Figure 5: Tennent Avenue & Prune Street Crosswalk**



Installation of a marked crosswalk and appropriate safety enhancements is recommended across Tennent Avenue and Prune Street to better connect the bridge over Pinole Creek to St. Joseph School.

### *Bikeway Network Plan*

Figure 6 illustrates the citywide bikeway network identified by this Plan to include buffer treatments that would provide low-stress bikeway connections throughout Pinole. Figures 7 to 18 illustrate the preferred concepts with proposed changes to street configurations to accommodate the proposed bikeways. The preferred concepts include narrower drive lanes for motor vehicles intended to reduce motor vehicle speeds.



**GHD**

**City of Pinole  
Active Transportation Plan**

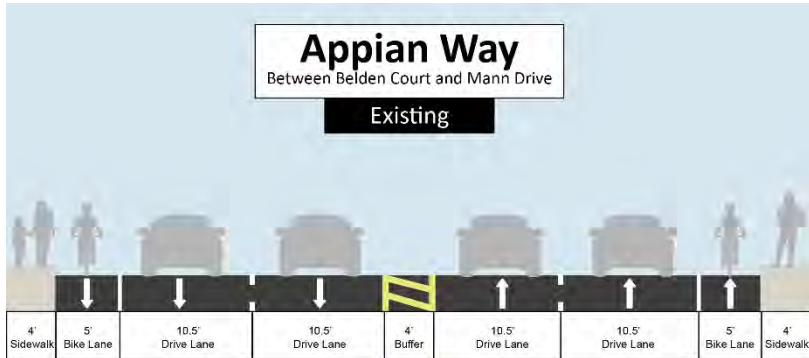
Map Projection: Lambert Conformal Conic  
Horizontal Datum: North American 1983  
Grid: NAD 1983 StatePlane California III FIPS 0403 Feet

0 600 1,200 1,800 2,400  
Feet

**Figure 6. Bikeway  
Network Plan Map**

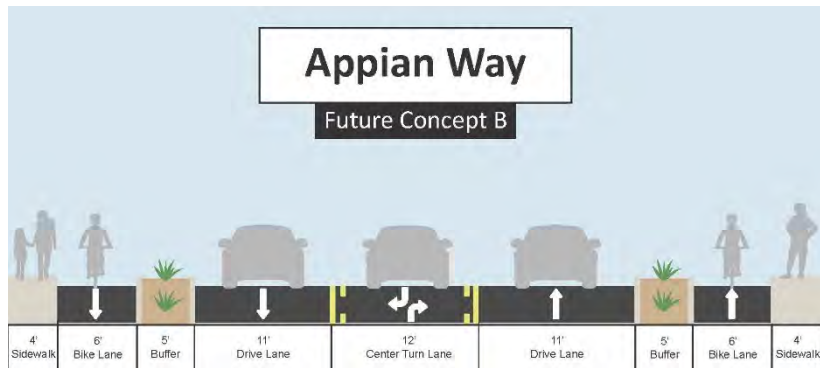
*Preferred Bikeway Concepts*

**Figure 7: Appian Way (Arterial Street) Existing Dimensions**



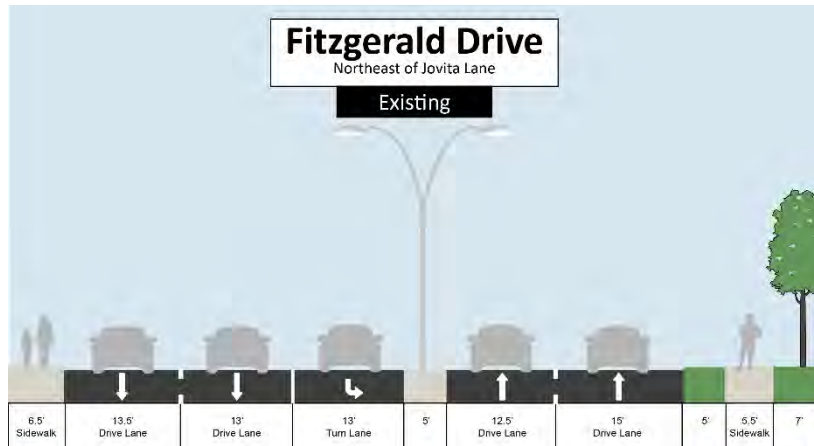
The narrow width of the existing bicycle lane on Appian Way (just 5 feet with no buffer) near Belden Court results in high-stress conditions for cyclists (LTS 4).

