

**TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE (TAPS)
MEETING MINUTES
December 11, 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 Vice Chair Kent Moriarty chaired the meeting, and Public Works Specialist KJ Madayag called the Committee Meeting to order at 6:11 pm. Vice Chair Moriarty led the Pledge of Allegiance.

2. Roll Call and Statement of Conflict

Committee Members Present

Kent Moriarty
Krystle Pasco

Committee Members Absent

Ben Doyle
Faith Dunham-Sims

Staff Present

KJ Madayag, Public Works Specialist
Colin Burgett, GHD Consultant

3. Approval of Minutes from November 13, 2024

Staff Madayag postponed the approval of last meeting's minutes due to the absence of a quorum.

4. Committee Member Reports and Communications:

Vice Chair Moriarty: At the last council meeting, several proposals of speed reduction on Pinole Valley Road and San Pablo Avenue were mentioned, as well as creative sidewalks in downtown. The intersection of San Pablo Avenue and Tennent Avenue has a slip-lane when coming southbound from San Pablo and making a right turn on Tennent. Making that slip-lane a bus-only lane would reduce speeds.

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

6. Traffic and Pedestrian Safety Issues

Staff Madayag:

6A. Traffic Calming Policy: Available on our website at <https://www.pinole.gov/engineering-administration/traffic-calming-policy>.

6B. Submitted by Citizens: None.

6C. Issues Related to CalTrans Right-Of-Way

Staff Madayag: The City has no jurisdiction over CalTrans property. Please use the CalTrans link to submit any issues: <https://csr.dot.ca.gov/>

7. Staff Updates

Staff Madayag:

7A. 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

7B. Active Transportation Plan

Staff Madayag: The ATP website www.walkandrollpinole.com is still active. Our discussion today will center around the comments and feedback from residents. The draft is complete and has been distributed for comments. The ATP is the result of support for all needs for residents, workers, and visitors regardless of mode, age, or ability. The purpose of the plan is to establish a long-term vision of improvements to walking, biking, and other non-motorized traffic in Pinole.

Vice Chair Moriarty: The comments seem divisive, some residents think the ATP is anti-car; Views it more as improving traffic calming, livability, and transportation. At the prior workshops, there was less divisiveness. The plan is only as good as its issues being carried out. The proposals for the bike section in the draft, specifically Pinole Valley Road and San Pablo Avenue, are complex and important. The two-way bike lane proposal is not really compatible with these streets and would possibly create a more dangerous situation.

Consultant Burgett: On Pinole Valley Road are relatively few driveways which tend to be at the cul-de-sacs. Two-way bike lanes are becoming more common. The San Pablo Avenue segments are focused around Tennent Avenue where there are almost no driveways.

Vice Chair Moriarty: The very short section from Fernandez Avenue to Pinole Valley Road on San Pablo Avenue would have to be crossed more by bicyclists, they might not want to do it, drivers would get annoyed, could more tension between road users. Did this concept come up because of less resistance from residents?

Consultant Burgett: The two-way bike lane concept did receive the most positive comments.

Vice Chair Moriarty: The positive comments might have been made more by drivers than bicyclists.

Member Pasco: Starting on page 15 of the draft, goals and objectives are outlined; on page 21 recommendations are stated. What is the difference?

Consultant Burgett: Goals and objectives should be broad but inform the selection of recommendations. Recommendations should support the goals and objectives.

Member Pasco: It would be beneficial to merge both in some ways, so that recommendations include both infrastructure-based and non-infrastructure based. The draft focused more on walking and biking, other city plans talked more about carpooling, vanpooling and transit use; those were not talked about much and pose a missed opportunity. In terms of equity, how are we making sure that our transportation network supports the most disadvantaged communities in the city, i.e. wheel chair users? Page 57 under "Project Priority Evaluation" – free or reduced meal program, is being used as criteria for determining a project's equity merit. In California we now have a universal meals program in schools. The offered data is less reliable due to being

self-reported by school districts; is there other data to use to supplement the understanding of equity and how it relates to student poverty?

Consultant Burgett: The City would likely look at grant sources for funding equity considerations, CalEnviro is commonly used. We can update this based on the recent language.

Public Comment opened

Caller Anthony: Regarding the ATP, we would like to see a chart, not everybody has access to the Agenda Packet, to have some visible outline on the TV.

Public Comment closed

Staff Madayag: To refer to this public comment, all public comments for the ATP have been posted on the www.walkandrollpinole.com website, there is an interactive map that shows what residents have asked for, as well as a map for plan concepts.

Public Comments opened

Officer Eubanks: There is concern for transportation and safety at the elementary school on Mann Drive. Page 47 shows a proposed future concept of Appian Way between Belden Court and Mann Drive. Currently there are huge traffic issues at the school, most children are not actively walking to school but being dropped off by family hence the congestion at specially the two southbound lanes from Appian Way towards Mann Drive. The future concept of turning these two lanes into one and then creating a center turn lane is very concerning. A good portion of Appian Way from Belden Court to Mann Drive on the west side of the road is a large hillside, so there is nowhere to turn on that side of the road. Once the housing development on the east side of Appian Way has been built, that turn pocket would have drivers turn across the lane and into a home division, which is not a good way for traffic calming. The plan of Pinole Valley Road where two-way bike lane on one side of road and still leave it open to two lanes is a better fit for that area. Turning Appian Way into one lane is not recommended for our City and residents. Would really like to see that concept change, it is not a good proposed concept for that area.

Consultant Burgett: The comments received are regarding speeds, and one lane would lower speeds on Appian Way. Traffic volumes are not high on that stretch: for 23 hours there is no congestion, then there is the school drop off/pick up period, leading to some short-term queuing. Most days and weekends there are extra lanes which tend to result in speeding.

Public Comments closed

Member Pasco: What happens now – beyond December, what are the next steps for this process?

Staff Madayag: Public comments have been extended to the end of December. The next step is a compilation of all comments which will be sent to the consultant to compose the final draft plan. The final draft will come back to TAPS for discussion, and moving on from there it would go to Council.

Member Pasco: January meeting might be too soon for a TAPS discussion.

Staff Madayag: TBD pending draft; hopefully February or March.

8. Maintenance Service Requests

Staff Madayag: Contact us via email: pwservicerequests@pinole.gov, or our website: <https://www.pinole.gov/services/contact-us/report-a-problem/>, to report any maintenance related issues in Pinole.

9. Contacts for reporting Traffic and Pedestrian Safety Issues

Staff Madayag: Please feel free to reach out to the TAPS Committee Members or contact Public Works directly.

10. Adjournment to the next meeting on January 8, 2025

Vice Chair Moriarty adjourned this meeting at 6:53pm.