**Figure 8: Appian Way (Arterial Street) Preferred Future Concept**



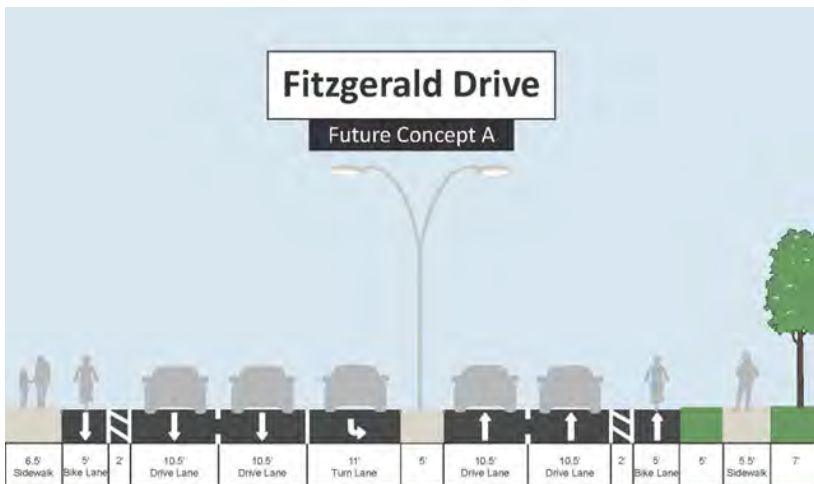
This segment carries 16,000 daily vehicles west of I-80 to San Pablo Avenue, which can be adequately accommodated west of Tara Hills Drive by restriping with 3 drive lanes (1 per direction plus a 2-way left-turn lane), allowing for the reallocation of space to buffers, wider bike lanes, and vertical delineators to upgrade to Class IV bikeway facilities, also benefiting pedestrians along the narrow sidewalk.

**Figure 9: Fitzgerald Drive (Arterial Street) Existing Dimensions**



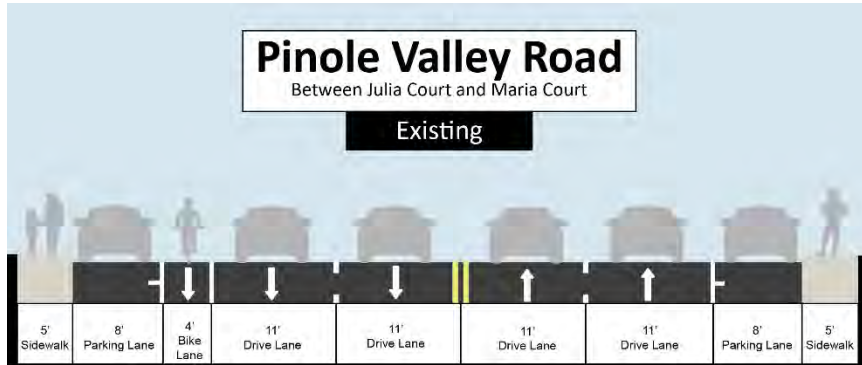
The existing dimensions for Fitzgerald Drive northeast of Jovita Lane.

**Figure 10: Fitzgerald Drive (Arterial Street) Preferred Future Concept**



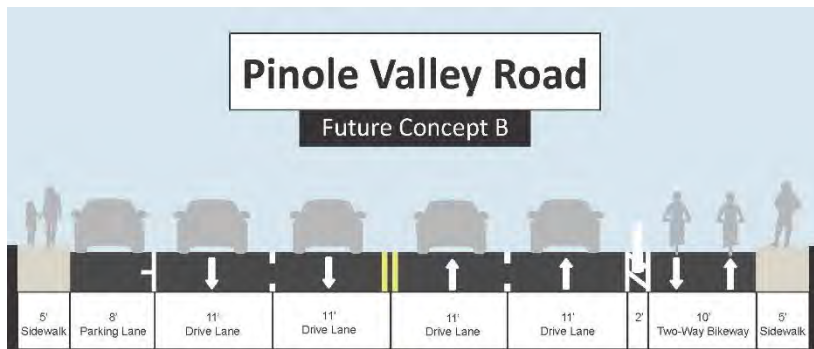
Future Concept A would narrow the drive lane widths to 10.5' and left turn-lane to 11' to accommodate 5' bike lanes with 2' buffers in both directions to improve the LTS score to within the low-stress range.

**Figure 11: Pinole Valley Road (Arterial Street) Existing Dimensions**



The existing configuration on Pinole Valley Road near Julia Court provides a narrow bicycle lane next to parked cars in one direction only (eastbound) with 4 drive lanes for motor vehicles.

**Figure 12: Pinole Valley Road (Arterial Street) Preferred Future Concept**



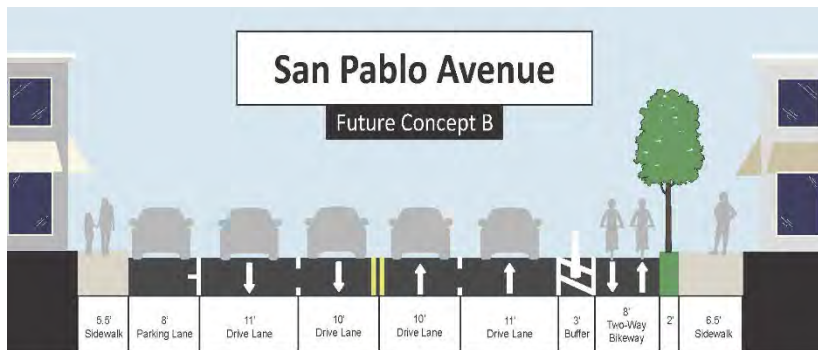
Future Concept B would eliminate curbside parking on the (north) side of Pinole Valley Road with fewer driveway conflicts and implement a Class IV two-way protected bikeway using bollards or other barriers in a buffer.

**Figure 13: San Pablo Avenue (Arterial Street) Existing Dimensions**



The existing dimensions for San Pablo Avenue between Fernandez Avenue and Pinole Valley Road..

**Figure 14: San Pablo Avenue (Arterial Street) Preferred Future Concept**



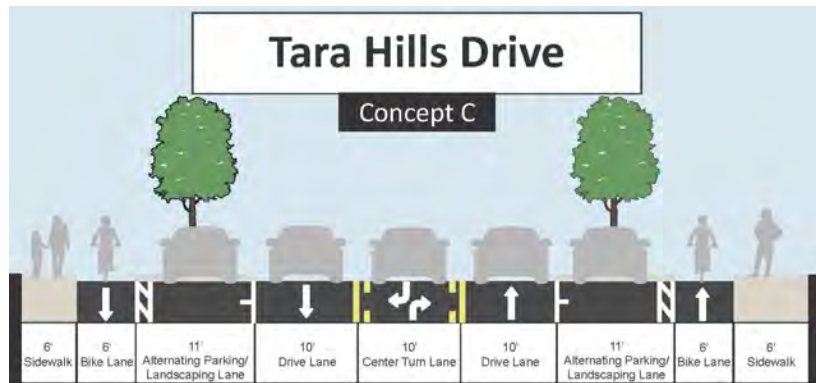
Future Concept B on San Pablo Avenue in downtown Pinole removes parking on one side of the street for 8' Class IV two-way protected bikeway. Inner drive lanes narrow to 10'.

**Figure 15: Tara Hills Drive (Arterial Street) Existing Dimensions**



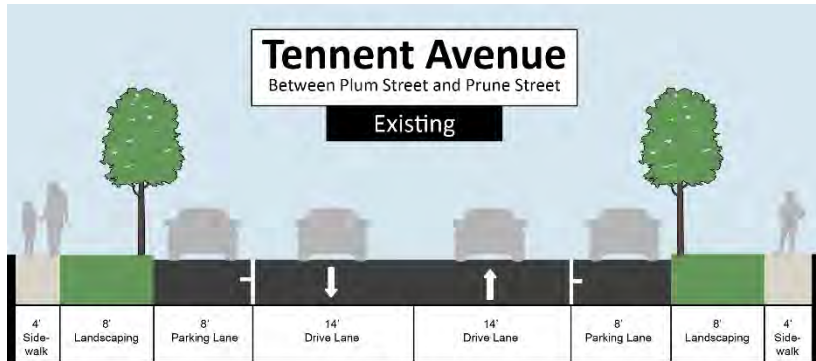
The existing dimensions for Tara Hills Drive between Shawn Drive and Kildare Way.

**Figure 16: Tara Hills Drive (Arterial Street) Preferred Future Concept**



Future Concept C on Tara Hills Drive features 6' parking-protected Class IV bikeways with an 11' alternating parking and landscaping lane

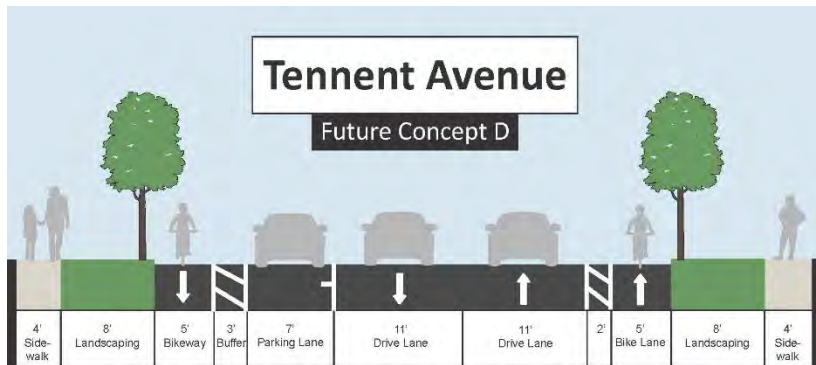
**Figure 17: Tennent Avenue (Arterial Street) Existing Dimensions**



The existing dimensions for Tennent Avenue from Plum Street to Prune Street.



**Figure 18: Tennent Avenue (Arterial Street) Preferred Future Concept**



Future Concept D on Tennent Avenue would provide a Class IV parking-protected bikeway in one direction (5' bikeway, 3' buffer, 7' parking lane), two 11' drive lanes, and a Class II buffered bike lane (5'

# Implementation Plan

**NOTE: THIS IS A PLACEHOLDER. THIS SECTION WILL BE COMPLETED AFTER THE PROPOSED PEDESTRIAN & BICYCLCE IMPROVEMENTS IN THE PRECEEDING SECTION (INCLUDING THE "PREFERRED CONCEPTS" FOR EACH CORRIDOR) ARE APPROVED BY CITY STAFF FOR INCLUSION IN THIS PLAN.**

Walk and Roll Pinole provides project and program recommendations to improve safety and mobility for active transportation users. Implementation of this plan will require community support, political leadership, and significant funding.

This chapter provides a strategy for implementation of the infrastructure projects recommended by this plan. Included are project costs, a framework for prioritizing project implementation, and a summary for relevant funding sources.



## Financial analysis

Unit Cost Assumptions Table 1 presents unit costs used to calculate planning-level construction cost estimates for the recommended infrastructure projects in this ATP. For linear projects, the unit cost method uses a single functional unit (mile or linear foot) that serves as a multiplier. The appropriate unit cost is multiplied by the length of the improvement to develop a planning-level project cost estimate.

Unit cost estimates were developed based on recent regional project costs bid in 2018 and 2019, as well as input from City of Pinole staff. Estimates include assumed costs, as appropriate, for:

- ◆ Mobilization
- ◆ Traffic control
- ◆ Earthwork
- ◆ Materials (e.g., aggregate, asphalt, concrete)
- ◆ Signs
- ◆ Pavement delineation and markings
- ◆ Utility coordination, grading, and erosion control

In addition, estimates include 30 percent soft costs including engineering design (15 percent), administration (3 percent), and construction management (12 percent). There is also a 15 percent contingency. Cost estimates for projects in this plan are in 2023 dollars and do not include cost escalation. At the planning level, cost assumptions do not consider project-specific or location-specific factors that may affect actual costs, including acquisition of right-of-way or road widening.

For some projects, actual costs may differ significantly from the planning-level estimates. Signal timing/phase adjustments are assumed to be staff time only. If additional infrastructure or equipment is needed, that would be an additional cost.

**Table 2: Unit Cost Table**

Improvement	Unit	Estimated Unit Cost	Notes
Class I Shared Use Path	MI	\$2,000,000	Assumes 10' wide path and minor grading
Class II Bicycle Lanes	MI	\$50,000	Both sides of street
Class II Buffered Bicycle Lanes	MI	\$150,000	Both sides of street
Green Painted Class II Bicycle Lane	MI	\$500,000	Assume 6' wide
Class III Bicycle Route	MI	\$10,000	Includes signage and pavement markings
Class III Bicycle Boulevard	MI	\$500,000	Assumes speed tables, sharrows, and curb extensions in addition to signing
Class IV Separated Bikeway	MI	\$400,000	Includes signing and striping for a one- or two-way facility with small curb separation, no roadway widening
Class IV Parking Buffered Bikeway	MI	\$200,000	Includes signing and striping for a one- or two-way facility with delineators, no roadway widening
Sidewalk	LF	\$200	Assumes 6' wide sidewalk with curb and gutter
Transverse Marked Crosswalk	EA	\$1,000	White or yellow
High Visibility Marked Crosswalk	EA	\$2,000	White or yellow
Advance Stop or Yield Line	EA	\$1,000	Includes sign and pavement marking
Curb Ramp	EA	\$15,000	
Curb Extension (Bulb-Out)	EA	\$25,000	Includes each side of crosswalk
Pedestrian Refuge Island	EA	\$5,000	Assume two 6' by 4' islands

Improvement	Unit	Estimated Unit Cost	Notes
Rectangular Rapid Flashing Beacon (RRFB)	EA	\$800,000	Per crossing
Pedestrian Hybrid Beacon	EA	\$1,000,000	Per crossing
Pedestrian-Scale Lighting	EA	\$15,000	Includes one light
Pedestrian Countdown Signal heads (single crossing location)	EA	\$50,000	Includes countdown signal head hardware at one crossing location
Pedestrian Countdown Signal heads (entire intersection location)	EA	\$200,000	Includes countdown signal head hardware all crossings at intersection location
Sign with Pavement Marking	EA	\$1,000	
Green Conflict Markings	EA	\$5,000	Assume 6' by 50', including a white edge line
Traffic Signal	EA	\$2,000,000	Per intersection
Leading Pedestrian Interval	EA	\$50,000	Per intersection
Bicycle Detection	EA	\$20,000	Per intersection approach
Bike Box	EA	\$2,000	Assume 10' deep by 11' wide
Speed Feedback Sign	EA	\$50,000	Solar assembly

Key – EA: Each; MI: Mile; LF: Lineal Foot



# Project Priority Evaluation

## Evaluation Criteria

Infrastructure projects were prioritized based on the criteria listed in Table 3 below. The full points listed were assigned if the criterion was met; no partial scores were awarded.

Project recommendations by this Plan are prioritized based on an evaluation methodology to help the City identify which projects should be selected and targeted for implementation first. Project selection methodology is based upon typical grant criteria and modified to fit the context of Pinole. Other considerations such as available funding and grant program criteria may result in projects being implemented in a modified order from that suggested by the prioritization.

**Table 3: Project Priority Evaluation**

Criteria	Description	Points Possible
<b>Equity</b>	Projects located in an area identified as vulnerable by Median Household Income, Free or Reduced Meal Program (projects within a ¼ mile of schools), Healthy Places Index, or CalEnviroScreen, Justice 40	5
<b>Low Stress Network</b>	Bicycle projects that reduce LTS score to LTS 1 or 2, and sidewalk projects	5
<b>Safe Routes to School</b>	Projects located within ¼ mile of a K-12 school	5
<b>Safety</b>	Projects located within 500 feet of a location with a history of recurring bicycle or pedestrian collisions	4
<b>Gap Closure</b>	Projects that close a gap between existing bicycle or pedestrian facilities	4
<b>Activity Generator</b>	Projects located within ½ mile of an activity generator such as parks, civic facilities (library, community center, City Hall), access to groceries, or medical services	3
<b>Community Input</b>	Projects that address a challenge or include and improvement identified by the community during public engagement activities for this Plan	2
<b>Transit Mobility</b>	Projects located within ¼ mile of transit stops	2
<b>Total</b>		30



## Priority Recommendations

Given the high volume of recommendations proposed, this Plan recommends the City focus on a short list of priority recommendations to be implemented first.

**NOTE: THIS SECTION WILL BE COMPLETED AFTER THE PROPOSED IMPROVEMENTS IN THE PRECEDING SECTION (INCLUDING THE "PREFERRED CONCEPTS" FOR EACH CORRIDOR) ARE APPROVED BY CITY STAFF FOR INCLUSION IN THIS PLAN.**

## Funding

A variety of existing transportation funding sources as well as those more specifically aligned with bicycle and pedestrian uses exist. Many are limited to new construction, though some may also offer funds for maintenance of existing facilities. Capital Projects for bicycle and pedestrian facilities are typically funded through a combination of sources and not one single source.

### *State and Federal Programs*

#### **ACTIVE TRANSPORTATION PROGRAM (ATP)**

The ATP was created by Senate Bill 99 (SB 99) to encourage increased use of active modes of transportation, such as walking and bicycling. The ATP consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. SB 1 directed an additional \$100 million annually to the ATP (see SB 1 – Road Repair and Accountability Act). The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Application cycles occur approximately every two years, typically in late spring or summer. Funding is awarded at both the state level through the Californian Transportation Commission (CTC) and at the regional level through SJCOG.

#### **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)**

The Affordable Housing Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions. The program assists project areas by providing grants and/or loans, or any combination

thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking. The three Project Area types include:

- Transit Oriented Development Project Areas
- Integrated Connectivity Project Areas
- Rural Innovation Project Areas

#### **SB 1 – ROAD REPAIR AND ACCOUNTABILITY ACT**

The “Road Repair and Accountability Act” of 2017 (SB 1) invests \$54 billion over a decade to repair roads, improve traffic safety, and expand public transit systems across California, with funds split equally between state and local investments. SB 1 directs \$100 million annually to the ATP to fund infrastructure projects, program implementation, and plan development to increase bicycling and walking. SB1 funds come to the City either directly or through one of several competitive programs. SB1 also created the Local Partnership Program (LPP), which continuously appropriates \$200 million annually from the Road maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements, to improve active transportation, aging infrastructure, road conditions, and other benefits.

#### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

The Highway Safety Improvement Program (HSIP) is a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

### **LOCAL ROAD SAFETY PLAN (LRSP)**

A Local Road Safety Plan (LRSP) identifies and analyzes systemic safety problems and makes recommendations for safety improvements. The process of preparing an LRSP facilitates the development of local agency partnerships and results in a prioritized list of improvements and actions that can be used to apply for federal and state funds. Since 2022, an LRSP or equivalent document is required for an agency to be eligible for HSIP funds. Pinole completed an LRSP in 2023.

### **LOCAL HIGHWAY BRIDGE PROGRAM**

The Local Highway Bridge Program (HBP) replaces or rehabilitates public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration (FHWA) determine that a bridge is significantly important and qualifies under the HBP program guidelines. Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasures, and preventative maintenance activities.

### **SUSTAINABLE TRANSPORTATION PLANNING GRANTS**

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or improving pilot projects. Communities are typically required to provide an 11.47 percent local match, with staff time or in-kind donations eligible to be used towards the match.

### **REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS**

RAISE Grants are awarded on a competitive basis by the US Department of Transportation (USDOT) for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL). Eligible grantees include public or government agencies or authorities, units of local government, special

purpose districts, transit agencies, federally recognized Indian Tribes, and multi-state or multijurisdictional groups of entities. The Federal share grant may fund up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area, a historically disadvantaged community, or an area of persistent poverty.

### **CONGESTION MANAGEMENT AND AIR QUALITY IMPROVEMENT PROGRAM**

The Congestion Management and Air-Quality Improvement Program (CMAQ), with funding through the BIL, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

In San Joaquin County, CMAQ funding is administered to local agencies by SJCOG.

### **CARBON REDUCTION PROGRAM**

The Carbon Reduction Program (CRP), established by the BIL, provides federal funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. CRP funds may be used for transportation alternative projects including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. CRP funding is apportioned to regions and local agencies based on population, using the 2020 U.S. Census. California's share of the CRP is \$106,704,653.

### **SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS**

The SS4A funding program was established following passage of BIL in 2021, with the first competitive application cycle commencing in 2022. Local



government agencies may directly apply to the program, with funding being provided in three categories: Action Plans, Supplemental Planning, and Implementation Grants. Applications for all three categories must be focused on implementing complete streets which will ultimately reduce serious injuries and fatalities for roadway users. Action Plan grants fund development of a qualifying Plan to support complete streets and reduction of roadway fatalities/serious injuries. Supplemental Planning activities include follow-up efforts to further the existing Action Plans. Implementation Grants, which implement activities from existing action plans, including constructing roadway safety treatments, including systemic safety fixes, constructing complete streets facilities such as walking and bicycling facilities, and non-infrastructure program activities to support the infrastructure investments.

#### **RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN) PROGRAM**

The RCN Program combines two Federal funding opportunities: the Reconnecting Communities Pilot (RCP) and the Neighborhood Access and Equity (NAE) Program. Both programs address transportation barriers that have negatively impacted connectivity and access to resources in disadvantaged communities. The RCN program distributes funding through three grant types: Capital Construction projects, Community Planning activities, and Regional Partnership Challenges.

Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities, including active transportation improvements. Eligible applicants include state, units of local government, federal recognized Tribal governments, Metropolitan Planning Organizations (MPOs), non-profit organizations.

#### **PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) GRANTS**

The BIL allocates funding for the PROTECT discretionary grant program with the purpose of helping local agencies improve the resiliency of their on-system transportation infrastructure. The program provides Federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change through four types of grants: Planning Activities (limited to developing a resilience improvement plan), Resilience Improvements, Community Resilience and Evacuation Route Activities, and At-Risk Coastal Infrastructure Activities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise.

The PROTECT program funds are distributed federally and by formula and competitive grants.

#### **OFFICE OF TRAFFIC SAFETY GRANTS**

The California Office of Traffic Safety offers grants annually, funded by the Federal Highway Safety Program, for programs that aim to reduce motor vehicle crashes, injuries, and fatalities. Eligible programs address priority areas, established by the National Highway Traffic Safety Administration (NHTSA) like alcohol- and drug-impaired driving, pedestrian and bicycle safety, public relations, advertising, and marketing programs, and more. Public entities are eligible for grant funding, but non-profits must have a public entity as their host agency.

## URBAN GREENING PROGRAM

The California Natural Resources Agency allocated \$50 million to the Urban Greening program for urban greening and urban forestry projects that reduce GHG emission and provide multiple health benefits. Cities, counties, special districts, non-profit organizations, or agencies/entities formed pursuant to the Joint Exercise Powers Act can apply for funding. Applicants are expected to a) acquire, create, enhance, or expand community parks and green spaces and/or b) use natural systems or systems that mimic natural systems to achieve multiple benefits. Eligible projects related to active transportation planning include:

### *Local and Regional Programs*

## COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The Community Development Block Grant (CDBG) Program is a flexible federal funding program that provides communities with resources to address a wide range of unique community needs. These funds are provided through the U.S. Department of Housing and Urban Development (HUD). These funds are allocated to the City annually and can be used for capital projects that remove a barrier to accessibility.

## MEASURE K AND MEASURE J

Measure K is a half-cent sales tax originally approved in 1998 to provide 20 years of funding for transportation projects in Contra Costa County, including BART extension, freeway improvements, better bus service, enhanced bicycle facilities, and expanded transportation options for senior citizens and people with disabilities. The Contra Costa Transportation Authority (CCTA) was created to manage these funds.

Measure J was approved in 2004 to continue the county's half cent sales tax and is scoped to provide approximately \$2.5 billion for countywide and local transportation projects and programs through 2034. Over the program's 30 year period, CCTA will allocate \$391.5 million to the County's four Regional

Transportation Planning Committees, including the Central, West, Southwest, and East Counties.

The West Contra Costa Transportation Commission (WCCTC) subregion, which houses Pinole, El Cerrito, Hercules, Richmond, San Pablo, and the unincorporated portions of West County, will receive 0.7% of the \$391.5 million funds for safe transportation for children, 0.5% for additional local streets maintenance and improvements, 0.4% for livable communities, 0.04% for additional pedestrian, bicycle, and trail facilities, and 0.3% for subregional transportation needs.

More information about the Measure J Funding can be found in Contra Costa's Transportation Sales Tax Expenditure Plan.

## TRANSPORTATION FUND FOR CLEAN AIR (TFCA)

The Bay Area Air Quality Management District TFCA funds projects that reduce vehicle emissions. Forty percent of these funds are distributed to the nine Bay Area Counties. CCTA administers funds to Contra Costa County, which receives about \$1.5 million from this fund annually.

## REGIONAL ATP APPLICATION

The Regional Metropolitan Transportation Commission (MTC) ATP program is a supplemental funding source to State ATP funds. The Regional ATP follows the same two-year funding cycle as the State ATP, and local agencies are able to submit applications to both funding sources for the same project.

## Item #8

# MAINTENANCE SERVICE REQUESTS

- ❑ Via Email: [pwservicerequests@pinole.gov](mailto:pwservicerequests@pinole.gov)
- ❑ Via website: <https://www.pinole.gov/services/contact-us/report-a-problem/>

## Item #9

# TAPS COMMITTEE CONTACTS

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Item #10

# ADJOURN TO NEXT MEETING

January 8, 2025

Thank you



PUBLIC WORKS

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